



Official Plan

Municipality of Clarington

2024

Office Consolidation

Clarington

Municipality of Clarington

Official Plan

Adopted by Council of the Municipality of Clarington by By-law 96-033 on January 29, 1996

As approved by Council of the Regional Municipality of Durham on October 31, 1996 with Modifications, Parts Deferred and Parts Referred to the Ontario Municipal Board and Amendment Numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 31, 30, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 89, 90, 91, 92, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 132, 134, 135

Last Office Consolidation, November 2024

This document is an office consolidation and is provided for convenience only.

Disclaimer

This consolidation of the Official Plan, including Secondary Plans and the amendments thereto, are prepared for reference purposes only. While the Municipality makes every effort to ensure the accuracy of the information contained herein, in particular those policies appealed to the Ontario Land Tribunal (OLT), the reader is advised that in situations where legal accuracy is important, the Adopting By-law itself and any amending by-laws or OLT decisions must be consulted.

There are outstanding appeals of this Official Plan for some areas in the Municipality of Clarington. Where there is an outstanding appeal in an area, the policies and/or schedules of the Clarington Official Plan 2024 may not be in effect in respect of those lands. Information on the location of outstanding appeals and/or the applicability of the policies and schedules to those areas can be obtained through the Municipality of Clarington, Planning and Infrastructure Services.



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November 2024

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List of Active Appeals to Official Plan Amendment 107 to Clarington Official Plan

Reference	Appellant	Parts of the Plan Affected
A107-6	Michael Zygocki Ltd. and Boothia Developments Ltd Geographical scope of appeal: 3202 Tooley Road Part Lot 33, Concession 3, 0 Tooley Road Part Lot 33, Part 2 10R3801 and 3222 Tooley Road, Part Lot 33 Concession 3 RP 40R15810 Pt 2. Additional adjacent lands 3292 Tooley Road, Courtice (Sacco Lands) and 3210 Tooley Road (Sualeh Lands), Part Lot 33 Con 3 Darlington, 3194 Tooley Road Part Lot 33 Concession 3 Darlington and 40R-29378 (Baseline Properties Ltd. Lands) Counsel: Drew Dowling ddowling@walkerhread.com	Policy 2.2.3 Table 3-1 Policy 3.4.14 Policy 3.4.16 Policy 23.10.7 Map A2: Land Use Courtice Urban Area – Extent of EP Designation Map D1: Natural Environment, Natural Heritage System – Southwest Clarington

Outstanding Deferrals to Amendment No. 107 of the Municipality of Clarington Official Plan

Deferred Decision No.	Schedule/Policy	Deferred Decision
3.	Policy 12.4.6 Schedules: A1, B, C, D1, D2, D3, D4, E1, E2, F1, F2, G, H, J1, K	The Hamlet boundary expansions included through Council adopted Amendment 107 are deferred.
4.	Schedule 'A2'	The 'Municipal Wide Park' symbol and the extent of the Municipal Wide Park land use designation along the Courtice Waterfront is deferred.

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Part One

Introduction

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Chapter 1

Overview

Municipality of Clarington Official Plan

1 Overview

1.1 Introduction

After nearly 6,000 years of intermittent habitation by First Nations peoples, Europeans began to settle in Clarington in the late 18th century. They found a land abundant with dense forests, rich soils, and varied topography stretching from the Lake Ontario shoreline to the Oak Ridges Moraine.

In 1792 Lieutenant Governor Simcoe established the original townships of Clarke and Darlington. Through time, the larger settlements were incorporated as autonomous municipalities. Regional government was introduced in 1974 to meet the increasing demands of growth. This included the creation of the Town of Newcastle through the amalgamation of the former Town of Bowmanville, the Village of Newcastle and the Townships of Clarke and Darlington. In 1993, the Municipality was renamed Clarington, a blending of the names of the original Townships of Clarke and Darlington.

The changes in Clarington over the past 200 years have been profound. Lands were cleared, harbours were built, farms were established and small settlements formed. Merchants established businesses and built factories. The construction of transportation *infrastructure* beginning with Kingston Road, a grid system of township roads, several railway lines and much later Highway 401, led to periods of growth and prosperity. However, this has put stress on the natural systems that have permitted and sustained this growth.

Over the past few decades, Clarington has also become more fully integrated into the Greater Toronto Area, which is one of the fastest growing regions in North America. Being part of the GTA's economic and demographic growth has presented Clarington with many opportunities and challenges. The first Clarington Official Plan, which was adopted in 1996, provided the Municipality with its first detailed framework to guide and manage *development* in Clarington.

A number of changes have occurred since that time that affect how the Municipality deals with the economic, community and environmental pressures created by growth. These include significant changes to the local, national and global economies, increasing urban densities, and the emergence of climate change as a new environmental challenge. The Municipality is also required to bring its Official Plan into conformity with new Provincial legislation affecting the land use planning process.

1.2 Purpose

This document constitutes the Official Plan (the “Plan”) of the Municipality of Clarington (the “Municipality”) and has been prepared in accordance with the Planning Act.

The purpose of this Plan is to guide and manage *development* in the Municipality of Clarington to the year 2031. In so doing, it will:

- Foster the economic, environmental, cultural, physical and social well-being of the residents of Clarington;
- Guide the future form of physical development of the Municipality with respect to land use and transportation;
- Assist in the prevention and resolution of land use conflicts;
- Provide a framework for identifying and evaluating land use opportunities;
- Provide the basis for other municipal plans, public works and actions; and
- Inform the public, business and other levels of government of Council's intentions for the physical development of the Municipality.

The Municipality was also directed to incorporate legislation and regulations adopted by senior levels of government, in particular the Provincial Policy Statement as amended, the Provincial Growth Plan, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. The policy guidance provided by these documents include:

- Forecasts of approximately 140,300 residents and 38,400 jobs by the year 2031;
- New *development* will be directed to Urban Areas with firmly defined boundaries;
- New *development* will support a pedestrian-friendly and transit-friendly urban form;
- A variety of housing types will be provided; and
- The *natural heritage system* and natural resources, including agricultural lands and mineral *aggregate* resources, will be protected.

1.3 Organization of the Plan

The Official Plan consists of six parts as follows:

Part I: Introduction (Chapters 1-2)

The Introduction provides the context in which the Plan was prepared, the basis for its policies and the main principles which underlie the policies of the Plan.

Part II: Strategic Directions (Chapters 3-8)

This section provides the principles, direction and policies regardless of land use designation, unless otherwise indicated.

Part III: Land Use Policies (Chapters 9-17)

The goals, objectives and policies for designated land use areas are articulated in this Section.

Part IV: Infrastructure and Services Policies (Chapters 18-22)

This section establishes policy for the physical *infrastructure* and human services which support land use activities including *parks*, schools, community facilities, institutions, transportation, stormwater management, utilities and community improvement policies.

Part V: Implementation and Interpretation (Chapters 23-24)

These policies outline procedural and implementation requirements for the use and *development* of lands, the monitoring of *development* to ensure compliance with the stated objectives, and the means to interpret the policies and maps contained in this Plan.

Definitions of specific words or phrases are provided for ease of interpretation.

Appendices:

Appendix A – General Description of Reports, Studies and Plans.

Appendix B – Unit Targets by Neighbourhood

Appendix C – Road Classifications

Official Plan Maps:

- A Land Use
- B Urban Structure
- C Secondary Plan Areas
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- E Natural Environment – Aquifer Vulnerability and Oak Ridges Moraine Landforms
- F Natural Environment – Natural Hazards and Waste Disposal Assessment Areas

Overview

- G Potential Aggregate Resource Areas
- H Greenbelt and Oak Ridges Moraine
- I Community Improvement Project Areas
- J Transportation Network – Roads and Transit
- K Trails

Part VI: Secondary Plans

This section contains various secondary plans for specified areas identified in this Plan.

Chapter 2

Vision and Principles

Municipality of Clarington Official Plan

2 Vision and Principles

2.1 Vision

This Plan seeks to achieve a vision for Clarington as a:

- Place where each community can build on its individual character, share a common economic base and a distinct collective image;
- Place for people to live, work and play in a safe, vibrant, healthy and prosperous *environment*;
- Place where people, businesses and governments collectively balance growth with the protection, management and enhancement of rural landscapes, cultural heritage, natural resources and the natural *environment*; and
- Place where the built *environment* emphasizes high quality design and integrates nature in the design process.

2.2 Principles

This Plan has been prepared in recognition of three key principles which provide direction for the policies of this Plan: *sustainable development*, healthy communities and growth management.

2.2.1 Sustainable Development

The future *development* of Clarington will be pursued in a manner that ensures current needs can be met without compromising the ability of future generations to meet their own needs. This Plan seeks to implement the following directions:

Thinking Globally; Acting Locally

Climate change, threats to air quality and other environmental concerns will be considered and acted upon in a local context.

Ecosystem Integrity

Planning and *development* will be undertaken in a context which recognizes the interaction of all parts of *ecosystems* and protects the integrity and vitality of natural systems and processes.

Cumulative Impacts

Future *development* will recognize *cumulative impacts* by not exceeding the carrying capacity of air, land and water to absorb the impact of human use.

Remediation and Regeneration

Past environmental degradation will be remediated and natural systems regenerated.

Energy and Water Conservation

Future *development* will contribute to the reduction of per capita energy and water consumption.

Shared Stewardship

The stewardship of our natural resources, including land, water and air will be a shared responsibility of government, business and property owners.

Sustainable Design

Development and built form will be of the highest possible quality, with consideration for sense of place, resilience and sustainability.

2.2.2 Healthy Communities

A healthy community will nurture the health and well-being of residents to provide for a high quality of life. This Plan seeks to implement the following directions:

Personal Well-being

Opportunities and services will be provided for employment, learning, culture, *recreation* and the emotional, physical and social well-being of residents.

Urban Design Excellence

Excellence in urban design will be pursued to contribute to a sense of place, ensure physical safety, provide human scale to the urban *environment*, and promote healthy and active lifestyles through the integration of land uses and *active transportation* modes like walking and cycling.

Economic Vitality

A competitive, adaptable economic environment will be promoted to encourage investment and diversity of employment opportunities.

Community Identity

A sense of place and identity will be fostered to reinforce neighbourhood and community life and to contribute to civic identity and pride.

Public Involvement

The participation of all residents will be encouraged in the process of decision-making and community-building which affect their lives.

Arts, Culture and Heritage

The arts, culture and heritage of the community are one of the foundations of a creative society. This Plan supports the provision of arts, culture and heritage programs, events and facilities in private and public developments.

Housing Diversity

Improve the range of housing opportunities and offer a diversity of dwelling types, densities, tenure and cost to meet the needs of existing and future residents throughout all stages of their lives.

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2.2.3 Growth Management

Smart Growth recognizes the importance of pursuing the principles of *sustainable development* and healthy communities through the land development process. This Plan seeks to implement the following directions for managing growth:

Protected Natural Heritage

The *natural heritage system* will be protected. Where there is a conflict between a proposed land use and the protection of the *natural heritage system*, the latter will prevail.

Firmly Defined Settlement Boundaries

Urban and hamlet growth will take place within clearly defined boundaries to prevent sprawl and to protect the agricultural system.

Compact Urban Form

Compact urban form that supports transit, walking and cycling will be achieved with an emphasis on infill and *redevelopment*, higher densities and a mix of uses.

Structural Growth

Growth will be balanced between *greenfield* lands and infill lands with priority to be given to projects that support *intensification*.

Balanced Growth

Job creation will continue to be a priority to complement residential growth.

Phased Development

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Urban growth will be phased in order to encourage *compact urban form*, promote an efficient settlement pattern, and will be scheduled to match the Municipality's financial resources.

Efficient Use of Infrastructure

Public *infrastructure* and services to accommodate growth will be extended in an orderly, cost-efficient manner and will support *active transportation*. Priority in *infrastructure* investments will be given to developments within the *Built-up Areas*.

Transportation and Land Use

The integration of transportation and land use planning is critical to achieving the overall goals of this Plan. Critical investment will be required to provide a transportation system that supports the planned land uses, increases modal choice, maintains speed of travel and reduces trip lengths.

Part Two

Strategic Directions

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Chapter 3

Protecting the Natural Environment and Managing Natural Resources

Municipality of Clarington Official Plan

3 **Protecting the Natural Environment and Managing Natural Resources**

3.1 Goals

- 3.1.1 To protect and enhance the natural heritage system and its ecological integrity.
- 3.1.2 To promote responsible stewardship of the *natural heritage system* and wise use of natural resources in order to provide long term and *sustainable* environmental, economic and social benefits.

3.2 Objectives

- 3.2.1 To achieve in the public interest, an appropriate balance between the protection of the Municipality's *natural heritage system* and the management of its natural resources.
- 3.2.2 To protect *natural heritage features* and functions from incompatible *development*.
- 3.2.3 To enhance ecological processes, biodiversity and connections within the *natural heritage system*.
- 3.2.4 To protect residents from natural and man-made hazards such as poor drainage, organic soils, flood susceptibility, erosion, steep slopes, and *contaminated sites*.
- 3.2.5 To recognize and protect the Oak Ridges Moraine for its unique landform characteristics, its significant function of groundwater recharge and discharge, its *natural heritage features* and *hydrologically sensitive features* and their *ecological functions*, and its significant *aggregate* resources.
- 3.2.6 To recognize and protect the Lake Iroquois Beach for its significant function of groundwater recharge and discharge, its *natural heritage features* and their *ecological functions*, and its significant *aggregate* resources.

- 3.2.7 To recognize the Lake Ontario Waterfront as a dynamic and distinctive element of the Municipality's natural *environment*.
- 3.2.8 To protect and enhance the Ganaraska Forest and the Long Sault Forest and to provide for an appropriate natural corridor between them.

3.3 General Policies

- 3.3.1 Land owners are encouraged to respect the integrity of the natural *environment* and the needs of future generations in the management and use of the Municipality's natural resources. Responsible stewardship may include participation in *forest management* programs, and soil and water conservation programs.
- 3.3.2 The following areas in the Municipality are particularly important to the features, functions and *connectivity* of the *natural heritage system*:
- The Oak Ridges Moraine;
 - The Lake Iroquois Beach; and
 - The Lake Ontario Waterfront.

3.4 Natural Heritage System

- 3.4.1 The many and diverse *natural heritage features* and *hydrologically sensitive features* found in Clarington, together with their *ecological functions*, collectively comprise the Municipality's *Natural Heritage System*. The general location of the *natural heritage system* is shown on Map D.
- 3.4.2 The following natural heritage features and hydrologically sensitive features comprise the natural heritage system:

Natural Heritage Features

- a) Wetlands;
- b) Areas of Natural and Scientific Interest;
- c) Significant Woodlands;
- d) All significant *Valleylands*;
- e) Fish habitat and riparian corridors;
- f) Habitat of endangered species and threatened species;

- g) Rare vegetation communities, including sand barrens, savannahs and tallgrass prairie;
- h) Wildlife habitat.

Hydrologically Sensitive Features

- i) Wetlands;
- j) Watercourses;
- k) Seepage areas and springs;
- l) Groundwater features; and
- m) Lake Ontario and its littoral zones.

- 3.4.3 There are a number of other environmentally sensitive terrestrial features and areas, *natural heritage features* and *hydrologically sensitive features* and areas which, due to inadequate information or the nature of the feature or area, are not shown on Map D. These features are also important to the integrity of the *natural heritage system* and may be identified on a site-by-site basis for protection through the review of a development application or other studies.
- 3.4.4 As part of a development application, where *site* specific studies or updated information from the Province or Conservation Authority results in refinements to the boundary or extent of a *natural heritage feature* and/or *hydrologically sensitive feature*, or its related *vegetation protection zone*, such refinement shall not require an amendment to this Plan.
- 3.4.5 However, where such refinement of the boundary or extent of the feature is proposed for a Provincially Significant Wetland, *areas of natural and scientific interest* and/or *habitat of endangered, and threatened species*, or their related minimum *vegetation protection zones*, then formal confirmation of said refinement is required from the Province, prior to any *development* or *site alteration*. If an evaluation determines a greater minimum *vegetation protection zone* is required than that which is identified in Table 3-1, then the greater shall be provided.
- 3.4.6 When updated information from the Province or Conservation Authority results in refinements to the boundary or extent of a *natural heritage feature* and/or a *hydrologically sensitive feature* or its related minimum *vegetation protection zone*, but not through a development application, the Municipality where appropriate will support the Province or Conservation Authority in making the

information available to the public. Any such refinements as a result of Provincial or Conservation Authority initiatives will require an amendment to this Plan.

Table 3-1**Minimum Areas Of Influence and Minimum Vegetation Protection Zones**

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<i>Natural Heritage System Features</i>	Within Urban and Rural Settlement Areas Minimum Vegetation Protection Zone	Outside of Urban and Rural Settlement Areas Minimum Vegetation Protection Zone	Minimum Area of Influence
<i>Wetlands</i>	30 metres	All land within 30 metres of: - the outermost extent of the <i>natural heritage feature</i> - the stable top of bank for <i>Valleylands</i> - the dripline of the outermost tree within the <i>woodland</i> <i>meander belt</i>	All land within 120 metres of: - any part of the natural heritage feature - stable top of bank for <i>Valleylands</i> <i>meander belt</i>
<i>Fish habitat and riparian corridors</i>	15 metres		
<i>Valleylands</i>			
<i>Significant woodlands</i>			
Watercourses			
Seepage areas and springs			
<i>Habitat of endangered species and threatened species</i>	As determined by an Environmental Impact Study or a Natural Heritage Evaluation in accordance with Provincial and Federal requirements.		
<i>Areas of natural and scientific interest</i> (life science)			
<i>Wildlife habitat</i>			
<i>Rare Vegetation Communities</i> including; <i>Sand barrens, Savannahs and tallgrass prairies</i>			
<i>Areas of Natural and Scientific Interest</i> (earth science)	As determined by an Earth Science Heritage Evaluation		
Beach/Bluff	As determined by a Geotechnical Evaluation and/or a Slope Stability Assessment		

- 3.4.7 If more than one *natural heritage system* feature is identified on the subject lands, the provisions of Table 3-1 that are more restrictive apply.
- 3.4.8 Development and site alteration with respect to land within a natural heritage feature and/or a hydrologically sensitive feature or within its vegetation protection zone is prohibited, except the following:
- a) Forest, fish and wildlife management;
 - b) Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered;
 - c) Transportation, *infrastructure* and *utilities*, but only if the need for the project has been demonstrated by an Environmental Assessment, there is no reasonable alternative, and it is supported by a project specific Environmental Impact Study; and
 - d) Low intensity recreation.
- 3.4.9 Low-impact development stormwater systems such as bioswales, infiltration trenches and vegetated filter strips may be permitted within the *vegetation protection zone* provided that the intent of the *vegetation protection zone* is maintained and it is supported by the Environmental Impact Study.
- 3.4.10 Approval of any development application shall ensure that a *self-sustaining vegetation protection zone* be planted, maintained or restored in order to protect any on-site or *adjacent natural heritage feature* and/or *hydrologically sensitive feature*.
- 3.4.11 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.
- 3.4.12 The policies of this Plan shall also apply to any *natural heritage feature* and/or *hydrologically sensitive feature* which has been identified by the Municipality, the Region, a Conservation Authority or the Province, but which is not presently shown on Map D. Where a *natural heritage feature* and/or *hydrologically sensitive feature* is not identified on Map D, it does not necessarily mean that the feature or part thereof may be developed or altered in any

way. Should a *natural heritage feature* and/or *hydrologically sensitive feature* be identified through the review of a development application and written notice given to the applicant, the preparation of an Environmental Impact Study or a Natural Heritage Evaluation or Hydrological Evaluation shall be required.

3.4.13 *Development* will not be approved where an Environmental Impact Study, Natural Heritage Evaluation or a Hydrological Evaluation identifies unacceptable *negative impacts* on the *natural heritage system*.

A107-6 3.4.14 Table 3-1 identifies the minimum *vegetation protection zone* and the minimum area of influence of identified *natural heritage system* features.

3.4.15 An Environmental Impact Study, a Natural Heritage Evaluation and/or Hydrological Evaluation shall be undertaken for any *development* or *site alteration* proposed within the minimum area of influence of any *natural heritage feature* and/or *hydrological sensitive feature* identified in Section 3.4.2, 3.4.3 or 3.4.11 but outside the feature itself and the related minimum *vegetation protection zone* identified in Table 3-1 of this Plan.

A107- 6 3.4.16 The Environmental Impact Study, Natural Heritage Evaluation and/or Hydrological Evaluation required in Section 3.4.15 shall determine the *vegetation protection zone* based on the sensitivity of the features and *ecological functions* of the *natural heritage system* but in no case will the *vegetation protection zone* be less than the minimum *vegetation protection zone* identified in Table 3-1 of this Plan.

3.4.17 Notwithstanding Section 3.4.15, and the Minimum *Vegetation Protection Zone* identified in the Urban or Rural Settlement Areas on Table 3-1, the following may apply:

- a) Where a *significant woodlands* is not associated with and/or *adjacent* to a *hydrologically sensitive feature* the minimum *vegetation protection zone* may be reduced to 10 metres;
- b) Where an in-fill *lot* is proposed, surrounding development setbacks shall be considered and a reduced minimum *vegetation protection zone* may be considered;
- c) In *Greenfield Areas*, the Minimum *Vegetation Protection Zone* may be modified only as a result of physical constraints of the *site*; and

- d) Any modification to the minimum *vegetation protection zone* provided for in this Section must be supported by the Environmental Impact Study and provided there is no net loss on the total area of the *Vegetation Protection Zone*.

3.4.18 Notwithstanding Section 3.4.15, the preparation of an Environmental Impact Study, Natural Heritage Evaluation and/or Hydrological Evaluation is not required for an *agricultural use*, *agriculture related use*, or *on-farm diversified use* building or structure located within 120 metres of a *natural heritage feature* or *hydrologically sensitive feature*, provided the features and their functions are protected from the impacts of the proposed building or structure and provided the building or structure is located outside of the *natural heritage system* and the minimum *vegetation protection zone*.

3.4.19 The Greenbelt *Natural Heritage System* is identified in Map H. Development and *site alterations* within the Greenbelt *Natural Heritage System* are subject to the policies in the Greenbelt Plan.

Oak Ridges Moraine

3.4.20 The Oak Ridges Moraine is a unique landform, valued for its combination of scenic qualities, *natural heritage features*, particularly its forests, its groundwater resources and its *aggregate* resources. This Plan seeks to achieve an appropriate balance between the use of the Moraine's resources and the maintenance and enhancement of its scenic values, landform character, and essential *ecological functions*, including the provision of *wildlife habitat*, and the recharge and discharge of groundwater.

3.4.21 The geographic area of the Oak Ridges Moraine as defined by the Province is identified on Maps A and H. In the event of a question regarding the limit of the boundary, a topographic survey by an Ontario Land Surveyor based on field surveys tied to Ontario Geodetic Datum shall be required.

3.4.22 The *ecological integrity* of the Oak Ridges Moraine shall be maintained and where possible improved or restored by;

- a) Maintaining, and where possible improving or restoring, the health, diversity, size, and *connectivity* of *natural heritage features*, *hydrologically sensitive features* and the related *ecological functions*;
- b) Maintaining the quantity and quality of groundwater and surface water;

- c) Maintaining groundwater recharge and discharge;
- d) Maintaining natural watercourse form and flow characteristics;
- e) Protecting landform features;
- f) Maintaining or restoring *natural self-sustaining vegetation* and *wildlife habitat* within the Natural Core Area;
- g) Maintaining, and where possible improving or restoring *natural self-sustaining vegetation* over large parts of the area to facilitate movement of plants and animals within the Natural Linkage Areas; and
- h) Maintaining a natural continuous east-west connection and additional connections to watercourse valleys north and south of the Oak Ridges Moraine within the Natural Linkage Areas.

3.4.23 The Ganaraska Forest and the Long Sault Forest, both of which are located partially within the Oak Ridges Moraine, are identified on Map D. This Plan also recognizes that the Forests extend beyond the Municipality's boundaries. The Forests are significant because of their size, the diversity of *wildlife habitat* they provide including large areas of interior forest *habitat*, and their important *watershed* functions of groundwater recharge and discharge and erosion control. The Ganaraska and Long Sault Forests are to be protected and managed through appropriate public acquisition and public and private land stewardship initiatives in accordance with Section 3.3.1 to enhance their natural heritage value.

3.4.24 Within the Oak Ridges Moraine applications for *development* or *site alteration* are subject to the policies of this Plan as well as the provisions within the Oak Ridges Moraine Conservation Plan.

3.4.25 Within the Oak Ridges Moraine, an application for *development* or *site alteration* with respect to land in an area of natural and scientific interest (earth science) or the related minimum area of influence identified in Table 3-1 shall be accompanied by an Earth Science Heritage Evaluation.

3.4.26 Within the Oak Ridges Moraine, major *development* for which a development application is received on or after April 23, 2007, is prohibited unless:

- a) The *watershed plan* for the relevant *watershed* has been completed;
- b) The major *development* conforms with the *watershed plan*; and

- c) A water budget and conservation plan prepared to the satisfaction of the Region of Durham demonstrates that the water supply required for the major *development* is *sustainable*.
- 3.4.27 The Oak Ridges Moraine possesses many *landform features* including steep slopes, ravines and ridges that makes the Oak Ridges Moraine a distinctive landscape within the Municipality. The Municipality shall endeavour to maintain the form, character and variety of landscapes within the Moraine by encouraging only minimal modifications to the natural contours of the land and the retention of natural landscape features such as *woodlands*. Within the Oak Ridges Moraine, 2 categories of *Landform Conservation Areas* are identified on Map E.
- 3.4.28 Except for mineral *aggregate* extraction areas, an application for *development* or *site alteration* within a *Landform Conservation Area* (Category 1 or 2) shall identify planning, design and construction practices that will keep disturbance to landform character to a minimum and maintain significant *landform features* in their natural undisturbed form. *Development* or *site alteration* within a *landform conservation area* shall be in conformity with the Oak Ridges Moraine Conservation Plan.
- 3.4.29 An application for major *development* with respect to land in a *Landform Conservation Area* Category 1 or 2 as identified on Map E, shall be accompanied by a Landform Conservation Plan.
- 3.4.30 An application for *development* or *site alteration*, except with respect to mineral *aggregate* extraction, that does not constitute major *development*, with respect to land in a *landform conservation area* of either category, shall be accompanied by a plan that:
 - a) Identifies the areas within which all building, grading, and related construction will occur;
 - b) Minimizes the amount of *site alteration* required; and
 - c) Provides for the protection of *areas of natural and scientific interest* (earth science) in accordance with the Oak Ridges Moraine Conservation Plan.
- 3.4.31 An application for a mineral aggregate operation or a wayside pit within a *landform conservation area*, shall identify approaches in the rehabilitation plans to create compatible landforms and provide continuous forest cover where reasonably practical.

Lake Iroquois Beach

- 3.4.32 The Lake Iroquois Beach is an important landform within the Municipality's landscape, as identified on Map D. The extensive *wetlands*, forested areas and *wildlife habitat* of the Lake Iroquois Beach provide an east-west natural corridor across the Municipality. This landform is also valued for its groundwater recharge and discharge functions, its landscape features and its *aggregate* resources.
- 3.4.33 Except for *aggregate* extraction, the Municipality shall endeavour to maintain the form, character and variety of landscapes within the Lake Iroquois Beach by encouraging only minimal modification to the natural contours of the land and the retention of natural landscape features, including *woodlands* and *wetlands*. In the case of an Aggregate Extraction Area, the extraction and rehabilitation plans for the pit shall seek to create compatible landforms and provide continuous forest cover where reasonably practical.

Lake Ontario Waterfront

- 3.4.34 The Lake Ontario Waterfront is a unique and dynamic feature and a vital public resource. The Municipality shall promote greater awareness, understanding, access and recreational use of the waterfront and encourage community pride and participation in its regeneration.
- 3.4.35 The Lake Ontario Shoreline and its *adjacent* lands are an important ecological area that includes many *natural heritage features* and *hydrologically sensitive features* and provides important natural heritage functions including:
- Coastal *wetlands*;
 - Migratory stopovers;
 - Beach/bluff communities;
 - Shoreline processes including dynamic beaches and sediment transport;
 - Habitat of endangered species and threatened species; and
 - A regional wildlife movement *corridor* offering unique *habitat* and movement opportunities.
- 3.4.36 Applications for *development* or *site alteration* within 120 metres of the Lake Ontario Shoreline shall require consultation with the Conservation Authority and the preparation of appropriate studies may be required to assess the potential impacts of *development*.

- 3.4.37 The creation or reclamation of additional shoreline land through lakefilling is prohibited unless approved by a Federally approved environmental assessment. Limited erosion control work to protect existing development may be permitted subject to the approval of the relevant Conservation Authority.

3.5 Watershed and Subwatershed Plans

- 3.5.1 For integrated and long term planning and to make environmentally sound decisions that consider *cumulative impacts of development*, the Municipality will continue to support the need to undertake multi-stakeholder *watershed* planning studies in order to protect the integrity of ecological and *hydrological functions*.
- 3.5.2 It is the intent of the Plan that *watershed and subwatershed plans* will be prepared and/or updated on a priority basis recognizing development pressures, environmental concerns and fiscal constraints. In this regard, the Municipality will work in partnership with the Province, the Region of Durham, Conservation Authorities and other agencies in the preparation of *watershed and subwatershed plans*.
- 3.5.3 Subject to the approval of Council, the Municipality will incorporate through an Official Plan Amendment the applicable objectives and requirements of completed *watershed plans* and *subwatershed plans* undertaken by the Region of Durham, the Municipality or the Conservation Authority, as appropriate. The recommendations contained within *watershed and subwatershed plans* shall guide the Municipality in maintaining, improving and enhancing the health of the *watersheds*.
- 3.5.4 Consideration shall be given to relevant *watershed and subwatershed plans* and the achievement of overall *watershed* targets identified in these plans during the preparation of secondary plans and during the development approval process.
- 3.5.5 *Development* and *site alteration* shall also incorporate the applicable objectives and requirements of the respective *watershed and subwatershed plan* as appropriate.
- 3.5.6 Through the preparation of a *subwatershed plan* as part of the Secondary Planning Process, the limits of the *Natural Heritage System* as depicted on Map D may be refined.
- 3.5.7 Restoration and/or regeneration areas identified in the respective *watershed and subwatershed plans* shall be addressed through the Secondary Plan process.

Linkages

- 3.5.8 Connections or *linkages* between *natural heritage features* and *hydrologically sensitive features* provide opportunities for wildlife movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall *Natural Heritage System*. The Municipality recognizes the importance of sustaining *linkages*.
- 3.5.9 The Municipality shall support the protection of connections between *natural heritage features* and *hydrologically sensitive features* and across the *Natural Heritage System* through the identification of *linkages* in *watershed plans*, *subwatershed plans*, Environmental Impact Studies and other studies where appropriate.
- 3.5.10 *Linkages* shall be evaluated, identified and protected through the preparation of Secondary Plans.
- 3.5.11 Wherever feasible, *linkages* shall be incorporated into the design of a new *development* in order to retain and enhance the cultural, aesthetic and environmental qualities of the landscape, to the satisfaction of the Municipality.
- 3.5.12 The applicant shall prepare a *Linkage Assessment* where new *development* or *site alteration* is proposed within a *linkage* area identified in a Secondary Plan, *watershed* or *subwatershed plan*. On *sites* where an Environmental Impact Study is being prepared, the *Linkage Assessment* can be included as part of the Environmental Impact Study.
- 3.5.13 Approval of any development application shall maintain, and where possible, improve or restore *linkage* functions. Design and construction practices shall ensure that no buildings or other *site alterations* impede the movement of plants and animals within or *adjacent* to the *natural heritage system*.

3.6 Natural Resources

- 3.6.1 The Municipality will encourage the wise use and management of natural resources.
- 3.6.2 The Municipality has enacted a *site alteration* by-law to regulate alterations to grade, the excavation of material and/or the placement/depositing of fill across the Municipality with the exception of those areas regulated by the respective Conservation Authority.

Soil

- 3.6.3 Soils with a Class 1-3 rating under the Canada Land Inventory of Soil Capability for Agriculture shall generally be preserved and protected for agriculture. Land uses that are not compatible with agriculture shall be discouraged from locating on or *adjacent* to lands with Class 1-3 soils.
- 3.6.4 The removal of topsoil is prohibited except for those exemptions pursuant to the *Site Alteration* By-law.
- 3.6.5 Commercial fill operations are only permitted by amendment to this Plan and will require a permit under the Municipality's *Site Alteration* By-law and/or from the appropriate Conservation Authority where applicable.

Water

- 3.6.6 Groundwater resources are a vital component of the *ecosystem* and a source of drinking water. The Municipality does not support the removal for commercial sale of groundwater, and the uses associated with this activity shall not be permitted.
- 3.6.7 The maintenance of an abundant supply of clean water is essential to the health of *ecosystems* and the quality of life of residents. The Municipality will co-operate with other levels of government and private and public agencies to promote the conservation and wise use of potable water, surface water and groundwater resources.
- 3.6.8 The headwaters of many of the watercourses in Clarington originate within the Oak Ridges Moraine. In addition to protecting drinking water sources, protection of the quality and quantity of groundwater is key in ensuring the *ecological integrity* of natural features and functions, including hydrological features.
- 3.6.9 Maintaining, improving and restoring the water resources within the Oak Ridges Moraine is important in ensuring that the overall *ecological integrity* of the Oak Ridges Moraine is achieved. Areas of high *aquifer vulnerability* within the Oak Ridges Moraine are identified on Map E. Additional information may become available through detailed evaluation or further study.
- 3.6.10 Within five years of Provincial approval of Source Water Protection Plans, the Official Plan will be updated to incorporate any necessary recommendations from the Source Water Protection Plans, including mapping.

- 3.6.11 The boundary of areas of high *aquifer vulnerability* and areas of low *aquifer vulnerability* identified in Map E may be refined based on *site specific* studies approved by the appropriate agency.
- 3.6.12 The following uses are prohibited in areas of high *aquifer vulnerability*:
- a) Generation and storage of hazardous waste or liquid industrial waste;
 - b) *Waste disposal sites* and facilities, organic soil conditioning *sites*, and snow storage and disposal facilities;
 - c) Underground and above-ground storage tanks that are not equipped with an approved secondary containment device;
 - d) Storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990; and
 - e) Uses identified in Schedule 'E' – Table 'E5' and the applicable policies of the Region of Durham Official Plan.
- 3.6.13 In planning for the local Transportation and Roads network, the Municipality will consider restrictions on haulage routes for transportation of chemicals and volatile materials in *wellhead protection areas* and in areas of high *aquifer vulnerability* as defined by Source Water Protection Plans.
- 3.6.14 High Volume Recharge Areas are identified in respective *Watershed Plans*. Removal or disruption to these areas may impact groundwater and surface water resources as well as those *natural heritage features* and *habitat* which rely upon groundwater inputs and surface water quality and quantity. *Development* within High Volume Recharge Areas may be permitted provided a hydrogeological impact assessment is conducted which demonstrates that *development* will result in no net loss to recharge functions attributed to the High Volume Recharge Areas.
- 3.6.15 The establishment of new wells for municipal water services will require the identification of *wellhead protection areas* around the new well. Should a municipal well become established, a *wellhead protection area* shall be incorporated into this Plan by amendment.
- 3.6.16 The establishment of a new surface water intake to a surface water treatment plant will require the identification of an *intake protection zone*. Should a new surface water intake be established, an *intake protection zone* shall be incorporated into this Plan by Amendment.

- 3.6.17 New rapid infiltration basins and new rapid infiltration columns are prohibited.
- 3.6.18 Proposals for *development* that require a Permit to Take Water under the Water Resources Act, or that have the potential to impact water quantity, shall be accompanied by a hydrogeological study verifying that there is sufficient water supply to support the proposed use and, on a cumulative, *sustainable* basis, confirm that there will not be an adverse impact on surrounding water users and the natural *environment*.
- 3.6.19 On *sites* where there is an abandoned well or borehole, *development* shall only be considered if the proponent demonstrates, to the satisfaction of the Municipality, that actions have been taken to decommission the well or borehole, in accordance with provincial requirements.
- 3.6.20 The existing Orono *Wellhead Protection Area* is shown on Map E. Land uses that pose a risk to the quality and quantity of groundwater within the *wellhead protection areas* are prohibited or restricted in accordance with the Region of Durham Official Plan including 'Schedule E Table E6 Wellhead Protection Areas-Land Use Restrictions' of the Region of Durham Official Plan.

Woodlands

- 3.6.21 Commercial logging shall only be permitted in accordance with *good forestry practices* and the applicable Tree Preservation By-laws or on lands that are under a *forest management* plan.
- 3.6.22 Except in designated Settlement Areas and lands designated Environmental Protection Area, the clearing of *woodlands* for agriculture may be permitted provided:
- a) The land is Class 1 to 3 soils as defined by the Canada Land Inventory of Soil Capability for Agriculture;
 - b) The land is part of a farming operation;
 - c) Agricultural yield or productivity would be increased;
 - d) The removal of trees is carried out in accordance with applicable Tree Preservation By-laws;
 - e) The *woodland* is not a *wetland* as determined by the Municipality and the Conservation Authority; and
 - f) An environmental impact study or equivalent demonstrates that *connectivity* between features will be maintained, or

where possible, enhanced for the movement of native plants and animals across the landscape.

3.6.23 Notwithstanding Section 3.6.22 the clearing of *woodlands* on the Oak Ridges Moraine is not permitted within *natural heritage features*, *hydrologically sensitive features* or the related minimum *vegetation protection zone* as identified in Table 3-1 unless the land was being used for *agricultural uses* prior to and on November 15, 2001.

3.6.24 The Municipality will pursue a variety of mechanisms to achieve the preservation of *woodlands*, such as the preparation of *forest management* plans, municipal purchase, parkland dedication, gratuitous dedication, and density transfers.

Mineral Aggregate Resources

3.6.25 The Municipality will exercise its available powers to balance the wise use and protection of the Municipality's mineral *aggregate* resources with its responsibility to protect the *ecological integrity* of the *natural heritage system*, rural landscapes and the quality of life of its residents. The Municipality shall pursue the following policies in order to achieve this balance:

- a) Ensure that *aggregate* extraction occurs in an orderly and efficient manner with a minimum of environmental, social and financial impacts. In this regard, the Municipality will be guided by applicable provincial standards;
- b) Prevent the establishment of land uses which could hinder future *aggregate* extraction in and *adjacent* to areas with an unconstrained potential for *aggregate* extraction;
- c) Plan and zone for mineral *aggregate* extraction and its associated activities as an interim land use;
- d) Discourage *aggregate* extraction in areas within the *natural heritage system*;
- e) Preclude *aggregate* extraction in areas with social-cultural constraints identified in Section 15.3.5;
- f) Undertake appropriate studies of *aggregate* extraction activities, rehabilitation and implementation within the Municipality's natural *environment*; and
- g) Seek to ensure the rehabilitation of pits and quarries occurs in a comprehensive manner which is sensitive to surrounding land uses and landscapes, mitigates *negative impacts* to the

furthest extent possible, and reflects the underlying land use designation on Map A.

- 3.6.26 Potential *Aggregate* Resource Areas are identified on Map G. These areas comprise potential mineral *aggregate* reserves as identified by the Province which are generally not constrained by either *natural heritage features* identified in 15.3.14 or by significant social-cultural constraints identified in Section 15.3.5.
- 3.6.27 In known potential *aggregate* resources areas as shown on Map G and on *adjacent* lands, *development* and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
- a) Resource use would not be feasible; or
 - b) The proposed land use or *development* serves a greater long-term public interest; and
 - c) Issues of public health, public safety and environmental impact are addressed.
- 3.6.28 It is recognized that Map G may be amended from time to time to reflect updated geological and constraint information. Any change to Map G shall require an amendment to this Plan.
- 3.6.29 The information presented on Map G is not a land use designation and does not entitle a landowner to use lands identified as a Potential Aggregate Resource Area for extraction purposes, nor does it express the Municipality's intention to adopt an amendment to this Plan to permit *aggregate* extraction otherwise than in compliance with the other provisions of this Plan.
- 3.6.30 The Municipality, in consultation with the Region of Durham, the Province and the *aggregate* industry, may prepare area-wide rehabilitation plans for the Oak Ridges Moraine and the Lake Iroquois Beach. Such plans may address the following objectives:
- a) The rehabilitation of pits and quarries shall be encouraged to provide for the creation of appropriate landforms and continuous forest cover where reasonably practicable, shall be sensitive to scenic views and vistas and surrounding land uses, and shall be consistent with the underlying land use designation on Map A;
 - b) The integration of approved rehabilitation plans for existing licensed *aggregate* extraction operations;
 - c) The rehabilitation of abandoned pits;

- d) The protection and enhancement of the *ecological integrity* of the *natural heritage system*, including the maintenance, enhancement or establishment of *linkages*; and
- e) The identification of any lands which could be incorporated into a Conservation Area or improve the alignment of the Oak Ridges Moraine Trail and/or be dedicated to a public authority.

In conducting these studies, the Municipality may seek the financial assistance of the *aggregate* industry.

- 3.6.31 Area-wide rehabilitation plans will be reviewed periodically by the Municipality, in consultation with the Region, Conservation Authorities, the Province, and *aggregate* producers to monitor progress in achieving the objectives of the area-wide rehabilitation plans and to determine if amendments to the plans are required.
- 3.6.32 The Municipality may encourage the grouping of Aggregate Extraction Areas where appropriate in order to achieve a reduction in the number of haul routes, minimize the impact on the *natural heritage system*, the surrounding lands, and where appropriate, to implement an area-wide rehabilitation plan.
- 3.6.33 Subject to compliance with the Municipal Act, the Municipality may consider the incorporation of any road allowance connecting *adjacent* pits into an Aggregate Extraction Area provided that an area-wide rehabilitation plan has been prepared and approved by the Municipality.
- 3.6.34 The Municipality shall encourage the Ontario Aggregate Resources Corporation to rehabilitate all abandoned pits and quarries as defined in the Aggregate Resources Act, R.S.O. 1990 c.A. 8, as amended.
- 3.6.35 The Municipality, in consultation with the *aggregate* producers, shall monitor *aggregate* extraction activity in the Municipality to determine, among other things:
 - a) The status of licensed pits and quarries;
 - b) The progress of rehabilitation; and
 - c) Any other matters as deemed necessary.
- 3.6.36 Wayside pits or quarries used for the purpose of supplying *aggregate* materials to any government project may be permitted in accordance with the Aggregate Resources Act on a temporary basis in any land use designation except for those lands within an Urban Area, Rural Settlement Area, Natural Core Area or

Environmental Protection Area on Map A, or on portions of the *Natural Heritage System* as identified in Section 15.3.19. Notwithstanding the above, wayside pits may be permitted within an Urban Area or a Rural Settlement Area subject to a Zoning By-law amendment for a temporary use.

- 3.6.37 *Portable asphalt plants* used for the purpose of supplying materials to any government project may be permitted on a temporary basis in any land use designation except for those lands within an Urban Area, Rural Settlement Area or those lands designated Environmental Protection Area, Natural Core Area or Natural Linkage Area on Map A, or on portions of the *natural heritage system* as identified in Section 15.3.19 provided that:
- a) There is no adverse impact on groundwater and the *natural heritage system*;
 - b) There is no adverse noise, odour or dust impacts on nearby sensitive lands use activities; and
 - c) Appropriate screening is provided.

3.7 Hazards

- 3.7.1 Hazard Lands, the Regulatory Shoreline Area, and Waste Disposal Assessment Areas, as identified on Map F, and *Contaminated Sites*, are lands which possess characteristics which could pose a threat to public health and safety or property and are considered unsafe for *development*. Additional information regarding hazard land conditions may become available through the detailed evaluation of development applications or further study.

Natural Hazard Lands

- 3.7.2 Natural hazard lands are those lands which exhibit one or more hazards such as poor drainage, organic soils, flood susceptibility, susceptibility to erosion, steep slopes, or any other physical condition on which *development* could cause loss of life, personal injury, property damage, or could lead to the deterioration or degradation of the natural *environment*.
- 3.7.3 All lands, including lands that are covered in water, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard, are considered natural hazard lands.
- 3.7.4 To protect people, *infrastructure*, buildings, and properties and promote a healthy and resilient Municipality in the preparation of Secondary Plans, the Municipality shall consider the potential

impacts of climate change that may increase the risk associated with natural hazards.

- 3.7.5 No new buildings or structures shall be permitted on lands identified as natural hazard lands, save and except for those buildings or structures required for flood and/or erosion control which are approved by the Conservation Authority and the Municipality.

Regulatory Shoreline Area

- 3.7.6 The Regulatory Shoreline Area as identified on Map F, is that area along the Lake Ontario Waterfront which is subject to dynamic beaches, flooding and/or erosion. The extent and exact location of the Regulatory Shoreline Area shall be identified in the implementing Zoning By-law in accordance with the detailed Lake Ontario Flood and Erosion Risk Mapping of the relevant Conservation Authority.

- 3.7.7 The construction of new buildings or structures of any type within the Regulatory Shoreline Area shall not be permitted.

- 3.7.8 Once a dwelling located in the Regulatory Shoreline Area is destroyed or demolished by whatever reason, and reconstruction is not commenced within 24 months, the existing residential use is deemed to cease.

Human Made Hazard Lands

- 3.7.9 In the vicinity of the nuclear generating station, proposed *sensitive land uses* will be reviewed in the context of emergency measures planning.

Waste Disposal Assessment Areas

- 3.7.10 Waste Disposal Assessment Areas shall include all lands that may be influenced by a *site* on which *waste* has been deposited, or by a *site* on which *waste* will be deposited under an approval issued pursuant to the Environmental Protection Act. The area of influence shall be defined as 500 metres from the lands containing wastes unless otherwise determined by the Province. *Development* within these areas shall be regulated in order to protect public health and safety and to ensure land use compatibility.

- 3.7.11 The general location of known Waste Disposal Assessment Areas is indicated on Map F, based on information provided by the Province. The location of the symbol is approximate and may be modified, without amending this Plan, as further information is provided by the Province or others.

- 3.7.12 New *development* will not be permitted within a Waste Disposal Assessment Area unless the following requirements are met:
- a) Written approval received from the Province that the provisions of the relevant legislation are satisfied;
 - b) Studies of gas, leachate, hydrogeology and structural stability, soil and groundwater contamination, presence of *hazardous wastes* and safety are completed which show that *development* is compatible and can safely take place; and
 - c) Measures are taken to the satisfaction of the Province in consultation with the Municipality to control any problems identified through the above study.
- 3.7.13 Notwithstanding the land use designations on Map A, *development* will not be allowed to proceed on lands identified as containing *wastes* until the requirements of the Province are met.

Waste Management

- 3.7.14 New *waste disposal sites* and/or the expansion or increase in capacity of *waste disposal sites* are not permitted within any land use designation without an amendment to this Plan. An application to designate lands for a new *waste disposal site* and/or expand or increase the capacity of a *waste disposal site* shall be accompanied by reports which address the requirements of the Plan, the impact on the *natural heritage system* and surrounding residents including traffic, noise and dust, and the financial implications for the Municipality. These studies shall be subject to peer review under Section 3.7.15.
- 3.7.15 Where the proponent of an application to establish, expand or increase the capacity of a *waste disposal site* has submitted studies to the Province, the Region or the Municipality, the Municipality shall select and retain qualified consultants to undertake a peer review of such studies to ensure that the requirements of Section 3.7.14 are satisfactorily addressed. The expense of the peer review shall be borne by the proponent. Where appropriate, the undertaking of the peer review shall be co-ordinated with the Region.
- 3.7.16 The Municipality supports a *waste* management strategy that emphasizes reusing, reducing, and recycling to minimize adverse impacts to the *environment*. This will include managing materials and minimizing *waste* during construction.

- 3.7.17 *Waste* processing facilities and *waste* transfer stations may be permitted in the General Industrial designation in accordance with Section 11.7.5 and 11.7.6.
- 3.7.18 The Municipality supports the establishment of a Regionally-owned *waste* transfer station in Clarington to provide equitable access to Clarington residents for the drop-off of municipal hazardous and special *waste*, and reusable and recyclable *waste*. The *development* of the Regionally-owned *waste* transfer station should be located in the Light Industrial or General Industrial designation and shall:
- a) Be subject to *site* plan control for the *development* of the *site* and any future amendments;
 - b) Generally locate outdoor storage at the rear or interior side yard of the property to minimize visual impacts on surrounding land uses and provide appropriate screening, buffering and/or containment through the use of berms, landscaping, fencing or any other mitigative measures in accordance with Section 5 of the Plan;
 - c) Strictly prohibit the outdoor storage of *hazardous waste* or any non-*hazardous waste* that may have an adverse impact on the surrounding area or the environment;
 - d) Prepare, maintain and adhere to an Emergency Management Plan, approved by the Municipality prior to commencement of *site* operations; and
 - e) Ensure there is no adverse impact on the surrounding area, including traffic, litter, noise and dust.
- 3.7.19 *Contaminated sites* refers to lands, buildings or structures that, for reasons of public health and safety or environmental quality, may present potential health or environmental hazards as a result of past activities conducted on them, but do not include natural hazard lands. Sources of contamination can include disposal of *waste* materials, raw material storage, residues left in containers, maintenance activities and spills.
- 3.7.20 Lands previously used for *auto wreckers*, automobile repairs, service stations, fuel storage, or for the disposal of construction *waste* or debris are considered as potentially *contaminated sites*. In addition, other *sites* may be identified by the Municipality of Clarington, in consultation with the Region and the Province, through the review of development applications.

- 3.7.21 *Development* shall not be permitted until the following has been submitted and found to be satisfactory to the Municipality in consultation with the Region and the Province:
- a) Documentation of present and past uses of the *site* and surrounding lands to provide initial information on the type of contaminants which may be present on the *site* and their possible location;
 - b) Analysis of soils, and ground and surface waters where required, based on all present and previous uses of the *site*, to document the presence, types and concentration of contaminants;
 - c) A remedial action plan and approvals in accordance with provincial guidelines if the *site* analysis identifies the presence of contaminants in concentrations above acceptable concentrations as established by the Province; and
 - d) The provision of necessary financial security by the proponent, if required, to ensure the decommissioning of the *site*.

Chapter 4

Managing Our Growth

Municipality of Clarington Official Plan

4 Managing Our Growth

4.1 Goal

4.1.1 To guide and manage balanced population and employment growth in a manner that is consistent with the vision and principles of this Plan.

4.2 Objectives

4.2.1 To provide for phased and sequential *development* within clearly defined urban boundaries to protect the *natural heritage system* and agricultural lands, and to maintain the long-term fiscal health of the Municipality.

4.2.2 To direct the majority of urban *development* to Clarington’s three lakeshore Urban Areas with Bowmanville as the dominant urban centre of the Municipality.

4.2.3 To accommodate increasing *intensification* within the *Built-up Area* while enhancing the built form and physical character of established residential neighbourhoods and protecting the integrity of historic downtowns.

4.2.4 To encourage *transit-supportive, mixed use* and *compact urban form* in Priority Intensification Areas.

4.2.5 To efficiently utilize and coordinate public *infrastructure*.

4.2.6 To minimize conflicts between land uses, including but not limited to conflicts between *agricultural* and *non-agricultural uses*.

4.3 General Policies

4.3.1 The Municipality will strive to meet the population and employment forecasts as shown in Table 4-1.

Table 4-1 Clarington Forecasts to 2031

Urban Population	124,685
Rural Population	15,655
Total Population	140,340
Employment	38,420

4.3.2 The Municipality's rural population forecast will be accommodated as follows:

- a) Within the established boundaries of rural settlements identified on Map A; and
- b) On vacant *lots* of record that are in existence on the date of adoption of this Plan.

Urban Structure

4.3.3 Clarington's Urban Structure is identified on Map B and consists of *Built-up Areas*, *Greenfield Areas*, and Priority *Intensification Areas*.

4.3.4 *Development* will be focused within the *Built-up Areas* and the Priority *Intensification Areas*, and to a lesser extent within the *Greenfield Areas*.

4.3.5 The Priority *Intensification Areas* have been identified as the primary locations to accommodate growth and the greatest mix of uses, heights and densities. Priority *Intensification Areas* include:

- Urban and Village Centres;
- Regional and Local *Corridors*;
- Courtice and Bowmanville Transportation Hubs; and
- Port Darlington and Port of Newcastle Waterfront Places.

4.3.6 All municipal decisions, including such activities as designing the public realm and investing in the construction of *infrastructure*, will support the *development* of Priority *Intensification Areas*.

4.3.7 The Durham Region Official Plan has established the long term density and *floor space index* targets in Table 4-2. These targets will be the basis for development applications and Secondary Plans.

**Table 4-2
Durham Region Long Term Targets**

General Locational Criteria	Minimum Gross Density (Units Per Gross Hectare)	Floor Space Index
Urban Centres	75	2.5
Village Centre	30	1.0

General Locational Criteria	Minimum Gross Density (Units Per Gross Hectare)	Floor Space Index
Regional <i>Corridors</i>	60	2.5
Local <i>Corridors</i>	30	2.0
Courtice and Bowmanville Transportation Hubs	75	2.5
Port Darlington and Port of Newcastle Waterfront Places	60	2.0

4.3.8 Secondary Plans may vary the minimum *gross densities* and *floor space index* in Table 4-2 as long as it is demonstrated that policies of this Plan are implemented. The minimum *gross densities* will be measured over the entire neighbourhood or Secondary Plan area.

4.3.9 Table 4-3 provides guidance for development applications based on their location. The predominant housing forms identified in Table 4-3 are general and do not preclude similar or innovative housing forms which meet the intent of this Plan.

**Table 4-3
Summary of Urban Structure Typologies**

General Locational Criteria	Minimum Net Density (Units Per Net Hectare)	Standard Minimum and Maximum Height (storeys)	Predominant Residential Built Form and Mix
Urban Centres	120	4-12	Mid Rise: 4-6 storeys (40%) High Rise: 7-12 storeys (60%) Includes: <i>Mixed use buildings</i> , apartments
Village Centre	45	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: <i>Mixed use buildings</i> , apartments, townhouses

General Locational Criteria	Minimum Net Density (Units Per Net Hectare)	Standard Minimum and Maximum Height (storeys)	Predominant Residential Built Form and Mix
Regional Corridors	85	3-12	Low Rise: 3-4 storeys (40%) Mid Rise: 5-6 storeys (40%) High Rise: 7-12 storeys (20%) Includes: <i>Mixed use buildings</i> , apartments
Local Corridors	40	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: <i>Mixed use buildings</i> , apartments, townhouses
Courtice and Bowmanville Transportation Hubs	200	5-no maximum	Mid Rise: 5-8 storeys (20%) High Rise: min. 8 storeys (80%) Includes: <i>Mixed use buildings</i> , apartments
Port Darlington and Port of Newcastle Waterfront Places	40	2-12	Ground Related: 2-3 storeys (40%) Low Rise: 2-4 storeys (20%) Mid Rise: 5-8 storeys (20%) High Rise 9-12 storeys (20%) Includes: Apartments, townhouses, semi-detached dwellings, detached dwellings
Edge of neighbourhoods and <i>adjacent</i> to arterial roads	19	1-3	Ground Related: 1-3 storeys (100%) Includes: Limited apartments, townhouses, semi-detached dwellings, detached dwellings
Internal to neighbourhood	13	1-3	Ground Related: 1-3 storeys (100%) Includes: limited townhouses, semi-detached dwellings, detached dwellings

4.4 Built Up Areas

- 4.4.1 The Municipality will achieve a target of at least 32% of all new residential units within the *Built-up Area* up to the year 2021, and thereafter, it shall be at least 40%.

- 4.4.2 The lakeshore urban areas shall be planned to meet the Municipality's minimum Residential *Intensification* Target of 7,132 new units within the *Built-up Areas* for the period between 2015-2031 as follows:

Table 4-4
Minimum Residential Intensification Target

	2015-2021	2022-2031	Total Units
Courtice	620	1,890	2,510
Bowmanville	1,030	3,120	4,150
Newcastle	120	360	480
Total	1,770	5,370	7,140

- 4.4.3 All new residential units within the *Built-up Areas* will contribute to the Residential *Intensification* Target.
- 4.4.4 Development proposals within the *Built-up Areas* will be given development priority provided that the proposal meets the urban design and sustainability policies of this Plan and any other relevant guidelines deemed applicable by the Municipality.
- 4.4.5 The Municipality shall encourage *development* within the *Built-up Areas* and the Priority *Intensification* Areas by:
- a) Encouraging the Region to ensure adequate services, including transit, are made available to accommodate planned *development* in Priority *Intensification* Areas;
 - b) Making strategic investments in the public realm, including *active transportation* networks;
 - c) Considering financial incentives for *intensification* within Centres and the *Corridors*;
 - d) Supporting *intensification* through the preparation and update of Community Improvement Plans; and
 - e) Phasing of *development* and prioritizing capital projects within the *Built-up Areas* ahead of *Greenfield Areas*.

4.5 Greenfield Areas

- 4.5.1 The Municipality will support the achievement of a density of 50 residents and jobs combined per gross hectare within the *Greenfield Areas*. The *Greenfield Area* density target will be achieved by a number of measures, including:

- a) Establishing minimum residential densities and employment targets in Secondary Plans;
- b) Focusing higher densities within Priority *Intensification* Areas; and
- c) Encouraging mixed use developments in Greenfield Areas.

4.5.2 *Development* of residential lands in *Greenfield Areas* shall proceed in accordance with an approved Secondary Plan.

4.6 Secondary Plans

4.6.1 Secondary Plans, as shown on Map C, will be prepared by the Municipality to provide for a detailed planning framework for these lands.

4.6.2 *Development* on future Secondary Plan area lands shall only proceed after the Secondary Plan has been approved.

4.6.3 To implement the growth management objectives and policies of this Plan, the Regional Official Plan, and the Provincial Growth Plan, new Secondary Plans will be prepared for the areas as shown on Map C. Secondary Plan areas may only be altered as part of a *municipally initiated comprehensive review*.

4.6.4 All Secondary Plans will be reviewed and updated on a five year cycle from the time of adoption. The Municipality will update all Secondary Plans existing on October 31, 2016 to bring them into conformity with this Plan.

4.6.5 Preparation of the next Secondary Plan shall consider:

- a) The sequencing policies of the Durham Regional Official Plan;
- b) Land supply and housing demand in each lakeshore urban area;
- c) Progress on build out of existing Neighbourhoods; and
- d) The achievement of the Municipality's Residential *Intensification* Target.

4.6.6 Secondary Plans shall include phasing policies that address the following:

- a) Sequential phasing of *development* within the Secondary Plan;

- b) Efficient use and extension of all *infrastructure* and services, in particular, optimizing the use of existing *infrastructure* and services;
- c) The attainment of Residential *Intensification* Targets and Greenfield density targets; and
- d) Minimizing the financial implications to the Municipality of servicing, operating and cost recovery for municipal services.

4.6.7 New Neighbourhood secondary plan areas will be planned to address the criteria for Secondary Plans established through Clarington's Green Development Program and are encouraged to plan for more resilient *infrastructure* and to move towards net zero communities by incorporating techniques to reduce greenhouse gas emissions. Updates of existing secondary Plans will address possible measures to address the criteria for Secondary Plans established through the Green Development Program and move future *development* towards contributing to net zero communities.

Chapter 5

Creating Vibrant and Sustainable Urban Places

Municipality of Clarington Official Plan

5 **Creating Vibrant and Sustainable Urban Places**

The Municipality of Clarington is committed to excellence in the design of public spaces and in the design of public and private buildings, and in achieving greater sustainability through community, *site* and building design practices. Urban and architectural design provides the context for the way in which people interact with the built *environment* – streets, blocks, buildings, landscaping, and open spaces. Good, *sustainable* urban and architectural design creates a comfortable *environment* for residents and establishes a positive image for our community. *Sustainable* design contributes to community and environmental health, a high quality of life, and *climate change mitigation* and preparedness.

5.1 Goal

- 5.1.1 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.

5.2 Objectives

- 5.2.1 To create a high quality public realm and image for the Municipality in all land uses.
- 5.2.2 To create neighbourhoods that give priority to *sustainable* design, including environment-first principles, walkability, land efficiency, compact and connected communities, and managing resources and energy efficiently.
- 5.2.3 To create attractive safe communities with a sense of place and a diversity of built form that supports future *intensification* and *redevelopment*.

- 5.2.4 To create a built *environment* that gives priority to walkable design and facilitates an *active transportation* system including walking, biking and public transit.
- 5.2.5 To utilize the principle of universal design to create a built *environment* that is accessible for all residents.
- 5.2.6 To design buildings and space that do not negatively impact *adjacent* buildings or detract from the specific identity or character of an area.
- 5.2.7 To minimize light pollution from existing and new *development*.

5.3 The Public Realm

The public realm is the most highly visible portion of our community. It comprises public streets, sidewalks, *parks* and publicly accessible open spaces, trails and paths, rights-of-way, public buildings and civic facilities.

- 5.3.1 Public streets and rights-of-way are considered significant public places. Their design should reflect their multiple roles and functions by ensuring that:
 - a) They accommodate a variety of transportation functions, including walking, transit, driving, and cycling;
 - b) Street trees and landscaping provide protection for pedestrians, reduce heat island effect, and enhance the attractiveness of the street;
 - c) Utilities and services are located below grade to the greatest extent possible. Where this is not possible, transformers and similar equipment are to be screened or located within buildings;
 - d) In Urban and Village Centres, the streets' function as a gathering place is recognized by providing pedestrian amenities such as wide planted boulevards, attractive street furniture and "character of place" street lighting; and
 - e) They accommodate street furniture appropriate to the character of the area.
- 5.3.2 Public streets will be designed to provide an interconnected grid-like pattern of streets and blocks that are walkable and flexible by:
 - a) Having consideration for natural features and terrain;

- b) Limiting the length of streets and blocks to assist with pedestrian and bicycle circulation;
- c) Maximizing the number of street connections to arterial roads;
- d) Designing streets that are safe for cyclists;
- e) Having a convenient system of sidewalks;
- f) Limiting window streets and avoiding cul-de-sacs and street-to-street walkways; and
- g) Not incorporating measures to restrict access and circulation through neighbourhoods.

5.3.3 Public art is a distinguishing part of our public history and our evolving culture. It reflects and adds meaning to our communities. The Municipality will support:

- a) The incorporation of public art as part of public facilities;
- b) The integration of public art in new *development*, particularly Urban and Village Centres; and
- c) Public art that reflects on the community character and cultural heritage.

5.3.4 Public buildings, facilities and spaces are an important part of a community. They accommodate and facilitate the delivery of public services and enhance the quality of the urban structure and its public spaces. Generally public buildings shall:

- a) Be located on prominent *sites* such as terminal vistas or areas with high visibility view *corridors*;
- b) Be located centrally to the area they service, such as a neighbourhood;
- c) Have significant street frontage and high quality landscaping;
- d) Be oriented to the street incorporating *massing*, detailing and entrance features that support its importance to the community; and
- e) Set an example in architectural and *sustainable* design.

5.3.5 Gateways are key locations that are to be designed to serve as landmarks highlighting the arrival off Highway 401, entrance into an Urban or Village Centre, or a transition from the rural to urban or

hamlet area. They may also be prominent intersections as defined in 5.4.10. Gateways shall:

- a) Include design features such as specialized landscaping, low walls, energy efficient lighting, signage and architectural elements, and upgraded pavement treatment; and
- b) Recognize that the primary focus of a gateway is oriented to vehicles with the exception of entrances to Urban or Village Centres, where pedestrian features are desirable.

5.4 Built Form

Existing Neighbourhoods

5.4.1 New *development* and *redevelopment* in established neighbourhoods will be designed to:

- a) Respect and reinforce the physical character of the established neighbourhood having regard to the pattern of *lots*, streets and blocks, the size and configuration of *lots*, building types of nearby properties, the height and scale of buildings and the setback of buildings from the street, rear and side yards;
- b) In neighbourhoods of historical character, be consistent with the built form pattern of the area;
- c) Adhere to all relevant Urban Design Guidelines and expectations for high-quality architectural design and *sustainable* building materials; and
- d) Maximize opportunities to improve accessibility and pedestrian and cycling systems, enhance neighbourhood and transit connections, and reduce energy, water and resource use.

New Neighbourhoods

5.4.2 New *development* and emerging neighbourhoods will be designed to:

- a) Create a distinct neighbourhood identity;
- b) Have an appropriate built form and design as determined through a comprehensive Secondary Planning processes having regard for consistency with overall community character. Where a previous Neighbourhood Design Process

was undertaken, guidance will be provided through Community Theme and Design Plans;

- c) Demonstrate compliance with the Municipality's General Architectural Design Guidelines or any neighbourhood specific Architectural Design Guidelines;
- d) Provide for a variety of housing types and supportive land uses, including commercial and community facilities;
- e) Consider noise impacts from various noise sources by using effective methods of sound attenuation;
- f) Reduce the need for noise barriers through alternate street design, such as window streets or minimizing reverse *lot* frontage along arterial roads;
- g) Achieve *sustainable*, attractive buildings, landscaping and *streetscapes*;
- h) Create accessible, walkable neighbourhoods that prioritize pedestrians over cars; and
- i) Utilize appropriate exterior materials to achieve a cohesive urban design and a consistent sense of place.

Centres, Corridors and Priority Intensification Areas

5.4.3

Development in Centres, *Corridors* and Priority *Intensification* Areas will be designed to:

- a) Have buildings sited near the street line to contribute to a sense of enclosure and a strong street edge;
- b) Recognize the historic context;
- c) Locate main building entrances that are visible and directly accessible from the public sidewalk of the main street;
- d) Provide active ground floor uses and avoid blank façades;
- e) Enhance the built *environment* with attention to *massing*, building articulation, exterior cladding, architectural detail, the use of local materials and styles;
- f) Enhance the pedestrian *environment* with awnings, pedestrian scale lighting, landscaping, benches and other street amenities;
- g) Provide transitions in scale to areas of lower density;

- h) Provide for adequate light and privacy for the occupants of new *development* and the occupants of *adjacent* properties;
- i) Contain all refuse internal to the principal buildings. Where refuse and recycling cannot be contained in the principal building a separate roofed and gated enclosure may be constructed of materials and colours to match the principal buildings on the property;
- j) Optimize the use of solar energy through building orientation and design;
- k) Minimize adverse shadow and wind impacts on neighbouring properties or the public realm areas; and
- l) Enclose or screen roof top mechanicals, including the incorporation telecommunications equipment within the building.

5.4.4 In addition to the policies in 5.4.3 Gateway Commercial Centres shall be designed to:

- a) Include a variety of urban forms including plazas, and free-standing buildings;
- b) Create a consistent building setback from the road and a harmonious architectural style;
- c) Support an automobile-oriented *environment* requiring efficient and safe traffic circulation through:
 - Road improvements such as turning lanes;
 - Consolidation of vehicular access points; and
 - Provision of common internal traffic circulation between parcels.
- d) Provide safe, well-defined pedestrian walkways from the street to the store entrance and between buildings;
- e) Provide sufficient and convenient parking with surface parking *lots* screened through the use of effective buffer planting; and
- f) Locate outdoor storage and display areas to be visually acceptable and generally screened from the roads and freeways.

Drive-through Facilities

- 5.4.5 The following policies shall apply to the *development* of drive-through facilities where they are permitted:
- a) Any drive-through facility must be located on a *lot* sufficiently sized to accommodate all activities associated with the drive-through facility;
 - b) All buildings containing drive-through facilities shall be oriented to the primary street frontage. No portion of the stacking lane and no parking spaces or drive aisle shall be located within the setback area;
 - c) Drive-through facilities shall be sufficiently separated from residential uses to avoid issues of land use compatibility;
 - d) A drive-through facility will have sufficient dedicated stacking lane to prevent vehicles from interfering with on-*site* and off-*site* vehicular circulation; and
 - e) Any additional policies as may be contained in Secondary Plans.

Employment Areas

- 5.4.6 Employment Areas will be designed to:
- a) Provide for the highest quality and larger-sized building along Highway 401 with no outdoor storage permitted;
 - b) Provide a high standard of building design and materials appropriate to the Employment Area designation; and
 - c) Ensure land use compatibility between industrial buildings and residential or commercial buildings achieved through appropriate building siting, design and landscape treatment.
- 5.4.7 Adequate parking and loading facilities shall be provided on the *site*. To promote high quality design and urban presence, parking facilities, except for a limited amount of visitor parking, generally shall not be located between the building(s) and a public road or Highways 401 and/or 418.
- 5.4.8 In the review of development applications, the following *site* development criteria shall be implemented:
- a) Unobtrusive loading and refuse collection areas, screened where necessary; and

- b) Buffer and screen any outdoor storage areas, where permitted, through the use of setbacks, berms, landscaping and fencing.

Service Stations

5.4.9 Service stations will be designed in accordance with the following design policies:

- a) High quality architectural design, landscape treatment shall be provided with particular attention to corner treatment;
- b) *Lots* should be sufficiently large to accommodate the proposed uses and provide appropriate *buffers* to *adjacent* uses;
- c) Access points to each *site* shall be limited in number and shall not impede traffic flows. Internal access to *adjacent* commercial properties shall be provided wherever possible;
- d) Convenience *retail uses* shall be sensitively designed to the context, have high quality finishes facing the street, generally have less than 250 square metres of floor area, generally be sited on the street corner; and in urban areas provide direct pedestrian access from the sidewalk;
- e) Ancillary drive-through facilities are prohibited in Urban and Village Centres and in all other areas will be sufficiently separated from residential uses;
- f) The use of full cut-off light fixtures to prevent light trespass;
- g) Fencing, landscaping and architectural treatments, and other appropriate measures will be used to mitigate any noise impacts identified by a noise study; and
- h) Signage shall be minimized.

Prominent Intersections

5.4.10 Prominent intersections in the Municipality are identified on Table 5-1. Additional prominent intersections may be identified through Secondary Plans. Prominent intersections may also be gateways. At prominent intersections, buildings shall be designed to provide a community focal point by having:

- a) *Massing* and height sufficient to emphasize the significance of the intersection;

- b) High quality building materials and building articulation on both street frontages;
- c) Significant areas of transparent glass;
- d) Special architectural elements such as the corner design, *massing* and height, awnings, and entrance door features;
- e) The main public entrance located at the corner; and
- f) Landscaping, street furniture and where appropriate, public art elements to complement the intersection and the building design.

Table 5-1
Prominent Intersections

Courtice	Newcastle
Durham Hwy. 2 and Townline Road	King Ave. West and Baldwin Street/North Street
Durham Hwy. 2 and Trulls Road	King Ave. East/King Ave. West and Mill Street
Bloor Street and Townline Road	Durham Hwy. 2 and Brookhouse Drive/Arthur Street
Bloor Street and Trulls Road	Durham Hwy. 2 /King Ave. West and Rudell Road
Bloor Street and Courtice Road	
Bowmanville	
Durham Hwy. 2 and Boswell Drive	Liberty Street and Baseline Road
Durham Hwy. 2 and Martin Road/Durham Regional Road 57	Baseline Road and Durham Regional Road 57
King Street West and Scugog Street	Longworth Avenue and Liberty Street
King Street East/King Street West and Temperance Street	Longworth Avenue and Scugog Street
King Street East and Liberty Street	Durham Hwy. 2 and Bennett Road
Durham Hwy. 2 and Lambs Road	

Signage

- 5.4.11 Signage is recognized as an integral component of good community design and image. Signage shall:

- a) Be designed and scaled to complement the built urban form and character and will not dominate the streetscape;
- b) Be incorporated into the building wherever possible;
- c) Not unduly detract from the overall visual attractiveness of the built *environment*; and
- d) Contribute to promote the image of special character areas such as historic downtowns.

Parking

5.4.12 The Municipality will minimize land consumption by encouraging shared parking, parking structures, below grade parking and *active transportation infrastructure*.

5.4.13 Adequate off-street parking is required for all new *development*. All parking areas shall be designed to:

- a) Minimize conflict with traffic on arterial roads;
- b) Provide barrier-free;
- c) Minimize the impact on the pedestrian *environment*;
- d) Accommodate secure bicycle parking and storage areas for short term and long term visits;
- e) Provide priority parking spaces for electric cars;
- f) Provide landscape screening along street frontages;
- g) Limit the number of parking spaces based on transit service and opportunities for shared parking; and
- h) Minimize hard surface areas and replace with vegetation where possible.

Lighting

5.4.14 The Municipality will seek to minimize light pollution by:

- a) Developing lighting standards for all forms of *development* to ensure community safety while minimizing *negative impacts* from lighting;
- b) Utilizing appropriate street-lighting; and
- c) Retrofitting existing street-lighting luminaries over time.

5.5 Sustainable Design and Climate Change

5.5.1 Clarington will seek to address climate change and become a more *sustainable* community that minimizes the consumption of energy, water, and other resources and reduces impacts on the natural *environment*. To this end, the Municipality will:

- a) Promote energy, water and resource efficiency and conservation corporately and in existing and new *development*;
- b) Promote the reduction of greenhouse gas emissions and the adaptation of buildings and *infrastructure* to be more resilient to the potential adverse environmental impacts of climate change;
- c) Promote improved air and water quality;
- d) Promote mixed land uses at higher densities to efficiently utilize existing *infrastructure*;
- e) Promote the integration of transit and *active transportation* modes into the early stages of new *development*;
- f) Promote the reduction, reuse and recycling of *waste*, with particular attention to multi-residential housing forms, which meets applicable Provincial standards and has given consideration to the Region's *waste* collection design and servicing requirements;
- g) Support industrial and agricultural practices that minimize greenhouse gas emissions; and
- h) Promote employment and housing in Urban and Village Centres and Regional Corridors to shorten commute times and decrease greenhouse gas emissions.

5.5.2 *Urban forests* are fundamental to address climate change. *Development* shall protect and enhance the *urban forest* to absorb carbon dioxide from the atmosphere by:

- a) Preserving mature trees and, when removal of existing mature trees is necessary as part of the *development* process, the applicant will replace the lost tree cover to the satisfaction of the Municipality;
- b) Mitigating heat island effects of *development* by ensuring an appropriate use of material and landscaping to provide shading; and

- c) Providing street trees and other landscaping as part of the *development* proposal within the public right-of-way.

5.5.3 The Municipality will implement a Green *Development* Program. The Green Development Program will:

- a) Be developed in consultation with the public and key stakeholders;
- b) Address *sustainable* development practices, including the *sustainable* design and *climate change mitigation* and *climate change adaptation* measures outlined in this Plan; and
- c) Be used to assist in evaluating development applications.

5.5.4 *Development* proposals shall incorporate *sustainable* design practices and standards such as *green infrastructure* and green building design features to reduce greenhouse gas emissions and adapt to climate change.

5.5.5 To encourage *development* that exceeds the minimum standards outlined in the Green Development Program, the Municipality in collaboration with *utilities* and other key agencies, will explore incentive programs designed to reward sustainable design and *development*. This may include giving priority to processing development applications which exceeds the minimum standards.

5.6 Implementation

5.6.1 Urban design policies will be further elaborated through:

- a) Urban design policies in other sections of the Official Plan;
- b) Urban design policies in Secondary Plans;
- c) Urban *design guidelines* adopted in relation to Secondary Plans;
- d) Urban design briefs and guidelines on specific topics/sites (i.e. landscape, lighting);
- e) The zoning by-law (*site* and building performance standards); and
- f) The sign by-law, as amended.

5.6.2 Urban Design policies have equal value to land use policies and any other policy in this plan. Both land use and urban design policies must be considered in the interpretation of the context of the *site* and building.

- 5.6.3 The policies contained in this chapter are intended to provide guidance for all types of *development*. For specific design requirements for residential, commercial and industrial developments refer to:
- a) Chapter 9 Liveable Neighbourhoods;
 - b) Chapter 10 Commercial and *Mixed Use Development*; and
 - c) Chapter 11 Employment Areas.
- 5.6.4 The Green Development Program may be reviewed periodically by the Municipality without amendment to this Plan to respond to scientific and technological innovations and regulatory changes.
- 5.6.5 Development applications will include a Sustainability Report indicating how the *development* meets the *sustainable* development principle and policies of this Plan, including addressing *sustainable* community, *site* and building design and *climate change mitigation* and *climate change adaptation*.

Chapter 6

Encouraging Housing Diversity

Municipality of Clarington Official Plan

6 Encouraging Housing Diversity

6.1 Goal

- 6.1.1 To encourage a broad range of housing types, tenure, and cost within Settlement Areas to meet the evolving housing needs for people of all ages, abilities and income groups.

6.2 Objectives

- 6.2.1 To maintain an adequate supply of land for housing purposes.
- 6.2.2 To encourage a minimum of 30% of all new housing to be *affordable* in Urban Areas.
- 6.2.3 To promote high quality *affordable* housing through the maintenance, improvement, and adaptation of existing housing.
- 6.2.4 To create complete communities that will meet the daily housing needs of residents.
- 6.2.5 To support the preservation of the existing rental housing stock and assist in the *development* of new rental units.

6.3 Policies

- 6.3.1 The Municipality, in co-operation with other levels of government, shall encourage the provision of a diverse housing stock in terms of type, size, tenure, and cost within the Municipality to provide living accommodations that address various socio-economic factors and different lifestyle choices.
- 6.3.2 *Affordable* housing is encouraged within Centres and *Corridors* to reduce travel needs and facilitate alternative modes of transportation such as public transit, cycling and walking.
- 6.3.3 The conversion of existing residential rental housing to condominium tenure is discouraged and may only be permitted in accordance with the provisions of the Durham Regional Official Plan.
- 6.3.4 New mobile homes for permanent habitation are not permitted in the Municipality unless otherwise specified in this Plan.

Additional Dwelling Units

- 6.3.5 One *additional dwelling unit* is permitted within any permitted *single detached dwelling*, semi-detached dwelling or townhouse dwelling, and one *additional dwelling unit* is permitted in an accessory building that is secondary to the principal residential building, for a maximum total of three *dwelling units* on a lot.
- 6.3.6 Notwithstanding 6.3.5, within the Oak Ridges Moraine, as shown on Map A of this Plan:
- a) Within the Natural Core Area and Natural Linkage Area designations, *additional dwelling units* are not permitted; and
 - b) Within the Prime Agricultural Area, Rural, and Hamlet designations, a maximum of one *additional dwelling unit* is permitted on a *lot* and only within a *single detached dwelling*.
- 6.3.7 Notwithstanding 6.3.5, within the Protected Countryside of the Greenbelt Plan, but outside of the Environmental Protection Area as identified in the Zoning Bylaw, one *additional dwelling unit* is only permitted within either a *single detached dwelling* or an accessory building that existed on (or building permits were issued prior to) July 1, 2017. *Additional dwelling units* are not permitted within farm buildings.
- 6.3.8 Additional dwelling units shall:
- a) be registered with the Municipality; and
 - b) be compatible with *adjacent* uses.
- 6.3.9 Where an *additional dwelling unit* is within an accessory building, the accessory building must be secondary in size and scale to the principal residential building.
- 6.3.10 An accessory building containing an *additional dwelling unit* may not be severed from the *lot* accommodating the principal residential building. In no case shall an *additional dwelling unit* be considered a *residence surplus to a farm operation*.
- 6.3.11 Notwithstanding section 6.3.5, within the urban settlement boundaries of Courtice, Bowmanville, and Newcastle, two *additional dwelling units* are permitted within any legally permitted *single detached dwelling*, semi-detached dwelling, or townhouse dwelling, or one *additional dwelling unit* is permitted within any legally permitted *single detached dwelling*, semi-detached dwelling, or townhouse dwelling, and one *additional dwelling unit* is permitted in an accessory building on the same lot that is

connected to full municipal services, for a maximum of three *dwelling units* on a lot.

- 6.3.12 Notwithstanding 6.3.5 and 6.3.11, two *additional dwelling units* are permitted within any legally permitted *single detached dwelling*, or one *additional dwelling unit* is permitted within any legally permitted *single detached dwelling* and one *additional dwelling unit* is permitted within an accessory building on the same lot that is partially connected to municipal services within Courtice, Bowmanville, Newcastle, Orono, or Newtonville settlement boundaries, for a maximum total of three *dwelling units* on a lot. This is subject to regulations in the Zoning By-law.

- 6.3.13 Notwithstanding 6.3.5, *additional dwelling units* are not permitted within Hazard Lands, the Regulatory Shoreline Area, or where safe access to the *additional dwelling unit* would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards, and/or dynamic beach hazards.

Garden Suites

- 6.3.14 Except for areas within the Oak Ridges Moraine, one *garden suite* may be permitted in association with any *single detached dwelling*, through a temporary use by-law, subject to Section 6.3.12. The *garden suite* will be permitted for a period of no more than 20 years provided that there is an agreement between the owner and the Municipality regarding the occupant, the period of occupancy, the installation, maintenance and removal of the suite, and any financial conditions.

- 6.3.15 In applying for a temporary use by-law for a *garden suite*, the applicant shall demonstrate that:
- a) The *site* is adequate for the *garden suite* with regard to *lot* size, setbacks, layout and private *amenity areas*;
 - b) The proposal is compatible with *adjacent* uses considering such matters as privacy, noise and appearance;
 - c) There is no other accessory building on the *lot* containing an *additional dwelling unit*.

Assisted Housing and Special Needs Housing

- 6.3.16 The Municipality supports the construction of assisted housing by co-operative and non-profit housing organizations. Assisted housing shall be integrated into residential areas and conform to good planning principles. They are encouraged to locate within

Centres and *Corridors* where they can benefit from being in close proximity to community facilities and everyday needs.

6.3.17 *Special needs housing* is an important element of meeting the accommodation needs of Clarington residents. *Special needs housing* may include assisted housing, group homes, hospices, shelters, crisis care facilities, long term care facilities, retirement homes, and seniors housing. Ancillary medical facilities development in conjunction with a long term care facility may also be permitted.

6.3.18 *Special needs housing* may be permitted within all designations where residential uses are permitted provided that:

- a) The type of *special needs housing* conforms to the form and density provisions of the applicable designation;
- b) Larger *special needs housing* projects are generally located in close proximity to services such as community facilities, medical services, shopping areas, *parks* and recreational areas, and public transit; and
- c) All *special needs housing* shall be appropriately integrated with the surrounding area and complies with the urban design policies of this Plan.

Chapter 7

Growing a Prosperous Community

Municipality of Clarington Official Plan

7 Growing a Prosperous Community

7.1 Goal

- 7.1.1 To have a prosperous knowledge-based economy that attracts businesses and workers to the community.

7.2 Objectives

- 7.2.1 To seek to balance employment and residential growth by attaining 1 job for every 3 residents in Clarington by the year 2031.
- 7.2.2 To accommodate a minimum of 50% of the forecasted employment growth within designated Employment Areas by the year 2031.
- 7.2.3 To support the retention and expansion of small businesses, particularly in the traditional downtowns of Clarington's Urban Areas.
- 7.2.4 To recognize the agricultural industry as a primary contributor to Clarington's economy and ensure the continuous support of *agricultural uses* and related activities, now and for future generations.
- 7.2.5 To promote and facilitate the servicing and *development* of the Energy Business Park and Technology Business Park.
- 7.2.6 To support arts and culture as having an increasingly significant role in economic prosperity.
- 7.2.7 To promote Clarington's recreational and tourism opportunities.
- 7.2.8 To understand the important relationships between the economy and the *environment* and seek a balance that is *sustainable*.

7.3 Policies

- 7.3.1 The Municipality will prepare and update the economic development strategy in consultation with various stakeholders in accordance with the statutory review period of this Plan.
- 7.3.2 To achieve the economic goal and objectives of this Plan, the Municipality will:

- a) Encourage the retention and expansion of existing businesses and the creation of new opportunities;
- b) Encourage appropriately scaled new retail commercial developments based on population growth;
- c) Promote traditional downtown areas and Centres as distinctive and attractive locations for a mix of uses, including residential, retail, office and tourism;
- d) Promote Centres as the preferred location for major health care facilities, arts and culture and civic developments;
- e) Protect Employment Areas from conversion to non-employment uses;
- f) Support the protection of designated Employment Areas by ensuring *sensitive land uses* remain separate from industrial uses;
- g) Promote *major office* near the Courtice Transportation Hub and where appropriate;
- h) Promote prestige industrial developments in highly visible locations along Highway 401 and Highway 418;
- i) Permit a variety of *home-based occupations* while ensuring such uses are integrated into the community in keeping with the applicable policies of this Plan;
- j) Support efforts by businesses and industries to modernize and diversify, reduce the consumption of energy and resources and transition to a low carbon economy;
- k) Adopt a capital works program to enhance gateway locations by installing informative signage and landscape features;
- l) Encourage a range of parcel sizes, in particular large parcels, to provide opportunities for market choice; and
- m) Encourage efficient and coordinated telecommunications and communications *infrastructure*.

7.3.3

The Municipality shall seek the assistance of other levels of government to ensure essential business services and *infrastructure* are available to meet the economic development objectives of the Municipality, including:

- Higher education facilities;

- High calibre telecommunications and communications network;
 - Sufficient and reliable electric power and natural gas, including the refurbishment and expansion of the Darlington Nuclear Generating Station;
 - Expansion of quality health care facilities;
 - Investment in downtown Orono;
 - Water supply and sanitary sewer services;
 - Regional road and Provincial highway construction including appropriate widenings and new interchanges; and
 - Improvements to the public transit system, including the timely extension of the GO Rail Lakeshore East line.
- 7.3.4 The Municipality encourages the Region of Durham to construct municipal *infrastructure* works to service all areas within the lakeshore urban area boundaries.
- 7.3.5 The Municipality will, in cooperation with other government agencies, institutions and businesses, promote *development* of the Clarington Technology Business Park as the focus of the information and communication technology and life science sectors, and the Energy Business Park as the focus of the energy and *environment* sectors in the local economy.
- 7.3.6 The Municipality encourages innovative developments and practices that are *sustainable* and supports the use of *green infrastructure* which minimizes the effects of human activity on the environment.
- 7.3.7 It is the long term policy of the Municipality to investigate the feasibility of establishing a commercial port in Clarington.
- 7.3.8 To assist in achieving the employment forecasts, the Municipality may use a variety of tools, including but not limited to:
- a) Strategic *infrastructure* investment;
 - b) Incentives;
 - c) Public-private partnerships;
 - d) Joint projects with the Boards of Business Improvement Areas;

- e) Community Improvement Plans; and
 - f) Development permit system.
- 7.3.9 The Municipality will promote and facilitate the development of new tourism, cultural, recreational and other opportunities to make Clarington a desirable destination for visitors.
- 7.3.10 In consultation with the Boards of the Business Improvement Areas, the Clarington Board of Trade and other business groups, the Municipality shall encourage and assist in the promotion of historical downtowns as destinations for shopping, walking tours and other events.
- 7.3.11 It is recognized that for viable farming to continue, the agricultural investment climate must be stable. The Municipality will preserve farmland for *agricultural uses* and related activities that support the agricultural industry and ensure non-*agricultural uses* are compatible with, and do not hinder surrounding *agricultural uses*.
- 7.3.12 The Municipality, together with the Orono Business Improvement Area, the Region of Durham, and with the assistance of other levels of government, will prepare an economic development strategy for Orono that will not only serve the needs of the business community and its residents, but will also help achieve a complete and sustainable community in Orono.
- 7.3.13 The economic development strategy will support Orono as a centre serving the needs of its urban area residents and the surrounding rural population. The strategy will:
 - a) Promote the Orono downtown businesses;
 - b) Promote *development* or *redevelopment* of the employment lands;
 - c) Increase housing options to meet the needs of all residents throughout all stages of their lives; and
 - d) Encourage government services to locate in the downtown of Orono.

Chapter 8

Celebrating Our Cultural Heritage

Municipality of Clarington Official Plan

8 Celebrating Our Cultural Heritage

8.1 Goal

- 8.1.1 To promote a culture of conservation that supports cultural achievements, fosters civic pride and sense of place, strengthens the local economy, and enhances the quality of life for Clarington residents.

8.2 Objectives

- 8.2.1 To encourage the conservation, protection, enhancement and adaptive reuse of *cultural heritage resources* including:
- Structures, sites and *streetscapes* of cultural heritage value or interest;
 - Significant archaeological and historic resources;
 - Significant landscapes, vistas and ridge-lines; and
 - Landmarks and focal points.
- 8.2.2 To incorporate *cultural heritage resources* into community design and *development*.
- 8.2.3 To support community efforts and events that celebrate the culture and heritage of the Municipality.

8.3 Policies

- 8.3.1 In achieving its cultural heritage objectives, the Municipality shall:
- a) Promote public awareness and appreciation of *cultural heritage resources*;
 - b) Encourage the private sector to support the conservation of *cultural heritage resources*;
 - c) Support and promote the Clarington Museums and Archives;
 - d) Restore, rehabilitate, enhance and maintain Municipally-owned *cultural heritage resources*;

- e) Encourage the reuse of architectural features;
- f) Document the features of *cultural heritage resources* in the event that demolition is inevitable;
- g) Consider in co-operation with the development industry, the preservation of heritage buildings by incorporating the buildings into new *developments*;
- h) Enhance the *streetscape* components in *cultural heritage resource* areas, such as signage, street furniture, and lighting; and
- i) Consider the interests of Indigenous communities in conserving cultural heritage and *archaeological resources*.

8.3.2 The Municipality has identified the following *cultural heritage landscapes* of importance which have been or may be considered for heritage conservation districts:

- a) Beech Avenue Heritage Conservation District, Bowmanville;
- b) Heritage downtowns of Bowmanville, Newcastle and Orono;
- c) Old Bowmanville (North of downtown);
- d) Old Bowmanville (South of downtown);
- e) Old Newcastle Village (North of downtown);
- f) Old Newcastle Village (South of downtown);
- g) Camp 30 - Boys Training School, Bowmanville;
- h) Historic areas of Enniskillen, Hampton, Newtonville, Solina, Bondhead and Tyrone; and
- i) Lake Ontario waterfront.

8.3.3 The Municipality, with the advice and assistance of the Clarington Heritage Committee (CHC), shall:

- a) Update and maintain Clarington's *Cultural Heritage Resource List*;
- b) Add properties of cultural heritage value or interest to the *Municipal Register* as appropriate;
- c) Designate any such *cultural heritage resource* pursuant to the Ontario Heritage Act;

- d) Identify and consider designation of *cultural heritage landscapes* or portions thereof identified in Section 8.3.2;
- e) Assist property owners in obtaining funding for *cultural heritage resource* conservation projects; and
- f) Undertake the periodic review of the CHC's structure and mandate.

8.3.4 Where a *cultural heritage resource* is designated under the Ontario Heritage Act or is recognized on the *cultural heritage resources list*, the Municipality shall:

- a) Allow alterations, renovations, additions or repairs provided the proposed changes are compatible and consistent with the building and the surrounding area in terms of building materials, colour, height, scale and design including windows, doors and roof lines;
- b) Discourage the demolition or the inappropriate alteration of a *cultural heritage resource*;
- c) Require *redevelopment* and infill buildings in existing built up areas to be compatible and consistent with the surrounding buildings and *streetscape* in terms of building materials, height, width, scale, colour, setback and design including windows, doors and roof lines;
- d) Require new *development* in previously non built up areas to conserve and enhance the *cultural heritage attributes* of the resource by providing an appropriate transition with regard to the scale, *massing* and character;
- e) Prepare urban *design guidelines* governing the alteration, *development* or *redevelopment* of districts or neighbourhoods; and
- f) Consider the conservation of *cultural heritage resources* in the placement or modification to *infrastructure*.

8.3.5 Wherever possible, *built heritage resources* should be retained for the original use and in their original location. Where the original uses cannot be maintained, the adaptive reuse of *built heritage resources* will be supported. If no other alternative exists for maintaining structures in their original location, consideration may be given to the relocation of the structure.

8.3.6 Should a *heritage resource* be demolished, the dismantling, salvage and reuse of materials is encouraged.

8.3.7 *Development on or adjacent to a cultural heritage resource identified on the Municipal Register may be permitted where the proposed development has been evaluated through a Heritage Impact Assessment and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

8.3.8 Without diminishing the importance of *cultural heritage resources* that are not identified on the *Municipal Register*, the Municipality will keep a *Cultural Heritage Resource List* to identify resources that have cultural value and interest. *Development* on lands identified in the *Cultural Heritage Resource List* may be subject to a Heritage Impact Assessment as determined by the Municipality.

Archaeological Resources

8.3.9 It is recognized that there are archaeological remains of prehistoric and historic habitation, or areas containing within the Municipality. *Areas of archaeological potential* shall be determined through the use of provincial screening criteria based on known archaeological records within the Municipality and studied by a licensed archaeologist.

8.3.10 Where *development* will cause an impact to *archaeological resources* or *areas of archaeological potential*, an archaeological assessment will take place in accordance with provincial guidelines.

8.3.11 *Development* shall only be permitted on lands containing *archaeological resources* or *areas of archaeological potential* if the significant *archaeological resources* have been *conserved* by preservation in-situ or by removal and documentation. Where significant *archaeological resources* must be preserved in-situ, only *development* which maintains the heritage integrity of the *site* may be permitted.

Part Three

Land Use Policies

Municipality of Clarington Official Plan

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Chapter 9

Livable Neighbourhoods

Municipality of Clarington Official Plan

9 Liveable Neighbourhoods

9.1 Goal

- 9.1.1 To create safe, healthy, active, resilient and vibrant neighbourhoods with a living *environment* that promotes quality of life and social interaction.

9.2 Objectives

- 9.2.1 To provide for a variety of housing densities, tenure, and types in neighbourhoods for all incomes, ages, and lifestyles.
- 9.2.2 To create walkable neighbourhoods and to provide for a variety of uses within each neighbourhood.
- 9.2.3 To promote subdivision and *site* design that contributes to sustainability and *climate change mitigation* and *climate change adaptation*.
- 9.2.4 To incorporate the site's natural attributes and to restore *ecosystem linkages* in all stages of design, construction and use.

9.3 General Policies

- 9.3.1 The predominant use of lands designated Urban Residential shall be for housing purposes. Other uses may be permitted which by the nature of their activity, scale and design, and location are supportive of, and compatible with, residential uses. These include small scale service and neighbourhood retail commercial uses, *home-based occupation* uses, *parks*, schools, and community facilities. *Parks*, schools, and community facilities shall be permitted in accordance with Section 18 of this Plan.
- 9.3.2 Small scale service and retail commercial uses are intended to serve the population within the immediate area. A *site* specific zoning by-law amendment to permit such uses will be required and the rezoning application shall be evaluated based on the following criteria:
- a) The use generally contains no more than 250 square metres of gross leasable retail floor area;
 - b) The use provides a limited variety of items for daily necessities, or offers services that serve the surrounding residents;

- c) The *site* does not have direct access to a Type A arterial road;
- d) Parking shall be located at the side or rear of the building; and
- e) The use has no adverse impacts on the surrounding neighbourhood.

9.3.3 *Home-based occupation* uses are permitted as an *accessory use* to a residential dwelling subject to the following criteria:

- a) The use shall not change the residential character of the structure and is completely contained within the *dwelling unit*, excluding garage space;
- b) The use does not exceed the equivalent of 30% of the habitable area of the residence;
- c) There is no exterior display of merchandise or outside storage of goods or materials associated with the said use, and signage shall comply with the provisions of the Sign By-law, as amended from time to time;
- d) The use is not a public nuisance due to noise, glare, dust, odours, vibration, hours of operation, interruption of communication signals, or traffic generation;
- e) Employees are limited to those residing in the *dwelling unit* plus one additional person; and
- f) There is adequate off-street parking.

9.3.4 The existing and potential negative impacts from industrial uses, arterial roads, railways, and *agricultural uses* on Urban Residential areas and vice versa shall be mitigated to the satisfaction of the Municipality and in accordance with the applicable Provincial guidelines and regulations.

9.3.5 The Municipality will review zoning and engineering standards, including alternative development standards, to achieve a *sustainable*, compact and healthy urban *environment*.

9.4 Neighbourhood Planning Areas

9.4.1 The lakeshore urban areas are comprised of neighbourhoods and have housing unit targets attributed to each neighbourhood as indicated in Appendix B of this Plan. The housing unit targets for each neighbourhood may be altered without an amendment to this Plan. The total number of housing units may be refined through a detailed analysis of the Secondary Plan process, if applicable.

- 9.4.2 Approved Neighbourhood Design Plans will continue to provide guidance for the development of neighbourhoods unless superseded by a Secondary Plan.
- 9.4.3 Land use designations for new residential areas will be detailed through the preparation of a Secondary Plan in accordance with Sections 4.6 and 23 of this Plan and Durham Regional Official Plan.
- 9.4.4 Prior to the completion of a Neighbourhood Secondary Plan these lands shall only be used for agricultural purposes in accordance with Section 13.3.3. However, Council may consider other interim uses provided that such uses:
- a) Are not capital intensive;
 - b) Do not require municipal services;
 - c) Do not adversely impact any *natural heritage features*; and
 - d) Do not jeopardize the orderly future *development* of the lands for urban uses.
- 9.4.5 Multi-unit residential *development* will be developed on the basis of the locational criteria of Table 4-3, the urban design policies of Chapter 5 and the following *site* development criteria:
- a) The *site* is suitable in terms of size and shape to accommodate the proposed density and building form;
 - b) The proposed *development* is compatible with the surrounding neighbourhood in terms of scale, *massing*, height, siting, setbacks, shadowing, and the location of parking and *amenity areas*;
 - c) The impact of traffic on local streets is minimized;
 - d) Multiple vehicular accesses from a public street shall generally be provided for each townhouse block and each apartment block;
 - e) Each condominium corporation block shall have direct street frontage and direct vehicular access to a public street without reliance on easements through another condominium corporation block;
 - f) In order to achieve a mixture of housing types, adjacent multi-unit residential unit types shall not replicate the same built form;

- g) Multi-unit residential shall not be sited on opposite sides of the street unless adequate on-street parking can be provided to the satisfaction of the Municipality;
- h) Townhouses sited on blocks shall generally not exceed 50 units and apartment blocks shall not exceed 2 buildings;
- i) Street townhouses shall generally not comprise more than 6 attached units; and
- j) Where multiple mid-rise and high-rise residential developments are planned for a given area, a phasing plan shall be required to identify common *amenity areas* and shared pedestrian and/or vehicle access.

Existing Neighbourhoods

- 9.4.6 Recognizing that established neighbourhoods are stable but not static, the Municipality encourages limited *intensification* in accordance with the criteria in Section 5.4.1. to ensure *intensification* projects are compatible with the adjacent neighbourhood.

Chapter 10

Commercial and Mixed-Use Development

Municipality of Clarington Official Plan

10 Commercial and Mixed-Use Development

10.1 Goals

- 10.1.1 To develop Urban and Village Centres as the main focal points of economic, social and cultural activities for the various communities within the Municipality.
- 10.1.2 To provide a full range of choice in goods and services for local residents and businesses.
- 10.1.3 To respond to and accommodate new trends in the commercial sector in an appropriate manner.
- 10.1.4 To protect and foster the role of historic downtowns.
- 10.1.5 To develop vibrant *Corridors* that serve not only as connections between Urban and Village Centres but also places of higher density *development* and *intensification*.
- 10.1.6 To develop the Transportation Hubs in Courtice and Bowmanville as a *mixed use*, higher density place to support the timely expansion of the GO train to Clarington.
- 10.1.7 To provide for the growth of the Bowmanville Urban Centres (East and West) as the predominant Regional and commercial centres in Clarington.

10.2 Objectives

- 10.2.1 To provide for a mix of uses with a focus on higher density within Centres and *Corridors* to support the successful development of complete communities.
- 10.2.2 To develop and improve Urban and Village Centres, Waterfront Places, Neighbourhood Centres, and the Transportation Hubs with a pedestrian focus and with a high quality public realm including civic squares, *parks*, walkways and building forms and styles that reflect the character of the community.
- 10.2.3 Waterfront Places shall be planned and developed as a community focal point and part of the tourism nodes at Lake Ontario.

10.2.4 To preserve and enhance the vitality and character of historic downtowns.

10.2.5 To encourage the development of *Corridors* through residential *intensification*, *mixed-use development* and transit supportive *development*.

10.3 General Policies

10.3.1 Urban and Village Centres, Neighbourhood Centres, Gateway Commercial Centres, Regional and Local *Corridors* and Transportation Hubs are shown on Map A and B.

10.3.2 No new, or expansions to existing Centres or *Corridors* shall be permitted unless approved as part of the *municipally initiated comprehensive review* of the Official Plan.

10.3.3 The Municipality will encourage additional *development* and *intensification* of the Bowmanville and Courtice Urban Centres and the Courtice Main Street *Corridor* prior to consideration of the expansion of existing Centres or designating new Centres. New Neighbourhood Centres may be designated through the secondary planning process and/or by amendments to this Plan.

10.3.4 In the consideration of development applications, applicants must demonstrate how the proposal contributes towards the achievement of the *Floor Space Index* and densities established in Table 4-2 of this Plan and the Durham Regional Official Plan.

10.3.5 All new Commercial Development within Urban and Village Centres, Regional and Local *Corridors* and Waterfront Places shall be a minimum height of two *storeys*.

10.3.6 The ongoing health and vitality of Urban and Village Centres, in particular the historic downtowns, will be encouraged by:

- a) Phasing major retail growth in accordance with population growth in Clarington;
- b) Municipal investment in public *infrastructure*;
- c) Municipal programs to encourage private sector investment in *redevelopment* and the restoration and adaptive reuse of historic buildings;
- d) Participation in appropriate programs of senior levels of government;
- e) Preparation of community improvement plans and projects;

- f) Fostering and assisting merchant groups and associations;
and
 - g) Encouraging joint marketing efforts.
- 10.3.7 As part of the Municipality's program of *streetscape* improvements, developers or owners of commercial properties will be encouraged to assist in the creation of a high quality public realm through contributions to street tree planting and street furniture in addition to landscaping improvements on private lands.
- 10.3.8 A reduction to the parking space requirements in Priority *Intensification Areas* may be considered where it is demonstrated that:
 - a) There will be minimal adverse impacts on the surrounding areas;
 - b) On-street parking can support additional parking demands;
 - c) The *site* is accessible to transit, walking and/or cycling facilities;
 - d) The *development* is for a mixture of uses; and
 - e) The reduction is offset by a payment-in-lieu of parking where appropriate.
- 10.3.9 The Municipality reserves the right to request a Retail Market Demand Study for any proposed commercial development to ensure that the size and scale of the proposed development aligns with the planned function of the designation and to also ensure that there are no negative impacts on the Municipality's planned commercial structure.

10.4 Urban and Village Centres

- 10.4.1 Urban and Village Centres shall be developed as the main concentrations of activity in each community. They shall provide an array of retail and personal service, office, residential, cultural, community, recreational and *institutional uses*.
- 10.4.2 Urban and Village Centres will function as the focal point of culture, art, entertainment and civic gathering, be places of symbolic and physical interest for residents, and foster a sense of local identity.
- 10.4.3 Each Urban and Village Centres will have a distinct character and function generally in accordance with the following:

- a) Urban Centres will be larger in scale, provide goods and services for a large segment of Clarington's population and will develop with a higher overall density than Village Centres;
- b) Bowmanville Urban Centres will be planned and developed as a centre of regional significance providing the highest level of retail and *service uses* and shall be the primary focal point of cultural, community, recreational and *institutional uses* in Clarington;
- c) Village Centres will be smaller in scale, be developed at similar densities as the historic downtowns and shall serve primarily local needs for goods and services; and
- d) Urban and Village Centres will maintain and enhance the historic character of each respective community.

10.4.4 Urban and Village Centres shall be comprehensively developed in accordance with their respective Secondary Plans which shall provide for:

- a) Residential and/or *mixed use developments* in order to achieve higher densities, achieve *transit oriented development* and reinforce the objective of achieving a diverse mix of land uses;
- b) *Redevelopment* and *intensification* with a wide array of uses; and
- c) Other uses that are complementary to the Urban and Village Centre's intended economic, social and cultural functions.

10.4.5 Drive-through facilities are not desirable in Urban and Village Centres. Drive-through facilities will be prohibited in certain areas and appropriately regulated in other areas to minimize impacts on roads and the pedestrian *environment*, to ensure compatibility with *adjacent* uses and to achieve the built-form objectives of this Plan and the Secondary Plans.

10.4.6 Urban and Village Centres shall be developed in accordance with the urban design policies of Chapter 5.

10.5 Neighbourhood Centres

10.5.1 Neighbourhood Centres are identified on Map A. They are to serve as focal points for residential neighbourhoods and provide a range of retail and *service uses* to meet day to day needs. They shall be planned and developed in a comprehensive manner. The

maximum amount of gross leasable floorspace in any one Neighbourhood Centre shall be 5,000 square metres.

- 10.5.2 Neighbourhood Centres are intended to be developed with *adjacent* areas as transit nodes containing higher density residential uses and wherever possible, recreational, community, cultural and *institutional uses*.
- 10.5.3 An appropriate range of retail and *service uses* will be identified in the Zoning By-law in accordance with the following:
- a) Uses will be appropriate to be located in proximity to *adjacent* residential areas;
 - b) With the exception of grocery store/supermarket or pharmacy any individual store shall have a maximum of 300 square metres of *gross leasable floor area*;
 - c) Drive-through uses will not be permitted;
 - d) Mixed-use development will be encouraged;
 - e) Street-related building forms are preferred but as a minimum direct pedestrian access will be provided from the street to some stores within 4 metres of the streetline; and
 - f) Building design of the *adjacent* and surrounding neighbourhood takes precedent over corporate character.
- 10.5.4 Neighbourhood Centres are "gathering places" and shall incorporate public squares. Public squares will have the right of public access and will be designed as a high quality and interactive urban *environment*. Amenities such as appropriate paving, landscaped areas, benches, refuse containers, bicycle stands, lighting, public art and other elements that enhance the social and physical *environment* are required.
- 10.5.5 Public squares shall be constructed either as a public parkette or as part of a commercial development with the right of the public to access the square secured by appropriate means. Public squares are required in any new Neighbourhood Centres identified by amendment to this Plan.
- 10.6 Corridors**
- 10.6.1 *Corridors* shall provide for *intensification, mixed-use development* and pedestrian and transit supportive *development*. *Corridors* are one component of Priority *Intensification* Areas. The Regional and Local *Corridors* are identified on Map B.

- 10.6.2 *Corridors* shall be comprehensively developed to provide for:
- a) Residential and/or *mixed use developments* with a wide array of uses in order to achieve higher densities, and transit oriented *development*;
 - b) Other uses that are complementary to the intended function of the *Corridor*; and
 - c) *Site* design that is sensitive to the existing neighbourhoods.
- 10.6.3 Density and built form within *Corridors* shall:
- a) Incorporate and be sensitive to existing local character and scale to create a compatible and attractive built form with a distinctive community image;
 - b) Incorporate measures to protect and enhance the *natural heritage system* and sensitively integrate them with new *development*, streetscaping, and architectural detail; and
 - c) Create a public realm that accommodates a range of higher density residential uses, complemented by compatible retail, service and institutional uses.
- 10.6.4 *Corridors* will be designed to accommodate public transit and a range of alternative transportation modes, accommodating the pedestrian as a first priority.
- 10.6.5 *Corridors* are approximately 100 metres deep as measured from the extent of the ultimate road allowance.
- 10.6.6 Along Regional *Corridors*, non-residential units shall not exceed 600 square metres and the total amount of non-residential floor space shall not exceed 3,000 square metres per site. Where a Secondary Plan is in place, the more detailed policies of the Secondary Plan take precedence.
- 10.6.7 Along local *corridors*, non-residential uses are only permitted within *mixed use buildings*. The total amount of non-residential space shall not exceed 1,500 square metres per site, and individual non-residential units shall not exceed 300 square metres. Where a Secondary Plan is in place, the more detailed policies of the Secondary Plan take precedence.

10.7 Waterfront Places

- 10.7.1 Waterfront Places at Port Darlington and Port of Newcastle are identified on Map A. Waterfront Places will be high quality urban

environments that build upon the natural setting and views of the Lake Ontario waterfront.

- 10.7.2 Waterfront Places shall be designed to;
- a) Support a mix of land uses;
 - b) Be a high quality urban *environment* that builds on the existing natural setting, marina and park development and views of the waterfront; and
 - c) Where appropriate, shall be planned to support an overall, long-term density and *floor space index* indicated in Table 4-2 of this Plan.
- 10.7.3 Around harbours in the Port of Newcastle and Port Darlington Waterfront Places a variety of uses which are compatible with a marina and the public open space system are permitted. Such uses include high-rise residential, retail and services uses, professional offices, a small hotel, places of entertainment, and recreational, cultural and community facilities. *Retail uses* will be appropriate for and scaled to meet neighbourhood or tourism needs. Hotels shall be appropriately designed and scaled based on their location.
- 10.7.4 Waterfront Places shall include an integrated system of publicly accessible walkways that will connect with the marina area, the Municipal Wide Park and the Waterfront Trail.
- 10.7.5 The Municipality encourages Marina uses to be fully integrated with the Municipal Wide Park with complementary *recreation* facilities and *amenity areas* including joint access arrangements and shared parking facilities.
- 10.7.6 The Municipality will encourage increasing public access to areas of ecological, cultural or recreational value.
- 10.7.7 The Port Darlington Waterfront Place is also defined as a tourism node and the permitted land uses are further defined in the Port Darlington Secondary Plan.

10.8 Transportation Hubs

- 10.8.1 Transportation Hubs are identified on Map A. Transportation Hubs shall provide for a mix of uses at higher densities, which are complementary in terms of scale, design and context and designed to support transit services.

10.8.2 The Bowmanville Transportation Hub is located within the Bowmanville West Town Regional Centre. The Bowmanville Town Centre Secondary Plan Area policies are complementary and supportive of the Bowmanville GO Transit station and collectively create the type of *development* intended by section 10.8.1.

10.8.3 The Courtice Transportation Hub is located within Special Study Area 4. Detailed land uses in this Transportation Hub will be further defined in the Courtice Employment Lands Secondary Plan. The Secondary Plan shall include policies for a high density, *mixed use compact development* within 750 metres of the GO Transit site.

10.9 Gateway Commercial Centres

10.9.1 The Municipality has identified Gateway Commercial Centres intended to serve the specialized needs of residents and attract tourists and visitors to the Municipality. They generally require large parcels of land to accommodate certain types of large format retailers, and benefit from direct exposure to high volumes of traffic.

10.9.2 The following uses may be permitted within the Gateway Commercial Centre designation:

- a) Retail and service commercial uses including hotels, warehouse-style stores excluding department stores and grocery stores, and home furnishing uses;
- b) Financial institutions;
- c) Business, professional and medical offices;
- d) Restaurants;
- e) Limited number of complementary smaller retail stores and personal use services; and
- f) Community facilities.

10.9.3 Gateway Commercial Centres shall be developed in accordance with the urban design policies in Chapter 5.

10.10 Service Stations

10.10.1 Service stations are establishments which primarily sell fuel and associated automotive products. A service station may include *accessory uses* such as the repair of vehicles, a car wash, restaurants, and a small convenience store.

- 10.10.2 Service stations may generally be established in any urban land use designation provided that:
- a) A maximum of one (1) service station may be permitted at any intersection, with the exception that in a Gateway Commercial Centre or Employment Area a maximum of two (2) service stations may be permitted diagonally opposite each other at any intersection;
 - b) It is not *adjacent* to or opposite schools or public *recreation* facilities;
 - c) It does not create vehicular congestion or endanger pedestrian movement;
 - d) Access points to each *site* shall be limited in number and shall not impede traffic flows. Internal access to *adjacent* commercial properties shall be provided wherever possible;
 - e) Primary access is taken from an arterial or collector road; and
 - f) It has no undue *adverse effect* on *adjacent* residential uses.
- 10.10.3 Notwithstanding Section 10.10.2 service stations will not be permitted at prominent intersections, in Urban or Village Centres or other locations which Council deems to have important visual significance for gateways to communities.
- 10.10.4 Service Stations shall be developed in accordance with the urban design policies in Chapter 5.
- 10.10.5 Abandoned service stations shall be rezoned to uses compatible with surrounding areas and in conformity with this Plan.

Chapter 11

Employment Areas

Municipality of Clarington Official Plan

11 Employment Areas

11.1 Goal

- 11.1.1 To provide a variety of economic and employment opportunities in Employment Areas.

11.2 Objectives

- 11.2.1 To provide and protect Employment Areas as strategic assets that will allow for the expansion and diversification of the employment base.
- 11.2.2 To encourage the timely servicing of all Employment Areas providing a minimum 5 year supply of serviced land.
- 11.2.3 To provide at least 50% of all jobs in Clarington within Employment Areas.
- 11.2.4 To require a high quality design in Prestige and Business Employment Areas.
- 11.2.5 To achieve increasingly higher employment densities in Employment Areas.
- 11.2.6 To promote high employment densities within proximity to Courtice Transportation Hub.

11.3 General Policies

- 11.3.1 Employment Areas consist of the following land use designations shown on Map A:
- Business Parks;
 - Prestige Employment Areas;
 - Light Industrial Areas; and
 - General Industrial Areas.
- 11.3.2 Within Employment Areas:
- a) The minimum employment density target shall be 30 jobs per gross hectare, especially on lands designated Prestige Employment, Business Park, or Light Industrial lands *adjacent* to the Highway 401 and 418 corridors;

- b) The attractiveness of these areas shall be established and/or enhanced through high quality design, appropriate landscaping, screening of outside storage areas and good property maintenance;
- c) The *development* or *redevelopment* of lands shall support public transit, and bicycle and pedestrian access;
- d) The sale of the goods manufactured or assembled on the premises will be permitted provided it does not exceed the lesser of 20% or 500m² of the total gross building floor area;
- e) No use shall be permitted which, by the nature of the material used, *waste* produced, or product manufactured is considered to be hazardous by Government agencies;
- f) All uses shall comply with all government health and environmental standards with respect to the emission of fumes, noise, odours, dust, vibration, or any other form of pollution;
- g) Open storage areas and industrial uses which are not compatible with *sensitive land use* activities or existing *agricultural uses*, shall be appropriately located and buffered so that no *adverse effects* will result on surrounding areas;
- h) *Waste* disposal and/or processing of *waste* shall conform to the policies of Section 3.7.16 to 3.7.19 and all applicable provisions of this Section; and
- i) No auto-auction facility, *auto wreckers*, asphalt/ready mix facilities shall be permitted unless they are located on a parcel of land less than 2 ha in size.

11.3.3 The following uses are not permitted in employment areas:

- a) *Sensitive land uses* such as residential, nursing and retirement homes, elementary and secondary schools and places of worship;
- b) Major retail uses; and
- c) Major office uses.

11.3.4 The conversion of lands within an employment area to a non-employment use shall only be contemplated during a *Municipally initiated comprehensive review* and based on the following criteria:

- a) The land is not required for employment purposes over the long term;

- b) There is need for the conversion;
- c) There is existing or planned *infrastructure* to accommodate the proposed conversion;
- d) The conversion will not *adversely affect* the overall viability of the employment area; and
- e) The potential impacts of the conversion have been considered on a municipality wide scale.

11.3.5 All Employment Areas shall be developed on municipal water and sewer and roads shall be designed to urban standards. Prior to the introduction of full municipal services, limited *development* on private services is permissible provided:

- a) The lands are zoned to permit private services;
- b) The use does not require water consumption in the production, manufacturing, refining or assembling process;
- c) The applicant submits an engineering report demonstrating that private services can be supported on *site* without impacting ground water and soil conditions on neighbouring properties; and
- d) The applicant enters into a development agreement with the Municipality which includes, among other matters, the requirement to connect to future sanitary sewer and water supply services and the payment for the owner's share of installation and connection when such services are available.

11.3.6 *Development* of Employment Areas shall generally proceed by registered plan of subdivision. However, *development* by land severance is permitted provided it does not jeopardize the overall future development of the surrounding lands and that a cost-sharing agreement is executed with respect to the construction of arterial and collector roads, stormwater facilities and regional services.

11.3.7 *Development* in Employment Areas shall be subject to the Urban Design policies in Section 5.4.5 to 5.4.7 of this Plan.

11.4 Business Parks

11.4.1 Business Parks comprise the lands having prime exposure along Highway 401 and arterial roads. *Development* within Business Parks is intended for employment intensive uses that exhibit a high standard of building design and landscaping in order to provide an

attractive appearance that reflects or takes advantage of such high visibility.

- 11.4.2 The goals, objectives and policies applicable to Business Parks shall be set out in Secondary Plans.

11.5 Prestige Employment Areas

- 11.5.1 Prestige Employment Areas have prime exposure along freeways and arterial roads and may be located *adjacent* to Residential Areas.

- 11.5.2 *Development* within this designation is intended for employment intensive uses that exhibit the highest standard of building design and landscaping in order to provide an attractive appearance that reflects or takes advantage of such high visibility.

- 11.5.3 The predominant use of land within Prestige Employment Areas shall be professional, corporate and office buildings, research and development facilities, commercial or technical schools, and light industrial uses within enclosed buildings.

- 11.5.4 Certain commercial, community and recreational uses, including banks, restaurants, business service uses, hotels, banquet halls, convention centres, day cares and athletic clubs are permitted by *site* specific zoning amendment and provided they are limited in scale and appropriately designed.

- 11.5.5 Drive-through restaurants are discouraged in Prestige Employment Areas. Drive-through restaurants may only be permitted subject to a site-specific zoning by-law amendment.

- 11.5.6 Drive through restaurants within Prestige Employment Areas will be developed on the basis of the urban design policies in Chapter 5 and the following site development criteria:

- a) The impacts on traffic and the pedestrian environment is minimized;
- b) The development is compatible with adjacent uses, and
- c) It achieves the built-form and sustainability objectives of this Plan and Secondary Plans.

- 11.5.7 Motor vehicle service stations, motor vehicle dealerships, automotive service and repairs, and car washes and other automotive uses are not permitted within the Prestige Employment Areas.

11.5.8 *Development* within Prestige Employment Areas shall be subject to a high level of architecture, landscaping and signage.

11.5.9 Outside storage or display of goods shall be strictly prohibited. The Municipality may develop *design guidelines* to assist in the review of development applications *adjacent* to Highway 401.

11.6 Light Industrial Areas

11.6.1 The Light Industrial Areas designated on Map A are located in places of high visibility along arterial roads and freeways and may be located *adjacent* to Residential Areas. The range of industrial uses permitted in the Light Industrial Areas shall be sensitive to and compatible with abutting uses.

11.6.2 The predominant use of land in the Light Industrial Areas shall be manufacturing, assembling, processing of raw materials, fabricating, repairing, research and development and warehousing. Certain commercial, community and recreational uses, including banks, restaurants, athletic clubs, banquet facilities, and fraternal organizations, are permitted provided they are limited in scale and provide services to employees of the Employment Area.

11.6.3 Accessory office uses will be permitted provided they are on the same *lot* and are related to and ancillary to the main industrial use to a maximum of 25% of the total gross building floor area.

11.6.4 Limited outside storage may be permitted as an ancillary use in accordance with the following criteria:

- a) Outside storage shall not exceed an area equivalent to 25% of the total gross building floor area;
- b) The materials to be stored in an outside storage area shall not exceed a height of 3 metres;
- c) Storage areas shall be located primarily in the rear of the *lot* and shall be appropriately screened so as to not have a *negative impact* on abutting properties and not be visible from freeways or roads; and
- d) For *sites* directly *adjacent* to freeways, outdoor storage is not permitted.

11.6.5 An auto-mall comprising a minimum of 3 individual motor vehicle dealerships or other dealerships, which may include recreational vehicles/trailer sales establishments, and accessory motor vehicle service uses may be permitted by *site*-specific rezoning provided it is located on a Type A arterial road or on lands with exposure to

Highway 401 or other major highways/freeways subject to the submission of a comprehensive *streetscape*, landscaping and signage plan is prepared to the satisfaction of the Municipality. Where Auto Malls are permitted the parking of vehicles/trailers shall not be considered as outside storage under this Plan.

- 11.6.6 Notwithstanding Section 11.3.6, the Light Industrial lands identified in Orono may develop on a private water and sewer system.

11.7 General Industrial Areas

- 11.7.1 General Industrial Areas are generally located in the interior of the Employment Areas and shall not be located in highly visible locations or *adjacent* to sensitive land use activities.

- 11.7.2 The predominant use of land in General Industrial Areas shall be manufacturing, assembling, processing of raw materials, fabricating, warehousing, repair and servicing operations. In addition, accessory office uses will be permitted provided they are on the same *lot* and are related to and ancillary to the main industrial use to a maximum of 25% of the total gross building floor area.

- 11.7.3 Outside storage shall:

- a) Generally, not exceed 100% of the total gross floor area of the building and to a maximum height of 5 metres;
- b) Be located at the rear of the property; and
- c) Be appropriately screened, buffered and/or contained through the use of berms, landscaping, fencing or other mitigative measure.

- 11.7.4 Freight transport or transportation facilities shall be located within the General Industrial Areas but not occupying high visibility *sites adjacent* to freeways and arterial roads or entranceways to urban areas. Parking, loading and storage facilities shall generally be located at the rear of the *lot*, adequately screened from *adjacent* land uses, have a durable, dust-free, hard surface and suitable stormwater management facilities.

- 11.7.5 Notwithstanding the provisions of Section 3.7, *waste* processing facilities for non-toxic materials such as paper, glass, metal, construction *waste* and plastics, may be permitted, provided that the operation is wholly enclosed within a building or structure.

- 11.7.6 *Waste* transfer stations may be permitted by *site*-specific zoning provided it is integrated and part of a *waste* processing facility.

Outside storage may be permitted in accordance with Section 11.7.3, provided that processed or unprocessed *waste* is wholly enclosed.

11.7.7 An asphalt or concrete batching plant or *aggregate* transfer station may be permitted in the General Industrial designation by *site* specific zoning. In the evaluation of such a rezoning, consideration shall be given to the following:

- a) Minimizing visual impacts of the *site* from major arterial roads and freeways;
- b) Minimizing impact on abutting uses including noise and odour; and
- c) Addressing other issues as may be required by the Municipality.

Chapter 12

Rural Settlement Areas

Municipality of Clarington Official Plan

12 Rural Settlement Areas

12.1 Goal

- 12.1.1 To ensure that the *development* of rural settlement areas is consistent with the principle of *sustainable development*.

12.2 Objectives

- 12.2.1 To preserve, enhance and promote the cultural and historical attributes of hamlets and other rural settlements.
- 12.2.2 To reinforce hamlets as the predominant and preferred locations for rural growth.
- 12.2.3 To ensure *development* in the rural areas is adequately serviced and does not impact soil, water and other natural resources.

12.3 General Policies

- 12.3.1 Hamlets and Estate Residential are Rural Settlement Areas designated on Map A.
- 12.3.2 Hamlets shall be the predominant and preferred locations to accommodate future rural population growth.
- 12.3.3 *Development* shall be serviced by private drilled wells and private sewage disposal systems or municipal or communal water or sewage disposal systems approved and in compliance with Provincial and Regional standards. Where a municipal or communal system exists, new *development* shall be required to connect to these systems subject to such matters as capacity, feasibility, the sequential extension of services, and financing.
- 12.3.4 Within the Oak Ridges Moraine, the construction or expansion of *partial services* is prohibited. However, this does not apply to prevent the construction or expansion of *partial services* that are necessary to address a serious health or environmental concern, or the expansion was approved under the Environmental Assessment Act before November 17, 2001 and the period of time during which the construction or expansion may begin has not expired. Serious health or environmental problems are to be determined by the Medical Officer of Health or an appropriate designated authority.

- 12.3.5 New residential *lots* in any rural settlement area with or without a municipal water system shall:
- a) Have a minimum *lot* size of 0.4 hectares;
 - b) Meet the requirements of the Durham Region Health Services Department;
 - c) Provide a primary and reserve conventional tile field area; and
 - d) Provide a technical report that demonstrates there is no adverse impact on *adjacent* wells and septic systems and meets provincial guidelines for assessing water supply and risk of water quality impact.
- 12.3.6 Notwithstanding Section 12.3.5, in the event *development* is serviced by approved alternatives, the size of a residential *lot* may be reduced subject to appropriate studies.
- 12.3.7 *Home-based occupations* are permitted in any Rural Settlement Area in accordance with the provisions of Section 9.3.3.

12.4 Hamlets

- 12.4.1 The predominant use of lands within the Hamlet designation shall be detached residential dwellings. Other uses such as schools, community facilities, places of worship, general stores, *home-based occupations*, arts and craft shops, service stations and farm-related commercial uses are also permitted provided such uses are compatible with the surrounding uses and do not detract from the character of the hamlet. Service stations shall also be subject to the policies of Section 10.10 of this Plan.
- 12.4.2 *Development* within a hamlet shall:
- a) Complement and enhance the historic character of the hamlet;
 - b) Provide housing designed to complement the architecture of existing buildings;
 - c) Implement a grid street system; and
 - d) Consider opportunities and innovations to provide a more compact settlement form.
- 12.4.3 Residential development shall generally proceed by an application for plan of subdivision which shall be accompanied by technical

reports to meet the requirements of this Plan and the Region of Durham Official Plan to the satisfaction of the approval authorities.

12.4.4 Individual land severances may be considered provided they do not jeopardize the future *development* of the hamlet and meet the requirements of Section 12.3.5.

12.4.5 In the Hamlet of Newtonville, the following policies apply:

- a) All *development* shall be serviced by municipal water supply;
- b) The minimum *lot* size may be reduced provided an engineering study demonstrates to the satisfaction of the approval authorities that the soil and groundwater conditions can support reduced *lot* sizes without contaminating soil or groundwater;
- c) No further *development* shall be permitted upon reaching the capacity of the municipal water supply system, regardless of whether designated lands remain vacant; and
- d) No further *development* shall be permitted if there is evidence of soil and groundwater contamination which cannot be mitigated, until such time as the contamination is addressed to the satisfaction of the approval authorities.

12.4.6 Notwithstanding policy 3.4.3.2 of the Greenbelt Plan, minor rounding-out of the hamlet boundaries of Newtonville, Leskard, Maple Grove, Kendal, Hampton and Solina may be permitted in accordance with the relevant policies of the Greenbelt Plan and the Durham Regional Official Plan, subject to the completion of appropriate studies to justify and establish the limits of such rounding-out.

12.5 Estate Residential

12.5.1 The only permitted use within lands designated Estate Residential shall be detached residential dwellings and *home-based occupations*.

12.5.2 Estate Residential areas that have been approved are designated on Map A. No new Estate Residential areas are permitted.

12.5.3 Estate Residential areas approved prior to Section 12.5.2 coming into effect shall:

- a) Not exceed the number of residential units planned;

- b) Be designed to be unobtrusive and blend into the Municipality's landscape, including the natural *environment*;
- c) Not have negative impacts on the natural heritage system;
- d) Contain *lot* sizes generally between 0.6 – 1 hectare; and
- e) Be serviced with an internal road system having a minimum of two access points but shall not have direct access onto a freeway or a Type A arterial road.

12.5.4 Once an Estate Residential subdivision has been registered, no severance for an additional *lot* will be permitted.

12.6 Rural Residential Clusters

12.6.1 The permitted uses in a *Rural Residential Cluster* defined in the Zoning By-law are single detached residential dwellings including *home-based occupations*. The exact limits of the Cluster are defined in the Zoning By-law.

12.6.2 Once the limits of a Cluster have been defined in the Zoning By-law, no expansion to the Cluster shall be permitted. Infilling may be permitted subject to meeting the applicable policies of this Plan.

12.6.3 Within Zoned *Rural Residential Clusters* infilling may be permitted subject to the following criteria:

- a) The infill *lot* is privately serviced and meets the standards of the applicable agencies, or in the case of Bond Head, may be serviced by Municipal Water Supply;
- b) The infill *lot* shall have frontage upon, and access to, an open public road other than a freeway or a Type A arterial road;
- c) The infill *lot* is not located within the *natural heritage system*;
- d) It is demonstrated that surrounding agricultural operations have the ability to carry on normal farm practices;
- e) The infill lot shall conform to the *Minimum Distance Separation Formulae*; and
- f) Any new *lot* shall meet the requirements of Section 12.3.5.

Chapter 13

Countryside

Municipality of Clarington Official Plan

13 Countryside

13.1 Goals

- 13.1.1 To encourage and support the agricultural industry as an important part of the Municipality's economic base and as a valuable contribution to Ontario's food supply.
- 13.1.2 To protect and enhance the Municipality's rural character.

13.2 Objectives

- 13.2.1 To support a diversified healthy and productive agricultural industry.
- 13.2.2 To preserve high quality agricultural lands for farming purposes.
- 13.2.3 To promote stewardship of agricultural lands for future generations.
- 13.2.4 To ensure rural uses are compatible with agriculture and the natural *environment*.

13.3 General Policies

- 13.3.1 The Countryside consists of Prime Agricultural Areas and Rural Areas as designated on Map A.
- 13.3.2 *On farm diversified uses*, including *agri-tourism* uses, are permitted in Prime Agricultural Areas and Rural Area, subject to the provisions of the zoning by-law provided that such uses:
 - a) Are located on a farm and are secondary to the principal *agricultural use* of the property;
 - b) Are limited in area;
 - c) Are compatible with the existing and/or designated land uses in the surrounding areas and do not generate excessive amounts of odour, traffic and other nuisances; and
 - d) Do not conflict with, detract or hinder any surrounding agricultural operations from carrying on normal farm practices.
- 13.3.3 *Home-based occupations* within the Countryside shall only be permitted in accordance with Section 9.3.3.

- 13.3.4 *Home industry* uses permitted in the Countryside shall be subject to the provisions in the Zoning By-law and the following:
- a) Be clearly secondary to the *agricultural use* of the property or accessory to the residence if it is a residential property;
 - b) Be carried out in a garage or accessory building, other than associated office uses which may be located within the *dwelling unit*;
 - c) Be compatible with and not hinder surrounding *agricultural uses*;
 - d) Not provide outdoor storage or display of goods, materials or products;
 - e) Use the common driveway to the farm or residence;
 - f) Meet the requirements of the Municipality and the Region of Durham for water supply and sewage disposal and where possible, share the services with the dwelling on the *lot*; and
 - g) Meet the requirements of the Ministry of Environment and Climate Change for approvals related to air emissions and *waste* management if required.
- 13.3.5 Temporary, mobile or portable farm worker dwellings may be permitted on a farm for the purpose of accommodating persons employed full-time or seasonal on the farm. The farm worker dwelling shall:
- a) Not interfere with or hinder normal farm practices;
 - b) Only be permitted where the intensity of the farm operation warrants it;
 - c) Be located in close proximity with the principle farm dwelling; and
 - d) The principal farm dwelling is occupied by the farmer, retired farmer and/or member of the family.
- 13.3.6 A permanent farm worker dwelling may be permitted subject to a *site* specific zoning by-law amendment and the provisions of Section 13.3.5.
- 13.3.7 The severance of a residential dwelling, including a residential farm worker dwelling permitted in Section 13.3.5 and 13.3.6 is not permitted, except as outlined in policy 13.3.8 and 13.3.9 of this Plan.

- 13.3.8 The Municipality encourages the consolidation of farms wherever possible. Dwellings which are rendered surplus as a result of the consolidation of abutting farms may be severed provided:
- a) The farms are merged into a single parcel;
 - b) Within the Protected Countryside of the Greenbelt Plan Area the dwelling was in existence as of December 16, 2004;
 - c) The dwelling to be severed is not required for farm employees;
 - d) The surplus dwelling *lot* is generally less than 0.6 hectares; and
 - e) The retained farm parcel is zoned to prohibit any further severances and the establishment of a residential dwelling.
- 13.3.9 Severance of a dwelling which is rendered surplus as a result of the acquisition of non-abutting farms may be permitted provided:
- a) The farm to be acquired is a minimum of 40 hectares;
 - b) The dwelling to be severed is not required for farm employees;
 - c) Within the Protected Countryside of the *Greenbelt Plan Area* the dwelling was in existence as of December 16, 2004;
 - d) The surplus dwelling *lot* is generally less than 0.6 hectares; and
 - e) The retained farm parcel is zoned to prohibit any further severances and the establishment of a residential dwelling.
- 13.3.10 New land uses, including the creation of *lots*, *on-farm diversified uses*, *agriculture related uses* and new or expanding livestock facilities, shall comply with the *Minimum Distance Separation Formulae*, but not closed cemeteries.
- 13.3.11 New agricultural *lots* within the Countryside will be permitted only where the severed and retained *lots* are:
- a) Intended for agricultural use;
 - b) Sufficiently large to maintain flexibility for future changes in type or size of agricultural operation; and
 - c) A minimum of 40 hectares in size.

- 13.3.12 Prime Agricultural Areas and Rural Areas may support the wise use of mineral aggregate resources as an interim use in accordance with the policies of this Plan.

13.4 Prime Agricultural Areas

- 13.4.1 Prime Agricultural Areas shall predominantly be used for *agricultural uses, agriculture-related uses and on-farm diversified uses*.
- 13.4.2 *Major Recreation* uses are not permitted in Prime Agricultural Areas.

13.5 Rural

- 13.5.1 Rural areas as designated on Map A are intended to support Prime Agricultural Areas, link the components of the Municipality's Open Space System and function as urban separators and shall predominantly be used for *agricultural uses, agriculture-related uses and on-farm diversified uses*.
- 13.5.2 The *development* of non-*agricultural uses*, kennels, commercial or industrial agri-businesses and landscape industry uses may be considered in Rural areas subject to a *site* specific zoning by-law amendment, the provisions of sections 13.5.4 to 13.5.7 and the following:
- a) Not be located on *prime agricultural land*, unless a study has demonstrated that the soil capability is suitable;
 - b) Be compatible with the existing and/or designated land uses in the surrounding areas and do not generate excessive amounts of odour, traffic and other nuisances;
 - c) Not require large scale modifications of terrain, vegetation or both, or large scale buildings and structures and do not *adversely affect* the character of the area;
 - d) Be located on a parcel that is of appropriate size for the use;
 - e) Be in conformity with the Minimum Distance Separation Formulae;
 - f) Not be in conflict with, detract or hinder any surrounding agricultural operations from carrying on normal farm practices; and
 - g) Meet the requirements of the Regional Official Plan and applicable *Provincial Plans*.

- 13.5.3 *Major Recreation uses* are permitted in the Rural Area, subject to the policies in Section 18.7.
- 13.5.4 Kennels are permitted on lands designated Rural, subject to a *site* specific zoning by-law amendment and subject to the following:
- a) The kennel is not *adjacent* or in close proximity to existing residential dwellings on neighbouring properties;
 - b) The *site* is large enough to accommodate extensive setbacks from *lot* lines as determined by the amending zoning by-law; and
 - c) Substantial buffering and screening are provided to reduce noise to an acceptable level.
- 13.5.5 Agri-businesses of an industrial nature, such as farm machinery services and sales establishments, feed mills and abattoirs may be permitted on lands designated Rural through a *site* specific zoning by-law amendment and subject to the following:
- a) It is demonstrated that the use directly serves the agricultural community and requires a location outside the Urban Area boundary rather than being located within an industrial area;
 - b) The use does not change the character of the rural area; and
 - c) Adequate on-site parking can be provided.
- 13.5.6 Agri-business proposals of a commercial nature are encouraged to locate within Settlement Areas. However, such uses may be permitted on lands designated Rural, subject to a *site* specific zoning by-law amendment, subject to the requirements of Section 13.5.2 and meet the requirements of the Regional Official Plan and applicable *Provincial Plans*.
- 13.5.7 Landscape industry uses, which consist of businesses associated with horticulture, are encouraged to locate on lands designated as Industrial. However, small scale landscape industry uses, may be permitted on lands designated as Rural through a *site* specific zoning by-law amendment, subject to the requirements of Section 13.5.2 and the following:
- a) The use does not include retailing products from the *site*;
 - b) The *site* is large enough to accommodate extensive setbacks from *lot* lines as determined by the amending zoning by-law; and

- c) Buffering and screening are provided to the road and neighbouring properties to the satisfaction of the Municipality.

13.5.8 Large scale landscaping operations, including the manufacturing of garden supplies, on-site retailing, large scale modifications of terrain, vegetation or both, or large scale buildings and structures and stockpiling are encouraged to locate on Industrial lands but may be permitted on lands designated rural by amendment to this Plan.

13.5.9 Severances for landscape industry uses, kennels and commercial agri-businesses are not permitted.

Chapter 14

Open Space System

Municipality of Clarington Official Plan

14 Open Space System

14.1 Goals

14.1.1 To establish a continuous open space system throughout the Municipality from the Lake Ontario Waterfront to the Oak Ridges Moraine throughout Settlement Areas and the Countryside.

14.1.2 To protect, manage and enhance the Municipality's *natural heritage system*.

14.2 Objectives

14.2.1 To protect natural heritage features, hydrologically sensitive features and their ecological functions from the effects of human activity.

14.2.2 To maintain, restore and create continuous green corridors along stream valleys and throughout the Oak Ridges Moraine, Lake Iroquois Beach and the Lake Ontario Waterfront.

14.2.3 To ensure low intensity recreational activities are compatible with the natural *environment*.

14.2.4 To maximize connectivity of open space to residential areas through efficient and safe street networks that promotes *active transportation*.

14.2.5 To develop a Waterfront which is clean, green, connected, open, accessible, useable, diverse, and attractive.

14.3 General Policies

14.3.1 The Open Space System consists of Environmental Protection Areas, Natural Core Areas, Natural Linkage Areas, the Waterfront Greenway and Green Space, as designated on Map A.

14.3.2 *Development* within the designated Open Space System is generally discouraged.

14.3.3 Nothing in this Plan requires that private land in the Open Space System be made available for public use, nor that the Municipality will purchase these lands.

14.3.4 Small-scale structures accessory to low-intensity recreational uses, such as trails, boardwalks, foot bridges, fences, docks and picnic

facilities, are permitted only if the applicant demonstrates that the *adverse effects* on the *ecological integrity of the natural heritage system* will be kept to a minimum by:

- a) Keeping disturbed areas to a minimum; and
- b) Avoiding the most sensitive portions of the site, such as steep slopes, organic soils and *habitat of endangered species and threatened species*.

14.4 Environmental Protection Areas

- 14.4.1 Environmental Protection Areas are recognized as the most significant components of the Municipality's *natural environment*. As such, these areas and their *ecological functions* are to be preserved and protected from the effects of human activity. Environmental Protection Areas are designated on Map A.
- 14.4.2 Environmental Protection Areas include the *natural heritage features* and *hydrologically sensitive features* that comprise the *natural heritage system* as well as those lands within the *regulatory flood plain* of a watercourse.
- 14.4.3 The extent of the Environmental Protection Area designation includes a 30 metre *vegetation protection zone* from the *natural heritage system* and *hydrologically sensitive features* outside of Urban and Rural Settlement Areas.
- 14.4.4 An Official Plan Amendment is not required to modify the extent of the Environmental Protection Area if it is as a result of modifications to the *natural heritage system* as provided for in Section 3.4.4 and 3.4.5.
- 14.4.5 No *development* shall be permitted on lands designated Environmental Protection Areas, except:
 - a) Low-intensity recreation;
 - b) Uses related to forest, fish and wildlife management;
 - c) Erosion control and stormwater management; and
 - d) Agriculture, agricultural related and on-farm diversified uses in accordance with Section 3.4.8.
- 14.4.6 Notwithstanding Section 14.4.5 limited *development* may only be permitted in accordance with Section 3.7.

- 14.4.7 The extent of the Environmental Protection Areas designated on Map A is approximate only. The precise limits shall be detailed through the appropriate studies as part of the review of development applications and/or in consultation with the Conservation Authority.
- 14.4.8 The setback for *development* and *site alteration* from lands designated as Environmental Protection Area shall be determined based on the sensitivity of the specific *natural heritage feature* or *hydrologically sensitive feature*. In the case of new plans of subdivision or consents, *lot* lines shall not extend beyond the established setback.

14.5 Natural Core Area, Oak Ridges Moraine

- 14.5.1 The Natural Core Area possesses a high concentration of *natural heritage features*, *hydrologically sensitive features* or *landform conservation areas* as designated on Maps A and H. The maintenance, restoration or improvement to the ecological function, size, diversity and *connectivity* of these features and areas is critical in ensuring the *ecological integrity* of the Moraine.
- 14.5.2 The Natural Core Areas shall be used only for *agricultural uses*, *low-intensity recreation*, *unserviced parks* and uses related to fish, wildlife and *forest management* conservation projects, and flood and erosion control projects having regard for the provisions of Chapter 3.
- 14.5.3 In addition to the other policies of the Plan, the Natural Core Area is subject to the policies set out in Chapters 3, 15 and 23 of this Plan.

14.6 Natural Linkage Area, Oak Ridges Moraine

- 14.6.1 The Natural Linkage Area as designated on Map A forms part of a corridor system that supports, or has the potential to support, the movement of plants and animals between the Natural Core Areas, Natural Linkage Areas, river valleys and stream corridors.
- 14.6.2 Protection of Natural Linkage Area and other *linkage* areas is critical to the health, function and resiliency of the *Natural Heritage System*.
- 14.6.3 The Natural Linkage Areas shall be used only for *agricultural uses*, *home-based occupations*, *home industries*, *bed and breakfast* establishments, farm vacation homes, *low-intensity recreational* uses, *unserviced parks*, and uses related to fish, wildlife and *forest*

management, conservation projects, and flood and erosion control projects.

14.6.4 Small-scale structures accessory to *low-intensity recreational uses* may be permitted in accordance with Section 14.3.4.

14.6.5 In addition to the other policies of the Plan, the Natural Linkage Area is subject to the policies set out in Chapters 3, 15 and 23 of this Plan.

14.7 Green Space

14.7.1 Green Space lands as designated in Urban and Rural Settlement Areas on Map A are intended to link other significant components of the Municipality's Open Space System, including Environmental Protection Areas, and Waterfront Greenway.

14.7.2 Lands designated Green Space shall be used primarily for conservation and *low intensity recreational uses*. *Major recreational uses* may be permitted by amendment to this Plan in accordance with Section 18.7.

14.8 Waterfront Greenway

14.8.1 The Municipality shall seek to protect and regenerate the unique physical, natural and cultural attributes associated with the Lake Ontario Waterfront.

14.8.2 The predominant use of land within the Waterfront Greenway shall be *low intensity recreational uses*, compatible tourism uses, conservation, and agriculture. In addition:

- Marinas may be permitted in the Waterfront Greenway designation by amendment to this Plan;
- *Major recreational uses* may be permitted by amendment to this Plan and in accordance with Section 18.7; and
- Existing residential uses within the Regulatory Shoreline Area are permitted to continue subject to Sections 3.7.6 to 3.7.8 of this Plan.

Chapter 15

Aggregate Extraction Areas

Municipality of Clarington Official Plan

15 Aggregate Extraction Areas

15.1 Goal

- 15.1.1 To provide opportunities for the extraction of *aggregate* resources with minimal impact on the natural *environment*, landscape, local residents, and the Municipality.
- 15.1.2 To seek to have the extraction, rehabilitation and closure of licensed *aggregate* extraction operations undertaken expeditiously.
- 15.1.3 To protect mineral *aggregate* resources for long term use.

15.2 Objectives

- 15.2.1 To ensure the availability of and the orderly and efficient extraction of *aggregate* resources as an interim land use, while minimizing environmental, social and financial impacts.
- 15.2.2 To provide for *aggregate*-related industrial uses on an interim basis which are appropriate and compatible with surrounding land uses.
- 15.2.3 To ensure that as much of the mineral *aggregate* resources, as realistically possible, are made available as close to market as possible.
- 15.2.4 To ensure that extraction is undertaken in a manner which minimizes social, economic and environmental impacts.
- 15.2.5 Mineral *aggregate* operations shall be protected from development and activities that would preclude or hinder their expansion or continued use which would be incompatible for reasons of public health, public safety or environmental impact.
- 15.2.6 To seek to ensure that Aggregate Extraction Areas are appropriately and progressively rehabilitated.
- 15.2.7 To encourage the implementation of area-wide rehabilitation strategies.

15.3 Policies

- 15.3.1 Aggregate Extraction Areas are shown as an overlay designation on Map A. At such time as the *aggregate* extraction licence applicable to an Aggregate Extraction Area is revoked or surrendered, the overlay designation will be deleted without the necessity of further amendment to this Plan leaving the land subject to only the permanent designation shown on Map A. When the overlay designation is deleted, it is the policy of the Municipality to amend the Zoning By-law to delete *aggregate* extraction and associated uses as permitted uses on the subject lands, and further to incorporate appropriate designations in the zoning of the subject lands to implement this Plan.
- 15.3.2 Aggregate Extraction Areas shall only be permitted within the Potential Aggregate Resource Areas identified on Map G. New Aggregate Extraction Areas and any expansion to existing Aggregate Extraction Areas shall only be permitted within the Potential Aggregate Resource Areas by an amendment to this Plan and in accordance with the following:
- a) The study requirements of Section 15.3.9, 15.3.10, 15.3.15 and 15.3.16 of this Plan have been complied with;
 - b) Any proposed amendment is generally consistent with the intent of this Plan, save and except for Section 23.2.6(e); and
 - c) The proposal takes into account the objectives of any area-wide rehabilitation plan.
- 15.3.3 Notwithstanding the policies of Section 23.2.6 and 23.5, the expansion to an existing Aggregate Extraction Area shall require an amendment to this Plan. An existing mineral *aggregate* operation within a Natural Core Area may not be expanded beyond the boundary of the area under licence or permit.
- 15.3.4 For the avoidance of doubt, *aggregate* extraction uses existing on the date of approval of this Plan which are permitted by a licence issued under the Aggregate Resources Act and by the zoning applicable to the particular Aggregate Extraction Area may continue without amendment to this Plan or to the Zoning By-law provided that all applicable laws are complied with.
- 15.3.5 The establishment of a new Aggregate Extraction Area or the expansion of an existing Aggregate Extraction Area shall also not be permitted in:
- Urban Areas as identified on Map A;

Aggregate Extraction Areas

- Hamlets as identified on Map A;
 - Estate Residential; and
 - Trailer parks, commercial and tourism uses existing on October 16, 1996.
- 15.3.6 In addition to the uses permitted by the permanent underlying designation shown on Map A, lands designated Aggregate Extraction Area may be used for the extraction of *aggregates* and the rehabilitation of the designated land. Crushing, screening, blending, washing, stockpiling and *aggregate* recycling shall be permitted as accessory to a licensed *aggregate* extraction operation.
- 15.3.7 Portable concrete batching and *portable asphalt plants* may be permitted on lands licensed for *aggregate* extraction on a temporary basis not exceeding 3 years by amendment to the Zoning By-law provided:
- a) There is no adverse impact on groundwater and surface water quality and quantity;
 - b) There is no adverse noise, odour, or dust impacts on nearby *sensitive land uses*; and
 - c) The operation of such a plant is addressed on a *site* plan approved by the Province.
- 15.3.8 Except as provided for in Sections 3.6.37, 15.3.6 and 15.3.7, other *aggregate*-related industrial uses such as asphalt plants and concrete-batching plants shall be permitted only by amendment to this Plan, provided:
- a) There is no adverse impact on groundwater and surface water quality and quantity;
 - b) There is no adverse noise, odour, or dust impacts on nearby *sensitive land uses* and *natural heritage features*; and
 - c) The operation of such a plant is addressed on a *site* plan approved by the Province.
- 15.3.9 An application to amend this Plan to permit a new Aggregate Extraction Area not located within a potential resource area or to expand an existing Aggregate Extraction Area shall be supported by an Aggregate Extraction Area Study prepared by the applicant. The Terms of Reference for the study shall address the matters set out in Appendix “A” unless, as a result of consultation by the

applicant with the Municipality and other relevant agencies, the matters which are required to be addressed in this particular study are scoped by the Municipality. Wherever reasonably practicable, the Study required by this Plan will be coordinated with the study requirements of other agencies, including the Province and the Region.

15.3.10 The Municipality shall prepare guidelines for the assistance of applicants in the preparation of the Aggregate Extraction Area Study. Among other matters, the guidelines shall elaborate the requirements for the preparation of terms of reference for the content of an Aggregate Extraction Area Study. Applicants who submit a study that satisfactorily addresses the requirements of an Aggregate Extraction Area Study shall not be subject to the requirements of an Environmental Impact Study, a Hydrological Evaluation, or a Natural Heritage Evaluation.

15.3.11 Without altering the Municipality's authority under the Planning Act, Council shall request the Province to impose appropriate conditions to implement the objectives of this Plan on new extraction licenses or on proposed modifications to existing *site* plans or licenses subject to the Aggregate Resources Act. Where a modification is proposed to an existing *site* plan or extraction license, the Municipality will limit any request for conditions to the subject of the proposed modification. The conditions requested by the Municipality may include:

- a) The designation of haul routes;
- b) Limitations on noise and hours of operation;
- c) Measures to provide screening of *aggregate* extractive operations and their associated activities from *adjacent* land uses and public roads;
- d) A rehabilitation plan which provides for the creation of appropriate landforms and restores *ecological functions*, which conforms to the permanent land use designation of this Plan, and which takes into account the objectives of any applicable area-wide rehabilitation plan approved by the Municipality, and which includes interim and/or progressive rehabilitation as described in Section 15.3.12; and
- e) The rehabilitation of agricultural land in accordance with Section 15.3.13 of this Plan.

15.3.12 Rehabilitation of licensed pits and quarries shall be carried out on a progressive basis as the excavation proceeds, with final

rehabilitation completed upon termination of the pit or quarry license. Slope stabilization shall be encouraged where inactive exposed pit faces are open to public view. In the event that a licensee is not performing rehabilitation as required by the license issued pursuant to the Aggregate Resources Act, the Municipality may request the Province to issue an order requiring the owner to perform such rehabilitation work as is necessary.

15.3.13 In areas where an Aggregate Extraction Area is located on Class 1 to 3 agricultural land as defined by the Canada Land Inventory of Soil Capability for Agriculture and within the agricultural designations of this Plan, the lands will be rehabilitated whereby substantially the same areas and same average soil capability for agriculture are restored. However, complete agricultural rehabilitation is not required if:

- a) There is a substantial quantity of mineral *aggregates* below the water table warranting extraction; or
- b) The depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability not feasible; and
- c) The other alternatives have been satisfactorily considered and found unsuitable; and agricultural rehabilitation in remaining areas will be maximized.

Natural Heritage System

15.3.14 Within the *natural heritage system* for lands outside of the Greenbelt Plan Protected Countryside Area and the Oak Ridges Moraine Conservation Plan Area, the following sections apply:

- a) No new or expansion to an existing Aggregate Extraction Area shall be permitted in:
 - a. Provincially Significant *Wetlands*; or
 - b. Coastal *Wetlands*.
- b) No new or expansions to an existing Aggregate Extraction Area shall be permitted in:
 - a. Significant *Woodlands*;
 - b. Significant *Valleylands*;
 - c. *Fish habitat*, except in accordance with Provincial and Federal requirements;
 - d. Significant Wildlife Habitat;

- e. *Habitat of endangered species and threatened species*, except in accordance with Provincial and Federal requirements; and
 - f. Significant Areas of Natural or Scientific Interest
 - g. and unless it has been demonstrated that there will be no *negative impact* on the *natural heritage features* or their *ecological functions*.
- c) No new expansions to an existing Aggregate Extraction Area shall be permitted on *adjacent* lands to the features identified in a) and b) above, unless the *ecological function* of the *adjacent* lands has been evaluated and it has been demonstrated that there will be no *negative impacts* on these *natural heritage features* or on their *ecological functions*.
- 15.3.15 Within the Oak Ridges Moraine, an application for amendment to this Plan for a proposed Aggregate Extraction Area shall not be approved unless the applicant demonstrates:
- a) That the quantity and quality of groundwater and surface water in the Oak Ridges Moraine will be maintained and, where possible, improved or restored;
 - b) That as much of the *site* as possible will be rehabilitated by establishing or restoring *natural self-sustaining vegetation* or rehabilitated in accordance with Section 15.3.13 of this Plan if applicable;
 - c) If there are *natural heritage features* on the *site* or on *adjacent* land, that their health, diversity, size and *connectivity* will be maintained and, where possible, improved or restored in accordance with the Oak Ridges Moraine Conservation Plan; and
 - d) If there are *areas of natural and scientific interest* (earth science) on the *site* or on *adjacent* land, that the geological or geomorphological attributes for which they were identified will be protected.
- 15.3.16 Within the Oak Ridges Moraine, an application for amendment to this Plan for a proposed Aggregate Extraction Area with respect to land in a Natural Linkage Area shall not be approved unless the applicant demonstrates:
- a) That there will be compliance with Section 15.3.17 of this Plan;

- b) That there will be no extraction within 1.5 metres of the water table;
- c) That the extraction of mineral *aggregates* from the *site* will be completed as quickly as possible;
- d) That the *site* will be rehabilitated in stages as quickly as possible; and
- e) That the entire *site* will be rehabilitated by establishing or restoring *natural self-sustaining vegetation* or rehabilitated in accordance with Section 15.3.13 of this Plan if applicable.

15.3.17 In order to maintain *connectivity*, when an Aggregate Extraction Area is located in a Natural Linkage Area, there shall at all times be an excluded area (which, for greater certainty, may contain both undisturbed land and land whose rehabilitation is complete) that:

- a) Is at least 1.25 kilometres wide; Such distance is measured either entirely within the Natural Linkage Area or including areas within the Natural Core Area that is adjacent to an excluded area;
- b) Lies outside the active or unrehabilitated portions of the area being used; and
- c) Connects parts of the Natural Linkage Area outside the *aggregate* extraction area.

15.3.18 Within the Oak Ridges Moraine, an application for amendment to this Plan for a proposed Aggregate Extraction Area with respect to land in a *landform conservation area* (Category 1 or 2) shall not be approved unless the applicant demonstrates:

- a) That the area from which mineral *aggregates* are extracted will be rehabilitated to establish a landform character that blends in with the landform patterns of the *adjacent* land; and
- b) That the long-term *ecological integrity* of the Oak Ridges Moraine will be maintained, or where possible improved or restored.

Oak Ridges Moraine Natural Heritage System

15.3.19 Within the Oak Ridges Moraine, the establishment of a new Aggregate Extraction Area or the expansion of an existing Aggregate Extraction Area shall not be permitted in the following portions of the *natural heritage system*:

- Wetlands;
- Areas of natural and scientific interest; (Life Science)
- *Significant woodlands*, unless the *woodland* is occupied by young *plantation* or early successional *habitat* (as defined by the Ministry of Natural Resources and Forestry);
- Significant Valleylands;
- Fish habitat;
- The Ganaraska Forest and the Long Sault Forest;
- *Habitat of endangered species and threatened species* in accordance with Provincial and Federal requirements;
- Significant Wildlife habitat;
- Sandbarrens and tallgrass prairies; and
- Natural Core Areas as identified on Map H.

15.3.20 Within the Oak Ridges Moraine, notwithstanding Section 15.3.19, the establishment of a new or an expansion to an existing *aggregate* extraction area may be permitted within the *natural heritage system* if:

- a) the identified *natural heritage feature* is a *plantation* or early successional *habitat*, and
- b) the applicant demonstrates:
 - a. The long term *ecological integrity* of the Oak Ridges Moraine Conservation Plan area will be maintained, or where possible improved or restored;
 - b. The extraction of mineral *aggregates* from the area within the key *natural heritage feature* will be completed and the area will be rehabilitated, as early as possible in the life of the operation;
 - c. The area from which the mineral *aggregates* are extracted will be rehabilitated by establishing or restoring *natural self-sustaining vegetation* of equal or greater ecological value and resulting in an overall net gain to the *natural heritage system*.

Greenbelt Natural Heritage System

Aggregate Extraction Areas

- 15.3.21 Within the *natural heritage system* in the Greenbelt Countryside no new Aggregate Extraction Areas and no wayside pits and quarries, or any ancillary or *accessory use* thereto will be permitted in the following *natural heritage features* and/or hydrologic features identified in Table 3-1:
- c) Significant Wetlands;
 - d) *Habitat of endangered species and threatened species* except in accordance with Provincial and Federal regulations; and
 - e) *Significant woodlands* unless the *woodland* is occupied by young *plantation* or early successional *habitat* (as defined by the Ministry of Natural Resources and Forestry).
- 15.3.22 Within the *natural heritage system* in the Greenbelt Countryside, an application for a new Aggregate Extraction Area may be permitted within other *natural heritage features* not identified in Section 15.3.21 and any associated minimum *vegetation protection zones* identified in Table 3-1, where the applicant has demonstrated conformity with the Greenbelt Plan.
- 15.3.23 Within the *natural heritage system* in the Greenbelt Countryside, any expansion of an existing Aggregate Extraction Area may be permitted in *natural heritage features* and/or hydrologic features and any associated minimum *vegetation protection zone* identified in Table 3-1, as identified in Section 15.3.21 or 15.3.22 only if the decision is consistent with the Provincial Policy Statement and in conformity with the Greenbelt Plan.
- 15.3.24 Outside of the *natural heritage system* in the Greenbelt Countryside, a new or expansion of an existing Aggregate Extraction Area may only be permitted in *natural heritage features* and/or hydrologic features and any associated minimum *vegetation protection zone* identified in Table 3-1, as identified in Section 15.3.21 or 15.3.22 only if the decision is consistent with the Provincial Policy Statement and in conformity with the Greenbelt Plan.

Chapter 16

Special Policy Areas

Municipality of Clarington Official Plan

16 Special Policy Areas

16.1 General Policy

- 16.1.1 Special Policy Areas are identified on Map A and are areas where there is a need to provide more clarity regarding the intent of the future use of these lands. This chapter provides additional direction regarding the *development* of specific *sites* and must be read in conjunction with the other policies of this plan. Where a Special Policy Area boundary is indicated on Map A, the Special Policy Area is limited to the lands shown.
- 16.1.2 Where lands also have an Environmental Protection Area designation, the permitted uses and associated policies of the Environmental Protection Area shall prevail.

16.2 Special Policy Area A - Port Granby Project and Nature Reserve

- 16.2.1 Special Policy Area A identifies lands owned by the Government of Canada and includes the Port Granby Waste Management Facility and the *site* of the new long term *waste* management facility, as well as surrounding lands not required for the Port Granby Project.
- 16.2.2 The Municipality supports the expeditious removal of the low level radioactive *waste* and contaminated soil from the Port Granby Waste Management Facility and their relocation to, and safe storage in, the new long term *waste* management facility. The existing Port Granby Waste Management facility and the new long term *waste* management facility are identified as Waste Disposal Assessment Area and are subject to Sections 3.7.12 through 3.7.15.
- 16.2.3 The Municipality's goal is to see the establishment of a nature reserve on the lands surplus to the Port Granby Project as set out in the March 2010 report of the End Use Advisory Committee and the Management Plan for the Port Granby Nature Reserve.
- 16.2.4 The Municipality encourages the Government of Canada to rehabilitate the *waste* sites in a manner that will complement the nature reserve and to dedicate the surplus lands to the Municipality and/or an appropriate public agency for the long term management of the nature reserve.

16.3 Special Policy Area B - Wilmot Creek Neighbourhood

- 16.3.1 Special Policy Area B includes an existing lifestyle residential community catering to seniors and retired residents as well as undeveloped land. It shall include various housing forms, recreational and open space areas, some limited commercial uses, and health care and continuing care services. It will be designed to allow for “aging in place” providing for a continuum of needs and interests.
- 16.3.2 Special Policy Area B has two development areas as follows:
- a) Area B1 includes the lands located south of the CN railway. A maximum of 960 *dwelling units* are permitted; and
 - b) Area B2 includes the lands located north of the CN railway. A minimum of 800 dwelling units, which may include assisted living facilities, and a Neighbourhood Centre are permitted.
- 16.3.3 The following key elements will be incorporated into the design of the Wilmot Creek Neighbourhood:
- a) Parkland, open space and recreational facilities integrated into the community to serve its residents. The provision of large areas of linked open space through the clustering of the built elements of the *development* should be encouraged;
 - b) Sidewalks and multi-use paths should, wherever possible, be separated from vehicular traffic and be designed to link with the open space system and amenities on and off *site* as may be appropriate; and
 - c) Accessible design will be incorporated for all aspects of buildings, facilities and transportation systems, recognizing the needs of older adults.
- 16.3.4 Notwithstanding Section 14.7.2, the area designated Green Space within Special Policy Area B may be used for recreational purposes and other *accessory uses* to the Wilmot Creek Neighbourhood.
- ### **Special Policy Area B1**
- 16.3.5 Special Policy Area B1 recognizes an existing private leasehold community. The Municipality will not provide any *infrastructure* or facilities within this area nor will the Municipality assume any of this

infrastructure or facilities within Special Policy Area B1 in the event of default by the owner.

- 16.3.6 Should any portion of Special Policy Area B1 redevelop and the tenure no longer be based on private leasehold arrangements, the Wilmot Creek Neighbourhood Secondary Plan shall be amended and *redevelopment* shall include:

- a) The introduction of a public road system through phased *redevelopment* providing for an improved transportation system and connections to the rest of the community; and
- b) A public waterfront space shall be provided including the relocation of the waterfront trail.

Special Policy Area B2

- 16.3.7 Special Policy Area B2 is subject to the Wilmot Creek Neighbourhood Secondary Plan under Part Six Secondary Plans. It will include a Neighbourhood Centre and a mix of housing types and tenures, with high rise residential uses located adjacent to Highway 401, on a public road.

16.4 Special Policy Area C - St. Marys Cement

- 16.4.1 Special Policy Area C primarily recognizes the licensed extraction area and the cement manufacturing facility of St. Marys Cement.

- 16.4.2 Notwithstanding Section 15.3.1, within Special Policy Area C, where Aggregate Extraction Area is delineated without an underlying land use designation, Aggregate Extraction Area is considered the land use designation.

- 16.4.3 Within Special Policy Area C the permitted uses are as follows:

- a) On the lands designated General Industrial, the commercial dock facility existing on October 1, 1997 and a cement manufacturing facility;
- b) On the lands designated Aggregate Extraction Area and subject to the provisions of Section 16.4.4, *aggregate* extraction activities and ancillary uses such as a professional office building, a concrete batching plant, a truck terminal, and *aggregate* processing including the stockpiling of raw and processed materials; and
- c) On the lands designated Environmental Protection Area, no *development* except for protection, conservation and

enhancement of ecological systems, passive *recreation*, and uses related to erosion control and stormwater management.

16.4.4 *Aggregate* extraction activities and ancillary uses are subject to the following:

- a) An *aggregate* processing plant, concrete batching plant, and truck terminal shall:
- b) Not be located within 700 metres of any residential property located south of Highway 401; and
- c) Not be located within 150 metres of the water's edge of Lake Ontario.
- d) Within 700 metres of any residential property, *aggregate* processing is permitted provided that any crusher is located 10.7 metres below natural grade; and
- e) For the purposes of Section 16.4.4, natural grade means the grades depicted by the contours shown on a drawing entitled "Existing Features" prepared by MacNaughton Hermesen Britton Clarkson Planning Limited for the Bowmanville Quarry (Job No. "8816'B' St. Mary's Bowm Durh") dated for submission in accordance with the Aggregate Resources Act on Nov. 9, 1990 provided that in no case shall natural grade include stockpiled material, excavated areas or be deemed to exceed 86 metres above sea level or be deemed to be less than 75.4 metres above sea level.

16.4.5 The St. Marys Cement dock is part of the Strategic Goods Movement Network for Durham Region. It shall primarily be operated as a port for the transfer of bulk goods for shipping on the Great Lakes. The following policies apply to the St. Marys dock:

- a) A *site* specific zoning will clearly identify the range and scale of uses but in no case shall a commercial fuel storage facility be permitted;
- b) The eastern perimeter of the dock shall be appropriately screened and landscaped to minimize impacts and views from the east;
- c) The height restriction of Section 11.7.3 is not applicable;
- d) St. Marys Cement shall obtain *site* plan approval for any new use or facilities on the dock and the access road to the dock; and

- e) A multi-stakeholder monitoring program shall be implemented to monitor shoreline processes as they impact properties on either side of the existing or, if approved, the expanded dock.
- 16.4.6 The Municipality encourages St. Marys Cement to provide opportunities for public access to the waterfront.
- 16.4.7 Any rehabilitation plan or amendment to a rehabilitation plan for the Aggregate Extraction Area shall address, among other matters, the following:
 - a) The relationship of the lands to be rehabilitated to the Westside Marsh and Westside Creek;
 - b) The land uses permitted within Special Policy Area C;
 - c) The provisions of this Plan dealing with Bowmanville's urban waterfront; and
 - d) The provision of attractive, connected and accessible public spaces appropriately located.
- 16.4.8 Before submission of a rehabilitation plan or an amended rehabilitation plan to the Province for approval, the owner shall meet with the Municipality and Conservation Authority to obtain their input and comments on the matters referred to in this section. The owner shall objectively consider but not necessarily follow such comments in finalizing a rehabilitation plan or amended rehabilitation plan.

16.5 Special Policy Area D - Auto Wrecking Yard

- 16.5.1 Special Policy Area D is located within Special Study Area 4 Courtice Employment Area. The *redevelopment* of the *site* may not take place until such time as sewer and water services are available. In the interim, the existing uses may continue.
- 16.5.2 Prior to the *redevelopment* of the *site* and as a condition of approval of any development application, the proponent shall ensure that the soil conditions and ground and surface water conditions on the *site* are suitable for the proposed use. *Development* proposals on the *site* shall be subject to the provisions of Section 3.7.20 of this Plan.

16.6 Special Policy Area E - Wellington Enterprise Area

- 16.6.1 The Wellington Enterprise Area is comprised of several industrial properties located north of the CP Rail line and west of Scugog Street in Bowmanville. This area includes the Bowmanville Foundry, the former R. M. Hollingshead lands and a former Imperial Oil fueling yard.
- 16.6.2 The Municipality's objective is to allow for the Wellington Enterprise Area to evolve as a special economic area with the potential for incubating new businesses. The close proximity to historical Downtown Bowmanville is advantageous.
- 16.6.3 The long term heavy industrial use of these lands will require clean-up or mitigation of any contamination. *Site* remediation must be undertaken in accordance with Section 3.7.21 and comply with Provincial standards appropriate to the types of uses proposed.
- 16.6.4 The Province has identified that a portion of these lands were used to dispose *waste* and it is thus identified as a Waste Disposal Assessment Area on Map F of this Plan.
- 16.6.5 The Wellington Enterprise Area is located within the B1 Community Improvement Project Area. In the preparation of the Community Improvement Plan, considerations for the *redevelopment* of this *site* will be included.
- 16.6.6 Permitted uses within the Wellington Enterprise Area include an appropriate mix of industrial, commercial and community uses subject to *site* specific zoning provisions and to the following:
- a) No use shall create an adverse impact on the continued operation of the Bowmanville Foundry;
 - b) The original R.M. Hollingsworth building should be *conserved* and adaptively reused;
 - c) Only smaller floorplate commercial uses are permitted; and
 - d) Adequate access and off-street parking shall be provided.
- 16.6.7 Proposals for residential *intensification* may be considered provided all heavy industrial operations have ceased on the *site* and the lands are remediated to the appropriate standard for residential uses.

16.7 Special Policy Area F - Camp 30

16.7.1 Introduction, Vision, Objectives

- 16.7.1.1 Special Policy Area F is the site of the former Bowmanville Boys Training School and World War II prisoner of war camp known as Camp 30. Approximately 10 hectares of this land and buildings have cultural heritage significance, which includes being designated by the National Historic Sites and Monument Board.
- 16.7.1.2 The Municipality has consulted and will continue to work with the landowners of Special Policy Area F, the Jury Lands Foundation, other levels of government and interested parties to:
- a) Implement “The Jury Lands, Bowmanville, Special Policy Area F: Urban Design Master Plan + Design Guidelines”, dated April 12, 2019, by DTAH, as the Urban Design Guidelines which sets out the principles of the community vision, for the long term use of the subject lands while respecting the nationally designated cultural heritage landscape;
 - b) Implement the community vision of the Urban Design Guidelines and build upon the designation of the National Historic site, in accordance with the National Historic Sites and Monument Act and under Part IV (individual) of the Ontario Heritage Act, by establishing additional mechanisms to protect the cultural heritage value of Camp 30/The Jury Lands and support its on-going conservation in alignment with the cultural heritage landscape status of Camp 30 reflected in Section 16.7.8;
 - c) Implement the architectural guidelines contained within the Urban Design Guidelines;
 - d) Develop the residential and mixed-use portions of Special Policy Area F to be complementary with, subordinate to and visually distinct from the Municipal Wide Park in accordance with the community vision; and
 - e) Implement the Local Corridor policies of the Official Plan, with the greatest density and building height being located at the intersection of Lambs Road and Concession Street East. This intersection has been identified as a prominent intersection.
- 16.7.1.3 Collectively the Municipal Wide Park, including the Designated Heritage buildings and landscape features, the trail network, the stormwater management system, and lands designated Environmental Protection Areas will form the backbone upon which this Special Policy Area F Neighbourhood will be built. All

components shall seamlessly integrate with and transition from/to the adjacent residential developments.

16.7.2 Land Use

16.7.2.1 The Block Master Plan as depicted in Figure 1, establishes the land use pattern to guide development within Special Policy Area F.

16.7.2.2 The following land use designations apply within Special Policy Area F and are shown on Figure 1:

- a) High Density Residential/Mixed Use Local Corridor
- b) Medium Density Residential - Local Corridor
- c) Medium Density Residential - Heritage
- d) Low Density Residential
- e) Environmental Protection Area
- f) Municipal Wide Park

16.7.2.3 Additional dwelling units are permitted in accordance with the Official Plan.

16.7.2.4 Drive-through facilities and service stations are not permitted in any land use designation.

16.7.2.5 Block layout shall be provided in accordance with Section 9.3.5 of the Official Plan. In the event condominium blocks cannot provide independent access to a public street(s) the appropriate agreements and cost sharing arrangement shall be established through the development approval process.

16.7.3 High Density Residential/Mixed use Local Corridor

16.7.3.1 Lands designated High Density Residential/Mixed Use Local Corridor are located along the Lambs Road Local Corridor.

16.7.3.2 The High Density Residential/Mixed Use Local Corridor designation allows for the greatest concentration of density and mix of uses within Special Study Area F.

16.7.3.3 The intersection of Lambs Road and Concession Street East is designated as a Prominent Intersection.

Permitted Uses, Built Form and Density

- 16.7.3.4 The High Density Residential/Mixed Use Local Corridor is a predominantly residential land use designation that permits residential, retail, office, and service commercial uses.
- 16.7.3.5 The permitted dwelling types shall be an apartment building or a mixed use building.
- 16.7.3.6 Retail, office and/or service commercial uses are required on the first floor of any mixed use building located at the Prominent Intersection in accordance with section 10.6.7 of the Official Plan.
- 16.7.3.7 Building heights shall be a minimum of 5 storeys and have a maximum of 6 storeys.
- 16.7.3.8 Development on lands designated High Density Residential/Mixed Use Local Corridor shall have a minimum net density of 40 units per net hectare.
- 16.7.3.9 The highest and most dense form of development shall be located fronting Lambs Road and Concession Street East intersection. Development shall provide a transition to less dense and lower scale buildings in adjacent designations.

16.7.4 Medium Density Residential – Local Corridor

- 16.7.4.1 The lands designated as Medium Density Residential – Local Corridor are located along the Lambs Road Local Corridor and in proximity to the Prominent Intersection along Concession Street East.

Permitted Uses, Built Form and Density

- 16.7.4.2 The Medium Density Residential – Local Corridor is a residential land use designation that permits residential units in a mix of housing types and tenures in low rise building forms.
- 16.7.4.3 Retail, office, and service commercial uses are only permitted within a mixed use building.
- 16.7.4.4 Permitted dwelling types include:
- a) Townhouses
 - b) Back to back townhouses
 - c) Stacked townhouses,
 - d) Apartment buildings, and

- e) Other dwelling types that provide housing at the same densities as those listed above.

16.7.4.5 Building heights shall be a minimum of 3 storey and a maximum of 6 storeys.

16.7.4.6 Development on lands designated Medium Density Local Corridor shall have a minimum net density of 40 units per net hectare.

16.7.5 Medium Density Residential – Heritage

16.7.5.1 The lands designated Medium Density Residential - Heritage are located within the Lambs Road Local Corridor and adjacent to the Municipal Wide Park.

16.7.5.2 Development within the Medium Density Residential – Heritage land use designation shall be complimentary to the adjacent designated Heritage site.

16.7.5.3 A Heritage Impact Assessment including a view assessment shall be conducted prior to any development within the Medium Density Residential – Heritage designation to identify where new buildings can be located, along with their relative heights and massing required to conserve the elements identified in the National and local cultural heritage designations.

16.7.5.4 The Assessment identified in Section 16.7.5.3 shall also address the policies in Section 16.7.8, the recommendations in the Urban Design Guidelines prepared by DTAH dated April 12, 2019, and the adjacent designated Heritage site.

Permitted Uses, built form and density

16.7.5.5 Medium Density Residential – Heritage is a residential land use designation that permits residential units in a mix of housing types and tenures in low-rise building forms.

16.7.5.6 Permitted dwelling types include:

- a) Townhouses,
- b) Stacked Townhouses,
- c) Back to back townhouses,
- d) Apartments and
- e) Other dwelling types that provide housing at the same densities as those listed above.

16.7.5.7 Building heights shall be a minimum of 2 storeys and a maximum of 4 storeys.

16.7.5.8 Development on lands designated Medium Density-Heritage shall have a minimum net density of 40 units per net hectare.

16.7.6 Low Density Residential

16.7.6.1 Low Density Residential is a residential land use designation that permits residential units in a mix of housing types and tenure forms in low rise building form.

16.7.6.2 Permitted dwelling types include:

- a) Single detached dwellings,
- b) Semi-detached dwellings,
- c) Townhouses,
- d) Stacked townhouses,
- e) Back to back townhouses, and
- f) Other dwelling types that provide housing at the same densities as those listed above.

16.7.6.3 In areas designated Low Density Residential, a mix of dwelling types and tenure shall be provided including a mix of freehold units having frontage along a public right of way.

16.7.6.4 Building heights shall generally be a maximum of 3 storeys in height.

16.7.6.5 Notwithstanding 16.7.6.4 above, dwelling units may be developed with a maximum height of 4 storeys. The location of the 4 storey units shall determined through the development approvals process and will be specified in the implementing zoning by-law(s).

16.7.6.6 Four storey residential development within the Low Density Residential land use designation shall only be permitted if appropriate transition to lower rise development can be achieved.

16.7.6.7 Development on lands designated Low Density Residential shall be a minimum net density of 13 units per net hectare.

16.7.6.8 Parks/open spaces outdoor amenity spaces, in addition to the Municipal Wide Park, may be required in the Low Density Residential land use designation. Final determination of parkland

requirements and locations will be made through the development approvals process.

16.7.7 Environmental Protection Area

16.7.7.1 Lands designated Environmental Protection Area include natural heritage features, hydrologically sensitive features and the associated vegetation protection zones, and hazard lands in accordance with the Official Plan.

16.7.7.2 The boundary delineation of the lands designated as Environmental Protection Area are approximate and shall be detailed through appropriate studies prepared as part of the review of development applications in accordance with the policies of Special Policy Area F and the Official Plan.

16.7.7.3 Stormwater Management Facilities are not permitted to be developed in lands designated Environmental Protection Area. Once constructed, Stormwater management facilities shall be designated Environmental Protection Area and shall be zoned accordingly.

16.7.7.4 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 shall not be considered as contributions towards parkland dedication requirements under the Planning Act.

16.7.7.5 Trails should be directed outside of natural areas where possible, or to the outer edge of vegetation protection zones and water crossings should be minimized. An Environmental Impact Study when prepared for the adjacent residential lands shall evaluate trail and water crossing locations.

16.7.8 Municipal Wide Park

16.7.8.1 Views and vistas to and from the Municipal Wide Park shall be encouraged by the preservation, and enhancement of the view planes as noted in the National Heritage Designation from the site centre, radiating out to the east (Lamb's Road) between the existing buildings and into the Soper Creek valley. These view and vistas provide opportunities for views of the heritage buildings, central green and natural heritage features.

16.7.8.2 The existing buildings are to be adaptively re-used to accommodate a range of uses that would contribute positively to the surrounding residential community and Clarington.

16.7.8.3 The replanting and restoration of the landscape, especially the replacement of the trees along Park Drive should be pursued.

16.7.9 Urban Design

General

16.7.9.1 Special Policy Area F should be designed to achieve a walkable complete community that is diverse in use and population, and has a well-defined and high - quality public realm, as follows:

- a) Achieve a high quality public realm which is safe, accessible, comfortable, visually-pleasing, and animated, supports active transportation and community life, and contributes to the distinct character of Special Policy Area F.
- b) Implement a development pattern that connects streets, trails and pedestrian routes through the area and to adjacent neighbourhoods in support of active transportation; and
- c) Implement a consistent built form

16.7.9.2 The Urban Design Guidelines prepared by DTAH dated April 12, 2019, provide specific guidelines for both the public and private sectors. They indicate the Municipality of Clarington's expectations with respect to the character, quality, and form of development in Special Policy Area F. The Urban Design Guidelines are approved by Council, do not require an amendment to implement an alternative design solution, or solutions at any time in the future, provided the principles are maintained.

16.7.9.3 Development in Policy Area F shall achieve the following objectives which are specifically related to the Municipal Wide Park.

- a) To acknowledge the historical value of the existing buildings and landscape elements in the Municipal Wide Park as defined by the National Heritage Designation;
- b) To design new development surrounding the Municipal Wide Park to reflect public value and amenity opportunity represented by the valleylands;
- c) To design new development surrounding the Municipal Wide Park utilizing landscaping as a transition between the built

environment and its natural and heritage surroundings, including integrated stormwater management strategies; and

- d) To allow for the adaptive re-use of the heritage buildings, contained within the Municipal Wide Park over time as partnerships and funding sources become available.

Prominent Intersection

- 16.7.9.4 The Intersection of Concession Street East and Lambs Road is considered a Prominent Intersection.
- 16.7.9.5 Prominent Intersections shall 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 such as street furniture and public art.
- 16.7.9.6 The greatest heights and densities shall occur at Prominent Intersections. These areas are also encouraged to have a concentration of retail, office and service commercial uses.
- 16.7.9.7 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.

Public Realm

- 16.7.9.8 The public realm is comprised of roads, sidewalks, the Municipal Wide Park, the Soper Creek valleylands and their associated vegetated buffers, stormwater management facilities, and private lands that are publicly accessible.

Roads and Lanes

- 16.7.9.9 All roads and lanes shall be designed in accordance with the Official Plan unless otherwise provided herein.
- 16.7.9.10 All roads and lanes shall provide safe and convenient access for vehicles, pedestrians, and bicycles.
- 16.7.9.11 Public Roads identified in Block Master Plan Figure 1 are conceptual and the location and number of local roads required may be amended through the development approvals process.
- 16.7.9.12 All roads and lanes shall be subject to comprehensive streetscape requirements including landscaping, that will provide a comfortable shaded environment for pedestrians.

- 16.7.9.13 Lanes shall provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced laneway widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks and emergency vehicles where required.

Park Drive

- 16.7.9.14 Park Drive shall be designed to also include several specific design elements including:
- a) A 15 metre wide right of way that includes a 7 metre wide paved portion to permit occasional two way vehicle movement
 - b) A Multiuse path that connects to the Municipal Wide Park and
 - c) A rural cross section.

- 16.7.9.15 The paved portion of Park Drive located south of the Municipal Wide Park is intended to be only used for occasional public traffic or for maintenance purposes.

Urban Tree Canopy

- 16.7.9.16 Together, new development and public realm improvements shall establish an urban tree canopy to minimize the heat island effect, provide for shade and wind cover and contribute to a green and attractive environment.
- 16.7.9.17 New development and public realm improvements are required to use native plant species wherever possible, particularly along rights-of-way and pedestrian trails.
- 16.7.9.18 New development and public realm improvements shall only use native plantings within 30 metres of Environmental Protection Areas.
- 16.7.9.19 All private development shall be supported by landscape plans which demonstrate how the development will contribute to the urban tree canopy, improve the health and diversity of the natural environment, support other local plant and animal species, and further enhance the connectivity of the built environment to natural heritage features and hydrologically sensitive features.

Parking

- 16.7.9.20 To reduce the visual impact of surface parking and to increase opportunities for at grade amenity areas the provision of underground or structured parking shall be encouraged for higher density forms. For apartment buildings over 4 storeys underground

parking is required to accommodate for 70% of the required parking.

- 16.7.9.21 Surface parking for developments in the High Density designation shall be located to the side or rear of the principal buildings. Surface parking and access for individual units within townhouse developments that front onto Concession Street East and/or Lambs Road shall be provided from the rear. In all instances appropriate landscaping and screening measures shall be provided.
- 16.7.9.22 Public parking associated with the Municipal Wide Park may utilize the existing parking lots on the west side of Park Drive. Additional public parking to support the adaptive re-use of the heritage structures will be discretely located within the Municipal Wide Park.

Residential Development

- 16.7.9.23 Residential Development adjacent to Environmental Protection Areas should seek to optimize public exposure and visual access into the natural areas. Ravine lots are discouraged to allow for visual and physical access to Soper Creek throughout the neighbourhood.
- 16.7.9.24 The interface of Environmental Protection Areas with residential lots shall consist of decorative fencing. Gates to the adjacent Environmental Protection Areas are not permitted.
- 16.7.9.25 Reverse lot frontages onto Arterial roads are not permitted.
- 16.7.9.26 Development within a higher density and taller built form land use designation than the adjacent land use designation shall provide for an appropriate transition to the lower density area including the use of roads, setbacks, landscaping and building step-backs.
- 16.7.9.27 Buildings located adjacent to, or at the edge of the Municipal Wide Park and green spaces, will provide opportunities for overlook.
- 16.7.9.28 New development should be physically and visually compatible with but subordinate to the Designated heritage buildings.
- 16.7.9.29 The architectural style of new development should be contemporary based on the Prairie-style architecture of the existing buildings in the Jury Lands buildings in the Municipal Wide Park. Prairie-style architecture is defined by the prevalence of horizontal lines, flat or hipped roofs, broad overhanging eaves, and windows grouped in horizontal bands. Ornamentation is to be minimal; materials and craftsmanship are to be high quality.

Multi-unit Residential Development

- 16.7.9.30 The size and configuration of each development block will:
- a) Be appropriate for its intended use; and
 - b) Facilitate and promote pedestrian movement and include a variety of route options.
 - c) Each development block will:
 - d) Have direct access to a public road;
 - e) Shall provide shared space for both indoor and outdoor amenities, and
 - f) Be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design guidelines set in the Official Plan, Special Policy Area F and the DTAH Urban Design Guidelines.
- 16.7.9.31 Emergency Access to and within development blocks shall be provided in keeping with the Clarington Emergency and Fire Services Development Design Guidelines and to the satisfaction of the Directors of Planning and Development Services and Fire and Emergency Services.
- 16.7.10 Infrastructure, Storm Water Management and Low Impact Development**
- 16.7.10.1 Infrastructure, stormwater management and utilities shall be integrated in a manner that is sensitive to the quality of the public realm.
- 16.7.10.2 The precise location, size and number of stormwater management facilities will be determined through the development approvals process.
- 16.7.10.3 Stormwater management facilities are encouraged to be developed as naturalized ponds, incorporating native planting, creating natural habitat for pollinator species, and enhancing biodiversity.
- 16.7.10.4 An optimal street network should seek to provide a maximum level of public exposure and access to stormwater management facilities.
- 16.7.10.5 Stormwater Management facilities should integrate safe public access into their design through trails and seating. Fencing should be avoided and railings or densely planted areas should be used to discourage direct access.

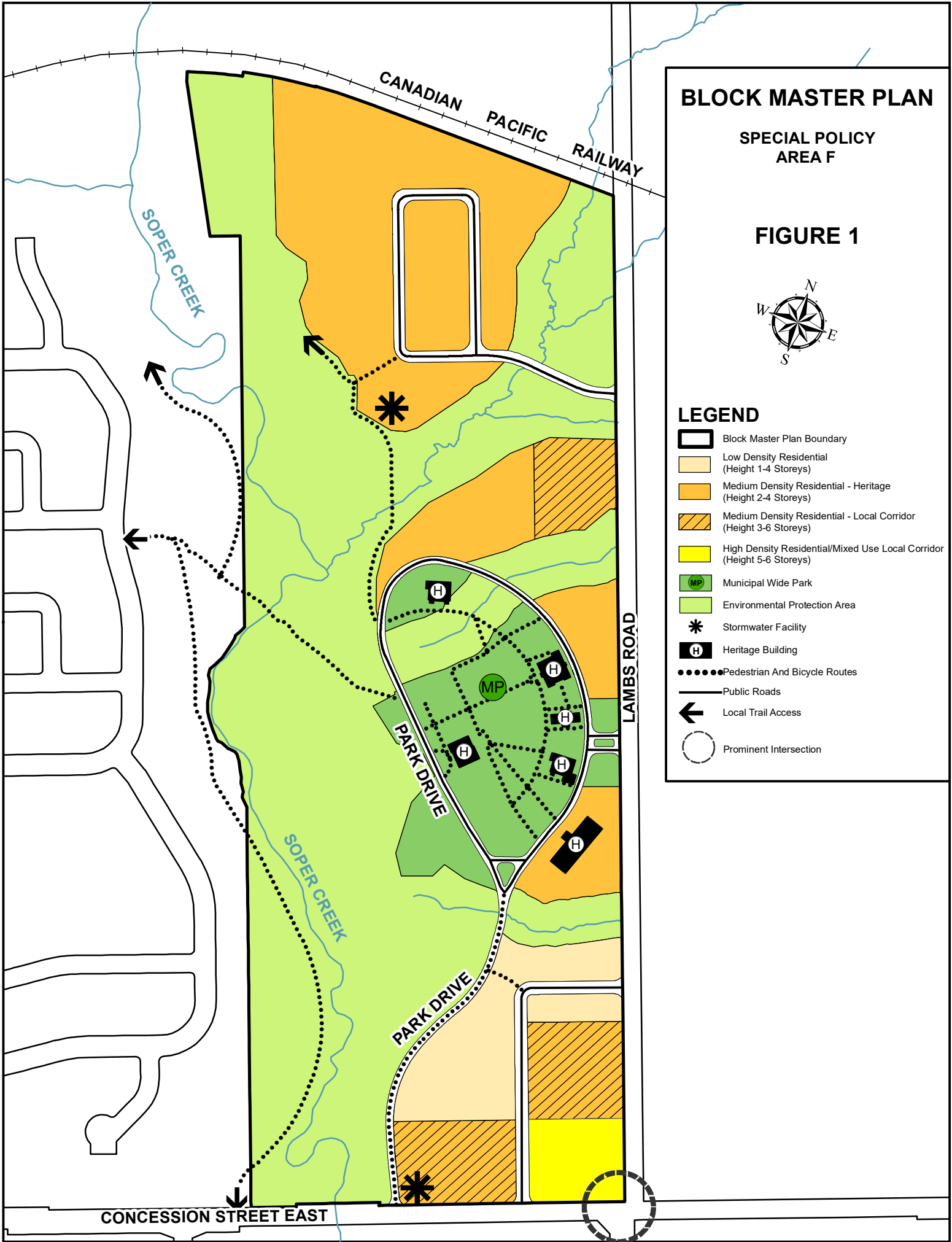
- 16.7.10.6 Stormwater Management plans shall demonstrate how the site will achieve a post to pre-development water balance.
- 16.7.10.7 Techniques to achieve the water balance including soak-a-way pits, infiltration trenches and chambers shall not be located on Low Density Residential dwelling lots.
- 16.7.10.8 Low impact development techniques may be located within the municipal right of ways.
- 16.7.10.9 All buildings and sites should be designed to use water efficiently, through such measures as ultra-low flow fixtures, and grey-water recycling. Buildings are encouraged to collect rainwater for re-use in the building and/or for irrigation.
- 16.7.10.10 Landscaping should feature native and adaptive, non-invasive, non-native species that are drought-tolerant and require little or no irrigation.
- 16.7.10.11 The use of permeable paving and other pervious surface materials for hard landscaping and on-site parking is encouraged to maximize water infiltration.

16.7.11 Implementation and Interpretation

- 16.7.11.1 Development applications must address the sustainability objectives and policies of the Official Plan.
- 16.7.11.2 In order to support the implementation for the Municipal Wide Park the Municipality of Clarington will consider the development of a Community Improvement Plan and/or Heritage Conservation District, under Part V of the Ontario Heritage Act.
- 16.7.11.3 The following additional mechanisms are intended to acknowledge that lands adjacent to the Municipal Wide Park are related to the historical campus and the manner in which they are developed has the potential to impact the cultural heritage value of the overall site. Additional mechanisms may include, but are not limited to:
 - a) Completing a Heritage Impact Assessment when changes are contemplated to the subject lands that could affect its cultural heritage value; and/or
 - b) Completing a cultural heritage landscape evaluation to identify the cultural heritage landscape attributes and the boundary of the cultural heritage landscape in accordance with its cultural heritage landscape status to further understand the site's cultural heritage value and define specific conservation objectives or strategies.

Special Policy Areas

- 16.7.11.4 Minor alterations which maintain the general intent of the policies of Special Policy Area F may occur without amendment through the development approvals process in accordance with the policies of the Official Plan.
- 16.7.11.5 All studies required in support of a development application shall be prepared in conformity with the policies of the Official Plan unless otherwise specified in Special Study Area F policies.
- 16.7.11.6 The provisions of the Official Plan with respect to the implementation and interpretation of the policies in Special Policy Area F shall apply.



Chapter 17

Special Study Areas

Municipality of Clarington Official Plan

17 Special Study Areas

17.1 General Policy

- 17.1.1 Special Study Areas identified on Map A are subject to comprehensive planning studies to determine future land uses which will be incorporated into the Official Plan by amendments and/or by the addition of Secondary Plans. Until such time as appropriate land use designations and planning policies are determined, the use of land within the Special Study Areas shall be limited to existing uses.

17.2 Special Study Area 1 - Hancock Neighbourhood

- 17.2.1 This special study area is the location of a tributary together with surrounding lands north of the Courtice Road and Nash Road stormwater management facility. This tributary is considered indirect *fish habitat*, lies *adjacent* to a part of the Provincially Significant Wetland and forms part of the *hydrological function* of the neighbourhood. Existing conditions have been studied through the Black/Harmony/Farewell Creek Watershed Existing Conditions Report and Plan.
- 17.2.2 The exact alignment of this tributary may be the subject of further study at the landowner's expense. The Terms of Reference for any study shall be approved by the Municipality of Clarington and the Central Lake Ontario Conservation Authority. The further study may determine that some of the lands identified as "Environmental Protection Area" within Special Study Area 1 may be developed for residential uses subject to the study defining feature limits and appropriate *buffers*. Until any study determines otherwise, the lands may only be used and zoned in accordance with the Environmental Protection Area policies of this Plan. Upon the completion and submission of a satisfactory study demonstrating that the *ecological function* will not be negatively impacted a portion of the lands may be used in accordance with the Urban Residential Area policies of this Plan, subject to the approval of a rezoning application and without an amendment to this Plan.
- 17.2.3 The Special Study Area lands north of George Reynolds Drive may be studied independently of the lands south of George Reynolds Drive.

17.3 Special Study Area 2 - Deleted

17.4 Special Study Area 3 - Goodyear Redevelopment Area

- 17.4.1 The Goodyear Redevelopment Area is approximately 23 hectares of land south of downtown Bowmanville. It is the *site* of the former Goodyear Tire and Rubber Company plant that has operated since 1906 under different ownerships. The closure of the plant provides the opportunity for *redevelopment* of the *site* for non-industrial uses.
- 17.4.2 The Goodyear Redevelopment Area shall be planned as a mixed-use residential area taking full advantage of its proximity to downtown Bowmanville and the Bowmanville Creek. Prior to any *redevelopment*, a comprehensive *redevelopment* plan shall be prepared and adopted as an amendment to the Bowmanville East Town Centre Secondary Plan.
- 17.4.3 The long term heavy industrial use of these lands will require clean-up or mitigation of any contamination prior to *redevelopment*. *Site* remediation must be undertaken in accordance with Section 3.7.21 and comply with provincial standards appropriate to the types of uses proposed.
- 17.4.4 In preparing the comprehensive *redevelopment* plan, the following principles shall be applied:
- a) The existing street grid network will be extended to form the streets and future *development* blocks;
 - b) Consideration will be given to the adaptive reuse of portions of the existing plant buildings;
 - c) Generous physical and visual access to the Bowmanville Creek valley will be created;
 - d) A mix of residential, commercial, and *park* uses will be considered;
 - e) High and mid-rise residential areas will transition to lower density residential areas to the south and east;
 - f) The area will be planned to the highest standards of sustainability, potentially including district energy; and
 - g) The lands within the *natural heritage system* and the *flood plain* will be dedicated to the Municipality of Clarington.

- 17.4.5 The Goodyear Redevelopment Area is located within the B3 Community Improvement Project Area. In the preparation of the Community Improvement Plan, considerations for the *redevelopment* of this *site* will be included.

17.5 Special Study Area 4 – Courtice Employment Area

- 17.5.1 The Courtice Employment Area is the largest concentration of designated employment lands in Clarington. This area is the gateway to Courtice. These lands have easy access to Highways 401 and 418, proximity to the Energy Business Park and the waterfront and it is centred around the future GO Rail Station. The synergy of these attributes offer unique possibilities for the Municipality to create employment and *mixed use developments*.

The future GO Rail station will be a *multi-modal transportation* centre with connections to the road system, Regional transit network and the future Highway 418 bus rapid transit system and an *active transportation* network.

- 17.5.2 The Municipality will prepare a Secondary Plan for the area that would create the policy framework to guide the *development* of these lands, with particular attention to develop *transit-supportive* uses around the future Courtice GO Rail Station. In preparing the Secondary Plan, the Municipality will examine:
- Land uses that would best enable the full development of a transportation hub;
 - The means of increasing employment densities;
 - The redistribution of employment uses along the Highway 418 corridor and consideration of residential and mixed-uses around the Courtice Road *corridor*;
 - The development of an *active transportation* network; and
 - The protection of the *natural heritage system*.
- 17.5.3 It is recognized that Special Study Area 4 includes lands currently outside of the urban area boundary and that the full implementation of the planning concept will be dependent on consideration in the next Regional Official Plan comprehensive review.

17.6 Special Study Area 5 – Orono

17.6.1 Orono is identified as a Special Study Area for the purpose of a possible future Urban Boundary expansion. Notwithstanding Section 17.1, development in Orono shall be governed by the land use designations and all applicable policies of this Plan.

17.6.2 Urban Area expansions in Orono may be considered through the next municipal comprehensive review of the Durham Region Official Plan, subject to addressing applicable provincial policies and plans and the following matters being addressed and evaluated:

- a) The availability of municipal services and an analysis of alternative servicing strategies, including the possible extension of lake-based sanitary sewer and water supply services to Orono;
- b) The amount and rate of development that has occurred in both the urban and rural areas of Clarington;
- c) The supply of different housing types to give consideration to a variety of housing needs; and
- d) The need for economic support for the downtown area of Orono.

17.6.3 Expansion to the Orono Urban Boundary beyond that shown on the Land Use Schedule shall only occur in accordance with Section 23.17.6 and after the Durham Regional Official Plan recognizes the Urban Area expansion.

Part Four

Infrastructure and Services

Municipality of Clarington Official Plan

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Chapter 18

Community Amenities

Municipality of Clarington Official Plan

18 Community Amenities

18.1 Goal

- 18.1.1 To provide for a range of activities, facilities and services to meet the evolving needs of Clarington residents.

18.2 Objectives

- 18.2.1 To create an interconnected system of community amenities like *parks*, schools, facilities and tourism nodes linked by open spaces, natural areas and trails which will provide for a range of activities, facilities and services to meet the evolving needs of a variety of users.
- 18.2.2 To collaborate with education, health, religious, cultural, non-profit organizations and social service providers to meet the needs of our growing community.
- 18.2.3 To plan and deliver services in a manner which focuses on higher order institutions and community facilities in Bowmanville.

18.3 Parks

- 18.3.1 The *parks* system is comprised of the following:
- Municipal Wide *Parks*;
 - Community *Parks*;
 - Neighbourhood *Parks*;
 - Parkettes;
 - Public Squares; and
 - Hamlet *Parks*.
- 18.3.2 The Municipality's overall per capita parkland standard is 1.8 hectares per 1,000 persons.
- 18.3.3 The following per-capita target by *park* type is intended to implement this standard:
- **Municipal Wide and Community Parks** shall have a combined target of 1.0 hectare per 1,000 persons; and

- **Neighbourhood Parks, Parkettes, and Public Squares** shall have a combined target of 0.8 hectares per 1,000 persons.
- 18.3.4 Municipal Wide and Community *Parks* may incorporate functions of neighbourhood *parks* and contain facilities and features that serve the *adjacent* neighbourhood, in addition to the broader community.
- 18.3.5 The predominant use of lands within the *parks* system shall be *low intensity recreation* uses and conservation uses however *major recreation* uses are permitted. Buildings and structures are an integral element of the *parks* system.
- 18.3.6 The following policies apply to the provision of parkland throughout the Municipality:
- a) The *parks* system will include urban design elements to improve thermal comfort and connect with the Open Space System wherever possible utilizing trails, bicycle paths, walkways, sidewalks, and *utility* corridors;
 - b) *Parks* will be located as central as possible to the areas which they serve, and physical means of access shall generally be provided on two sides of all *parks*;
 - c) Street frontage shall not be less than 30% of the *park* perimeter;
 - d) *Parks* will be designed to be accessible and inclusive to encourage enjoyment by all users;
 - e) Where *major recreational uses* are *adjacent* to residential areas, consideration should be given to alleviating adverse noise, visual and lighting impacts including the location and buffering of buildings and parking facilities; and
 - f) The development of new *parks* may be considered in association with proposed school *sites* in order to facilitate the joint use of parking lots and sports fields in consultation with the developing school board.
- 18.3.7 The *park* functions and facilities shall be based on the following classifications and definitions:
- **Municipal Wide Parks** 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 size and shape of Municipal Wide *Parks* shall depend on the attributes of the property and the specific program for the *park*.

- **Community Parks** are designed to serve the recreational needs of several neighbourhoods, providing outdoor and indoor recreational facilities, non-programmed open space and *linkages* to the Regional and Municipal trail system. Community *Parks* shall have a size of between 6 to 12 hectares.
- **Neighbourhood Parks** are to serve the basic active and *low intensity recreational* needs of the surrounding residents. Neighbourhood *Parks* shall be of a size between 1.5 to 3 hectares 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 but will not contain sports fields. They shall 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.
- **Public Squares** are intended to enhance the public realm by providing defined spaces for social interaction and are generally incorporated within Priority *Intensification* Areas or other high traffic areas. They shall be up to 1 ha in size and can be used for cultural events, public art, farmer's markets, and small scale outdoor activities/games. They shall be highly visible from the dominant street frontage and shall be designed to support activity year round.
- **Hamlet Parks** shall provide *active and low intensity recreation* facilities for hamlets and the surrounding rural community. Generally, Hamlet *Parks* shall have a minimum size of 4 hectares.

18.3.8 Super mail boxes will not be located in a municipally owned *park*.

18.4 Trails

18.4.1 The Municipality will seek to develop an integrated trail network. Wherever possible the trail network system should be accessible to all and contribute to an age and child friendly community.

18.4.2 The Municipality will support the integration of its trails with other partner agencies to create a seamless trail network.

- 18.4.3 Municipal trails will be developed within two classifications systems:
- **Primary Trails** are paved multi-use trails to provide a variety of recreational uses and occasional vehicular traffic for maintenance purposes; and
 - **Secondary Trails** provide access to natural areas such as creek edges, woodlots or *wetlands*. They are intended to keep users on a designated path to minimize disruption to the surrounding landscape. These trails are narrower than primary trails and usually have a surface of crushed *aggregate* or woodchip.
- 18.4.4 Primary Trails shall generally follow the alignment indicated on Map K. The precise implementation and location of Primary trails shall be determined through further study. The location of Secondary Trails may be determined through the development approval process.
- 18.4.5 The trail network shall be designed to include parking, signage, washrooms and interpretive facilities to support access to the trail system.
- 18.4.6 The trail network shall be designed to minimize impacts on the *natural heritage system*.
- 18.4.7 The Municipality will establish a continuous Waterfront Trail for such purposes as walking and cycling along the Lake Ontario Waterfront. From Courtice to Newcastle, the Municipality intends to relocate and improve the alignment of the Waterfront Trail to areas along the water's edge where possible. The Waterfront Trail shall connect, wherever reasonably practicable, to other trails, corridors and natural areas within the Municipality and *adjacent* municipalities.
- 18.4.8 The Municipality recognizes that the completion of a Waterfront Trail may exceed the time horizon of this Plan. However, the Municipality will endeavour to implement the trail in phases having regard to the need and the financial capability of the Municipality.
- 18.4.9 The Municipality will develop a Trails Network Implementation Plan to design, finance and construct extensions to the existing trail network and to connect Clarington's communities and neighbourhoods.

18.5 Schools

18.5.1 Elementary and Secondary Schools are permitted in any Residential area. The minimum *site* area for future schools should be approximately as follows:

- 2.5 hectares for elementary school *sites*; and
- 8 hectares for secondary school *sites*.

Or in accordance with the respective school board policy or Ministry of Education guidelines.

18.5.2 Schools will be sited and designed to provide a visual and functional focus for neighbourhood activity. Schools shall be sited in consideration of the following:

- a) Elementary schools generally located on collector roads and secondary schools generally located on arterial roads but in no case will a school have frontage on or access to a Type A arterial road;
- b) Located centrally and with access to *multi-modal transportation* connectivity to the planned catchment area;
- c) Adequate drop off and pick up zones within the *site* that minimizes traffic congestion and accommodate all modes of transportation;
- d) Safe pedestrian and bicycle routes for students which minimize the need for school crossing guards;
- e) Sidewalks will be provided by the developer along the street frontage of the school *site* prior to the construction of the school; and
- f) As a minimum, the provision of 25% of the *site* perimeter or 140 meters of frontage on a continuous collector roadway, whichever is greater.

18.5.3 In the event of a school board not proceeding to acquire an identified school *site* that is *adjacent* to a *park*, the proponent developing the *site* shall provide to the Municipality:

- a) The intended pedestrian or trail connections within the *adjacent* neighbourhoods; and
- b) Any additional lands required for *park* purposes as a result of the school not being constructed.

18.6 Community Facilities and Institutions

- 18.6.1 Institutions and Community Facilities are encouraged to locate in close proximity to centres of activity to enable joint use of facilities. Wherever possible, civic open space areas shall be provided and incorporated in the planning and design of these facilities.

Institutions

- 18.6.2 Institutions include uses such as government offices, post-secondary educational institutions, and hospitals. These uses are encouraged to locate within Urban and Village Centres to create an urban focus for institutional activity and to facilitate public accessibility.
- 18.6.3 The Municipality supports the expansion of Lakeridge Health Bowmanville as required to meet the needs of existing and future residents.
- 18.6.4 The Municipality, in conjunction with the efforts of Regional Council, shall encourage the establishment of higher level educational facilities such as a satellite campus of Durham College or UOIT in Bowmanville.

Community Facilities

- 18.6.5 Community facilities include uses such as post offices, places of worship, cemeteries, *supervised residences*, community centres, fire and police stations, *correctional residences*, correctional facilities, libraries, art and cultural facilities, and day care centres. They are encouraged to locate in Urban Areas and hamlets to enable easy accessibility by the majority of the population and, where possible, to utilize full municipal services. Community facilities are subject to the policies of the land use designations where these facilities are located.
- 18.6.6 Day care centres may be incorporated within any place of worship, public or private school, or public assembly hall provided each *site* can demonstrate the ability to accommodate the additional use. Private home day care facilities shall be subject to the Official Plan provisions governing *home-based occupations*. All day care facilities shall conform to applicable provincial legislation.
- 18.6.7 Correctional facilities are not permitted within any land use designation without an amendment to this Plan.
- 18.6.8 *Correctional residences* and *supervised residences* are permitted in the Urban Residential designation and the Urban and Village

Centre designation subject to a rezoning application and the following:

- a) Appropriateness of the location with respect to the needs of the residents;
- b) Availability of services;
- c) *Site* development criteria of Section 18.6.9; and
- d) Other criteria as may be deemed necessary by the Municipality.

18.6.9 The *site* development criteria for community facilities are:

- a) Sufficient parking and loading areas;
- b) Safe and convenient access;
- c) High quality landscaping;
- d) Visual integration of the facility within the existing or planned surrounding uses; and
- e) Fencing, screening and buffering from *adjacent* lands where appropriate and necessary.

18.6.10 The establishment of a new cemetery and/or crematorium shall require an amendment to this Plan. In the consideration of such an application, the following matters will be addressed:

- a) The suitability of the location and compatibility with *adjacent development*;
- b) The street network and the orderly extension of urban services will not be impacted;
- c) The proposed use will not impact upon, detract from or propose any significant alterations to the *natural heritage features* as identified on Map D;
- d) The suitability of soil and ground water conditions;
- e) Landscaping and other urban design requirements;
- f) Other issues as may be deemed necessary by the Municipality; and
- g) The provisions of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.

18.7 Major Recreational Uses

- 18.7.1 *Major recreational uses* and accessory facilities are permitted in the Rural Area designation and are subject to the requirements of Section 18.7.3.
- 18.7.2 *Major recreational uses* may also be permitted in the Green Space and Waterfront Greenway designation by amendment to this Plan and are subject to the requirements of section 18.7.3.
- 18.7.3 The *development of major recreational uses* and accessory facilities shall:
- a) Not locate on Class 1, 2 or 3 soils, as demonstrated by a soil capability study;
 - b) Prepare a Best Management Practice report that addresses:
 - Design, construction and operational considerations, including traffic,
 - How the use of water, fertilizers and pesticides will be kept to a minimum,
 - The establishment and monitoring of targets;
 - c) Not adversely impact the ability of surrounding agricultural operations to carry on normal agricultural practices;
 - d) Not impact the *natural heritage system or linkages* and minimize impacts on groundwater resources or other environmentally sensitive features;
 - e) Not use quantities of ground or surface water for irrigation purposes that exceed the standards of the Province and the Conservation Authority;
 - f) Provide new *natural self-sustaining vegetation* in areas that maximize the *ecological value* of the area;
 - g) Not preclude or hinder access to Potential Aggregate Resource Areas identified on Map G;
 - h) Be serviced with a private *waste* disposal system and a private drilled well which meets Provincial and Regional standards;

- i) Be compatible with *sensitive land uses* in compliance with Provincial Land Use Compatibility guidelines, particularly issues of noise and dust must be addressed;
- j) Locate on an existing opened public road and shall not compromise the design and function of the road; and
- k) Meet the requirements of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, where applicable.

18.7.4 Existing and approved golf courses are identified on Map A. In addition to the requirements of 18.7.3, a golf course shall require:

- The maintenance and management program for the golf course adheres to sustainability principles; and,
- The design and maintenance shall adhere to recognized industry standards for “net environmental gain” such as the Audubon Cooperative Sanctuary Program Standards.

18.7.5 Golf driving ranges are permitted without amendment to this Plan in Rural Areas and Green Space designations. Any application for a golf driving range will consider the policies of Section 18.7.3 of this Plan.

18.8 Tourism Nodes

18.8.1 Tourism Nodes shown on Map A are areas of major tourism and recreational potential. The limits of the tourism node will be defined in the Zoning By-law.

18.8.2 The expansion of existing Tourism Nodes shall be permitted subject to the policies of this Plan. The introduction of new related uses may be permitted provided that they:

- a) Do not adversely impact *natural heritage features* and functions, heritage structures or significant vistas, views or ridge-lines;
- b) Are compatible with *adjacent* lands with respect to noise, traffic, and visual impact;
- c) Do not include any form of new residential use;
- d) Are adequately serviced in compliance with provincial and regional standards; and
- e) Meet all other requirements and policies of this Plan.

18.8.3 Tourism Nodes include the following:

- Canadian Tire Motorsport Park;
- Brimacombe;
- Waterfront Places;
- Cedar Park;
- Bowmanville Zoological Park; and
- Exotic Cat World.

18.8.4 The Tourism Node at Canadian Tire Motorsport *Park* recognizes the tourism potential associated with the existing auto racing use and music festivals.

18.8.5 Tourism Nodes are identified as catalysts for economic development that promotes the image of the Municipality.

18.8.6 The Municipality will work in cooperation with others to explore tourism and *recreation* opportunities on the Lake Ontario Waterfront.

Chapter 19

Connected Transportation Systems

Municipality of Clarington Official Plan

19 Connected Transportation Systems

19.1 Goal

- 19.1.1 To facilitate the movement of people and goods by means of an integrated, accessible, safe, and efficient transportation system providing a full and practical range of mobility options.

19.2 Objectives

- 19.2.1 To develop an interconnected transportation system that connects to community amenities and facilitates economic activity.
- 19.2.2 To optimize the use of existing transportation *infrastructure* before constructing new *infrastructure*.
- 19.2.3 To support and connect Clarington to the Go Regional Express Rail and the bus rapid transit systems in the Greater Toronto Area.
- 19.2.4 To give priority to *Built-Up Areas* for investments in transportation options, such as public transit, cycling and walking.
- 19.2.5 To improve the public realm and establish walkable, *transit-supportive* Centres and *Corridors* through high quality streetscaping and built form.
- 19.2.6 To encourage *multi-modal transportation* options to and within Employment Areas.

19.3 General Policies

- 19.3.1 The transportation system is shown on Map J and comprises existing and future freeways and interchanges, arterial and collector roads, railways, grade separations, a freeway bus rapid transit line, rail transit line, transportation hubs, and the regional transit spine.
- 19.3.2 The Municipality, in co-operation with other authorities and senior levels of governments, will plan for and protect for future Regional and Provincial transportation *corridors* and facilities that support the future growth of the Municipality.

- 19.3.3 Roads in the Municipality shall be classified and maintained on the basis of their function and design as freeways, arterial roads, collector roads, local roads and lanes. The right-of-way width for a public road shall allow for the placement of utilities, municipal services, and be designed to accommodate the components of a *complete street*.
- 19.3.4 The Municipality recognizes the importance of integrating *complete streets* principles into the planning and design of urban streets, particularly new and reconstructed roads, particularly within Priority *Intensification* Areas and new neighbourhoods.
- 19.3.5 To implement this Official Plan, the Municipality will prepare a Transportation Master Plan to identify policies, programs, and *infrastructure* improvements required to serve the mobility needs of the Municipality. The Transportation Master Plan will be updated to reflect the changes as a result of a comprehensive review of the Official Plan or when new secondary plans are adopted by Council.
- 19.3.6 To protect future options, the Municipality shall generally not close and convey any road allowance. Notwithstanding, the Municipality may consider an application for closure if the road allowance is located within or adjacent to a draft approved plan of subdivision provided satisfactory compensation is made to the Municipality.
- 19.3.7 An application for a transportation use with respect to land in a Natural Linkage Area or Natural Core Area shall be in conformity with the Oak Ridges Moraine Conservation Plan.

19.4 Public Transit Network

- 19.4.1 The public transit network is the responsibility of the Province and the Region of Durham. It is essential *infrastructure* for the future economic development and transportation needs of Clarington, supporting the objectives of the Provincial, Regional and Municipal Plans. The Municipality will work in cooperation with the Province, Metrolinx, the Region and neighbouring municipalities to plan for the future enhancements of the public transit network.
- 19.4.2 The Municipality supports and encourages the Province and the Region of Durham to make timely investments to enhance public transit service for Clarington residents and businesses.
- 19.4.3 To implement the public transit network for Clarington, the Municipality encourages the Province and the Region to:
- a) Implement the approved eastern extension of GO Rail service to the Courtice and the Bowmanville Transportation Hubs by

2024, recognizing that GO Rail service is critical to achieving many of the land use objectives of *Provincial Plans* and the Durham Regional Official Plan and this Plan;

- b) Introduce higher order transit along the Regional Transit Spine to Bowmanville;
- c) Increase the frequency and extend the routing of local transit service in Courtice, Bowmanville, and Newcastle connecting with Employment Areas;
- d) Introduce local transit service to newly developing neighbourhoods as early as possible; and
- e) Implement Freeway Transit Stations along freeway *corridors*.

19.4.4 To work in partnership with the Province and the Region to provide a *transit-supportive* environment, the Municipality will:

- a) Direct higher density *development* and economic activity around the Transportation Hubs, along or near the Regional Transit Spine, and along Regional and Local *Corridors*;
- b) Require buildings to be oriented towards the street frontage in Centres and along *Corridors* to reduce walking distances to transit and enhance the pedestrian *environment*;
- c) Develop an *active transportation* network that supports transit use;
- d) Improve pedestrian access from the interior of neighbourhoods to arterial streets; and
- e) Facilitate the securement of lands required for public transit right-of-ways.

19.5 Active Transportation Network

19.5.1 *Active transportation* refers to all human powered forms of transportation, in particular walking and cycling. It includes the use of mobility aids such as wheelchairs, and can also encompass other active transport variations such as in-line skating, skateboarding, and cross-country skiing. *Active transportation* can also be combined with other modes, such as public transit. The *active transportation* network is the foundation to creating a walkable community and an efficient public transit system.

19.5.2 The Municipality will prepare and update an Active Transportation Master Plan to create a coordinated *active transportation* network,

which will serve the mobility needs of Clarington residents in a healthy and *sustainable* manner.

19.5.3 The Active Transportation Master Plan will provide for an extensive network of on-road and off-road facilities designed to efficiently move a range of *active transportation* users and that is accessible to all abilities. The Active Transportation Master Plan will address safety issues, environmental benefits, education, *infrastructure*, design standards and a capital program that is part of the Municipality's overall transportation program.

19.5.4 To support the development of a complete and interconnected *active transportation* network, the Municipality will:

- a) Design and construct streets in accordance with the *complete streets* principles outlined in Section 19.6.4;
- b) Maintain and improve the connections of sidewalks and multi-use paths to major destinations, neighbourhood facilities and transit stops, where feasible, especially during the winter in order to encourage year-round usage;
- c) Implement wayfinding signage that directs users to and from key locations, including Urban Centres and the Waterfront Trail;
- d) Promote *active transportation* in coordination with Smart Commute Durham and the Region of Durham;
- e) Ensure that development proposals are designed to connect with the *active transportation* network;
- f) Support increased network connectivity by prioritizing pedestrian and cyclist crossings across key barriers, including major arterial roadways, Provincial freeways, watercourses and railways;
- g) Securing the dedication of lands through the development approval process; and
- h) Support and promote cycling as a safe mode of transportation by:
 - i. Designing municipal standards for on-road cycling facilities in accordance with Provincial standards;
 - ii. Supporting the Regional Cycling Plan by prioritizing network components that are under the jurisdiction of the Municipality;

- iii. Requiring the provision of bicycle parking and storage facilities as a condition of approval of development applications;
- iv. Providing exclusive bicycle parking and storage facilities at primary destinations in the Urban Centres, including major parks and community facilities; and
- v. Continuing to promote cycle tourism and recreational cycling in the Municipality.

19.5.5 Over the long term, it is the Municipality's objective to create an accessible Waterfront Trail that is located in close proximity to the shoreline of Lake Ontario.

19.6 Road Network

19.6.1 The road network will be based on a grid system of walkable streets which reinforces and complements the land use patterns of this Plan. The location of future arterial roads and collector roads shown on Map J are approximate. The final alignment shall be determined either through further studies or the consideration of development applications.

Complete Streets

19.6.2 Streets in the Official Plan are classified on the basis of their vehicular function but will be designed on the basis of the land use context and the provision for all appropriate mobility options. The street network is the backbone upon which the transit network and the *active transportation* network is to be built, balancing the needs for all mobility options.

19.6.3 The Municipality recognizes the importance of integrating *complete streets* principles in the planning and design of urban streets, particularly in Priority *Intensification* Areas and new neighbourhoods. *Complete streets* are designed and operated to enable safe access for all users. Pedestrians, cyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

19.6.4 The following principles will be considered to implement *complete streets* in secondary plans and new capital projects:

- a) A context-based approach shall be used to consider character of the planned land uses with the appropriate street design;

- b) Street design elements shall improve the quality of service for pedestrians, cyclists and transit users in addition to the level of service for vehicles;
- c) Safe and convenient access to transit stops shall be provided;
- d) Local streets shall provide multiple points of access and limited block lengths;
- e) Intersections shall be designed not only to meet the desired level of service for vehicles but the desired level of service for pedestrians and cyclists, implementing measures such as minimizing crossing distances; and
- f) Streets will be designed with integrated accessibility features.

Provincial Freeways

- 19.6.5 Freeways are access-controlled roads that are under the jurisdiction of the Ministry of Transportation, are controlled access roads. They accommodate large volumes of inter-regional and regional traffic and include Highway 401, Highway 407, and Highway 418.
- 19.6.6 The Municipality recognizes the importance of freeways to support future growth and economic prosperity in Clarington. In particular, the Municipality encourages provincial investment to:
- a) Implement the planned widening of Highway 401 to Highway 35/115;
 - b) Complete Highway 407 and Highway 418;
 - c) Improve key Highway 401 interchanges at Waverly Road and Liberty street in Bowmanville;
 - d) Construct a new interchange at Lambs Road in Bowmanville and, if necessary, the conversion of Bennett Road to a partial interchange; and
 - e) Construct a new interchange at future extension of Townline Road (Regional Road 55) in Courtice.
- 19.6.7 The Municipality encourages the implementation of grade-separated crossings for roads and *active transportation infrastructure* for existing freeways and with future freeways to minimize the disruption of local traffic and agricultural operations and to provide quick access for emergency vehicles.

- 19.6.8 The Municipality will work with the Province and the Region to identify opportunities to accommodate the following:
- a) The freeway bus rapid transit line on and the freeway transit stations on Highway 407 and Highway 418; and
 - b) Carpool *lots* and freeway transit stations.
- 19.6.9 Freeways are primary corridors through the Municipality. In this regard, a high quality visual *environment* shall be maintained for users of the highway. This shall be achieved through the protection of prominent landscape features and the provision of treed and landscaped *buffer* strips along each side of the highway and within interchanges compensating for lost *habitat* and tree cover.
- 19.6.10 The Provincial government is encouraged to implement measures to facilitate the movement of wildlife across freeways.

Arterial Roads

- 19.6.11 Arterial roads are under the jurisdiction of the Ministry of Transportation, the Region of Durham or the Municipality. The arterial roads shown on Map J are classified as follows:
- **Type A Arterial Roads** are designed to efficiently move large volumes of traffic at moderate to high speeds over relatively long distances.
 - **Type B Arterial Roads** are designed to move significant volumes of traffic at moderate speeds from one part of the municipality to another.
 - **Type C Arterial Roads** are designed to move moderate volumes of traffic at slower speeds over relatively short distances.
- 19.6.12 Arterial roads shall be designed in a context sensitive manner in accordance with the requirements of the Durham Regional Official Plan, the Durham Region Arterial Corridor Guidelines, and Appendix C to this Plan.
- 19.6.13 Durham Highway 2/King Street/King Avenue is the primary commercial street of the urban communities of Courtice, Bowmanville and Newcastle Village. Main Street is the primary commercial street of Orono.
- 19.6.14 Design standards of arterial roads within Urban and Village Centres shall:

- a) Be consistent with urban design objectives of this Plan;
- b) Provide a high quality urban *environment* for pedestrians;
- c) Have an operating speed of 50 km per hour; and
- d) On-street parking will be included in future road improvements.

The exceptions to the right-of-way width requirements are identified in Appendix C, Table 3-C.

- 19.6.15 The access requirements in Appendix C do not apply in the Courtice Main Street Secondary Plan Area, Urban Centres, the Newcastle Village Centre and the Orono Village Centre.
- 19.6.16 Right-of-way width exceptions are identified in Appendix C, Table C-3.
- 19.6.17 The Municipality will undertake a *streetscape* improvement program with particular attention to Urban and Village Centres, Regional *Corridors*, local *corridors*, the Regional Transit Spine on Highway 2, and gateway locations to each urban community.
- 19.6.18 Within established Hamlets, it is recognized that the arterial road standards established in Appendix C, Table C-2 may not be practical or implemented precisely. In this regard, the desired operating speed and the access requirements of arterial roads shown in Appendix C, Table C-2 do not apply. The exceptions to the right-of-way width requirements are identified in Appendix C, Table C-3.
- 19.6.19 The Municipality requests the Region to examine the need for and the feasibility of a Taunton Road (Regional Road 4) by-pass for Mitchell Corners.

Collector Roads

- 19.6.20 Collector roads, shown on Map J, are under the jurisdiction of the Municipality and are designed to move moderate volumes of traffic over short distances. The primary function of a collector road is to collect and distribute traffic from neighbourhoods.
- 19.6.21 Collector roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2.

Local Roads

- 19.6.22 Local roads carry lower volumes of vehicular traffic, facilitate access to individual properties, and promote walking and cycling.

- 19.6.23 Local roads shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 and the following principles:
- a) Designed on the basis of a modified grid street system recognizing topographic and environmental constraints;
 - b) Direct connection to Type B and C arterial roads may be permitted provided such intersections do not affect the operating conditions of the arterial road;
 - c) Cul-de-sacs are generally not permitted;
 - d) Sidewalks on both sides of local roads are encouraged where warranted particularly within Urban Areas and for roads that provide connections to schools, community *parks* and facilities, transit stops and trails;
 - e) The right-of-way width shall generally be between 18 and 20 metres; and
 - f) Generally avoid long block lengths (over 400 metres) in Urban Areas to facilitate walkability.

- 19.6.24 In Hamlets, and Estate Residential areas, local roads may be constructed to a modified urban standard.

Rear Lanes

- 19.6.25 Public and private rear lanes shall be developed in accordance with the criteria in Appendix C, Table C-2. Rear Lanes shall be used on a limited basis to access a private garage or parking space and to promote through traffic movements on Arterial and Collector Roads, where individual access is limited.

Parking

- 19.6.26 Vehicle parking shall be managed to minimize adverse impacts including:
- a) Inefficient use of serviced land, gaps in the urban fabric;
 - b) Contribution to unattractive urban places;
 - c) High rates of stormwater runoff;
 - d) Encouraging single occupant vehicle use over other modes of travel; and
 - e) Urban heat island impacts.

- 19.6.27 The Municipality will permit, where appropriate, on-street parking on arterial roads under the Municipality's jurisdiction, in the Bowmanville Urban Centre and the Courtice Urban Centre in order to support *mixed use development* and to contribute to an active street life.
- 19.6.28 All new *development* shall provide adequate off-street parking having consideration for the following:
- a) Safe access and egress;
 - b) Provision of accessible parking spaces and minimizing surfaces that create barriers for people with disabilities;
 - c) The use of landscaping to screen parking areas and to provide a hard street edge;
 - d) Use low impact development techniques to reduce stormwater runoff and long term maintenance requirements; and
 - e) Support for carpool, carshare and zero emission vehicles through preferential parking or reduced parking rates.
- 19.6.29 The Municipality will seek to reduce parking area land needs and their negative impact on the urban *environment* by:
- a) Consideration of variable public or private price parking for peak parking periods;
 - b) Developing innovative parking standards;
 - c) Construction of municipal parking garages in historic downtowns and the Bowmanville West Urban Centre;
 - d) Allowing for reduced parking requirements when shared parking areas are provided with appropriate laneway or cross-access easements;
 - e) Allowing for reduced parking requirements when land uses have off-setting peak parking periods;
 - f) Allowing for reduced parking requirements in the historic downtowns of Bowmanville, Newcastle and Orono;
 - g) Consideration of incentives for the provision of underground or decked parking facilities; and
 - h) Construction of municipal parking garages in historic downtowns and the Bowmanville West Urban Centre.

- 19.6.30 The Municipality will develop guidelines for payment-in-lieu of parking to be utilized in Centres where the Municipality has developed plans to construct or expand public parking facilities. Revenues generated through payment-in-lieu of parking will be used to support expansion of parking facilities including bicycle parking.
- 19.6.31 The Municipality will periodically review off-street and on-street parking regulations to provide flexibility for areas with frequent transit service and to reflect evolving motor vehicle use.

19.7 Railways

- 19.7.1 The Municipality shall ensure the continued viability and ultimate capacity of the rail *corridors* are protected and shall identify and support strategic *infrastructure* improvements such as grade separations.
- 19.7.2 The Municipality will seek to minimize and alleviate wherever possible, the conflicts of railway *infrastructure* with adjacent land uses and with roads through the following:
- a) The siting of uses which are less sensitive to noise and vibration adjacent to railway corridors;
 - b) The provision of noise, vibration and safety impact mitigation measures as they pertain to new *development* in proximity to railway corridors; and
 - c) The construction of future grade separations for arterial or collector roads or the improvement of existing grade separations as shown on Map J. These works shall be constructed on a priority basis considering need and financing.
- 19.7.3 The following studies shall be undertaken by the proponent, to the satisfaction of the Municipality in consultation with relevant agencies, prior to Council's decision on any development application:
- a) A noise study shall be undertaken for any residential or other noise sensitive *development* proposed within 300 metres of a railway *corridor* and shall address, among other matters, the feasibility of achieving acceptable levels of noise impact; and
 - b) A vibration study shall be undertaken for any *development* within 75 metres of a railway corridor.

19.7.4 All proposed *development* adjacent to railway *corridors* shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the Municipality in consultation with the appropriate rail authority.

19.7.5 The Municipality may require warning clauses related to railway operations, to be registered on title, for new residential developments or within the lease agreements for non-residential developments which are located in close proximity to a railway.

19.8 Transportation System Implementation

Capital Planning

19.8.1 The Municipality will consider the use of *complete streets* principles in all new capital projects and planning initiatives, particularly within Centres and *Corridors*. *Complete streets* shall include integrated accessibility features within the design.

19.8.2 The Municipality recognizes transportation systems as important economic catalysts that support the movement of goods and people and will promote investment in these connections by the appropriate agency.

19.8.3 Construction of any part of the transportation system shall be in accordance with the ability of the authority having jurisdiction to finance such *infrastructure*. In addition, road construction shall meet the overall growth management policies of this Plan and shall be in accordance with the Municipality's Capital Works Program and Development Charges Policies.

Environmental Impacts

19.8.4 Transportation systems may be permitted to cross a *natural heritage feature* or a *hydrologically sensitive feature* only if the applicant demonstrates that:

- a) The need for the project has been demonstrated and there is no reasonable alternative; (for municipal *infrastructure* projects, need shall be determined through an *environmental assessment process* under the Environmental Assessment Act, where applicable. Where these projects are not subject to an Environmental Assessment, they will be dealt with under the Planning Act or Local Improvement Act, etc.);
- b) The planning, design and construction practices adopted will keep any *adverse effects* on the *ecological integrity* of the *natural heritage system* to a minimum;

- c) The design practices adopted will maintain, and where possible improve or restore, wildlife movement corridors and ecological and recreational *linkages*, including the trail system referred to Section 18.4;
- d) The landscape design will be adapted to the circumstances of the *site* and use native plant species as much as possible, especially along rights of way; and
- e) The long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and *connectivity* of the *natural heritage feature* or *hydrologically sensitive feature*; and
- f) The policies of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan have been adhered to.

19.8.5 Service and *utility* trenches for transportation uses shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

Traffic Calming

19.8.6 The Municipality will design streets appropriate to their context to avoid the need for secondary traffic calming measures.

19.8.7 If warranted, traffic calming measures will be designed and constructed to:

- a) Support the active transportation system;
- b) Ensure that transit use is not negatively impacted; and
- c) Allow for the diffusion of traffic and not impact the efficiency of the grid street system.

Transportation Demand Management

19.8.8 *Transportation Demand Management* is a means to promote a more efficient use of existing transportation *infrastructure* by reducing peak-hour single-occupancy vehicle trips and promoting increased transit use. To reduce traffic congestion the Municipality, in support of the Region of Durham's Smart Commute Durham program, will consider the following initiatives:

- a) A travel demand management program for the Municipality of Clarington's employees;

- b) Work with school boards, health units and residents to implement a program which encourages school aged children to walk and cycle to school; and
- c) Provide residents with information on transit, cycling and pedestrian options within the community.

19.8.9 The Municipality may require community-wide and area-specific *Transportation Demand Management* Plans for major employment, commercial and residential developments that are subject to a development application.

Strategic Goods Movement

19.8.10 The Municipality will support the implementation of the Region's Strategic Goods Movement Network in the Durham Region Official Plan which identifies the preferred haul routes to accommodate commercial vehicles.

Chapter 20

Stormwater Management

Municipality of Clarington Official Plan

20 Stormwater Management

20.1 Goal

- 20.1.1 To implement measures into the stormwater management system to address impacts from *development* and climate change.

20.2 Objectives

- 20.2.1 To manage *development* impacts on watercourses in order to enhance water quality, protect *fish habitat* and to prevent increases to flood and erosion hazards.
- 20.2.2 To promote *green infrastructure* measures, including low impact development, as part of the overall stormwater management strategy.

20.3 Policies

- 20.3.1 Unless otherwise approved by the Ministry of Natural Resources, the Conservation Authority or the Municipality, uncontrolled direct stormwater discharge into any watercourse as a result of *development* is strictly prohibited.
- 20.3.2 Stormwater management plans shall be prepared in accordance with the applicable *watershed and/or subwatershed plan* and shall provide for an integrated approach that protects the ecological health of *watersheds*, improves resiliency, and contributes to the protection of human life and property during storm events.
- 20.3.3 *Green infrastructure*, *lot level controls*, and Low Impact Development techniques, in addition to traditional end of pipe facilities are encouraged as part of a treatment train approach to stormwater management.
- 20.3.4 Prior to municipal approval of any draft plan of subdivision, the Municipality will prepare a *subwatershed plan* in consultation with the appropriate agencies. Where a master drainage plan has been approved, the master drainage plan will substitute for the requirement to prepare a *subwatershed plan*.
- 20.3.5 Any development application for a plan of subdivision or *site plan* shall be accompanied by a stormwater management implementation report. The report will indicate how the approved *subwatershed plan* or master drainage plan will be implemented on

the *site* of the proposed *development* in accordance with Best Management Practices.

20.3.6 For infill locations, where a *subwatershed plan* or a Master Drainage Plan has not been prepared, the Municipality may require a Stormwater Management Report to address the impact of *development* on flooding, erosion, stormwater quality and quantity, and system capacity.

20.3.7 Stormwater management facilities may be located in any land use designation, but generally shall not be permitted on lands within the *natural heritage system*, identified as *flood plain* or Regulatory Shoreline or designated as Environmental Protection Area. However, the exact location of stormwater management facilities shall be approved by the Municipality in consultation with the Province and the Conservation Authority.

20.3.8 The design of stormwater management facilities, including ponds and channels, shall be constructed in accordance with the Municipality's Engineering Design Guidelines and shall use the following principles:

- a) Stormwater is considered a valuable water resource to be retained and infiltrated into the land to the fullest extent possible to maintain the natural hydrology of the *site*;
- b) Stormwater shall be discharged into watercourses and the waterfront in a manner that does not cause additional flooding, erosion, slope instability, and/or reduced water quality;
- c) Stormwater management techniques shall contribute to reducing or mitigating the risk to people and damage to property, buildings, *infrastructure* and the *environment* due to actual or predicted impacts of climate change;
- d) The use of passive and active renewable energy sources is encouraged;
- e) Facilities shall include the installation of high quality landscaping including, where possible, enhancement of *natural heritage features*, permeable surfaces and the use of natural design; and
- f) Facilities will be integrated into the open space system and shall incorporate high quality landscaping, permeable surfaces enhancement of *natural heritage features*, include

community amenities and where appropriate, provide opportunities for *low intensity recreation*.

- 20.3.9 In addition to the preceding policies, stormwater management facilities within the Oak Ridges Moraine are also be subject to the provisions of the Oak Ridges Moraine Conservation Plan.

Chapter 21

Municipal Infrastructure and Utilities

Municipality of Clarington Official Plan

21 Infrastructure and Utilities

21.1 Goals

- 21.1.1 To provide adequate *infrastructure* and utilities required for the residents and businesses of the Municipality in an economically and environmentally responsible manner.
- 21.1.2 To protect major *infrastructure* and utilities from incompatible *development* and minimize the adverse impacts on the community.

21.2 Objectives

- 21.2.1 To integrate *infrastructure* and utilities into the public realm with a high priority for aesthetics, including anti-graffiti measures, and minimize maintenance requirements.
- 21.2.2 To allocate appropriate opportunities within public rights of way for *infrastructure*, utilities, and landscaping.
- 21.2.3 To provide for adaptability and flexibility in public rights of way.
- 21.2.4 To promote coordinated public and private *utility* planning and *infrastructure* design.

21.3 Policies

- 21.3.1 Major *infrastructure* and *utility* facilities and *corridors* are shown on Map A and include existing and planned facilities such as water supply plants, water pollution control plants, electricity generation facilities and transmission and distribution systems, hydro corridors, and pipeline corridors.
- 21.3.2 New *infrastructure* and *utility* facilities and/or *corridors* are generally permitted within any land use designation provided:
 - a) Not adversely impact any adjacent use;
 - b) Adjacent to existing *utility* and/or transportation *corridors*, wherever possible;
 - c) The impact of telecommunication/communication towers is minimized;

- d) It complies with the policies of Section 3.6.13, 19.3.7, 19.8.4, and 19.8.5 as appropriate and relevant for the proposed *utility*, facility or *corridor*; and
 - e) It complies with the relevant policies of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.
- 21.3.3 Telecommunications/communications utilities, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural and landscaping features, rather than being freestanding. They shall be compatible with the appearance of *adjacent* uses and include anti-graffiti initiatives.
- 21.3.4 To improve the visual appearance of the *streetscape*, local distribution systems such as electricity, telecommunications/communications and cable television shall be provided in-ground using a common trench, within all new *development* and within the road allowances abutting the external limit of the new *development*. Where in-ground services are not possible, public and private above ground *infrastructure* will be integrated, grouped or combined, where feasible, in order to reduce the *streetscape* clutter.
- 21.3.5 In the case of *redevelopment*, conversion of overhead service to in-ground service shall be provided wherever technically and economically feasible.
- 21.3.6 Subject to approval of Hydro One Networks Inc., the Municipality encourages the use of lands within hydro corridors for:
- Recreational uses such as *parks*, hiking trails and bicycle paths;
 - Community or allotment gardens;
 - Underground utilities;
 - Agricultural cultivation; and
 - Other uses compatible with adjacent land uses and consistent with the intent and policies of this Plan.
- 21.3.7 In the planning of any major new *utility* or *utility* corridor, including expansions, the proponent shall:
- Satisfy the Municipality with respect to possible impacts as related to environmental, economic, social, transportation and other concerns as determined by the Municipality.;

- Provide peer review funding to the Municipality for the review of any requisite studies; and
- Enter into an agreement with the Municipality which includes but is not limited to such matters as compensation and mitigation of adverse impacts.

21.3.8 The design and location of local distribution services and utilities within or outside the Municipal right-of-way will require approval from the Municipality.

Major Pipelines

21.3.9 For development applications within 200 metres of a major pipeline right-of-way identified on Map A, the proponent will be required to consult with the Municipality and other applicable agencies prior to any *development* in order to protect the safety and integrity of the pipeline.

21.3.10 For development applications within 750 metres of a major pipeline compressor station, the proponent will be required to consult with the Municipality and other applicable agencies prior to any development and may be required to undertake studies to assess possible impacts and required mitigation.

21.3.11 The Municipality will encourage the use of pipeline rights-of-way for *low intensity recreation* activities, subject to easement rights.

Telecommunications

21.3.12 The development of telecommunications/communication networks is encouraged to contribute to economic competitiveness and support efficient access to information for residents and businesses within Clarington.

21.3.13 The Municipality supports shared telecommunications/communications towers, where feasible, to minimize adverse impacts, including visual impacts of multiple towers.

21.3.14 Council has adopted a Telecommunication Antenna Systems Protocol to provide direction for the development of wireless communications *infrastructure*. The Municipality will review and update this protocol as new technological advances emerge and as Federal protocol and procedures change from time to time.

21.3.15 Municipal review of the location of proposed antenna systems will take into consideration the following:

- a) Locating telecommunication/communication towers and *infrastructure* in strategic locations to minimize the view from the public;
- b) Integrating telecommunication/communication structures into new or existing buildings and structures or landscaped areas to ensure *infrastructure* blends in with the existing built and natural landscape;
- c) Engaging operators early in the development process to facilitate integration of wireless telecommunications/communications *infrastructure* into *development*; and
- d) Encouraging towers to be camouflaged where they are located in sensitive areas, including rural and residential areas.

21.3.16 The Municipality will initiate discussions with *utility* providers to consider opportunities for the enhancement and/or replacement of existing utilities as part of street construction improvements and maintenance.

Chapter 22

Community Improvement

Municipality of Clarington Official Plan

22 Community Improvement

22.1 Goal

22.1.1 To provide for and encourage public and private sector activities for the purpose of the maintenance, enhancement and *redevelopment* of the existing built *environment* of the Municipality.

22.2 Objectives

- 22.2.1 To maximize the efficient use of existing public services and facilities.
- 22.2.2 To improve the public *infrastructure* where deficiencies or deteriorating conditions exist.
- 22.2.3 To provide guidance to Council in setting priorities for municipal spending with respect to community improvement projects.
- 22.2.4 To encourage activities that are accessible for all ages and levels of abilities, promote equity and contribute to healthy and *sustainable development*.

22.3 Policies

- 22.3.1 Community Improvement Project Areas and Subareas are shown on Map I of this Plan. It is the intent of the Municipality to prepare community improvement plans for each of the Community Improvement Project Areas, or parts thereof. These project plans shall serve as the basis for community improvement works.
- 22.3.2 The Community Improvement Project Areas and Subareas are prioritized as follows:

Table 22-1
Community Improvement Areas

Completed	First Priority	Second Priority	Third Priority
Bowmanville B2 Newcastle N1 Orono	Bowmanville B6 Bowmanville B7 Courtice C1 Courtice C2 Bowmanville B8	Bowmanville B3 Bowmanville B4 Bowmanville B5	Bowmanville B1 Newcastle N2 Hampton Mitchell Corner's Newtonville

- 22.3.3 Section 22.3.2 is to be used only as a guide in the preparation of community improvement plans. Program choices, financial constraints, on-site project necessities, and funding criteria may change the priorities. The Municipality may revise its priorities without the necessity of an amendment to this Plan.
- 22.3.4 The community improvement plans will be implemented by means of powers conferred upon Council under the Planning Act, the Municipal Act, and other applicable statutes including:
- a) Municipal and private sector participation in available Federal, Provincial and Regional programs;
 - b) The acquisition, improvement and disposal of land and buildings;
 - c) Agreements with any government authority or agency for the preparation of studies, plans and programs;
 - d) The integration of community improvement projects with the ongoing maintenance and improvements of municipal *infrastructure* and programs;
 - e) Encouraging public participation in the preparation of community improvement project plans;
 - f) Encouraging infilling, *redevelopment* and other land use *intensification* activities;
 - g) Supporting the preservation of buildings with cultural heritage value or interest and the use of funding programs under the Ontario Heritage Act;
 - h) Supporting local service clubs and other organizations in the *development* of recreational and other facilities and services that are accessible to persons of all ages and abilities; and
 - i) Encouraging healthy and *sustainable* development measures.
- 22.3.5 The Municipality will consult with the Region of Durham when community improvement plans are being prepared to ensure coordination with the Regional Revitalization Program.

Part Five

Implementation and Interpretation

Municipality of Clarington Official Plan

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Chapter 23

Implementation

Municipality of Clarington Official Plan

23 Implementation

23.1 Plan Review and Updating

- 23.1.1 This Plan will be implemented by the Council of the Municipality of Clarington in accordance with the authority vested under the provisions of the Planning Act, the Municipal Act 2001, and other applicable Statutes.
- 23.1.2 The Official Plan shall be reviewed every five years as required by the Planning Act to ensure that it conforms with Provincial Plans, has regard to matters of Provincial interest, is consistent with the Provincial Policy Statement, and continues to embody the policies of the Municipality, enhancing the achievement of the principles, goals and objectives of this Plan.
- 23.1.3 Prior to revising the Official Plan under Section 23.1.2, the Municipality shall hold a special meeting of Council, open to the public, to discuss the revisions that may be required in accordance with the provisions of the Planning Act.

23.2 Public Notice and Amendment Procedures

- 23.2.1 Prior to passing or adopting an Official Plan, Secondary Plan, Community Improvement Plan or Zoning By-law, or amendments thereto, the Municipality shall ensure that adequate information is made available to the public. For this purpose, the Municipality shall hold at least one statutory public meeting, at which time any person in attendance shall be afforded the opportunity to address Council the matter.
- 23.2.2 In order to provide ample opportunity for the public to review and discuss the proposed Plans, By-laws or amendments, notification of any statutory public meeting as required under Section 23.2.1 shall be given at least 18 consecutive days prior to the date of the public meeting and will be given in accordance with the Planning Act.
- 23.2.3 The following changes may be made to the Official Plan and Zoning By-law without an amendment:
- a) Changes or corrections to format, wording or reference errors;
 - b) Alterations in the numbering and arrangement of any provisions; and

- c) Adjustments to base information on any Map with the exception of the South limit of the Oak Ridges Moraine and the *Built Boundary* which have been established by the Province of Ontario.

23.2.4 The Municipality may initiate amendments to this Plan in response to significant changes to the planning and development environment in the Municipality and, in particular:

- a) As a result of the 5 year review set out in Section 23.1.2;
- b) To implement the strategic policies set out in Part II of this Plan;
- c) In response to new Provincial Legislation, Policies or Guidelines; and
- d) Due to changes to the Durham Regional Official Plan.

23.2.5 Unless otherwise indicated in this Plan, privately initiated amendments prior to the *municipally initiated comprehensive review* are generally discouraged. However, if a request for amendment is received, the Municipality may consider such a request which must include sufficient information and justification to enable the requested amendment to be evaluated.

23.2.6 The following general criteria shall apply to the review of all Official Plan Amendment applications, and the proponent of an amendment may be required to submit reports from qualified professionals to address such matters, including but not necessarily limited to:

- a) Conformity to the goals, objectives and policies of this Plan, the Durham Regional Official Plan, and Provincial policies and plans;
- b) Suitability of the location for the proposed use;
- c) Compatibility with existing and planned land uses in the surrounding area;
- d) The impact on the natural *environment*;
- e) Need for the proposed use;
- f) Availability of supporting capital works and services;
- g) Fiscal impact on Municipal capital works and services;
- h) Comments of public agencies;

- i) Any other specific requirements of the Municipality; and
- j) Contribution or enhancement toward healthy neighbourhood design.

23.2.7 Notwithstanding Section 23.2.1 public notice and a public meeting may not be required for Zoning By-law amendments that have been delegated under Section 34 of the Planning Act.

23.3 Secondary Plans

23.3.1 Secondary Plans shall conform to and implement the principles, goals, objectives, policies and land use designations of this Plan. Upon approval by the Region of Durham, the Secondary Plan shall be incorporated under Part VI of this Plan.

23.3.2 The Municipality will prepare Secondary Plans in cooperation with area landowners, the Region of Durham, private and public sector agencies. The process for preparing, adopting or amending Secondary Plans is subject to the procedures contained in this section and under Section 23.2 and other applicable policies of this Plan.

23.3.3 During the review and update of an approved Secondary Plans, the Secondary Plans will be amended to conform to the policies of this Plan.

23.3.4 Where there is a conflict or inconsistency with the parent Plan, the Secondary Plan will prevail, unless the conflict is associated with the density and *intensification* policies of the parent Plan, in this case, the parent Plan shall prevail.

23.3.5 Any landowner or group of landowners who wish to fund the preparation of a Secondary Plan in order to advance to timing of the plan's preparation shall provide the Municipality with proposed terms of reference. It shall address matters relating to the proposed scope of work, public consultation process, funding of supporting studies, cost sharing principles and other considerations described in Section 23.13.1. Within 90 days of receipt of a proposed terms of reference, Council shall determine whether to proceed under Section 23.3.8.

23.3.6 Where private funding is provided in accordance with Section 23.13 by a landowner or a landowner's group, generally they must own a minimum of 75% of the developable area within the Secondary Plan area prior to Council considering whether to initiate a Secondary Plan.

- 23.3.7 Prior to the Municipality initiating a privately-funded Secondary Plan study, Council shall hold a public meeting inviting all landowners within the Secondary Plan Area to advise them of the proposed Secondary Plan study and the terms of reference.
- 23.3.8 Council shall approve the Terms of Reference, and, if applicable, cost sharing agreements and any other necessary agreements prior to the Secondary Plan study being initiated.
- 23.3.9 Secondary Plans shall implement the policies of this Plan and the Durham Regional Official Plan policies for Secondary Plans, in particular:
- a) The growth management objectives of sequential development, full municipal water and sanitary systems, a minimum density of fifty residents and jobs per gross developable hectare, and a variety of housing types and densities;
 - b) The financial capacity of the Municipality to provide for the capital and operating costs of municipal services and facilities required to support the *development*;
 - c) The provision of a diverse and compatible mix of land uses to support vibrant neighborhoods and *active transportation*, and the use of urban design principles to create high quality public open spaces and achieve an appropriate level of connectivity and transition to adjacent areas;
 - d) The design of a connected system of grid streets and an *active transportation* network as the key design element of the public realm with safe and accessible pedestrian and cycling connections to transit, community facilities, schools, and *parks*. Higher density housing will be strategically located along or within Priority *Intensification* Areas to create a transit supportive development pattern;
 - e) The integration into the design of the *site* and buildings of this Plan's policies for *Sustainable* Design and Climate Change and related standards/guidelines adopted by the municipality including *green infrastructure* and low impact development measures;
 - f) The protection and incorporation of *natural heritage* and *hydrologically sensitive features* including surface and *ground water features*, as well as the connections among these natural features in order to inform the location, type, and amount of development;

- g) Residential neighbourhoods will be "designed with nature" to minimize grade changes, preserve mature trees and enhance open space *linkages*;
- h) The measures to mitigate the potential conflicts between the development and existing *agricultural uses*;
- i) Level of visual interest achieved by incorporating different built forms, landscaping, open space and environmental and natural and *cultural heritage resources* and the creation of view corridors and vistas of significant natural areas and public buildings;
- j) The location of prominent public buildings, including schools and spaces on prominent *sites* with significant street frontage and oriented to the street;
- k) *Cultural heritage resources* will provide the context for new *development*. New *development* will be compatible with and complementary to its context with regard to siting, height, scale and design. In new areas, heritage buildings will be incorporated in a sensitive manner;
- l) The principles of Crime Prevention Through Environmental Design (CPTED) will be used; and
- m) Inclusive lifetime neighbourhoods where the built *environment* promotes a safe inclusive space with access to services and amenities and a range of housing choices to meet the needs of residents of all abilities and income levels throughout all phases of their lifetime.

23.3.10

The following background studies and analyses are generally required in support of new Secondary Plans:

- a) A *Subwatershed* study including natural heritage, fisheries, hydrogeology, and hazard lands;
- b) A municipal-wide financial impact analysis of growth and development;
- c) A Landscape Analysis;
- d) A Planning Background Report
- e) A Master Drainage Plan;
- f) A Water and Wastewater Servicing Plan;
- g) A Transportation Master Plan;

- h) An assessment of potential impact on adjacent agricultural operations and recommendations for mitigation;
- i) A Sustainability Plan addressing *Green Infrastructure* and Net Zero development and building practices;
- j) A Commercial needs and impact analysis when a commercial uses are proposed;
- k) An Urban Design Report;
- l) A Cultural and built heritage assessment including archaeology;
- m) A housing needs analysis (including affordable housing); and
- n) An integrated Environmental Assessment for municipal public works as may be appropriate.

23.4 Zoning By-laws

- 23.4.1 The Municipality shall amend its Zoning By-laws as soon as possible to conform with and to give effect to the provisions of this Plan.
- 23.4.2 The Municipality, where deemed necessary, may apply holding provisions pursuant to the Planning Act. The holding provision will be identified by the symbol "H" as a prefix to the zone described in the Zoning By-law. Such holding provisions shall assist The Municipality in achieving its specific planning objectives, and ensure that any *development* or *redevelopment* proceeds in accordance with the policies of this Plan.
- 23.4.3 Holding provisions may be used to ensure, that prior to *development* or *redevelopment*, the following matters have been addressed and approved to the satisfaction of the Municipality:
 - a) Services and municipal works including roads;
 - b) Measures to protect natural areas;
 - c) Measures to mitigate the impact of *development*;
 - d) Submission of technical studies;
 - e) In a Waste Disposal Assessment Area, the matters referred to in Sections 3.7.12 to 3.7.15;
 - f) Execution of appropriate agreements; and/or

- g) Any other requirements as may be deemed necessary by the Municipality including the implementation of the policies of this Plan.

23.4.4 Temporary use by-laws may be passed to permit the use of lands, buildings or structures, on a temporary basis, for any purpose provided that:

- a) The proposed use is temporary in nature;
- b) The proposed use is compatible with *adjacent* existing land uses, there is minimal impact on the *Natural Heritage System*, or satisfactory measures to mitigate any adverse impacts will be applied;
- c) There will be no adverse impacts on traffic or transportation facilities or services in the area;
- d) Adequate access and parking are provided;
- e) The use can be removed and the *site* can be restored to its original condition;
- f) Adequate sewage disposal and water services are available in compliance with provincial and regional standards; and
- g) It does not jeopardize the long term implementation of this Plan.

23.4.5 Generally, the Municipality will not permit the extension of any temporary use by-law beyond a period of 10 years.

23.4.6 In accordance with the Planning Act, Interim Control By-laws may be used to limit the use of lands, buildings, or structures in an area where the Municipality has initiated a land use planning study.

23.5 Non-Conforming Uses

23.5.1 It is not possible or desirable to recognize all existing uses in the Official Plan. An existing use of land, building or structure which is lawfully in existence prior to the passage of the relevant Zoning By-law and which does not conform to this Plan, but continues to be used for such purposes, shall be deemed to be legal non-conforming.

23.5.2 Non-conforming uses, legal or otherwise, shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of the Official Plan and the provisions of the implementing Zoning By-law.

- 23.5.3 This Official Plan shall not limit the authority of Council to pass a by-law permitting the extension or enlargement of legal non-conforming uses, buildings or structures. Prior to passing a by-law to recognize the continuation, expansion or enlargement of the legal non-conforming use, or the variations to similar uses, Council shall be satisfied that:
- a) It is not feasible to relocate the existing use;
 - b) It does not aggravate the situation created by the existence of the use, especially in regard to the policies of this Plan and the requirements of the implementing Zoning By-law;
 - c) The size is appropriate in relation to the existing legal non-conforming use;
 - d) It does not generate noise, vibrations, fumes, smoke, dust, odours, or lighting so as to create a public nuisance or health hazard;
 - e) The neighbouring conforming uses are protected, where necessary, by the provision of landscaping, buffering, screening and other measures; and
 - f) It shall not *adversely affect* traffic, access or parking conditions in the vicinity.
- 23.5.4 Notwithstanding 23.5.3 within the Oak Ridges Moraine, the expansion of an existing building or structure on the same *lot* or expansion of an existing *institutional use* or the conversion of an existing use to a similar use that legally existed on November 15, 2001, may only be considered if:
- a) The applicant demonstrates that the criteria of Section 23.5.3 can be satisfied;
 - b) There will be no change in use; and
 - c) The applicant demonstrates that the expansion will not *adversely affect* the *ecological integrity* of the Oak Ridges Moraine.
- 23.5.5 Within the Oak Ridges Moraine nothing in this Plan shall prevent the reconstruction within a reasonable time frame, within the same location and dimensions, of an existing building or structure that legally existed on November 15, 2001 that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure shall be deemed to be an

existing building or structure if there is no change in use and no *intensification* of the use.

- 23.5.6 Within the Oak Ridges Moraine, if an existing use (legally existed on November 15, 2001) has *adverse effects* on the *ecological integrity* of the Oak Ridges Moraine or a natural heritage feature, any application to expand the building, structure on the same *lot* or use (*institutional uses* only) or to convert the existing use to a similar use shall be considered with the objective of bringing the use into closer conformity with this Plan.

23.6 Subdivision and Condominium Approval

- 23.6.1 The Municipality, through the subdivision and/or condominium plan approval process, will ensure that the policies of the Plan are complied with and that a high standard of design is maintained.

- 23.6.2 Where a plan of subdivision has been granted approval prior to the approval of this Plan by the Region, it is not the intention of the Municipality to apply the policies of this Plan retroactively. However, in the event of major revisions, or if the approval of a draft plan of subdivision lapses, the entire plan of subdivision will be subject to review and the growth management objectives of this Plan and the Region of Durham Official Plan shall be considered as a key component of the development review process.

- 23.6.3 In considering an application for approval and phasing of residential development in urban areas, including draft plans of subdivision, the Municipality shall seek to ensure:
- a) The sequential development of neighbourhoods and the prevention of "leap-frogging" of vacant lands;
 - b) The proposed *development* is in or adjacent to Centres or adjacent to the *Built-up Area*;
 - c) The economical use and extension of all *infrastructure* and services;
 - d) *Intensification* to implement Sections 6.3.1 and 4.4; and
 - e) Increased density for new neighbourhoods having regard for proposed measures to integrate into existing stable residential areas.

- 23.6.4 In the evaluation of a subdivision proposal, the Municipality shall require all applicable policies of this Plan to be complied with and shall impose conditions of approval, require financial guarantees

and a development agreement to include, but not necessarily be limited to, the following matters:

- a) *Site alteration*, including the stockpiling of soil;
- b) Preservation of trees in accordance with an approved tree preservation plan;
- c) Preservation of the *natural heritage system* in accordance with an approved Environmental Impact Study;
- d) Preservation and/or relocation of heritage buildings;
- e) Proper construction management methods, particularly with respect to stormwater run-off, recycling of construction refuse, dust and debris control; and
- f) Routing of construction traffic.

23.6.5 In the approval of a draft plan of subdivision, the Municipality will recommend appropriate conditions to implement the policies of Section 23.6.3. In addition, final approval for registration of any plan of subdivision, in whole or in part, may not be granted unless the Municipality is satisfied that the principles of Section 23.6.3 have been met.

23.6.6 The Municipality may declare a residential draft plan of subdivision to be premature and recommend that it not be approved if any of the following circumstances apply:

- a) The plan does not implement the principles contained in Section 23.6.3;
- b) The municipal wide non-residential assessment is less than 15 percent of total assessment;
- c) The capital works and services required to service the lands and the future residents are not within the Municipality's current capital budget or 10 year capital works forecast as updated from time to time; or
- d) The Municipality is of the opinion that the Municipality's administrative and financial resources are not sufficient to provide an adequate level of services for those residents who would be accommodated in the proposed plan of subdivision as well as to provide and maintain an adequate level of services for existing residents and residents who will live in developments which have been approved by the Municipality.

- 23.6.7 Where the *development* of a subdivision is being phased, the Municipality will generally require not less than 75% completion of building construction of a phase before the issuance of building permits for the subsequent phase.
- 23.6.8 If a plan of subdivision or part thereof has been registered for eight years or more, and building permits have not been issued, the Municipality may use its authority under Section 50(4) of the Planning Act to deem it not be a registered plan of subdivision.
- 23.6.9 The Municipality shall require that approvals of draft plans of subdivisions include a lapsing date in accordance with Section 51(32) of the Planning Act.
- 23.6.10 Common element condominiums and vacant land condominiums shall not be permitted if the Municipality requires public ownership of the lands for pedestrian or vehicular access to create local road connections to existing developed or undeveloped land.

23.7 Severances

- 23.7.1 The creation of individual parcels of land by severance will only be permitted in conformity to the policies of this Plan and the regulations of the implementing Zoning By-law, and shall be subject to the following criteria:
- a) Scattered residential development throughout the Municipality shall be prohibited;
 - b) Ribbon development along arterial roads shall be prohibited and direct access from arterial roads shall generally be restricted;
 - c) Severances shall meet the requirements of the Region of Durham and applicable provincial agencies, regarding the provision of sewage disposal and water services, and may include entering into an agreement with the Region of Durham;
 - d) Severances shall only be given when land fronts on an open and maintained public road. Notwithstanding, a landlocked parcel related to a land assembly for future *development* in conformity to this Plan may be created;
 - e) The size of any parcel of land created by severance should be appropriate for the use proposed in keeping with the character of the surrounding neighbourhood and no parcel should be

created which does not conform to the provisions of this Plan and the implementing Zoning By-law;

- f) Severances shall not be granted for land adjacent to a road from which access is to be obtained if a traffic hazard would be created because of limited sight lines on curves or grades;
- g) Severances to be granted shall be conditional upon the applicant meeting all requirements of the Municipality, financial and otherwise, and may include an agreement being entered into with the Municipality;
- h) The Municipality is satisfied that a plan of subdivision is not required. Generally, 3 *lots* is considered the maximum number of new *lots* that may be created by severances from a parcel of land;
- i) Where a property has more than one land use designation, a land severance along the boundary of two different designations is permissible provided the severance does not contravene any applicable policies of this Plan;
- j) In the Agricultural and Rural designations, any severance applications for agricultural, farm-related uses, and farm-related industrial/commercial uses shall only be permitted in accordance with Sections 13.3.7, 13.3.8, 13.3.9, 13.3.11 and 13.3.12; and
- k) The severance shall be in compliance with the provisions of any *site* plan, subdivision or any other development agreements registered against the title of the subject lands.

23.7.2 Severances to facilitate conveyances to public bodies or non-profit entities for natural heritage conservation are permitted.

23.7.3 Creation of individual parcels of land by severance in the Oak Ridges Moraine are subject to Sections 23.7.1, 3.4.18 and Table 3-1 of this Plan and the following where applicable:

- a) Severance from a *rural lot* or a *lot* for a *residence surplus to a farming operation* only, a cumulative total of one such severance for each *rural lot* may be permitted. All consents granted on or after January 1, 1994 are included in the calculation of the cumulative total;
- b) Severance from each other of two or more *rural lots* that have merged in title, the severance shall follow the *original lot* lines or *original half lot* lines;

- c) Severance facilitating land acquisition for transportation, *infrastructure*, and utilities, but only if the need for the project has been demonstrated and there is no reasonable alternative;
- d) Severance facilitating the addition of *adjacent* land to an existing *lot*, but only if the adjustment does not result in the creation of a *lot* that is undersized for the purpose for which it is being or may be used; and
- e) Severance from each other of parts of a *lot* that are devoted to different uses, but only if the uses are legally established at the time of the application for severance.

23.7.4 Notwithstanding Section 23.7.3 a *lot* may be created in the Oak Ridges Moraine only if there is enough *net developable area* on both the severed *lot* and the retained *lot* to accommodate proposed uses, buildings and structures and *accessory uses* without encroachment on any *natural heritage features* or *hydrologically sensitive features*.

23.7.5 When a *lot* is created in accordance with Sections 23.7.1 and 23.7.3 the Municipality shall enter into a *site plan* agreement or other agreement with the applicant to establish conditions requiring that *natural self-sustaining vegetation* be maintained or restored in order to ensure the long-term protection of any *natural heritage features* and *hydrologically sensitive features* on the *lot*.

23.7.6 A *lot* shall not be created if this would extend or promote strip *development*.

23.7.7 The division of land by severance in Employment Areas shall be discouraged unless there exists an agreement between the owner and the Municipality registered on title of the subject lands, indicating among other things, the subdivision design and the provision of services for the lands affected. This policy does not apply to infilling.

23.8 Site Plan Control

23.8.1 All *development* shall be subject to *site plan* control, with the following exceptions:

- a) Any building or structure within a public park;
- b) Any structure erected for the purpose of flood or erosion control;
- c) Any permitted agricultural building or structure;

- d) Any temporary structure as defined by the Ontario Building Code;
- e) A residential building containing less than 3 *dwelling units*;
- f) Alterations to buildings or structures which do not alter the nature of the existing use;
- g) *Aggregate* extraction activities which do not include permanent buildings or structures;
- h) Any expansion or enlargement of a building or structure that is less than 20 square metres or less than 10% of the total floor area of the building, whichever is less; and
- i) The placement of a portable classroom on a school *site* of a district school board if the school *site* was in existence on January 1, 2007.

23.8.2 Notwithstanding Section 23.8.1, agricultural buildings or structures and residential buildings containing less than 3 *dwelling units* may be subject to *site* plan control for the purposes of implementing requirements from an environmental impact study, a natural heritage evaluation or a hydrological evaluation.

23.8.3 As part of a submission for *site* plan approval, the Municipality requires that the proponent demonstrate how the proposed design and the organization of the *site* and buildings will:

- a) Implements the urban design policies of the Official Plan and any relevant Secondary Plans;
- b) In Urban and Village Centres, *Corridors*, Waterfront Places and in Urban Residential areas, contribute to compact, urban and pedestrian-oriented form and function that enhances pedestrian and transit accessibility;
- c) Safely addresses vehicular traffic impacts;
- d) Implement sustainable development objectives including the *Sustainable* Design and Climate Change policies of the Plan, not limited to the protection of the *natural heritage system*, energy efficiency, minimizing light pollution and water consumption, stormwater management controls, tree planting and other enhancements to the natural *environment*;
- e) Protects, enhances or restores the Municipality's *cultural heritage resources*;

- f) Demonstrates the relationship of the proposed building to adjacent buildings, streets and exterior areas to which members of the public have access;
- g) Provides landscaped areas and urban amenities consistent with the context of the planned land uses and the Municipality's landscaping, urban design and amenity requirements;
- h) Makes appropriate provision for sequential staging of services including the construction of *infrastructure* to service the site;
- i) Provide facilities designed for accessibility for persons with disabilities; and
- j) Implements any other relevant policies of this Plan.

23.8.4 To achieve the intent of Section 23.8.3, the Municipality, shall as part of the *site* plan approval:

- a) Consider matters related to exterior design, including without limitation the character, scale, materials, colours and design features of all building exteriors, exterior signage and lighting, and the sustainable design but only to the extent that it is a matter of exterior design; and
- b) Require the inclusion of sustainable design elements on any adjoining right of way under the Municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, *waste* and recycling containers and bicycle parking facilities.

23.8.5 As a condition of site plan approval the Municipality may require the owner of the land to:

- a) Provide and maintain, to the satisfaction of and at no expense or risk to the Municipality, the facilities, works or matters set out in Section 41(7) (a and b) of the Planning Act; and
- b) Enter into one or more agreement(s) to ensure that *development* proceeds in accordance with the approved plans and drawings as required as set out in Section 41 (7).

23.9 Existing Lots

23.9.1 Where a legally conveyable *lot* existed prior to the approval of this Plan one *single detached dwelling* is permitted subject to the following:

- a) Drilled wells and private sewage disposal systems can be provided in accordance with the requirements of the Ministry of the Environment and the Region of Durham, if the *lot* is located outside any designated urban area;
- b) The *lot* having frontage on an open public road allowance fully maintained on a year round basis;
- c) It is not located on lands designated Environmental Protection Area however if this is unavoidable the applicant must demonstrate in accordance with Section 3 of this Plan, to the extent possible, that the use, erection and location will have the least amount of impact on the *natural heritage system*; and
- d) It conforms to all provisions of the Zoning By-law in effect at the time of a building permit application.

23.9.2 Within the Oak Ridges Moraine, the use, erection or location of a *single detached dwelling* may be considered if:

- a) The use, erection and location would have been permitted by the Zoning By-law on November 15, 2001;
- b) The location has frontage on an open and maintained public road;
- c) Authorization from the Conservation Authority is provided; and
- d) The applicant demonstrates, in accordance with Section 3.4.18 of this Plan, to the extent possible, that the use, erection and location will not *adversely affect* the *ecological integrity* of the Oak Ridges Moraine.

23.9.3 Within the Greenbelt Plan area, *single detached dwellings* are permitted on existing *lots* of record, provided they were zoned for such as of December 16, 2004, or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior to December 14, 2003 but which application did not proceed and meets the provisions of Section 23.9.1.

23.10 Park Land Dedication

23.10.1 It is the Municipality's policy to require that, as a condition of *development* or *redevelopment* or the approval of a plan of subdivision of land in the Municipality, land shall be conveyed or dedicated to the Municipality for *park* or other public recreational purposes in accordance with Section 23.10.2. All parkland and

Environmental Protection Areas conveyed to the Municipality shall be free of all encumbrances, except as identified in Section 21.3.2. In addition, all land to be conveyed shall not be contaminated.

23.10.2 The Municipality, in conjunction with the Regional Municipality of Durham, will endeavour where feasible, to reserve or obtain the necessary rights-of-ways indicated in this Plan. Privately owned land required to meet the desired right-of-way widths shall generally be acquired by the Municipality will require, as necessary, the through dedication of land as a condition of the relevant planning approval for new roads, road widenings, pedestrian and cycle pathways, and public transit right-of-ways identified in *Provincial Plans*, the Region of Durham Official Plan, the Region of Durham Transportation Master Plan, and in the Clarington Official Plan and the Clarington Transportation Master Plan.

23.10.3 The conveyance or dedication of land to the Municipality for *park* or other public recreational purposes shall be in accordance with the following:

- a) For residential *development, redevelopment* or plans of subdivision providing for low, medium and/or high density uses, conveyance or dedication shall be either equal to 5% of the land proposed for *development, redevelopment* or subdivision or 1 hectare per 300 *dwelling units*, whichever is greater;
- b) For industrial or commercial *development, redevelopment* or subdivision, a conveyance or dedication based on 2% of the land;
- c) For *mixed use development*, conveyance or dedication requirements will only apply to the residential portion of the *development* proposal in the amount equal to 1 hectare per 300 *dwelling units*. However, in no instance shall the contribution be less than 2% of the land area or the equivalent payment-in-lieu value;
- d) For conversion of non-residential buildings to residential uses, dedication will be in accordance with Subsection (a) with appropriate credit to be made for any previous dedication; and
- e) For residential plans of subdivision, the standard of 1 hectare per 300 *dwelling units* may be applied to blocks within the plan of subdivision, provided such blocks are excluded from the calculation for the 5% of the land proposed for subdivision.

23.10.4 Council may waive the land conveyance requirement in favour of payment-in-lieu of parkland dedication or require a combination of cash and land where:

- a) The use of the alternative parkland dedication policy consumes more than 10% of the *site* area thereby rendering the *site* undevelopable; or
- b) The amount of land for parkland dedication does not result in a sufficient area for *park development*; or
- c) The dedication of land is not deemed necessary.

In all cases, the value of the land shall be determined in accordance with the provisions of the *Planning Act*.

23.10.5 *Valleylands*, lands required for drainage purposes, and lands susceptible to flooding or otherwise unsuitable for *development* will not be accepted as statutory parkland dedication.

23.10.6 Lands to be dedicated for *park* purposes shall be in a condition acceptable to the Municipality. The timing of such conveyance shall be determined by the Municipality.

A107-6	23.10.7	Where a <i>development</i> or <i>redevelopment</i> proposal includes non-developable land or land designated as Environmental Protection Area, the Municipality may require that such land be dedicated to the Municipality.
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23.11 Public Land Acquisition

23.11.1 Where lands are designated Environmental Protection Area, Green Space, Waterfront Greenway, Natural *Linkage* or Natural Core, it does not necessarily mean the Municipality will acquire private lands for public use.

23.11.2 The Municipality shall update its public land acquisition program on a periodic basis which, among other matters, shall identify priorities for areas of acquisition, including parkland. The Municipality shall set aside funds annually in a Special Reserve Account in order to implement the policies of this Plan.

23.12 Capital Works and Development Charges

23.12.1 Settlement areas will be developed in accordance with the Growth Management policies contained in this Plan. All *development* shall be consistent with the Municipality's objective of providing municipal services in a cost-effective manner that shall ensure that

- development* is not approved prematurely so as to jeopardize the Municipality's financial ability to provide the capital works and services.
- 23.12.2 Where a *development* proposal is contemplated to be serviced within the 10 year capital works and services program for *development* charge purposes, it does not necessarily mean the Municipality shall provide the said services or works to facilitate any *development*.
- 23.12.3 The Municipality may consider the provision of capital works and services by the proponents of *development* where such works are not in the 10 year capital works forecast provided that:
- a) It does not affect the *development charge* quantum;
 - b) It is permissible under all Provincial legislation and the Development Charges Act; and
 - c) There are no *development charge* credits given to the proponent.
- 23.12.4 The Municipality shall regularly, and not less than once every 5 years, review the *Development Charges* Policy and capital works forecast and amend the *Development Charges* By-law, if necessary, to ensure *development* pays its growth-related share of services.
- 23.12.5 Capital works for roads, piped services and *utility* corridors undertaken by the Federal, Provincial or Regional governments or by the Municipality are permitted within any land use designation subject to the provisions of the Environmental Assessment Act and any other statute, where applicable.
- 23.12.6 A Financial Impact Analysis is a requirement for Secondary Plans and may be required for other projects to evaluate the impact of the proposed *development* on the operating and capital budget of the Municipality. The Municipality shall select and retain qualified professional expertise to undertake such a study, but the expense of the study shall be borne by the proponent. Where such an analysis demonstrates that the *development* will have an adverse effect on the Municipality's financial situation, then the *development* will be considered to be premature and contrary to the intent of this Plan.
- 23.12.7 Prior to *development* approvals within a Secondary Plan area, landowners may be required to enter into a developer's group agreement(s), or implement other alternative arrangements to

ensure the equitable distribution of the cost of community infrastructure, facilities such as public schools, *parks*, roads, etc. within a Secondary Plan area. The agreements(s) shall distribute, in a fair and equitable manner, the costs of community infrastructure and facilities to ensure an orderly sequence of *development* and shall address matters related to non-participating landowners.

23.13 Studies

- 23.13.1 Where this Plan identifies Special Study Areas or requires studies or plans (including Secondary Plans) to be undertaken, it does not necessarily obligate the Municipality, the Region of Durham and any other governing agency to expend public funds to finance such reports, studies or plans. The Municipality shall determine whether or not it will commence the preparation of any such report, study or plan based on Municipal priorities, and available financial and staff resources.

This Plan, however, allows for and contemplates the possibility that funding for any required report, study or plan may come from landowners who may be impacted provided such landowners enter into an agreement with the Municipality. Such agreement shall, amongst other matters, specify the scope of work to be undertaken, the means of procuring the work, ensure study objectivity, and cover project management and administrative costs incurred by the Municipality. Such agreement shall also address matters relating to non-participating landowners and may allow for *development charge* credits. The decision to enter into any such agreement shall be at the discretion of the Council.

- 23.13.2 The Terms of Reference for any study identified in this Plan, or as a result of a development application, shall be approved by the Municipality in consultation with the Region of Durham, the appropriate Conservation Authority, or agency prior to the preparation of the Study.
- 23.13.3 The Municipality reserves the right to select and retain qualified consultants to undertake a peer review of any studies to ensure that the requirements of Municipality, the Region of Durham or another government agency, as well as the terms of reference for the study are satisfactorily addressed. The expense of the peer review shall be borne by the proponent.

23.14 Community Benefits

- 23.14.1 In accordance with the Planning Act, within designated Village or Urban Centres, Council may in a Zoning By-law authorize increases in the height and/or density of *development* for a *site specific development* proposal beyond that permitted in the Zoning By-law, in return for the provision of such facilities, services, or matters that include a significant public benefit in accordance with the Community Benefits section of the implementing Zoning By-law.
- 23.14.2 Increases in height and/or density may be considered in order to obtain the following community benefits:
- a) The preservation of cultural heritage resources;
 - b) The provision of major cultural or arts facilities;
 - c) The provision of public squares, arcades and walkways within the *development* otherwise not required by the policies of this Plan that have functional benefits;
 - d) The provision of assisted or *special needs housing*;
 - e) The provision of daycare facilities;
 - f) The provision of community facilities; and
 - g) Any other public benefit deemed suitable by the Municipality.
- 23.14.3 The Municipality may also consider a Community Benefits by-law outside of Centres for the protection of *cultural heritage resources* and/or natural features beyond the parklands dedication requirements of the *Planning Act*, in accordance with the Community Benefits section of the implementing Zoning By-law.
- 23.14.4 The use of Community Benefits zoning shall be carefully controlled, and shall only be undertaken after a thorough site-specific Community Benefits study.
- 23.14.5 The site-specific Community Benefits study referred to in subsection 23.14.4 shall assess the extent of the permitted height and/or density bonuses that shall be established based on:
- a) The proposed *development's* compatibility with existing adjacent *development*;
 - b) The extent to which the proposed *development* is consistent with the stated goals and objectives of the Municipality;

- c) Conformity to the general intent of the relevant land use designation of this Plan; and
- d) The adequacy and impact of *infrastructure* and community services.

23.14.6 When considering Community Benefits, and allowing the provisions of benefits off-site, the positive impacts of the exchange should benefit the surrounding areas experiencing the increased height and/or density.

23.14.7 The Community Benefits Zoning By-law shall set out areas where the height and/or density of *development* would be permitted to increase, as well as the extent of the height and/or density bonus.

23.14.8 As a condition of the Community Benefits Zoning By-law, the Municipality will require the proponent to enter into one or more agreements registered against the lands to which it applies, and dealing with the provision and timing of facilities, services or matters that are to be provided, and the height and/or density bonus to be given.

23.15 Community Planning Permit System

23.15.1 The Community Planning Permit System is an additional implementation tool that may be used to ensure the Municipality's goals, objectives and policies of this Plan such as *sustainable* economic development are realized. The Community Planning Permit System is intended to be a planning tool which combines zoning, minor variance and *site* plan control into one process.

23.15.2 The Municipality may investigate the development of a Community Planning Permit System for use in specific geographic areas of the municipality such as revitalization areas, *brownfields*, or *intensification* areas.

23.16 Pre-consultation and Complete Applications

23.16.1 The Planning Act permits the Municipality to require an applicant to pre-consult with the Municipality prior to submitting an application and to require an applicant to provide, at the time of the application submission, any information determined as necessary to properly assess the application. The purpose of the following Pre-consultation and Complete Application policies is to outline what is required for a particular application and to ensure that applications are comprehensive and can be processed expeditiously:

- a) Prior to the submission of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, or *Site Plan* the applicant shall consult with the Municipality in accordance with this Plan and the Municipality's Pre-consultation By-law.
- b) Pre-consultation meetings shall be held with the Municipality and any other external agency as deemed appropriate by the Municipality.
- c) Studies, reports and other information outlined as necessary for the proper evaluation of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium or *Site Plan* will be determined by the Municipality in consultation with external agencies as deemed necessary by the Municipality.
- d) In addition to the studies, reports and information specified during the pre-consultation process, the applicant shall be required to submit any other studies and reports relevant and necessary to the evaluation of the particular applications as deemed appropriate by the Municipality in consultation with the applicant, and any other external agency during the application review process or peer review process.
- e) All studies, reports and information specified shall be prepared in accordance with any standards or specifications applicable within the Municipality or the Region, and may at the Municipality's discretion, require a peer review by a qualified consultant retained by the Municipality at the applicant's expense.
- f) General descriptions of studies, reports and information that may be required are outlined in Appendix A which may be modified without amendment to this Plan.

23.16.2 In addition to the prescribed information required by the Planning Act, and the other information outlined in Section 23 of this Plan, the Municipality may, through the pre-consultation meeting, identify other planning applications that are required to be submitted concurrently, to ensure that the Municipality and its delegated approval authorities can properly evaluate the applications and make consistent and appropriate decisions.

23.16.3 A landscape analysis shall be required as part of the information requirements for a complete application.

23.17 Monitoring Growth and Development

- 23.17.1 The Municipality will produce a periodic monitoring report that uses the targets in this Plan and the key "quality of life" indicators to assess the success of the policies in this Plan.
- 23.17.2 The Municipality will monitor its *intensification* rate on an annual basis. The *intensification* rate will be calculated based on the number of building permits issued for all new housing units within the *Built-up Areas*.
- 23.17.3 On an annual basis, in order to monitor Greenfield *development* and conformity with the density targets of this Plan, the Municipality will:
- a) Develop a monitoring program for its *Greenfield Areas* to track the density of development and housing mix targets; and
 - b) Work with the Region of Durham to ensure that *infrastructure* phasing is aligned to reflect this balanced approach to development.
- 23.17.4 The Municipality will review development activity on a regular basis to assess its progress towards the growth management objectives and the implementation of the policies contained in this Plan.
- 23.17.5 Development applications received prior to June 16, 2006 and not approved before June 17, 2016 must meet the policies of the Growth Plan and the Durham Regional Official Plan. By June 17, 2016, applications that have not advanced to the next level of approval, will be closed and a new application will be required to meet the policies of the Growth Plan and Regional Plans, as well of this Plan.
- 23.17.6 Expansions to any Settlement Area Boundary may only be considered through a *municipally initiated comprehensive review* of the Official Plan and in accordance with the Durham Regional Official Plan.
- 23.17.7 The Municipality will ensure an adequate supply of housing on a municipal wide basis by maintaining:
- a) A minimum of a 3 year supply of residential land in a combination of draft approved and/or registered plans of subdivision and condominium;
 - b) A minimum of a 2 year supply of land zoned for medium and high density housing throughout all the urban areas; and

- c) A 10 year supply of serviceable residential land to meet future housing requirements subject to the financial capability of both the Region and the Municipality to provide the necessary services.

23.17.8 The Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Plan that prior to the approval of any draft plan of subdivision, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.

23.18 General

23.18.1 The Municipality encourages proponents of residential development to concurrently develop Employment Area lands.

23.18.2 The Municipality will utilize its *development charges* by-law and may initiate other growth management strategies to implement this Plan.

23.18.3 New land uses, including the creation of *lots, on-farm diversified uses*, agriculture related uses and new or expanding livestock facilities, shall comply with the *Minimum Distance Separation Formulae*, but not closed cemeteries.

23.18.4 The Municipality will partner with conservation authorities, the provincial government and other appropriate stakeholders, to develop and maintain a data management system to collect, store, update and share natural heritage, water resources and geotechnical information needed to interpret, apply and monitor the policies within the Oak Ridges Moraine.

23.19 Exceptions

23.19.1 Residential Exceptions

- i. Notwithstanding Section 9.3.1, in addition to a permitted residential use, an office not exceeding 120.0 square metres in gross floor area is permitted on those lands identified by Assessment Roll Number 1817-030-090-15200 located in Part of Lot 28, Concession 5, former Township of Clarke, 5221 Main Street Orono.

- ii. Notwithstanding Section 9.3 of the Clarington Official Plan and Section 4.1 of the Newcastle Village Centre Secondary Plan the lands located at 80 King Ave. W. and described by Assessment Roll Number 1817-030-130-08000 shall be re-designated to Street Related Commercial Area.
- iii. Notwithstanding Section 9.3.1, an outdoor recreational vehicle storage business is permitted on the lands identified by Assessment Roll Number 1817-010-090-14800 located in part of Lot 29, Concession 3, former Township of Darlington having a municipal address of 3424 Courtice Road on a temporary basis until such time as sanitary sewer service is available.
- iv. A 0.608 ha parcel at 2349 Highway 2 Bowmanville, identified by Assessment Roll Number 1817-010-020-17601 may have a net density not exceeding 206 units per hectare.
- v. A 1.52 ha parcel at 43 Darlington Boulevard, identified by Assessment Roll Number 1817-010-070-04300 may have a maximum net density not exceeding 121 units per net hectare and a maximum height of 8 storeys.
- vi. Notwithstanding Section 9.3.1, in addition to permitted Urban Residential uses, the lands located at 10 Aspen Springs Drive and identified by Tax Assessment Roll Number 1817-010-020-16104, located on the northwestern corner of Aspen Springs Drive and Regional Road 57, Bowmanville may be used as a restaurant with a drive-through facility.

A shared entrance off Regional Road 57 will be provided to the lands located at 10 Aspen Springs Drive and identified by Tax Assessment Roll Number 1817-010-020-16104 and the adjacent GO station lands identified by Tax Assessment Roll Number 1817-010-020-16102 and shall be restricted to a single right-in/right-out access.

A shared internal driveway with a minimum width of 11 metres, which extends westward from the shared entrance on Regional Road 57 for at least 72 metres and which straddles the common boundary between the lands located at 10 Aspen Springs Drive and identified by Tax Assessment Roll Number 1817-010-020-16104 and the adjacent GO station lands identified by Tax Assessment Roll Number 1817-010-020-16102, shall be provided and maintained by the respective land owners, subject to appropriate agreements and conveyances.

The restaurant building shall be designed for visual prominence, incorporating architectural design features, height and massing that complements the corner *site* and containing elements such as horizontal and vertical articulation, coordinated materials, an articulated roof line and prominent entrance features.

vii. Notwithstanding Section 12.6.2 and any other provisions of this plan to the contrary, the property north of Boulton Street, west of Parklane in Bond Head may be rezoned to permit a minor expansion of the Rural Residential Cluster Zone.

viii. Notwithstanding Table 4-3 Summary of Urban Structure Typologies, lands identified by Roll Number 1817-010-070-06400 shall, in addition to the Predominant Residential Build Form and Mix for Regional Corridors, be permitted to include townhouses in conjunction with a mixed-use or apartment building located on the same *site*.

23.19.2 Commercial Exceptions

- i. Notwithstanding Section 10.8.1, in addition to permitted Highway Commercial uses, on the lands located east of Waverly Road, south of Baseline Road legally described a Part of Lots 12 and 13, Broken Front Concession, Former Town of Bowmanville the following uses shall be permitted:
 - a. Limited retail stores less than 500 m²;
 - b. One credit union not present in the Bowmanville Urban Area on November 10, 2008; and
 - c. Private open space *amenity area* for use in conjunction with a hotel and/or other land use permitted by the Zoning By-law and approved by the Municipality in its discretion as appropriate for the use in conjunction with the private open space *amenity area*, provided that a building permit is issued for the construction of either the hotel or such other approved land use within ten years following the day on which the Zoning By-law Amendment under File No. ZBA 2005-0058 is approved by the Ontario Municipal Board, and provided further that if a building permit is not so issued, the Municipality may amend the Zoning By-law by deleting the private open space *amenity area* zone designation.

- ii. Notwithstanding Sections 10.5.1 and 10.5.3, the lands located at 680 Longworth Avenue and described by Assessment Roll Number 1817-020-020-15000 shall be developed with:
- A grocery store having a maximum gross floor area of 3,100 m² with the main pedestrian access within 18.5 metres of Scugog Street;
 - A public square in accordance with the policies of Section 10.5.4, which shall be located *adjacent* to the intersection of Scugog Street and Longworth Avenue;
 - A use intended to complement and interact with the public square having a maximum gross floor area of 200 m², either as part of the food store or as an independent business establishment. Said use shall face Scugog Street and have the main pedestrian access at the Longworth Avenue and Scugog Street intersection;
 - A multi-tenant building for retail, personal services and business, professional and/or administrative offices, with a minimum gross floor area of 700 m² and a maximum gross floor area of 790 m². The maximum size of an individual business establishment shall not exceed 250 m², with the exception of an eating establishment of which the gross floor area shall not exceed 350 m² and a financial office of which the gross floor area shall not exceed 450 m²; and
 - Residential *dwelling units* are encouraged as an *accessory use* either as stand alone or part of a *mixed use building*.

The *site* specific Zoning By-law associated with the development of this *site* shall only be considered after *site* plan and elevation drawings for this Neighbourhood Centre have been prepared to the satisfaction of the Municipality.

The *site* plan and elevation drawings shall address the following urban design principles:

- a. Compatibility: The commercial development shall be compatible with the established neighbourhood.
- b. Focal Point: The commercial buildings located at the intersection of Scugog Street and Longworth Avenue should be treated as a focal point. It shall include

articulated building elements that emphasize the focal point nature of these buildings.

- c. Building Design: The commercial development should incorporate high quality architectural treatments, building materials that provide visual interest at the scale of pedestrians, reduces building mass impacts, and respects the character of the established neighbourhood.
- d. Landscaping: Landscaping will be integrated in the *development* to visually enhance the site, to soften hard edges, to screen parking and loading areas, to mitigate potential conflicts arising from noise, emissions and visual impacts and to contribute towards environmental sustainability.
- e. Active Street Life: The commercial building located at the intersection of Scugog Street and Longworth Avenue shall include a specific area dedicated to contribute to an active street life and public square.
- f. Pedestrian Network: Interior walkways and private connections will be designed to complement and extend, but not replace, the role of the street as the main place for pedestrian activity. They should be accessible, comfortable, safe and integrated into the local pattern of pedestrian movement with direct, universal physical and visual access from the public sidewalk and clear path-finding within the site.

The developer will be required to provide off-site landscape buffering to address compatibility with the adjacent residential neighbourhoods.

The implementing Zoning By-law will contain performance standards to ensure that the new development will be compatible with the physical character of the established residential neighbourhood.

- iii. The lands on the west side of Liberty Street, identified as part of the Liberty Street Local Corridor shall function as a transitional area to the established neighbourhoods to the west of Liberty Street. Development on the west side of Liberty Street within the Local Corridor will, address the following urban design policies in addition to conforming to other policies of this document:

- a. Development within the Liberty Street Local Corridor shall not extend beyond the first established blocks west of Liberty Street, formed by the existing street network.
 - b. Building heights shall not exceed a 45 degree angular plane from any adjacent lot line to the west. This will minimize the overlook of buildings over existing neighbourhoods;
 - c. Provide appropriate separation between development on the west side of Liberty Street and existing neighbourhoods with buffering through landscaping and tree planting; and
 - d. Provide below grade parking or screen surface parking areas from direct view from the adjacent neighbourhood to the west.
- iv. Notwithstanding Sections 4.3.7., 4.3.9, Table 4-2, Table 4-3, 10.3.5, and 10.6.6 of the Official Plan, and the policy 6.8.4 of the Bayview (Southwest Courtice) Secondary Plan, the lands located on the southeast corner of Townline Road South and Bloor Street, identified by Assessment Roll Number 18-17-010-070-16216, and having a municipal address of 1405 Bloor Street, may be developed in accordance with the following standards to be implemented by way of a *site* specific zoning by-law amendment without requiring a holding symbol:
- a. a minimum building height of 1-storey for one convenience store associated with a motor vehicle fuel bar, one motor vehicle wash, and one eating establishment with a drive through;
 - b. a maximum floor space of 3,500 m² for non-residential uses;
 - c. no more than one non-residential unit may have a maximum leasable floor space of 1,000m²;
 - d. a minimum density of 52.0 Units/net Hectare;
 - e. a minimum Floor Space Index (FSI) 0.65;
 - f. a motor vehicle fuel bar, motor vehicle wash, and eating establishment with a drive-through facility located a minimum of 65 metres from Townline Road South and a minimum of 75 metres from the easterly lot line.

- v. The subject property with Assessment Roll No. (1817-030-130-08000) municipally addressed as 80 King Avenue West, Newcastle is designated Village Centre on Map A4. Subject to all other applicable policies in this Plan, this property may be developed in accordance with the following:
 - a. Notwithstanding Section 10.3.5 new commercial *development* on the subject lands is encouraged to be a minimum height of two *storeys*, where practical.
 - b. Notwithstanding 5.4.3 i), where refuse and recycling cannot be contained in the principal building, a separate enclosure may be constructed of materials and colours to match the principal buildings on the property, which enclosure shall be approved through a site plan application.
- vi. The subject property with Assessment Roll No. (1817-010-020-17225) municipally addressed as 2375 Regional Highway 2, Bowmanville is designated Urban Centre on Map A3. Subject to all other applicable policies in this Plan, this property may be developed in accordance with the following:
 - a. Notwithstanding Section 10.3.5 new commercial *development* on the subject lands is encouraged to be a minimum height of two *storeys*, where practical.
 - b. Notwithstanding 5.4.3 i), where refuse and recycling cannot be contained in the principal building, a separate enclosure may be constructed of materials and colours to match the principal buildings on the property, which enclosure shall be approved through a site plan application.
- vii. The subject property with Assessment Roll No. (1817-030-110-00100) municipally addressed as 1 King Avenue East, Newcastle is designated Village Centre on Map A4. Subject to all other applicable policies in this Plan, this property may be developed in accordance with the following:
 - a. Notwithstanding Section 10.3.5 new commercial *development* on the subject lands is encouraged to be a minimum height of two *storeys*, where practical.
 - b. Notwithstanding 5.4.3 i), where refuse and recycling cannot be contained in the principal building, a separate enclosure may be constructed of materials and colours to match the principal buildings on the property, which

enclosure shall be approved through a site plan application.

viii. The subject property with Assessment Roll No. (1817-010-020-17225) municipally addressed as 2405 Durham Regional Highway 2, Bowmanville is designated Urban Centre on Map A3 - Land Use Bowmanville Area and within a Centre on Map B Clarington Urban Areas. Subject to all other applicable policies in this Plan, this property may be developed in accordance with the following:

- a. Notwithstanding Section 10.3.5 new commercial *development* on the subject lands is encouraged to be a minimum height of two *storeys*, where practical.
- b. Notwithstanding 5.4.3 i), where refuse and recycling cannot be contained in the principal building, a separate enclosure may be constructed of materials and colours to match the principal buildings on the property, which enclosure shall be approved through a site plan application.

ix. The subject property with Assessment Roll No. (1817-010-020-18422) municipally addressed as 2000 Green Road, Bowmanville is designated Urban Centre on Map A3 - Land Use Bowmanville Area and within a Centre on Map B Clarington Urban Areas. Subject to all other applicable policies in this Plan, this property may be developed in accordance with the following:

- a. Notwithstanding Section 10.3.5 new commercial *development* on the subject lands is encouraged to be a minimum height of two *storeys*, where practical.
- b. Notwithstanding 5.4.3 i), where refuse and recycling cannot be contained in the principal building, a separate enclosure may be constructed of materials and colours to match the principal buildings on the property, which enclosure shall be approved through a site plan application.

23.19.3 Employment Exceptions

- i. Notwithstanding Sections 11.7.6, 11.6.4, and 19.3.2, a waste transfer station and material recovery and recycling facility for solid non-hazardous waste shall be permitted on lands designated "Light Industrial Area" in Part of Lot 26, Broken Front Concession, former Township of Darlington. The land

subject of this amendment is a 7.5 hectare portion of the property known municipally as 1 McKnight Road (Assessment Roll Number 1817-010-050-00110) and more specifically described in the implementing Zoning By-law.

The truck transport depot, maintenance facility and business and administrative offices shall be permitted as ancillary uses to the waste transfer station and material recovery and recycling facility and shall not function independently from these uses. The outside storage of waste containers and receptacles shall be permitted as an accessory use to a maximum *site* area equivalent of 8,200 square metres. The outside storage area shall not be used for the storage of waste or recyclable materials of any kind either within or outside a waste receptacle or container and shall be visually screened from Highway 401 by a landscaped berm satisfactory to the Municipality of Clarington.

The Municipality shall zone the lands with an appropriate *site* specific zone and shall implement a Holding (H) provision in accordance with Section 36 of the Planning Act, R.S.O. 1990 as amended. In addition to the requirements set out in Section 23.4.3 of this Plan regarding the Removal of Holding provisions, the Holding provision shall not be removed, and a conditional or full building permit shall not be issued by the Municipality of Clarington until:

- a. The Owner has executed an agreement with the Province of Ontario concerning the Owner's commitment (at their cost) to dismantle, demolish and remove the *waste* transfer station and material recovery and recycling facility for solid non-*hazardous waste* and the removal of any associated approvals necessary to operate the facility, and any associated impacts, when necessary for the Province of Ontario to proceed with the Highway 407 East Clarington Highway Link once it has received environmental approval as an Undertaking;
- b. The agreement has been registered against the title of the lands to which it applies;
- c. The Municipality has received written confirmation from both the Province of Ontario and the Owner that the agreement has been executed to the satisfaction of both parties; and

- d. The Municipality has received written confirmation from the Region of Durham Health Department that its conditions have been satisfied.
- ii. Notwithstanding Section 11.6.2, the sale, repair, and outdoor display and storage of commercial motor vehicles may be permitted in addition to other permitted uses on land located at 122 Lake Road within Part Lot 9, Broken Front Concession, Bowmanville, identified by Assessment Roll Number 1817-020-130-02600.
- iii. Notwithstanding Sections 11.6.2 and 11.7.4, a Freight Transport operation shall also be permitted on the lands known municipally as 1960 Baseline Road (Assessment Roll Number 1817-010-020-21140) and a 1.6 hectare portion of the property municipally known as 1972 Baseline Road (Assessment Roll Number 1817-010-020-21000) and more specifically described in the implementing Zoning By-law.
- iv. Notwithstanding Section 11.6.4 a) and b) open storage of materials associated with an assembly, manufacturing, fabricating or processing plant can occupy an area equivalent to 385% of the total gross building floor area and with a maximum height of 5 metres on the properties municipally known as 2021 Baseline Road (Assessment Roll Number 1817-010-020-15910) and 2033 Baseline Road (Assessment Roll Number 1817-010-020-15605) and more specifically described in the implementing Zoning By-law.

23.19.4 Agriculture Use Exceptions

- i. Notwithstanding Section 13.5.2, a place of worship is permitted at the northeast corner of Bloor Street and Hancock Road.
- ii. Notwithstanding Section 13.5.2 a golf driving range, mini-putt, associated storage facility and clubhouse, in addition to the existing residential dwelling, are permitted at the northeast corner of Holt and Taunton Roads, known as 5075 Holt Road, Assessment No. 181701013017700 within the Municipality of Clarington.
- iii. The following surplus dwelling lots have been approved by amendment to this Plan:

Table 23-1
Surplus Farm Dwelling Lot Exceptions

Exception No.	Assessment No.	Legal Description	Area of Surplus Dwelling Lot (ha)	Area of Remainder of Land (ha)
1	030-020-03600-0000 (1998)	Pt. Lot 16, Conc. 1, former Twp. of Clarke	0.6	26.9
2	010-160-14300-0000 (1998)	Pt. Lot 25, Conc. 7, former Twp. of Darlington	0.6	40.65
3	030-030-30100-0000 (1999)	Pt. Lot 18, Conc. 4, former Twp. of Clarke	0.8	77.3
4	010-080-083-50 (2000)	Pt. Lot 9, Conc. 4, former Twp. of Darlington	0.41	45.2
5	030-050-21500-0000	Pt. Lot 35, Conc. 5, former Twp. of Clarke	0.42	56.4
6 ¹	010-160-12700-0000 (2007)	Part Lot 34, Conc. 6, former Twp. of Darlington	0.89	30.81
7	010-130-03800 (2010)	Part Lot 24, Conc. 4, former Twp. of Darlington	0.5	34.74
8	030-010-03300 (2017)	Part Lot 8, Conc. B.F former Twp. Of Clarke Now RP;40R17771 Part 1	1.2	24.1
9	010-150-08900 (2019)	Part Lot 13, Conc. 8 former Twp. Of Darlington	0.41	21.73
10	030-050-12401 (2021)	Part Lot 27, Conc. 5 former Twp. Of Clarke	0.62	35.18
11	010-080-19900 (2022)	Part Lots 17 & 18, Conc. 4 former Twp. Of Darlington	0.608	36.5

¹ The severance is conditional upon the owner providing a 0.3 metre reserve along the road frontage of the properties and rezoning the properties to prohibit residential uses. This is applicable to both parcels 1817-010-160-13300 and 1817-010-12700 that were considered for this amendment.

- iv. *Agri-tourism* uses shall be permitted as an accessory use to a farm operation on the subject property identified by assessment roll 1817-030-020-12450 and municipally known as 3745 Highway 2, subject to Site Plan Control. Before an *agri-tourism* use shall be permitted, it must satisfy all of the following criteria:
- a. The use is small in scale and clearly associated with a farm operation on the subject property;
 - b. The proposed use shall not have a *negative impact* on the enjoyment and privacy of neighbouring properties;
 - c. Adequate on-site parking area is provided for the use;
 - d. The proposed access to the *site* will not cause a traffic hazard;
 - e. Measures are in place to mitigate noise levels wherever possible; and
 - f. The proposed use can be serviced with appropriate water and wastewater systems.

For the purpose of this amendment, *agri-tourism* shall be defined as:

Agri-tourism: means an activity or use which is small in scale, which promotes and educates public about farming and agricultural activities, and is directly related to the farm operation. Such uses may include farm tours, seasonal festivals and social events (charity events and wedding receptions) that benefit from the farm/rural setting.

- v. Notwithstanding Section 13.3, a nine hole pitch and putt golf course is permitted as accessory to a farm winery on those lands identified by Assessment Roll Number 1817-010-110-08600 located in Part of Lot 10, Concession 6, Former Township of Darlington, 6275 Liberty Street North. Zoning and *site* plan requirements will ensure that:
- a. The *pitch and putt golf course* will not occupy more than 10% of the total *lot* area;
 - b. Appropriate *buffers* and fencing will be incorporated into the design;
 - c. Permanent washroom facilities will be provided to the satisfaction of the Region of Durham;

- d. The *site* plan and design incorporate best management practices; and
- e. Appropriate monitoring and mitigation measures be taken.
- vi. Notwithstanding Section 13.5.2, an organic waste composting and wood waste processing facility shall be permitted on lands designated “General Agricultural Area” in Part Lot 27, Concession 1, former Township of Darlington. The bulk wholesale of compost and other materials produced on-site is permitted as an accessory use.

23.19.5 Environmental Protection Exceptions

- i. The property with Tax Assessment Roll Number 1817-010-040-01900, the retail sales of arts, crafts, antiques and/or other hobby items in addition to already permitted uses shall be permitted.
- ii. A 0.5 hectare parcel of land located within Part of Lot 29, Concession 3, former Township of Darlington as identified by Assessment Roll Number 1817-010-090-13900, 3872 Courtice Road, may also be used for the purposes of an existing automotive body shop.
- iii. A crematorium, chapel and ancillary uses may be permitted on land located within Part Lot 8, Concession 1, former Town of Bowmanville, identified by Assessment Roll Numbers 1817-020-120-08401 and 1817-020-120-19855.
- iv. Notwithstanding any other provision of this Plan, a hamlet residential use may be permitted on lands designated Environmental Protection Area on lands in Part Lot 20, Concession 8, former Township of Darlington having a municipal address of 2160 Regional Road 3, Enniskillen, identified by Assessment Roll Number 1817-010-150-15902.
- v. Notwithstanding Section 3.7, Section 14.4, and Section 23.9.1, the construction of a single detached dwelling and related accessory buildings shall be permitted on each of the properties identified by roll numbers 1817-030-080-10265 (4504 Regional Road 18) and 1817-030-080-10225 (4460 Regional Road 18) in Part Lot 9, Concession 4, former Township of Clarke. The developable area shall be defined in the implementing Zoning By-law.

- vi. The subject property with Assessment Roll No. 1817-030-060-19500 located in Part lot 32, Concession 10, Former Township of Clarke is designated Rural and has an Aggregate Extraction Designation overlay as identified on Map A1 (East Clarington). These lands shall be utilized in accordance with ARA Licence 3450. The following additional policies shall also apply.
 - a. Upon completion of the rehabilitation plan and the surrendering of the ARA license, the lands that have been reforested as well as a 30m wide vegetation protection zone shall be designated Environmental Protection Area and these lands shall also be zoned Environmental Protection;
 - b. Notwithstanding Section 14.4.5 a single detached dwelling and related accessory buildings are permitted in the Environmental Protection Designation in accordance with an approved Environmental Impact Study; and,
 - c. The land use designation and the zone by law provisions described in a) and b) will be completed in accordance with Section 15.3.1 of this Plan.

23.19.6 Other Site Specific Policies

- i. Kovacs Pit

The Kovacs Pit is located in Part Lots 1 and 2, Concession 9, former Township of Darlington and is identified on Map A1 (Darlington) by an overlay “Aggregate Extraction Area” designation. The following additional policies shall apply to these lands:

- a. A maximum of 45 ha may be disturbed by extraction and *aggregate* processing activities at any time. Inactive pit areas are considered disturbed until final rehabilitation is completed;
- b. Notwithstanding 15.3.6 and 15.3.7, a maximum of 50,000 tonnes per year of limestone may be imported and temporarily stored on-site for resale or blending with material extracted on-site as an *accessory use* to the licensed *aggregate* extraction operation, provided that a minimum of 100,000 tonnes of *aggregate* had been extracted from the Aggregate Extraction Area in the previous year;

- c. Crushing and other processing equipment shall be located below natural grade and setback from residences as defined in the implementing zoning by-law;
 - d. A well monitoring program shall be undertaken to the satisfaction of the Ministry of the Environment and the Region of Durham;
 - e. A minimum 100 m wide natural heritage *corridor* shall be created through the rehabilitation plan to connect the woodlots on the east and west sides of the *site*; and
 - f. In addition to perimeter tree planting, enhanced tree plantings shall be provided in the areas buffering the adjacent residences and woodlot, and shall be defined in a *site* plan approved by the Municipality.
- ii. Notwithstanding the policies contained in this Plan, the lands located at 35 and 45 Church Street in Bowmanville and described by numbers on the 2002 Assessment Roll as 1817-020-080-071 and 1817-020-080-09600 may be used as a parking lot in association with an existing motor vehicle sales establishment.
- iii. Notwithstanding section 3.4.21, lands located in Part of Lot 15 Concession 7, former Township of Clarke and described by numbers on the assessment role as 18-17-030-070-002 and further described as 4170 Regional Road 9 are located on lands below the 245 ASL CGD contour line and in accordance with Ontario Municipal Board decision dated June 12, 1992 (OMB Files O910036, S900044, and Z900131), these lands are exempt from any Clarington Official Plan policy dealing with lands situated within the Oak Ridges Moraine as identified on Maps A, C, D, E, F and G of this Plan.
- iv. Notwithstanding any other provision of this Plan, a new lot may be created for the existing single detached dwelling located on lands in Part Lot 18, Concession 5, former Township of Darlington having a municipal address of 28 Millstream Lane, Hampton, identified by Assessment Roll Number 1817-010-120-15650.
- v. Notwithstanding any other provision of this Plan, a place of worship, associated day care facilities and playing fields shall be permitted on the property known municipally as 1437 Taunton Road and identified by Tax Assessment Roll Number 1817-010-14009-200.

- vi. The permitted uses on the property with Assessment Roll Number 1817-010-110-18500 (5216 Darlington-Clarke Townline Road), also include unserviced camping and ancillary uses such as portable washrooms and day parking, as an intermittent and temporary use, accessory to adjacent lands that permit motor race events and music festivals, subject to the following:
- Permanent buildings and/or structures related to the temporary use are prohibited;
 - Alteration to grades is prohibited;
 - *Natural heritage features* will be appropriately buffered; and
 - *Site* Plan approval will be obtained to address such matters as *site* layout; access; temporary fencing, signage and lighting; and monitoring of measures to mitigate environmental impacts.
- vii. In addition to the permissions provided by the Rural designation, the property with Assessment Roll Number 1817-010-110-19100 (3061 Regional Road 20) shall be primarily used for:
- a. low intensity recreation,
 - b. recreation uses which are higher in intensity and require modification of the land surface accompanied by the introduction of buildings and structures, and
 - c. recreation uses of relatively low intensity requiring minimal modifications of the land surface, the minimal removal of trees, and relatively few if any buildings or structure;

In addition to the permitted uses described above, the permitted uses also include unserviced camping, ticket booths and ancillary uses such as portable washrooms and day parking, as accessory to nearby lands that permit music festivals, subject to the following:

- Permanent buildings and/or structures related to the temporary use are prohibited;
- Alteration to grades outside of the licensed area or fill area is prohibited;

- *Natural heritage features* will be appropriately buffered;
 - *Site Plan* approval will be obtained to address such matters as *site* layout; access; temporary fencing, signage and lighting; and monitoring of measures to mitigate environmental impacts.
- viii. Notwithstanding Section 18.3.5 a hospice shall also be permitted on the lands known municipally as 1785 Cobbledick Road (Assessment Roll Number 1817-030-030-01809) and more specifically described in the implementing Zoning By-law.
- ix. The permitted uses on the property with Assessment Roll Number 1817-010-110-13500 (7716 Bethesda Road), also include parking, temporary ticket processing booths and ancillary uses such as bus loading and parking areas, accessory to nearby lands that permit music festivals, subject to the following:
- Permanent buildings and/or structures related to the temporary use are prohibited;
 - Alteration to grades is prohibited;
 - *Natural heritage features* will be appropriately buffered; and
 - *Site Plan* approval will be obtained to address such matters as *site* layout; access; temporary fencing, signage and lighting; and monitoring of measures to mitigate environmental impacts.
- x. The subject properties with Assessment Roll No. 1817-030-060-18800 located in Part lots 26, 27 and 28, Concession 10, Former Township of Clarke are designated Rural and have an Aggregate Extraction Designation overlay as identified on Map A1 (East Clarington). These lands shall be utilized in accordance with ARA Licence 3195. The following additional policies shall also apply.
- a. Upon completion of the rehabilitation plan and the surrendering of the ARA license, the lands that have been reforested as well as a 30m wide vegetation protection zone shall be designated Environmental Protection Area and these lands shall also be zoned Environmental Protection.

- b. The remainder of the lands shall be designated Rural and shall be zoned in accordance with the Rural land use designation, and
 - c. The land use designation and the zoning by law provision described in a) and b) will be completed in accordance with Section 15.3.1 of this Plan.
- xi. Notwithstanding the Natural Heritage System and Environmental Protection Policies of this Plan, on the subject properties with Assessment Roll Numbers 1817-030-060-18400 and 1817-030-060-18800 located in Part Lots 25 and 26, Concession 10, Former Township of Clarke in association with an ARA licensed mineral aggregate operation, the natural heritage system linkage area that links the woodlot on the subject lands to the woodlots located north and south of the subject lands may be removed subject to the following:
 - a. A minimum 40m wide natural heritage system linkage shall be re-created to connect the woodlots located on Lots 25 and 26, Concession 10 and to the woodlots located both north and south of these lands as part of the rehabilitation plan for these lands;
 - b. Upon completion of the rehabilitation plan and the surrendering of the license that affects these lands, the recreated natural heritage system linkage area shall be designated Environmental Protection Area and these lands shall also be zoned Environmental Protection.
 - c. The land use designation and the zoning by law provision described in a) and b) will be completed in accordance with Section 15.3.1 of this Plan.

23.20 Delegated Authority

- 23.20.1 Council may, by by-law, delegate the authority to pass by-laws under section 34 of the Planning Act, that are of a minor nature, to a committee of Council or an individual who is an officer or employee of the municipality.
- 23.20.2 Delegation of authority to pass by-laws under section 34 of the Planning Act shall be limited to:
- a) a by-law to remove a holding “H” symbol;
 - b) a by-law to authorize the temporary use of land, buildings, or structures; and

- c) a housekeeping by-law for the purpose of making clerical or other changes to assist in the interpretation of the zoning by-law.

23.20.3 The delegation of authority authorized under section 23.20.2 may be subject to condition of Council.

23.20.4 Delegations of authority may be withdrawn, by by-law, in respect of any by-law for which a final disposition was not made before the withdrawal.

Chapter 24

Interpretation

Municipality of Clarington Official Plan

24 Interpretation

24.1 General

- 24.1.1 All Maps must be read in conjunction with the applicable policies of the text. All policies must be considered together to determine conformity. Individual policies shall not be read or interpreted in isolation. Unless otherwise specified, deviation from the provisions of the text and Maps will require an amendment to this Plan.
- 24.1.2 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 Plan.
- 24.1.3 Where the boundaries of various land use designations as shown on Map A coincide with physical features such as creeks, rail lines, roads and *utility* lines, or instruments such as lot and concession lines or property limits, these boundaries are meant to be exact. In the absence of any of the above, minor deviations to the boundary may be permitted without amendment provided such deviations do not alter the intent of this Plan.
- 24.1.4 Unless otherwise specified, detailed policies, including secondary plan policies prevail over the general policies or strategic policies in the event of conflict.
- 24.1.5 Figures, measurements, and quantities contained in this Plan are meant to be approximate unless otherwise specified. A flexible interpretation shall not be allowed for the purpose of convenience but may only be considered if warranted on valid planning grounds. However, any deviation shall be minor and in no case, shall exceed 10%.
- 24.1.6 The information shown on Maps D and F are not land use designations. The Maps show the general location of the identified features and should be read in conjunction with the applicable policies. Minor deviations to the boundaries of the identified features may be permitted without amendment provided such deviations do not alter the intent of this Plan.
- 24.1.7 *Development* proponents shall be responsible for fulfilling all applicable requirements of other regulatory agencies, including but not limited to Environmental Compliance Approvals issued under the Environmental Protection Act.

Interpretation

- 24.1.8 Where the policies of this Plan contradict the policies of the Greenbelt Plan, the more restrictive policies shall prevail. However, in the case of *agricultural uses*, mineral aggregate resources, and wayside pits, the policies of the Greenbelt Plan shall prevail.
- 24.1.9 Where the policies of this Plan contract the policies of the Oak Ridges Moraine Conservation Plan, the more restrictive policies shall prevail. However, in the case of *agricultural uses*, *mineral aggregate operations*, and wayside pits, the policies of the Oak Ridges Moraine Plan shall prevail.
- 24.1.10 In the event any provision of this Plan is in conflict with the Durham Regional Official Plan, the latter shall prevail to the extent of the conflict. In those cases where the provisions of this Plan are more restrictive, such restrictive provisions shall prevail.
- 24.1.11 In the event the Durham Regional Official Plan is silent or there is an absence of detailed policy, the provisions of this Plan shall prevail provided they do not contravene the intent of the Durham Regional Official Plan.
- 24.1.12 It is recognized that various provisions of the existing Zoning By-law 84-63 as amended, are not in conformity to this Plan. It is the intent of Council to amend the said by-law or to prepare a new Zoning By-law so as to ensure the provisions of this Plan are properly implemented.
- 24.1.13 The indication of roads, *parks*, schools and other services shall not be interpreted as being a commitment by the Municipality or other Authority having jurisdiction to provide such services at the planned location by a certain point in time. They are subject to detailed design and capital budget approval by Council on an annual basis.
- 24.1.14 Where a property is covered by an amendment to the Official Plan of the former Town of Newcastle duly approved by the Minister of Municipal Affairs or the Region of Durham, it is not the intention of Council to apply the policies of this Plan retroactively. However, if *development* does not proceed within 5 years from the date of adoption of this Plan by Council, it is Council's intention to review the appropriateness of such amendments at the next official plan review.
- 24.1.15 All references to a chapter, section or subsection are implied to mean this Plan.
- 24.1.16 This Plan has been prepared in accordance with relevant Provincial Policies and/or Plans. Specific terms appearing in italics are defined in this Plan and these definitions are consistent with

the definitions provided in the Provincial Policy Statement (PPS), Oak Ridges Moraine Conservation Plan, Greenbelt Plan, and Growth Plan for the Greater Golden Horseshoe. For specific applicability to any respective Provincial Policy or Plan regard should be given to that document.

For specific applicability to lands located within the Oak Ridges Moraine as shown on Map H, reference shall be made to Section 3 of the Oak Ridges Moraine Conservation Plan for detailed definitions of terms used in the relevant policies of this Plan.

- 24.1.17 Technical changes to the base information on Maps A through J shall be made without amendment to this Plan.

24.2 Definitions

- 24.2.1 The **definitions** of terms contained in this Plan are as follows:

Accessory Use: the use of any land, building or structure which is subordinate or incidental to the principal use located on the same *lot*.

Active Transportation: *Active transportation* refers to all human powered forms of transportation, in particular walking and cycling. It includes the use of mobility aids such as wheelchairs and can also encompass other active transport variations such as in-line skating, skateboarding, and cross-country skiing. *Active transportation* can also be combined with other modes, such as public transit.

Additional Dwelling Unit: a self-contained *dwelling unit* located within a permitted residential dwelling or a permitted accessory building and secondary to the principal dwelling on the same *lot*.

Adjacent: means

- a) In relation to natural features identified on Map D, means contiguous to a natural feature where there is a probability that *development* may have a *negative impact* on that feature. Generally *adjacent* lands are considered to be within 120 metres from any part of the feature.
- b) In regard to cultural heritage and archaeology, those lands contiguous to, or located within 50 m of a *protected heritage property*; and
- c) In regard to High Potential Aggregate Resource Areas, those lands are determined to be within 300 metres of the resource.

Adverse Effect: as defined in the Environmental Protection Act, means one or more of:

- a) Impairment of the quality of the natural *environment* for any use that can be made of it;
- b) Injury or damage to property or plant or animal life;
- c) Harm or material discomfort to any person;
- d) An *adverse effect* on the health of any person;
- e) Impairment of the safety of any person;
- f) Rendering any property or plant or animal life unfit for human use;
- g) Loss of enjoyment of normal use of property; and
- h) Interference with normal conduct of business.

Adversely Affect: means to have an *adverse effect* on.

Affordable: means

- a) In the case of ownership housing, the least expensive of:
 - Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 - Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;
- b) In the case of rental housing, the least expensive of:
 - 1. A unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 - 2. A unit for which the rent is at or below the average market rent of a unit in the regional market area.

Aggregate: means sand, gravel, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite and other non-metallic ores.

Agricultural Uses: means

- a) Growing crops, including nursery, biomass and horticultural crops;

- b) Raising livestock and other animals;
- c) Raising of other animals including poultry and fish for food, fur or fibre;
- d) Apiaries;
- e) Aquaculture;
- f) Agro-forestry and maple syrup production;
- g) Associated on-farm buildings and structures, including but not limited to livestock facilities, manure storages, value-retaining facilities; and
- h) Accommodation for full-time farm labour when the size and nature of the operation requires additional employment (in accordance with section 13.3 of this Plan).

Agriculture-Related Uses: means those farm related commercial and industrial uses that generally small in scale:

- a) Support agriculture;
- b) Are directly related to a farm operation;
- c) Are required in close proximity to the farm operation;
- d) Provide direct products and/or services to farm operations as an exclusive activity; and
- e) Process agricultural commodities into new forms that enhance their value and may include off-farm inputs.

Agri-Tourism: means those farm-related tourism uses, such as farm tours, education courses, wineries, including limited accommodation such as a *bed and breakfast* and farm vacation homes that promote the enjoyment, education or activities related to the farm operation.

Amenity Area: an interior area within a building or an outdoor area exterior to a building which is designed and intended primarily for the leisure and *recreation* of the occupants.

Aquifer Vulnerability: means an aquifer's intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.

Archaeological Resource: means the remains of any building, structure, activity, place, cultural feature or object which, because of

the passage of time, is on or below the surface of land or water, and is of significance to the understanding of the history of a people or place. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Areas of Archaeological Potential: means areas with the likelihood to contain *archaeological resources*. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features which have been identified by the Ministry of Natural Resources as having values related to natural heritage protection, scientific study, or education.

Auto Auction Facility: means a building, structure or lands used for the storage of used vehicles which are to be sold on the premises by public auction, and for the sale of the said vehicles by public auction on an occasional basis.

Auto Wrecker/Auto Dismantler/Recycler: means a building, structure or lands uses for the storage of used vehicles which are to be dismantled on the premises and for the sale of parts of the said vehicles on site.

Bed and Breakfast: means an establishment that provides sleeping accommodation (including breakfast and other meals, services, facilities and amenities for the exclusive use of guests) for the travelling or vacationing public in up to three guest rooms within a *single detached dwelling* that is the principal residence of the proprietor of the establishment.

Brownfield: means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Buffer: an area intended to minimize potential conflict between land uses.

Built-up Area: means all land within the *Built Boundary*. *Development* located within the *Built-up area* contributes towards the Provincial and Regional *intensification* target. The *Built-up area* is identified on Map B Urban Area Structure.

Built Boundary: means the limits of the developed urban area as defined by the Ministry of Public Infrastructure Renewal.

Built Heritage Resources: means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest by a community, including Aboriginal community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

Climate Change Adaptation: refers to actions that respond to the actual or predicted impacts of climate change which also take advantage of opportunities or reduce associated risks.

Climate Change Mitigation: refers to actions taken to eliminate or reduce factors that negatively contribute to climate change, including strategies to reduce greenhouse gas sources and emissions and enhance greenhouse gas sinks.

Compact Urban Form: A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for *infrastructure*. *Compact urban form* can include detached and semi-detached houses on small *lots* as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Complete Streets: means the roadways and *adjacent* public areas that are designed to accommodate users of all ages and abilities, including pedestrians, cyclists, transit users, and motorists.

Connectivity: means the degree to which *natural heritage features* are connected to one another by links such as plant and animal movement corridors, hydrological and nutrient cycling, genetic transfer, and energy flows through food webs.

Conserved: means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value, or interest is retained. This may be addressed through a heritage impact assessment.

Contaminated Sites: refers to lands, buildings or structures that, for reasons of public health and safety or environmental quality, may present potential health or environmental hazards as a result of past activities conducted on them, but do not include natural hazard

lands. Sources of contamination can include disposal of *waste* materials, raw material storage, residues left in containers, maintenance activities and spills.

Conversion of Employment Lands: means redesignation from employment area to another urban designation, or the introduction of a use that is otherwise not permitted in the employment areas designation.

Correctional Residence: means a residence for the accommodation of up to eight persons, excluding staff that is maintained and operated primarily for persons who have been placed on probation or released on parole under provincial or federal statute; or youth who have been charged under provincial or federal statute and who have been placed in detention or custody.

Corridor: is a Regional or Local *corridor* which provides connections between Centres and between residential and employment uses and is not a *utility* corridor or hydro corridor. *Corridors* are considered the main artery of the Municipal urban structure and support the movement of people and goods. *Corridors* are measured 100 metres back from the edge of the street right-of-way and are intended to function as *complete streets*, be pedestrian friendly and incorporate sidewalks, street trees, building entrances, and transit and bicycle routes.

Crime Prevention Through Environmental Design (CPTED): means the use of design principles and effective use of the built *environment* which may lead to a reduction of the opportunities for crime, and an improvement of the quality of life. CPTED emphasizes modifications to the physical *environment* as a way to complement community-based policing, neighbourhood watch, and social programs that aim to reduce some of the root causes of criminal behaviour.

Cultural Heritage Landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community including an aboriginal community. The area may involve features such as structures, spaces, archaeological *sites* or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act and villages, *parks*, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas, and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities.

Cultural Heritage Resource: means man-made or natural features, including structures, objects, neighbourhoods, landscapes and archaeological *sites* that have been identified as significant by the local municipality or the province for being meaningful components of a community's cultural heritage or identity.

Cultural Heritage Resources List: means the list or inventory of properties that the Municipality has identified as having cultural heritage value or interest. There are three categories of properties on the list including Primary, Secondary and Heritage Merit, and it is maintained by the Planning Services Department.

Cumulative Impact: the combined effects or potential effects of one or more *development* activities in a specified area over a particular time period which may occur simultaneously, sequentially, or in an interactive manner.

Design Guidelines: a set of discretionary statements and/or plans to guide land *development* to achieve a high quality physical *environment*.

Development: means any of the following events:

- The construction, erection, or placing of a building or structure;
- The addition to or alteration of a building or structure;
- The creation of a new *lot* and/or increase in the number of permitted units on a lot;
- The change in use or the increase in intensity of use of any building, structure, or premises;
- Activities such as site-grading, excavation, removal of topsoil or peat, the placing or dumping of fill, or the extraction of mineral *aggregate*; or drainage works, except for the maintenance of existing municipal and agricultural drains.

But does not include:

- Activities that create or maintain *infrastructure* authorized under an *environmental assessment process*;
- Works subject to the Drainage Act.

Development Charges: refers to charges levied by the Municipality under the authority of the Development Charges Act on development as defined under the Act and the Municipality's by-law.

Dwelling Unit: means one or more habitable rooms, occupied or capable of being occupied as an independent and separate housekeeping establishment, in which separate kitchen and sanitary facilities are provided for the exclusive use of the occupants.

Ecological Features: means naturally occurring land, water and biotic features that contribute to *ecological integrity*.

Ecological Functions: in regards to natural features and functions, means the natural processes, products or services that plant and animal species and the non-living *environment* provide or perform that are necessary to the maintenance of the integrity of *ecosystems*.

Ecological Integrity: which includes *hydrological integrity*, means the condition of *ecosystems* in which:

- a) The structure, composition and function of the *ecosystems* are unimpaired by stresses from human activity;
- b) Natural ecological processes are intact and self-sustaining;
and
- c) The *ecosystems* evolve naturally.

Ecological Value: means the value of vegetation in maintaining the health of the *natural heritage feature* and the related *ecological features* and *ecological functions*, as measured by factors such as the diversity of species, the diversity of *habitats*, and the suitability and amount of *habitats* that are available for *rare vegetation communities*, *threatened species* and *endangered species*.

Ecosystem: a system in which living organisms, including humans, interact with each other and their non-living physical *environment* in a series of complex and inter-related relationships. *Ecosystems* exist at different scales, including *site*, local, regional, provincial, national and global scales.

Endangered Species: means any native species, as listed in the regulations under the *Endangered Species Act* that is at risk of extinction throughout all or part of its Ontario range if the limiting factors are not reversed.

Environment: refers to both the natural and man-made *environments*, which include air, soil, water, plant and animal life, social and cultural conditions, buildings or structures, or any combination thereof.

Environmental Assessment Process: refers to a process for approving, modifying or denying an undertaking under either the

Canadian Environmental Assessment Act or the Ontario Environmental Assessment Act.

Farm Produce Outlets: means a building in which farm produce, is offered for sale, and may include the limited sale of farm produce which has been reprocessed.

Fish Habitat: the spawning grounds and nursery, rearing and food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes as further identified by the Department of Fisheries and Oceans (Canada).

Flood Plain: the area of land adjacent to a watercourse that may be subject to flooding.

Floodway: the channel of a stream and the inner portion of the *flood plain* where the severity of flood depths and velocities would pose a threat to life or cause property damage.

Floor Space Index (FSI): the ratio of the total floor area of a building or buildings excluding enclosed parking areas, loading facilities and garbage rooms to the area of the *lot* on which the building or buildings are located. For example, a *floor space index (FSI)* of 2.0 would indicate that the total floor area of a building could be up to two times the area of the *lot* on which it is located. Floor space indices are meant to be exact.

Forest Access Road: means a one or two -lane unpaved road that is designed to provide access to and within a *woodland* for wildlife, fish and *forest management* purposes.

Forest Management: means the management of *woodlands* in a *sustainable* manner which may include *accessory uses* such as the construction and maintenance of *forest access roads* and maple syrup production facilities:

- a) For the production of wood and wood products, including maple syrup;
- b) To provide outdoor *recreation* opportunities;
- c) To maintain, and where possible improve or restore, conditions for wildlife; and
- d) To protect water supplies.

Garden Suite: a self-contained, temporary *dwelling unit* designed to be portable and is secondary to the principal *dwelling unit* on the same *lot*.

Good Forestry Practices: means the proper implementation of harvest, renewal and maintenance activities known to be appropriate for the forest and environmental conditions under which it is being applied and which minimize detriments to forest values, including: significant *ecosystems*, important fish and *wildlife habitat*, soil and water quality and quantity, forest productivity and health; and the aesthetic and recreational opportunities of the landscape. *Good forestry practices* include the cutting and removal of hazardous, severely damaged, diseased and insect infested trees which must be removed in order to prevent contamination or infestation of other trees, or which no longer contribute to the achievement of forest values.

Green Development Standards: refers to a collection of criteria or metrics that may be used for evaluating the environmental sustainability of a proposed development.

Green Infrastructure: refers to natural and semi-natural systems that perform an *infrastructure* function, provide more opportunities to contribute to improved air and water quality, energy and water efficiency and conservation, and *climate change mitigation* and *climate change adaptation* than traditional *infrastructure*.

Greenfield Area: means the area within the Urban Area boundary and outside the *Built-up Area* that have not been developed, as identified on Map B.

Gross Density: is calculated by dividing the number of people, jobs or units by the *gross developable area*.

Gross Developable Area: means the area of the *site* or *lot* less the area designated Environmental Protection, and major *infrastructure* that is built or approved under the Environmental Assessment Act (Provincial 400 series highway rights of way, hydro corridors, and hydro generation stations).

Gross Leasable Floor Area: means the total floor area, measured from exterior walls, excluding areas for mechanical services, public common areas, interior pedestrian walkways, enclosed parking areas and areas associated with institutional and residential uses.

Ground Water Discharge: the significant addition of ground water to surface water systems.

Ground Water Features: means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Ground Water Recharge: the significant addition of water by natural processes to the ground water regime.

Habitat: means areas of the natural *environment* upon which animal or aquatic wildlife, and plants depend for survival as self-sustaining populations, including land and water needed for protection, breeding, or food supply.

Habitat of Endangered Species and Threatened Species: means

- a) With respect to a species listed on the Species at Risk in Ontario List as an *endangered* or *threatened species* for which a regulation made under clause 55(1)(a) of the Endangered Species Act, 2007 is in force, the area prescribed by that regulation as the *habitat* of the species; or
- b) With respect to any other species listed on the Species at Risk in Ontario List as an *endangered* or *threatened species*, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Ontario Ministry of Natural Resources; and
- c) Places in the areas described in clause (a) or (b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.

Hazardous Waste: has the same meaning as in Regulation 347 of the Revised Regulations of Ontario, 1990.

Heritage Attributes: means the principal features or elements that contribute to a *protected heritage property's* cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*).

Heritage Resource: property of cultural or natural heritage importance, that being natural and cultural lands, areas and *corridors* and the features thereof, including buildings and other structures, archaeological and paleontological *sites*, cemeteries and other burial places.

Home Industry: a small scale industrial use primarily serving the agricultural community which is an *accessory use* to a farm or rural residential *lot* and includes such uses as furniture restoration, small engine repair, welding, crafts, which is accessory to a *single detached dwelling*. It shall not include auto repair, furniture stripping

or outside storage of materials or the storage of commercial motor vehicles. A *home industry* may be conducted in whole or in part in an accessory or farm building.

Home-based Occupation: use of a residential dwelling for the purpose of conducting businesses including professional offices, personal services, instructional services, homecraft business, private day care, *bed and breakfast*, and repair services excluding small engines and vehicles.

Hydrological Cycle: means the circulation of water from the atmosphere to the earth and back through precipitation, runoff, infiltration, groundwater flow and evapotranspiration, including the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the *environment* including its relation to living things.

Hydrological Functions: means the functions of the *hydrological cycle* that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the *environment* including its relation to living things.

Hydrological Integrity: means the condition of *ecosystems* in which hydrological features and *hydrological functions* are unimpaired by stresses from human activity.

Hydrologically Sensitive Feature: *hydrologically sensitive features* include the following:

- a) Wetlands;
- b) Watercourses;
- c) Seepage areas and springs;
- d) Aquifers;
- e) Recharge areas;
- f) Groundwater features; and
- g) Lakes and their littoral zone.

Impervious Surface: means a surface that does not permit the infiltration of water, such as a rooftop, sidewalk, paved roadway, driveway or parking *lot*.

Infrastructure: the combination of public works and facilities including roads, transit terminals, municipal water and sewage systems, stormwater systems, schools, hospitals, libraries, *parks*, community and *recreation* centres, and any other public projects.

Institutional Use – (Oak Ridges Moraine): includes, without limitation, a long-term care facility, hospital, school, university or college.

Intake Protection Zone: The contiguous area of land and water immediately surrounding a surface water intake, which includes:

- The distance from the intake;
- A minimum travel time of the water associated with the intake of a municipal residential system or other designated system, based on the minimum response time for the water treatment plant operator to respond to adverse conditions or an emergency; and
- The remaining watershed area upstream of the minimum travel time area (also referred to as the Total Water Contributing Area) – applicable to inland water courses and inland lakes only.

Intensification: means the *development* of a property, *site* or area at a higher density than currently exists through:

- a) Redevelopment, including the reuse of brownfield sites;
- b) The *development* of vacant and/or underutilized *lots* within previously developed areas;
- c) Infill *development*; and
- d) The expansion or conversion of existing buildings.

Kame: means a mound, hummock or conical hill of glacial origin.

Landform Conservation Area – (Oak Ridges Moraine): is an area possessing significant *landform features* such as step slopes, *kames*, kettles, ravines and ridges.

Landform Feature: means distinctive physical attributes of land such as slope, shape, elevation and relief.

Linkage: means natural areas within the landscape that ecologically connect the *Natural Heritage System*. They are avenues along which plants and animals can propagate, genetic interchange can occur, populations can move in response to environmental changes and life

cycle requirements, and species can be replenished from other natural areas. Conserving *linkages* also protects and enhances the *Natural Heritage System*.

Liquid Industrial Waste: has the same meaning as in Regulation 347 of the Revised Regulations of Ontario, 1990.

Lot: means a parcel of land that is:

- a) Described in a deed or other document legally capable of conveying an interest in the land; or
- b) Shown as a *lot* or block on a registered plan of subdivision.

Low and Moderate Income Households: means

- a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or
- b) In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

Low Intensity Recreation: means uses that have minimal impact on the natural *environment*, and require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to the following uses: non-motorized trail uses; natural heritage appreciation, unserviced camping on public and institutional land.

Major Development – (Oak Ridges Moraine): means *development* consisting of:

- a) The creation of four or more *lots*;
- b) The construction of a building or buildings with a ground floor area of 500 m² or more; or
- c) The establishment of a *major recreational use* such as a ski hill, golf course or serviced campground.

Major Office: means freestanding office buildings of 10,000 m² or greater or with 500 or more jobs.

Major Recreational Uses: means recreational uses that require large-scale modification of terrain, vegetation or both and usually also require large-scale buildings or structures, including but not limited to golf courses; serviced playing fields; serviced campgrounds; and ski hills.

Major Retail Use: means large-scale retail operations and commercial facilities with a *gross leasable floor area* of 2,000 m² or greater.

Massing: the overall bulk, size, physical volume, or magnitude of a building or structure.

Meander Belt: means the area within which a stable river channel can be expected to move laterally back and forth over a given stream reach during the next 100 years.

Minimum Distance Separation Formulae: means formulae and guidelines developed by the Province as amended from time to time to separate land uses so as to reduce incompatibility concerns about odour from livestock facilities.

Mixed Use: a *development* comprised of a mix of land uses either in the same building or in separate buildings. The mix of land uses may include commercial, industrial, and/or institutional uses but must include residential dwellings.

Mixed Use Building: means a building containing residential apartments and at least one non-residential use.

Mixed Use Development: a *development* comprised of a mix of land uses in addition to residential, either in a mixed-use building or in separate buildings located along a *Regional Corridor*.

Multi-Modal Transportation: means several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

Municipal Register: means the listing of heritage properties which Council has after consultation with the Clarington Heritage Committee (CHC)

- a) Individually designated under Part IV of the Ontario Heritage Act;
- b) Designated as part of a heritage conservation district under Part V of the Ontario Heritage Act; or
- c) Included due to concern for the future of the property.

The *Municipal Register* is maintained by the Municipal Clerk.

Municipally Initiated Comprehensive Review: means an Official Plan review, initiated and undertaken by the Municipality that comprehensively considers the Provincial and Regional policies. It

can be undertaken on specific land use components, such as residential, employment, or undertaken as one comprehensive plan.

Natural Heritage Features: includes, but is not limited to features and areas, including *Wetlands, Woodlands, Wildlife Habitat, Fish Habitat* and *Riparian Corridors, Valleylands, Areas of Natural and Scientific Interest (ANSI), rare vegetation communities, Habitat of Endangered Species or Threatened Species*, which are important for their environmental and social values as a legacy of the natural landscape.

Natural Heritage System: means a system made up of *natural heritage features* and areas, *hydrologically sensitive features* and *linkages* intended to provide *connectivity* (at the regional or *site* level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and *ecosystems*. These systems can include *natural heritage features* and areas, *hydrologically sensitive features*, federal and provincial *parks* and conservation reserves, other *natural heritage features*, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable *ecological functions* to continue.

Natural Self-Sustaining Vegetation: means *self-sustaining vegetation* dominated by native plant species.

Negative Impact: as it relates to *natural heritage features*, the feature or the *ecological functions* for which the feature is identified are either lost or significantly impaired.

Net Density: is calculated by dividing the number of people, jobs or units by a *net developable area*.

Net Developable Area: means the *gross developable area* less any public roads and widenings, public *parks*, stormwater ponds, non-developable land, schools and similar public land areas.

Old Growth Woodland: means any *woodland* or stand, whether natural or planted, within which trees 100 years or older predominate.

On-farm Diversified Uses: means uses that are secondary to the principal *agricultural use* of the property and are limited in area. Uses include, but are not limited to, farm gate sales and seasonal *farm produce outlets*, and uses that produce value added agricultural products from the farm operation.

Original Half Lot – (Oak Ridges Moraine): means half of an *original lot* that contained 80.9 hectares (200 acres), more or less.

Original Lot – (Oak Ridges Moraine): means a township *lot* shown on a plan certified by the Surveyor General of Ontario as being the original plan of an original survey.

Partial Service – (Oak Ridges Moraine): means connections linking a building to:

- a) A communal sewage or water service or a full municipal sewage or water service; and
- b) An individual on-site sewage or water system.

Park: means municipally owned or leased *sites* that are designated, and appropriately developed (including un-serviced *sites*), for community use for indoor and/or outdoor, programmed and/or self-directed sport, fitness, physical activity, culture, leisure and social pursuits.

Pitch and Putt Golf Course: an area of land operated for the purpose of a par 3 golf course in which the maximum distance from the tee to hole shall be 160 metres. A *pitch and putt golf course* shall not include *accessory uses* such as a golf driving range, a mini-putt, a club house, a restaurant or a bar. A *pitch and putt golf course* shall be designed with no changes to existing natural grade with the exception of minimal changes for tees and greens.

Plantation: shall mean a *woodland* or portion of a *woodland* in which the majority of trees have been planted.

Portable Asphalt Plant: means a facility

- a) With equipment designed to heat and dry *aggregate* and to mix *aggregate* with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
- b) Which is not of permanent construction but which is to be dismantled at the completion of the construction project.

Prime Agricultural Land: means Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Protected Heritage Property: means real property designated under Parts IV, V or VI of the Ontario Heritage Act, property subject to a heritage conservation easement property under Parts II or IV of

the Ontario Heritage Act, property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Provincial Plan: means a *provincial plan* within the meaning of Section 1 of the Planning Act.

Rapid Infiltration Basin: means a basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from *impervious surfaces*.

Rapid Infiltration Column: means a column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from *impervious surfaces*.

Rare Vegetation Community: means either a provincially rare community or a vegetation community that is poorly represented in the Region of Durham as identified by the Natural Heritage Information Centre (NHIC), or local conservation authority having jurisdiction.

Recreation: means leisure time activity undertaken in built or natural settings for arts and cultural pursuits, purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction, and the achievement of human potential.

Redevelopment: the creation of new units, uses or *lots* on previously developed land in existing communities.

Regulatory Flood: the standard used to define the *flood plain* limits for regulatory purposes based on Hurricane Hazel, a one hundred year flood, or subject to the approval of the Minister of Natural Resources, an observed flood event.

Residence Surplus to a Farming Operation: means

- a) If there are two or more farm residences, both built before 1978, on a *lot* that is being used in a farming operation, one of those residences that is surplus to the farming operation; or

- b) If the owner and operator of a farming operation acquires an additional *lot* and uses it in the consolidated farming operation, any existing farm residence that is surplus to the consolidated farming operation.

Retail Uses: uses where goods or merchandise are sold such as, food, general merchandise, apparel, hardware, home furnishings, specialty retail, beer, liquor and wine, automotive products, and home improvement products, including department stores and supermarkets.

Riparian Corridors: means the lands *adjacent* to watercourses, lakes, ponds, and *wetlands* which are transitional areas between aquatic and upland habitats and as such can provide natural features, functions and conditions that support fish life processes and protect *fish habitat*.

Rural Lot – (Oak Ridges Moraine): means a *lot* that is at least 97.5 per cent of the land that is left in an *original lot* or an *original half lot* after the deduction of any land that is:

- a) Conveyed at any time for transportation, utilities and *infrastructure* facilities, whether before, on, or after November 16, 2001; or
- b) Validly conveyed before June 27, 1970.

Rural Residential Cluster: shall mean a definable node of non-farm residential *lots* located in the rural area identified in the Zoning By-law.

Sand Barrens: means land (not including land that is being used for agricultural purposes and no longer exhibits *sand barrens* characteristics) that:

- a) Has sparse or patchy vegetation that is dominated by plants that are:
 - a. adapted to severe drought and low nutrient levels; and
 - b. maintained by severe environmental limitations such as drought, low nutrient levels and periodic disturbances such as fire.
- b) Has less than 25 per cent tree cover;
- c) Has sandy soils (other than shorelines) exposed by natural erosion, depositional process or both; and

- d) Has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

Savannah: means land (not including land that is being used for agricultural purposes and no longer exhibits *savannah* characteristics) that:

- a) Has vegetation with a significant component of non-woody plants, including *tallgrass prairie* species that are maintained by seasonal drought, periodic disturbances such as fire, or both;
- b) Has from 25 per cent to 60 per cent tree cover;
- c) Has mineral soils; and
- d) Has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

Self-Sustaining Vegetation: means vegetation dominated by plants that can grow and persist without direct human management, protection, or tending.

Sensitive Land Uses: means buildings, *amenity areas*, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby major facility. *Sensitive land uses* may be a part of the natural or built *environment*. Examples may include, but are not limited to: residences, day care, centres, and educational and health facilities.

Service Uses: Uses such as restaurants, hair salons, dry cleaners, shoe repair, video rental stores, tailors, laundromats, travel agencies, photographers, veterinary clinics, fitness and health clubs, medical and dental offices, legal and real estate offices, financial and insurance offices, bank kiosks, appliance repair shops, and personnel agencies.

Significant: in regard to *areas of natural and scientific interest*, *valleylands*, *wetlands*, and *wildlife habitat*, means identified as significant using evaluation procedures established by the Province, as amended from time to time.

Significant Plantation: shall mean a *plantation* greater than 4 ha, which is structurally diverse and in good health, and which provides

important *ecological functions*. Significance of a *plantation* within the Oak Ridges Moraine is determined by the Ministry of Natural Resources using evaluation procedures established by that Ministry, or by a study conducted in accordance with this Plan.

Significant Woodland: shall mean an *old growth woodland*, or a *woodland*, greater than 4 ha located outside of settlement areas, or greater than 1 ha in settlement areas. Significance of *woodlands* within the Oak Ridges Moraine is determined by the Ministry of Natural Resources using evaluation procedures established by that Ministry, or by a study conducted in accordance with this Plan. *Significant Woodland* may also include *plantations*.

Single Detached Dwelling: means a building containing only one *dwelling unit*.

Site: means the land subject to an application.

Site Alteration: means activities such as filling, grading and excavation that would change the landform and natural vegetative characteristics of land, but does not include:

- a) The construction of facilities for transportation, *infrastructure* and utilities uses, by a public body; or
- b) Activities or works under the Drainage Act (in the case of lands on the Oak Ridges Moraine), this applies only to reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on November 15, 2001; or
- c) The carrying out of agricultural practices on land that continues to be used for *agricultural uses* on November 15, 2001.

Special Needs Housing: housing that is suited to the specific needs of certain households or individuals and includes group homes, nursing homes, crisis care facilities, rest homes and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided.

Storey: means the usable area of a building measured on a vertical scale containing a specific floor or level that can be distinguished by another floor or level. A *storey* must comply with Ontario Building Code requirements for occupancy. With the exception of the ground floor, each *storey* shall contain a floor area equal to no less than 50% of the floor area immediately beneath it.

Stormwater Management Pond: means a detention basin that temporarily stores or treats collected stormwater runoff and releases it at a controlled rate.

Streetscape: the visual appearance of a street formed by the location of physical features such as roads, buildings, walkways and landscaping.

Subwatershed: means an area that is drained by a tributary or some defined portion of a stream.

Supervised Residence: means a residence licensed, supervised, approved, or funded under federal or provincial statute for the accommodation of more than eight persons, excluding staff, living under responsible supervision in a single housekeeping unit and who, by reason of their intellectual, mental health, social, or physical condition or legal status, require a group living arrangement for their well-being.

Sustainable: when used with respect to a natural resource, means that the natural resource is able to support a particular use or activity without being *adversely affected*.

Tallgrass Prairie: means land (not including land that is being used for agricultural purposes and no longer exhibits *tallgrass prairie* characteristics) that:

- a) Has vegetation dominated by non-woody plants, including *tallgrass prairie* species that are maintained by seasonal drought, periodic disturbances such as fire, or both;
- b) Has less than 25 per cent tree cover;
- c) Has mineral soils; and
- d) Has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

Threatened Species: means any native species that is at risk of becoming endangered throughout all or part of its Ontario range if the limiting factors are not reversed.

Transit-supportive: when referred to *development*, means a *development* that makes transit viable and improves the experience of those using transit. It often refers to compact, *mixed use development* that are high pedestrian generators and has a high level of residential and employment densities to support frequent

transit service. When referred to *transit-supportive* urban design, means design principles that make development more accessible for transit users, such as grid street network, pedestrian-friendly built *environment*, reduced building setbacks, parking located at the sides/rear of buildings, and improved connectivity between arterial roads and local residential roads.

Transitional Woodland: *transitional woodlands* are successional areas that are characterized by trees and/or shrub species typical of early pioneer plant communities (e.g. trees - poplar, birch, and shrubs-hawthorn, buckthorn). These areas are generally characterized by younger, predominantly open canopy cover.

Transportation Demand Management: means the application of a range of measures to affect travel patterns and reduce the demand for single occupant vehicle forms of transportation.

Unserviced Park: means a *park* that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, accessory commercial facilities, paved parking *lots* or permanent water or sewer facilities.

Urban Forest: means a system of plant and animal communities, or as the woody and associated vegetation in and around human settlement areas. It includes street trees, residential trees, *park* trees and greenbelt and ravine plant and animal communities, and provides *habitat* for a diversity of urban wildlife.

Utility: means all public and/or private utilities (including but not exclusive of television, electricity generation facilities and transmission and distribution systems, gas, telecommunications/communications, Canada Post) or any similar works for systems necessary to the public interest.

Valleyland: lands within a depression along either side of a watercourse as determined from top-of-bank plus any applicable *buffers* as required for slope stability.

Vegetation Protection Zone: A vegetated *buffer* area surrounding a *natural heritage feature* or *hydrologically sensitive feature* within which only those land uses permitted within the feature itself are permitted. A *vegetation protection zone* is intended to be restored with native, *self-sustaining vegetation* and be of sufficient width to protect the feature and its functions from effects of the proposed change and associated activities before, during, and after, construction, and where possible, restore and enhance the feature and/or its function.

Waste: includes domestic *waste*, industrial *waste*, commercial *waste*, institutional *waste*, and any other material defined as *waste* by applicable provincial legislation.

Waste Disposal Site: any land, building or structure in which *waste* is deposited or processed and any machinery or equipment required for the treatment or disposal of *waste* including a composting facility but not including a *waste* transfer facility or a recycling facility.

Watershed: means an area that is drained by a watercourse and its tributaries.

Watershed and/or Subwatershed Plan: means a plan used for managing human activities and natural resources in an area defined by *watershed* or *subwatershed* boundaries. *Watershed and/or Subwatershed Plans* shall include, but not be limited to, the following components:

- a) Establish the existing conditions of the *watersheds*, including natural heritage and hydrologic features and functions, natural hazards, hydrogeology, fluvial geomorphology and hydrology;
- b) A water budget evaluating water supply and water demand, and a conservation plan;
- c) Evaluate and recommend specific storm water management, erosion, and sedimentation control measures, including low impact development strategies;
- d) Recommend targets on a *watershed* or *subwatershed* basis for the protection and restoration of riparian areas, and the establishment of *natural self-sustaining vegetation* and *vegetation protection zones*.
- e) Establish criteria for evaluating the protection of water quality and quantity, and hydrologic features and functions
- f) Recommend targets, management strategies, and programs and a monitoring plan to ensure the continued or improved health of the *watershed*;
- g) Requirements for the use of environmental management practices and programs; and,
- h) A framework for implementation

Wellhead Protection Area: means the surface and subsurface area surrounding a water well or well field that supplies a public water

system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field.

Wetlands: lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is at or close to the surface as defined by either the Ministry of Natural Resources, the Conservation Authority, or through a comparable evaluation. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens. *Wetlands* included in the *natural heritage system* are at least 0.5 hectares in size.

Wildlife Habitat: means areas of the natural *environment* where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific *wildlife habitats* of concerns may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory and non-migratory species.

Woodland: shall mean a treed area that provides environmental and economic benefits such as erosion prevention, water retention, and the provision of *habitat* but shall not include a cultivated fruit or nut orchard or a *plantation* established for the production of Christmas trees.

Appendix A

General Description of Studies

Municipality of Clarington Official Plan

Appendix A – General Description of Reports, Studies and Plans

As outlined in section 23.16 of this plan, the Planning Act permits Council to require an application to pre-consult with the Municipality prior to submitting an application, and to request from the applicant, at the time of the application submission, any information determined as necessary to properly assess the application.

The general description for reports that may be required of an applicant, are outlined below. The final scope of the reports shall be determined by the Municipality, in consultation with any other government body, public authority and/or external agency, and is dependent on the nature of the proposal. Additional information may be required through the planning analysis, council deliberation, and/or public participation processes. The reports need to be signed and stamped by the respective registered professional.

The following list describes the most common reports that are required for an application to be deemed complete. This is not considered an exhaustive list. Other specialized reports may be required based on the nature of the application.

Planning and Growth Management

Planning Rationale Report

The purpose of a Planning Rationale Report is to provide an overall planning framework, and a clear understanding of the different components of the proposal.

The Planning Rationale Report also brings together the analysis and conclusions of the other reports supporting the application.

The minimum objectives of the study are to:

- Provide a description and clear understanding of the proposed amendment;
- Provide all statistics (i.e. height, density), *site* and contextual considerations;
- Explain the conformity of the proposed amendment with the Municipality's Official Plan, the Municipality's Zoning By-law, and any other of the Municipality's planning documents, including process steps and approvals required (i.e. zoning, *site* plan control, land division);

- Explain the consistency with provincial policy statements, conformity with applicable *provincial plans*, and conformity with the Region of Durham Official Plan;
- Explain the contribution of the proposed amendment to the overall urban structure of the Municipality and, if applicable, the planning vision developed for the particular context (e.g. conformity with Urban Design Guidelines);
- Explain the compatibility of the proposed amendment with adjacent land uses;
- Demonstrate the availability of adequate *infrastructure* to service the *development* resulting from the proposed amendment;
- Provide the *site's* planning history, including previous approvals;
- Provide an analysis of all the studies submitted as part of the application;
- Demonstrate how the *development* contributes to the sustainability principles of the Official Plan; and
- Provide an analysis and opinion as to why the proposal is good planning, an evaluation of potential impacts including economic development benefits.

Retail Market Impact Study

A Retail Market Study will analyze current and future market potential for a specific type of retail. The study will also analyze the impact of the proposed retail *development* on the existing and planned structure of the Municipality, in particular the impact on historic downtowns and on town/regional and neighborhood centers. The basis for the study will be the Commercial Policy Review Study as updated from time to time.

Financial Impact Analysis

The purpose of a Financial Impact Analysis is to determine the proposed *development's* financial impact on the Municipality's operating and long term capital budgets. The study will consider the costs of the *development* in all Municipal services and *infrastructure* at both the Municipal, and if required, Regional levels.

The report will include demographic projections for both Greenfield and Intensification *development*, impacts on both hard and soft *infrastructure* like roads and libraries or fire protection respectively. In addition to the capital cost, the analysis should also include the additional operating/maintenance costs to be incurred by the Municipality.

The report needs to include an analysis of municipal capital and operating costs already committed to other development applications, Secondary Plans, and other municipal projects. The analysis should also include the impact on the

Development Charges schedule and financing and include sensitivity analysis on various growth projection scenarios and may include analysis on various phasing options within the study area. The analysis should also demonstrate the impact on municipal taxes.

Landscape Analysis

A Landscape Analysis provides the framework for the level of change appropriate in a *development* area or *site*. This analysis will provide an understanding of the structure, characteristics and functions of the landscape in a given area prior to *development* and *site alteration*.

The purpose of a Landscape Analysis is to assess, describe and interpret the existing context of the lands within a *development* area or *site*.

At a minimum, a landscape analysis must:

- a) Identify topography and grading;
- b) Identify existing built form; and
- c) Identify existing natural features.

The result of this analysis is a summary of the *site* in terms of parcel, topography, and built *environment* which is to be used as the foundation for planning and design of the develop area or *site*.

Sustainability

Environmental Impact Study

The purpose of an Environmental Impact Study (EIS) is to determine the potential for *development* to adversely impact environmentally significant and sensitive areas, and *natural heritage features*.

The Study shall:

- a) Examine the functions of the *natural heritage features*;
- b) Identify the location and extent of *natural heritage features*;
- c) Identify the potential impacts of the proposed *development* on the *natural heritage features* and their *ecological functions*;
- d) Identify any lands to be preserved in their natural state;
- e) Identify mitigating measures to address the *adverse affects* of *development* on the *natural heritage features* and their *ecological functions*, including setbacks for *development*;
- f) Identify the potential for restoration and/or creation of *wildlife habitat*; and

- g) Examine the *cumulative impact* of the existing, proposed and potential *development*, including the impact on groundwater function and quality.

An EIS for lands within the Protected Countryside designation of the Greenbelt Plan shall also be undertaken in accordance with the policies of that *provincial plan*.

Linkage Assessment

The purpose of the *Linkage* Assessment is to provide the applicant with information to create a *development* plan that maintains and enhances the *Linkage*, so natural areas function as a connected system in the long term. A *Linkage* Assessment is a study that assesses the *ecological features* and functions of a *Linkage*, including its vegetative, wildlife, and/or landscape features or functions. A *Linkage* Assessment:

- Identify its boundaries;
- Describes its *ecological function*, value, and integrity;
- Identifies how its function can be maintained or enhanced within a *development* proposal;
- Assesses potential impacts as a result of the *development*; and,
- Makes recommendations on how to protect, enhance, or mitigate impacts on the *Linkage* and its functions.

A *Linkage* Assessment must be prepared by a qualified expert, such as an ecologist or biologist.

Sustainability Report

The Clarington Official Plan recognizes three key principles which provide direction for the policies in the Plan; sustainable development, healthy communities and the management of growth.

The Municipality is encouraging the development industry to promote high quality design practices centered on resource (e.g. water, energy) conservation, efficiency and environmental sustainability. The Sustainability Plan must demonstrate how the *development* will achieve these three key principles. The Plan needs to consider the following:

- a) Energy efficiency;
- b) Air quality;
- c) Water quality and quantity;
- d) Solid waste;
- e) Natural environment; and

- f) Homeowner education.

Hydrogeological Report

The purpose of a Hydrogeological Report is to evaluate the impacts of a proposed *development* on ground water and surface water quality or quantity and the associated connections and impacts to natural heritage and water resource features and functions. The Hydrogeological Report may make recommendations regarding the design of the proposal.

The Hydrogeological Study should describe the regional and local hydrogeological conditions, characterize the groundwater and surface water flow systems, and identify the availability, quantity and quality of groundwater sources at the *site*. The Hydrogeological Study shall demonstrate that the proposed *development* will have no *adverse effect* on groundwater quantity or quality, or on natural heritage functions and hydrological features that rely on groundwater. The results of the study may impact the design of the *development*.

This may or may not include the preparation of a water budget.

Geotechnical Report

The purpose of a Geotechnical Report is to explore subsurface soil and groundwater conditions on a *site*.

The Geotechnical Report should summarize subsurface exploration data, including subsurface soil profiles, exploration logs, laboratory results, ground water information and engineering recommendations for design. The report will develop geotechnical recommendations regarding such actions as earthwork construction and backfilling, dewatering, installation of services (water, sanitary and storm), service bedding and backfill, and roadway construction. It may also include bearing capacity as required by the *development* proposal.

Slope Stability Report

The purpose of a Slope Stability Report is to protect the long-term stability of valley slopes from development impacts.

Any proposal for *development* or *site alteration* on or in proximity to a slope must demonstrate that the long term integrity of the slope is not compromised by the proposed *development* and that if required an appropriate access *buffer* has been provided in accordance with the standards and criteria established by the Province and the Conservation Authority. Specific situations may include the need to undertake a stream *meander belt* analysis for applications adjacent to watercourses and *valleylands*.

Flood Plain Management Report

The purpose of a Flood Plain Management Report is to evaluate the hydraulic impacts to the *flood plain*, both on and off-site, flood proofing requirements and access requirements associated with *development* or *site alteration* within the Regional Storm Flood Plain, as defined by the Conservation Authority.

Any proposal for *development* or *site alteration* within the Regional Storm Flood Plain must demonstrate that there will be no off-site impacts to the *flood plain* and must demonstrate that an appropriate level of flood proofing and safe access may be established for the proposal.

Oak Ridges Moraine Specific Studies

Natural Heritage Evaluation

A Natural Heritage Evaluation shall demonstrate how the specific planning, siting, design or construction practices for the proposed *development* would maintain or enhance the *ecological integrity* of the Moraine, including the natural heritage, water resources and landform conservation systems.

Specifically, the study shall:

- a) Provide an inventory of vegetation and *wildlife habitat* on and within the vicinity of the proposed *development site*;
- b) Provide a comprehensive survey of wildlife use of the proposed *development* and *adjacent* lands;
- c) Identify the anticipated impacts from the proposed *development* and its associated activities, including noise, dust and vegetation removal, on the *natural heritage features*;
- d) Identify lands where forest cover should be preserved or enhanced;
- e) Demonstrate that the *development* or *site alteration* applied for will have no *adverse effects* on the *natural heritage features* or on their *ecological functions*;
- f) Identify planning, design and construction practices that will maintain and, where possible, improve or restore the health, diversity and size of the *natural heritage feature* and its *connectivity* with other *natural heritage features*;
- g) Demonstrate how *connectivity* within and between *natural heritage features* will be maintained and, where possible, improved or restored before, during and after construction;
- h) Determine whether the dimensions of a minimum *vegetation protection zone* as specified in Table 3-1 of this Plan are sufficient, and if it is not sufficient, specify the dimensions of the required minimum *vegetation protection zone* and provide

for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it;

- i) Specify the need for and dimensions of a minimum *vegetation protection zone* where Table 3-1 of this Plan does not identify the dimensions of a minimum *vegetation protection zone* and provide for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it;
- j) In the case of a *natural heritage feature* that is *fish habitat*, ensure compliance with the requirements of the Department of Fisheries and Oceans (Canada); and
- k) In the case of a Life Science ANSI identified in Table 3-1, the basis on which the determination and specification mentioned in subsection i) above is done, shall include without limitation, an analysis of land use, soil type, slope class and vegetation type, using criteria established by the Government of Ontario, as amended from time to time.

Earth Science Heritage Evaluation

An Earth Science Heritage Evaluation shall:

- a) Identify planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the area of natural and scientific interest was identified; and
- b) Determine whether a minimum *vegetation protection zone* is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it.

Hydrological Evaluation

A Hydrological Evaluation shall:

- a) Demonstrate that the *development* or *site alteration* will have no *adverse effects* on the *hydrologically sensitive feature* or on the related *hydrological functions*;
- b) Identify planning, design and construction practices that will maintain, and where possible improve or restore, the health, diversity and size of the *hydrologically sensitive feature*;
- c) Determine whether the minimum *vegetation protection zone* whose dimensions are specified in Table 3-1 is sufficient, and if it is not sufficient, specify the dimensions of the required minimum *vegetation protection zone* and provide for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it; and
- d) In the case of permanent and intermittent streams, and seepage areas and springs as identified in Table 3-1, the basis on which the determination and specification mentioned in subsection c) above is done shall include, without

limitation, an analysis of land use, soil type and slope class, using criteria established by the Government of Ontario, as amended from time to time.

Landform Conservation Plan

A Landform Conservation Plan shall include:

- a) One or more maps showing:
 - Elevation contours in sufficient detail to show the basic topographic character of the *site*, with an interval of not more than two metres;
 - Analysis of the *site* by slope type (for example, moderate or steep);
 - Significant *landform features* such as ravines and ridges;
 - All water bodies including intermittent streams and ponds.
- b) A development strategy that identifies appropriate planning, design and construction practices to minimize disruption to landform character, including:
 - Retention of significant *landform features* in an open, undisturbed form;
 - Road alignment and building placement to minimize grading requirements;
 - Concentration of *development* on portions of the *site* that are not significant;
 - Use of innovative building design to minimize grading requirements; and
 - Use of selective grading techniques.

Transportation

Transportation Demand Management Plan

Transportation Demand Management Plans and Implementation Strategies for new development shall identify transportation demand, impact, improvements and programs for specific development applications and will identify actions and directions to achieve the Durham Region's 15% auto reduction target.

Components of *Transportation Demand Management* Plans and Implementation Strategies may include:

- a) Carpool/vanpool match program;

- b) Paid parking;
- c) Secure bicycle storage facilities;
- d) On-site shower facilities for employees who bike to work; and
- e) Other measures deemed appropriate by the Municipality.

Traffic Impact Study

The Traffic Impact Study shall provide an assessment of the impact of a proposed *development* on the transportation system and determine if *infrastructure* improvements, service upgrades and mitigation measures are required to reduce any adverse impacts of a proposed *development*. In this assessment the TIS shall address not just automobile flows, but also have the pedestrian as the first priority and his/her use of other modes of mobility.

The study should include an analysis of other modes of transportation such as cycling, walking, and transit and how these modes of transportation will be promoted, accommodated or impacted by the *development*.

This study may also include a parking analysis that may reduce the number of spaces required by the zoning by-law. This reduction could be contemplated when the *site* is *adjacent* to transit routes and/or it can be supported by a shared parking analysis of demand times by use.

Soil Capability Study

A Soil Capability Study identifies and assesses the soil type on a specific property to determine if the soil is suitable for the proposed change in land use and to ensure that *prime agricultural lands* are not taken out of production. It assesses the capability of the soil to produce common field crops. *Prime agricultural lands* (Classes 1-3) have moderate to no significant limitations in use for cultivation and/or pasture. *Non-prime agricultural lands* (Classes 4-7) have severe to unsuitable land for cultivation and/or pasture.

The study will be determined upon the assumption that the existing Canada Land Inventory maps are correct. Detailed evidence must be systematically collected and provided to test this assumption. Any areas found to have a different classification rating than mapped by the Canada Land Inventory must be clearly identified by the proponent undertaking the Soil Capability Study and assign a new classification according to the Canada Land Inventory guidelines. A Soil Capability Study cannot be accepted by the Municipality to reclassify Classes 1 to 3 soils. It can only be used for evaluating Classes 4 to 7 properties mapped by Canada Land Inventory to determine if the land is actually Classes 1 to 3 and/or organic through the Soil Capability Study. If the lands classified as 4 to 7 are found to actually be Classes 1 to 3 through the Soil Capability Study, these lands must be avoided for non-agricultural uses.

Agriculture

Statement of Conformity with Minimum Distance Separation Information

Any proposal for *development* of a Type “A” use within 750 metres of a livestock facility, or the establishment of a new livestock facility, or development of a Type “B” use within 1,500 metres of a livestock facility, is required to use *Minimum Distance Separation Formulae* to determine a recommended distance between a livestock facility and another land use. The Minimum Distance Separation will vary according to a number of variables including, but not limited to, type of livestock, size of farm operation and type of proposed *development*. MDS does not account for noise and dust.

Servicing

Grading, Drainage and Stormwater Management

The purpose of a Grading, Drainage and Stormwater Management Report is to evaluate the effects of a proposed *development* on the stormwater and drainage pattern, and to recommend how to manage rainwater/snowmelt for the proposed *development*.

The report shall:

- a) Identify the quality and quantity impacts of the change in stormwater runoff on existing *infrastructure* and watercourses due to a proposed *development*;
- b) Determine improvements to municipal servicing *infrastructure* required to support the proposed level of *development*, where applicable ;
- c) Determine mitigation measures to minimize any *negative impacts* on the drainage system; and
- d) Identify opportunities for enhancement of stormwater management facilities and features in *redevelopment sites*.

The report shall be prepared in accordance with the standards, requirements and criteria established by the Province, Municipality and Conservation Authority.

Functional Servicing Report

The purpose of the Functional Servicing Report is to evaluate the impacts of a proposed *development* on Regional and Municipal servicing *infrastructure* and utilities.

A functional servicing report is used as a guide to establish the servicing requirements associated with a *development*. More specifically, the requirements include:

- Water supply for domestic and fire fighting purposes;

- Sanitary servicing;
- Stormwater management;
- Safe vehicular access to the *site*; and
- *Utility* servicing.

Aggregates

Aggregate Extraction Area Study

An *Aggregate* Extraction Area Study shall include the following:

- a) Description of the context of the proposed application including existing *landform features*, all *natural heritage features* on and *adjacent* to the *site* and their *ecological functions*, cultural heritage and *archaeological resources*, existing and planned land uses *adjacent* to the *development site* and along proposed haul routes, and existing licensed pits and extraction limits, and abandoned pits;
- b) A description of the project, including activities which may produce impacts, and the anticipated quality and quantity of *aggregate* to be extracted;
- c) An extraction plan;
- d) An identification and assessment of the impacts associated with the project taking into account applicable provincial standards;
- e) A description of proposed measures to mitigate the identified impacts, including any measures to protect core *natural heritage features* on *adjacent* lands and their *ecological functions*;
- f) A progressive rehabilitation plan which, if applicable, takes into account the objectives of any area-wide rehabilitation plan;
- g) The criteria of a Natural Heritage Evaluation as contained in Appendix A to address the policy in Chapter 15 for applications located within the Natural Linkage Area as identified on Map A;
- h) The matters set out in Section 15.3.11, and 15.3.12 to 15.3.15 inclusive; and
- i) Any other matters deemed necessary by the Municipality or the Region to address the applicable policies of this Plan.

An Aggregate Rehabilitation Plan is required as part of the license process under the jurisdiction of the Ministry of Natural Resources pursuant to the Aggregate Resources Act.

Cultural Heritage

Archaeological Assessment

The purpose of an Archaeological Assessment is to ascertain the presence or absence of *archaeological resources*.

Any proposal for *development* or *site alteration* in proximity to areas with archaeological *sites* or having archaeological potential (as assessed according to Ministry of Culture criteria) would, if found, identify *archaeological resources*, evaluate the significance of these resources, and provide strategies to mitigate the impact of *development* on these resources, such as in-situ preservation or systematic removal. The assessment would also include recommendations for conservation measures.

Heritage Impact Assessment

Heritage Impact Assessment is a study to evaluate the impact a proposed *development* or *site alteration* will have on the *cultural heritage resource(s)* and to recommend an overall approach to the conservation of the resource(s). This analysis, which must be prepared by a qualified heritage conservation professional, will address properties identified in the Municipality of Clarington's Inventory of Heritage Properties (which includes both listed and designated properties) as well as any yet unidentified *cultural heritage resource(s)* found as part of the *site* assessment.

This study will be based on a thorough understanding of the significance and *heritage attributes* of the *cultural heritage resource(s)*, identify any impact the proposed *development* or *site alteration* will have on the resource(s), consider mitigation options, and recommend a conservation strategy that best conserves the resource(s) within the context of the proposed *development* or *site alteration*. The conservation strategy will apply conservation principles, describe the conservation work, and recommend methods to avoid or mitigate *negative impacts* to the *cultural heritage resource(s)*. Minimal intervention should be the guiding principle for all work. Further, the conservation strategy recommendations will be in sufficient detail to inform decisions and direct the conservation plan.

Urban Design

Park Concept Plan

Any draft plan of subdivision where parkland is being dedicated to the Municipality shall include a *Park* Concept showing the program indicated by the Municipality can be accommodated within the area of the parkland being proposed within the draft plan.

Block Master Plan

A Block Master Plan may be required to ensure proposed community design elements established in the Clarington Official Plan or Secondary Plan are enhanced and further detailed for a smaller parcel of land. The limits of the area are to be defined by the Municipality on a case-by-case basis and may involve an appropriate conceptualization of the future *development* of the lands and the area in the vicinity of the subject *site*, as well as show existing *site* conditions and/or other concurrent proposals in the broader surrounding area.

Block Master Plans will:

- Evaluate the character, size, and urban form of residential, institutional, commercial, and industrial *sites*;
- Determine the siting of a particular proposal within a broader surrounding context;
- Co-ordinate the delivery of services and *infrastructure*;
- Co-ordinate the layout of roads and their location and configuration;
- Determine the location, layout, and function of *parks* and public squares;
- Enhance the function of open space corridors, *valleylands*, woodlots and other natural features; and
- Determine where to allocate development priority.

A Block Master Plan may also be used as a mechanism by which to evaluate compliance of a proposal under ultimate built-out conditions.

Urban Design Report

The purpose of an Urban Design Report is to evaluate the proposal to ensure that the *development* blends with the neighbourhood or advances the emerging character of a new or redeveloping neighbourhood.

The Urban Design Report may be required for any *development* or *site alteration* and would be a combination of text, plans, illustrative sketch diagrams and photos. The report would describe the vision or design intent, physical form, layout and design of the proposed *development*.

The Urban Design Report will also illustrate the building *massing*, and articulation to establish the relationship between the building and the street, pedestrian and transit linkages, landscape and outdoor *amenity areas*, and lighting.

The Report will also demonstrate how the impacts on *adjacent sites* are mitigated including protecting significant views and vistas, limiting shadow impacts on existing sunlight sensitive uses and maintaining the privacy of those properties. It

may also involve an appropriate conceptualization of the future *development* of lands in the vicinity of the subject *site*, as well as show existing conditions and/or other concurrent proposals in the broader surrounding area.

Lighting/Photometric Plan

The purpose of a Lighting/Photometric Plan is to provide an analysis of the anticipated lighting levels on a proposed *development site* and potential effects on nearby properties, features and the night sky. Such a Plan is to be premised upon providing sufficient lighting for *site* access and safety purposes which also minimizes energy consumption, light pollution and visual impacts.

Any *development* or *site alteration* where proposed lighting may affect *adjacent* or nearby land uses or environmental conditions, perhaps due to variations in topography or visibility, would be required to submit a Lighting/Photometric Plan. This Plan is to demonstrate how the *development* has been designed to conserve energy, prevent adverse and off-*site* impacts for nearby properties, *sensitive land uses* and *infrastructure*, such as residential areas, green spaces, railways and roadways and avoid negative effects on the night sky.

Other

Reliance Letter, Phase 1 and 2 Environmental *Site* Assessment or *Site* Screening Questionnaire

Any proposal for *development* or *site alteration* on lands or *adjacent* to lands where there is a probability that one or more contaminants have affected the property must submit a Site Screening Questionnaire or Phase 1 and 2 Environmental Site Assessment in accordance with Regional Guidelines and Provincial Guidelines and legislation. For major application types, such as an Official Plan Amendment, Zoning By-law amendment, Plan of Subdivision, Plan of Condominium and major Site Plan, a Reliance Letter may be required to accompany all Phase 1 and 2 Environmental Site Assessment reports and *Site* Screening Questionnaires.

The documents shall be prepared by a professional engineer to the satisfaction of the Municipality.

Noise Study

The purpose of a Noise Study is to provide an analysis of anticipated future noise levels within and surrounding a proposed *development* and to describe the types and locations of noise abatement measures which will be required to attenuate noise.

Odour, Dust and Vibration Study

An Odour, Dust and Vibration Study is required for any proposal for *development* or *site alteration* in proximity to sources of noxious or hazardous substances or where *sensitive land uses* may experience adverse impacts from *development*.

Appendix B

Unit Targets By Neighbourhood

Municipality of Clarington Official Plan

Appendix B – Unit Targets By Neighbourhood

Estimated Unit Targets for Neighbourhoods by Urban Area

Urban Area Neighbourhoods	Low	Medium	High	Total
COURTICE				
Courtice Main Street	0	495	1,505	2,000
Worden	922	114	20	1,056
Highland	1,112	54	0	1,166
Glenview	496	222	183	901
Hancock	829	118	0	947
Farewell Heights*	-	-	-	0
Darlington	358	26	13	397
Penfound	1,395	91	17	1,503
Emily Stowe*	1,569	284	17	1,870
Avondale*	770	153	120	1,043
Ebenezer*	-	-	-	0
Bayview*	917	352	342	1,611
Total	8,368	1,909	2,217	12,494
BOWMANVILLE				
Soper Springs*	-	-	-	0
Northglen	1,473	269	126	1,868
Brookhill	1,401	645	98	2,144
Knox	1,480	247	112	1,839
Elgin	1,064	215	61	1,340
Fenwick	1,354	395	21	1,770
West Town Centre	0	484	2,557	3,041
Darlington Green	783	234	93	1,110

Appendix B – Unit Targets By Neighbourhood

Urban Area Neighbourhoods	Low	Medium	High	Total
Aspen Springs	1,138	267	97	1,502
Waverly	1,075	197	16	1,288
East Town Centre	145	188	892	1,225
Memorial	1,025	0	296	1,321
Central	443	18	156	617
Apple Blossom	1,290	158	43	1,491
Orchard Park	849	0	10	859
Juryvale*	51	15	7	73
Soper Hills*	273	268	-	541
Port Darlington	324	476	506	1,306
Total	14,168	4,076	5,091	23,335
Newcastle				
North Village*	730	273	0	1,003
Foster	1,587	188	142	1,917
Village Centre	28	0	104	132
Graham	1,095	0	151	1,246
Port of Newcastle	660	12	422	1,094
Wilmot Creek*	960	0	0	960
Total	5,021	473	819	6,313
Total Units Neighbourhoods	27,557	6,458	8,127	42,142

* Units for these Neighbourhood Areas do not include Future Secondary Plan Units as they will be added through the development of a Secondary Plan

Appendix B – Unit Targets By Neighbourhood

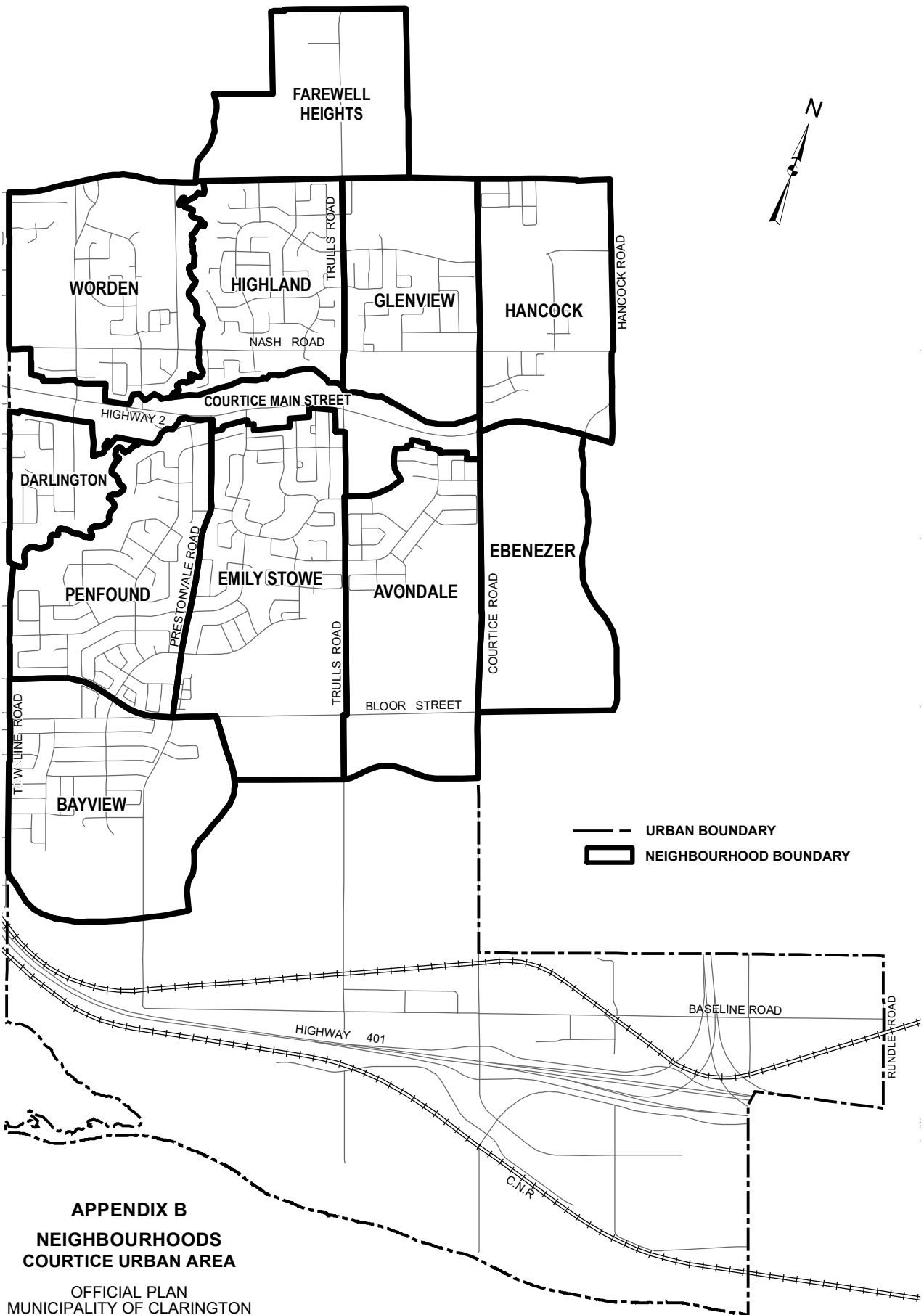
Estimated Unit Targets for Future Secondary Plans Areas

	Low	Medium	High	Total
Southeast Courtice Secondary Plan	573	594	1,010	2,177
Future portion of Southwest Courtice Secondary Plan	481	138	69	688
Farewell Heights	693	173	0	866
Total	1,747	905	1,079	3,731
Bowmanville East Secondary Plan	1,453	415	207	2,075
Soper Springs Secondary Plan	336	0	0	336
Total	1,789	415	207	2,411
Future portion of Wilmot Creek Secondary Plan	100	100	301	501
Future portion of North Village Secondary Plan	589	168	84	841
Total	689	268	385	1,342
Total Units Future Secondary Plan Areas	4,225	1,588	1,671	7,484
Total Units Neighbourhoods	27,557	6,458	8,127	42,142
Total Units Future Secondary Plan Areas	4,225	1,588	1,671	7,484
Total Units Rural Areas and Orono	6,977	0	0	6,977
Grand Total Units	38,759	8,046	9,798	56,603

Note: This appendix does not form part of the Official Plan and is intended for information purposes only.

Estimated unit capacity may exceed the Region's targets for Clarington to 2031 because it considers full development of all lands within the Urban Areas.

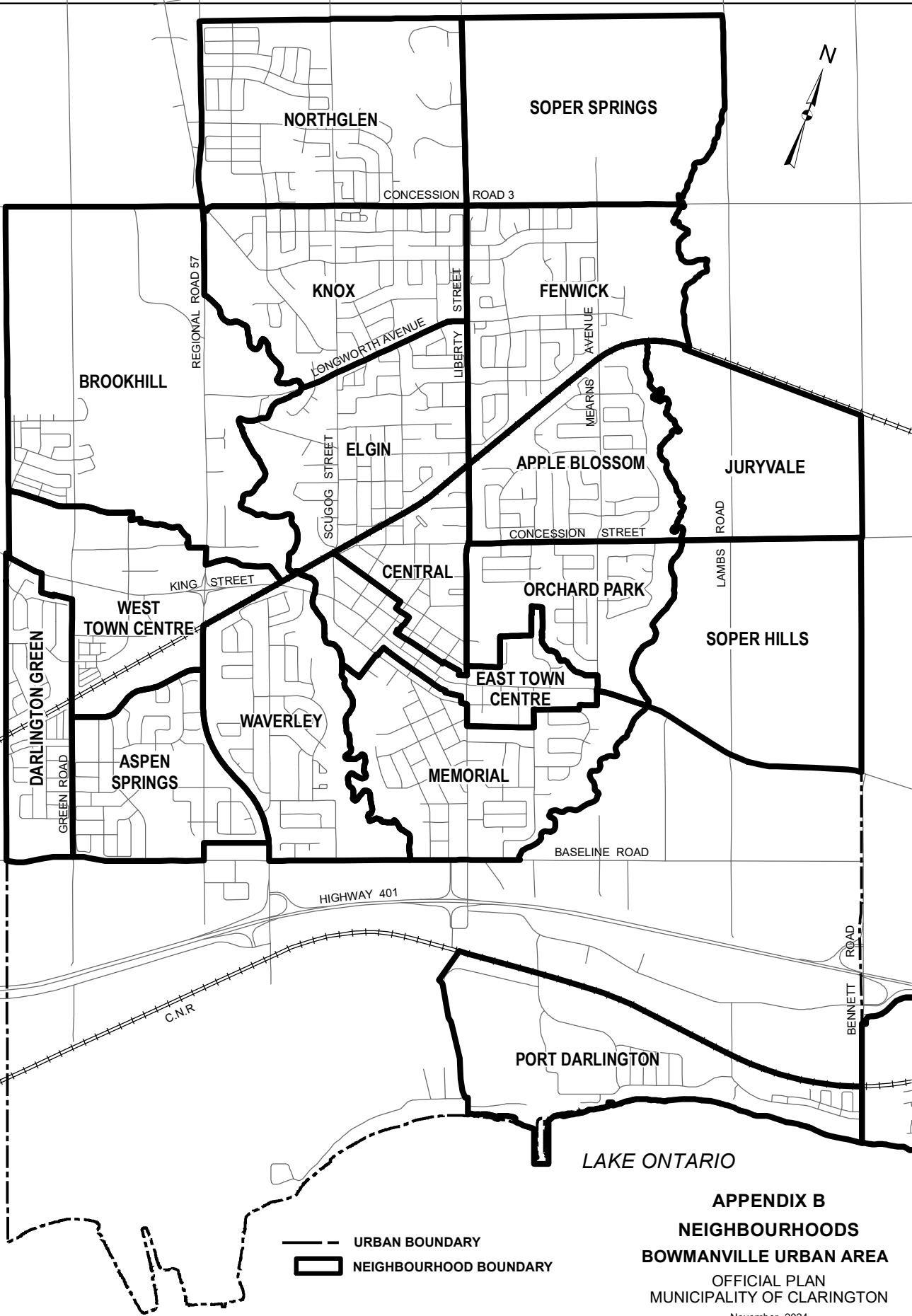
Housing units for Future Secondary Plan Areas will be refined through the development of Secondary Plans.



APPENDIX B
NEIGHBOURHOODS
COURTICE URBAN AREA

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON
November, 2024
OFFICE CONSOLIDATION

LAKE ONTARIO

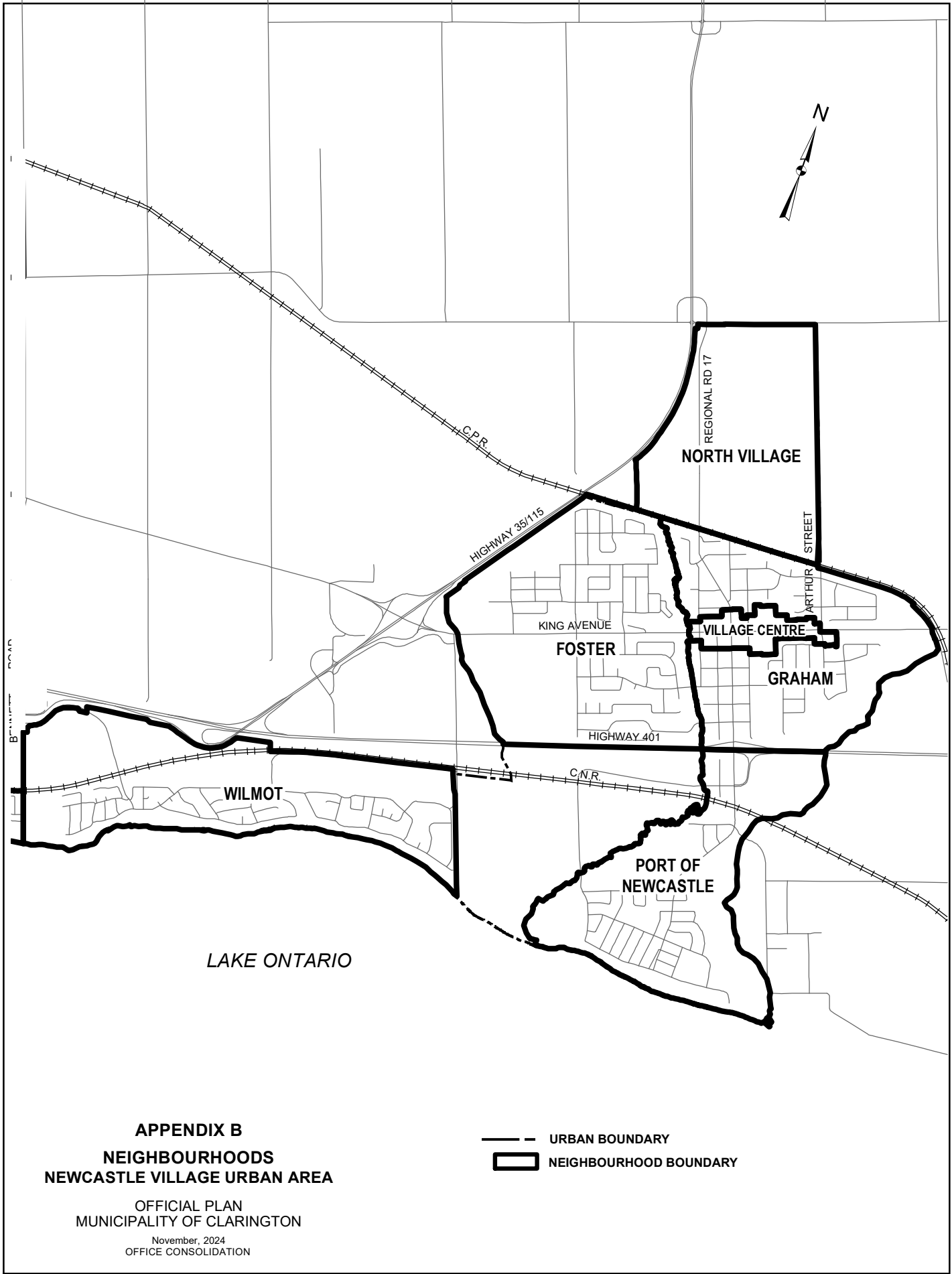


--- URBAN BOUNDARY
— NEIGHBOURHOOD BOUNDARY

APPENDIX B
NEIGHBOURHOODS
BOWMANVILLE URBAN AREA

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON

November, 2024
OFFICE CONSOLIDATION



APPENDIX B
NEIGHBOURHOODS
NEWCASTLE VILLAGE URBAN AREA

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON
November, 2024
OFFICE CONSOLIDATION

- URBAN BOUNDARY
- NEIGHBOURHOOD BOUNDARY**

Appendix C

Road Classifications

Municipality of Clarington Official Plan

Appendix C – Road Classifications

Table C-1
Road Classification Criteria

Criteria	Definition
Traffic Service Objective	Roads of higher classification should serve inter-regional and regional traffic movements over relatively longer distances. Lower order classifications should cater to local traffic movements over shorter distances and provide access to abutting property.
Land Service/Access	Direct access from adjoining properties to roads of higher classification should be limited or restricted in recognition of their through traffic function, and for traffic safety and flow reasons. Lower order classifications should provide direct access to abutting lands where requires, assuming the entranceway can be positioned in a safe location.
Traffic Volume	Roads of higher classification being the principal routes between traffic generating centres should accommodate higher traffic usage relative to a lower classification, taking into account urban and rural differences.
Flow Characteristics	Roads primarily serving traffic movement should have traffic control and design characteristics that permit uninterrupted flow. On lower classification roads, drivers should expect interrupted flow due to the frequency of accesses and intersections, and the presence of more traffic control devices, parked vehicles and pedestrian crossings.
Travel Speed	The road cross-section and the roadside generally determine the operating speeds on a roadway. Speed limits are typically posted at the 85th percentile operating speed. Roads of higher classification with emphasis on long distance travel should be designed to accommodate higher operating speeds than roads of lower classification.

Appendix C – Road Classifications

Criteria	Definition
Goods Movement	Long distance commercial vehicle operation should occur on roads of higher classification and be discouraged on local roads.
Connectivity	Roads should connect to other roads with the same or similar functions, and to roads that are directly above or below them in the hierarchy.
Transit	Roads of higher classification should be the focus of the more frequent and higher-order transit service, including express bus operations. Lower classes of road should accommodate bus operations of a more local nature.
Cycling and Pedestrian Provisions	On roads of higher classification, cycling and pedestrian activity should be restricted or provided for separate facilities. On lower classes of roads, cycling and pedestrian activity should be encouraged, but would not require dedicated facilities.
Parking	Parking should be prohibited or restricted on roads of higher classification to provide for clearway conditions, while curbside parking may be accommodated on lower road classes.
Minimum Intersection Spacing	Roads of higher classification should have limited, appropriately spaced side road connections and should not be intersected by lower class roads. They may be grade separated or controlled at grade by well coordinated traffic control signals. More frequent intersection spacing is acceptable on lower classes of road. These intersections may be controlled at grade using regulatory signs and other traffic control mechanisms, including traffic calming measures.
Right-of-Way Width	The cross-section of roads can range from divided, multi-lane facilities for higher classifications, through to two-lane undivided facilities for lower classes of road. This criterion is related to route capacity as well as maneuverability of heavy vehicles. The ultimate cross-section for a road generally evolves over time as traffic volumes increase. As such, right-of-ways should be of sufficient width to accommodate the ultimate cross-section.

Appendix C – Road Classifications

Criteria	Definition
Continuity	Roads of higher classification have longer continuous road sections, serve inter-municipal or inter-regional traffic and are characterized by higher volumes of through traffic. On the other hand, lower order roads have shorter, discontinuous road sections, serving shorter local trips and playing a key role in providing access to <i>adjacent</i> properties.
Cross-Section Features	Roads of higher classification tend to be higher capacity routes with relatively higher operating speeds and traffic volumes, with enhances features such as acceleration/deceleration lanes, climbing and passing lanes, and intersection turn bays to improve traffic flow. Lower classes tend to have lower capabilities with lower operating speeds and traffic volumes.
Vehicle Priority	Roads of higher classification are likely to provide priority capacity for particular modes/uses by way of bus lanes, truck lanes or transit lanes. Lower road classes generally provide for mixed traffic.
Network Spacing	The spacing of roads in the hierarchy normally relates to the density of activity occurring in the area. Roads of higher classification will be spaced more widely apart than the lower road classes, which provide for a completed grid to enable efficient traffic circulation.

Table C-2
Criteria by Road Classification Type

	Arterial Road Classes			Municipal Road Classes		
Criteria	Type A	Type B	Type C	Collector	Local	Lanes
Traffic Service Objective	Traffic movement primary consideration Predominantly serves inter-regional and inter-municipal trips	Traffic movement major consideration Predominantly serves inter- and intra-municipal trips	Traffic movement slightly more important than land access Predominantly serves intra-municipal trips	Provide reasonable continuous movements Predominantly serves short distances within a particular area of the municipality Collects and distributes traffic through neighbourhoods	Carry lower volumes of vehicular traffic, facilitate access to individual properties, and promote walking and cycling	Provides access to private garage or parking space and promotes through traffic movements on arterial and collector roads, where individual access is limited
Land Service/Access	Rigid/Progressive access control Private access generally located a minimum of 200 metres apart in Urban Areas.	Incremental/progressive access control Private access generally located a minimum of 80 metres apart in Urban Areas. Rural Areas not permitted except for existing lots of record	Limited access control Promote higher densities with shared or combined access	Limited private accesses Individual accesses to detached, semi-detached, and street townhouse dwellings may	Allows for private access for all abutting properties	Allows for private access for all abutting properties

Appendix C – Road Classifications

	Arterial Road Classes			Municipal Road Classes		
Criteria	Type A	Type B	Type C	Collector	Local	Lanes
	Private access in Rural Areas not permitted except for existing lots of record where there is no alternative access to a local road. Permit large scale commercial and industrial developments, <i>mixed use developments</i> and higher density developments with shared or combined access	where there is no alternative access to a local road Promote higher densities with shared or combined access	In Centres, commercial areas and Employment Areas, one access every 30 metres apart. In Residential Areas, access is generally discouraged except for apartment/ townhouse blocks Rural areas permitted to have one access per lot	not be permitted		
Traffic Volume	>10,000 AADT	5,000-40,000 AADT	4,000-20,000 AADT	1,000-5,000 AADT	0-1,000 AADT	0-1,000 AADT
Flow Characteristics	Uninterrupted flow except at traffic control signals		Uninterrupted flow except at traffic control	interrupted	interrupted	interrupted

Appendix C – Road Classifications

	Arterial Road Classes			Municipal Road Classes		
Criteria	Type A	Type B	Type C	Collector	Local	Lanes
			signals and pedestrian crossings			
Travel Speed	70 km/h Urban Area, 80 km/h outside Urban Areas	60 km/h Urban Area, 80 km/h outside Urban Areas	50 km/h Urban Areas	50 km/h	40-50 km/h	20-30 km/h
Goods Movement	Generally, no restrictions			Limited to Employment Areas	Restricted	Not permitted
Connectivity	Connects with freeways and arterials	Connects with freeways, arterials and collectors	Connects with arterials, collectors and limited local road access	Connects with arterials, collectors and limited local road access	Connects with limited Type B and C arterial roads, collectors, local road and lanes Cul-de-sacs are generally not permitted	Connects with collectors, local roads and lanes

Appendix C – Road Classifications

Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
Transit	May serve as regional transit spines		May serve as local transit corridor and connections to regional transit spines	Accommodate local public transit and transit stops but not regional transit spines	May serve some local transit routes	No transit access
Cycling and Pedestrian Provisions	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan. Sidewalk on both sides with separation from traffic lane preferred for pedestrians.	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan. Sidewalk on both sides for pedestrians	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan Sidewalks on both sides for pedestrians, however, may not be required in Employment Areas	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan Separate cycle lanes preferred or where appropriate marked shared-use lanes or traffic calming boulevard	Cycling provisions as per the Regional Cycling Plan and the Clarington Transportation Master Plan Marked shared-use lanes or traffic calming boulevard where appropriate Sidewalks on both sides for pedestrians are	No cycle provisions required No sidewalk required

Appendix C – Road Classifications

	Arterial Road Classes			Municipal Road Classes		
Criteria	Type A	Type B	Type C	Collector	Local	Lanes
				Sidewalks on both sides for pedestrians	encouraged where warranted, particularly in Urban Areas and for roads that provide connections to schools, community parks and facilities, transit stops and trails	
Parking	Prohibited or peak hour restrictions		Not recommended where traffic movement is impacted or it becomes a safety issue	Permitted as per Municipal By-law requirements	Permitted as per Municipal By-law requirements	Prohibited
Minimum Intersection Spacing	700 m intersection spacing in north-south direction	525 m major intersection spacing in north-south direction	300 m intersection spacing	150 m intersection spacing	As needed but generally avoid long block lengths (over 250 m)	As needed

Appendix C – Road Classifications

Criteria	Arterial Road Classes			Municipal Road Classes		
	Type A	Type B	Type C	Collector	Local	Lanes
	300 m /500 m intersection spacing in east-west direction. Signalized intersections where required.	300 m /500 m major intersection spacing in east-west direction. Some minor intersections (T-type) mid-block subject to possible future control, if necessary to maintain corridor progression Signalized intersections where required.	Some minor intersections with future control provisions if necessary due to capacity and queuing considerations Signalizing intersections where required but not at consecutive intersections	Stop control or roundabouts where required but not at consecutive intersections	in Urban Areas to facilitate walkability. As a guide: • Transit station areas 120-180 m • Centres 150-200 m • Corridors 180-200 m • Non-residential uses 180-300 m • Residential 180-250 m Stop control or roundabouts where required but	

Appendix C – Road Classifications

	Arterial Road Classes			Municipal Road Classes		
Criteria	Type A	Type B	Type C	Collector	Local	Lanes
					not at consecutive intersections	
Right-of-Way Width	36-45 m right-of-way	30-36 m right-of-way	26-30 m right-of-way	23-26 m right-of-way	17-23 m right-of-way	8.5 m right-of-way
Continuity	Continuous across regional areas or larger municipal areas	Typically continuous across several municipalities	Typically continuous within a single municipality with few spanning two or more; may be shorter and discontinuous sections when serving major traffic generators	Typically continuous however, incorporate methods to prevent speeding without compromising continuous movement	Typically discontinuous however, incorporate methods to prevent speeding without compromising continuous movement	Typically discontinuous however, incorporate methods to prevent speeding without compromising continuous movement
Cross-Section Features	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of turn lanes			Enhanced through development of supporting <i>active transportation</i> , the context sensitive features, inclusion of pedestrian furniture, streetscaping and lighting, separate of shared space for cyclists, sidewalks with or without separation from traffic lanes		

Appendix C – Road Classifications

	Arterial Road Classes			Municipal Road Classes		
Criteria	Type A	Type B	Type C	Collector	Local	Lanes
				In Hamlets and Estate Residential areas, local roads may be constructed to a modified urban standard		
Vehicle Priority	To be considered as part of the strategic goods movement network Consideration may be given for transit priority measures including dedicated transit lanes, queue jump lanes, and priority signals	To be considered for goods movement Consideration may be given for transit priority measures including queue jump lanes, and priority signals.	Predominately passenger and service vehicles, low to moderate truck traffic (except in Centres and Employment Areas)	Predominately passenger and service vehicles, low to moderate truck traffic	Predominately passenger and service vehicles	Predominately passenger vehicles
Network Spacing	Generally 6.5 km between north/south and east/west arterials	Generally 1.6 km between north/south arterials and 2.0 km between east/west arterials	Generally no less than 0.8 km between north/south and east/west arterials	As needed	As needed	As needed

Appendix C-3
Exceptions To Arterial Road Standards
In Town and Village Centres And Hamlets

Town or Village Centre or Hamlet	Road	From	To	Right-of-Way Width
Courtice Town Centre	Trulls Road	South limit of Town Centre	North limit of Town Centre	30 m
Bowmanville East Town Centre	King Street	Bowmanville Creek	Mearns Avenue	20-26 m
Newcastle Village Centre	King Street	West Limit of Village Centre	Mill Street	20-26 m
Newcastle Village Centre	King Street	Mill Street	East limit of Village Centre	26-30 m
Newcastle Village Centre	Mill Street	South limit of Village Centre	North limit of Village Centre	20-26 m
Orono Village Centre	Mill Street	Station Street	North limit of Village Centre	20-26 m
Enfield	Reg. Rd. 20	West limit of the Hamlet	East limit of the Hamlet	36 m
Enfield	Reg. Rd. 34	South limit of the Hamlet	North limit of the Hamlet	36 m
Enniskillen	Reg. Rd. 3	West limit of the Hamlet	East limit of the Hamlet	26-30 m
Brownsville	Hwy. 2	West limit of the Hamlet	East limit of the Hamlet	30 m
Newtonville	Hwy. 2	West limit of the Hamlet	East limit of the Hamlet	26 m
Newtonville	Reg. Rd. 18	South limit of the Hamlet	North limit of the Hamlet	26 m