

Decision with Respect to an Area Municipal Official Plan Amendment

Amendment #126 to the Municipality of Clarington Official Plan Brookhill Neighbourhood Secondary Plan Update (OPA #126)

Instructions on how to read this document:

- **Bolded and underlined** – indicates additional words that have been added by modification.
- ~~Strikeouts in red~~ - indicates words to be deleted by modification.

Mod No.	Policy/Topic	Modification
1.	1.0 / Introduction	Revise the first sentence in the first paragraph, so it reads, “The Brookhill Neighbourhood is located north of the Bowmanville West Town Centre and Major Transit Station Area Secondary Plan area , and south of Nash Road.”
2.	1.0 / Introduction	Delete the second paragraph in its entirety.
3.	3.3.1/ Parks System	Revise policy 3.2.1, so it reads, “Parks are located throughout the community and are centrally located to ensure that residents are within an approximate 5 minute walk (400m) of an open space. ”
4.	3.3.4/ Parks System	Revise policy 3.3.4, so it reads, “Where appropriate, stormwater management ponds will include areas for passive recreation, through such as multi-use paths and trails, and as visual extensions of the p Parks s System.”
5.	3.5.1/ Commercial Areas	Revise policy 3.5.1, so it reads, “Commercial areas have been included in the Brookhill Neighbourhood to provide opportunities for amenities and services within an approximate 10 minute walk of residents residential neighbourhoods (800 metres). Two commercial elements include a Neighbourhood Centre and Village Corridor”.

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6.	3.5.3 / Commercial Areas	<p>Revise policy 3.5.3, so it reads,</p> <p>The Village Corridor is a primary focus of the Brookhill Neighbourhood. The Village Corridor along Longworth Avenue, from Bowmanville Avenue to Clarington Boulevard, will have is planned for the greatest mix of uses including retail and service commercial, recreational uses, cultural uses, apartments in <i>mixed-use buildings</i>, and limited ground related housing. This area will be pedestrian focused with a vibrant, walkable streetscape that will bring the community together and provide an identity for the Brookhill Neighbourhood.</p>
7.	3.6.1/ Schools	<p>Revise policy 3.6.1, so it reads,</p> <p>“Elementary schools have been located central to the Brookhill Neighbourhood to support walkability. Elementary schools also act as a neighbourhood focal point and when located adjacent to a neighbourhood park further creates opportunities for the sharing of shared facilities.”</p>
8.	4.3.1b)/ Climate Change Adaptation and Mitigation	<p>Revise policy 4.3.1b), so it reads,</p> <p>“b) Reducing emissions of greenhouse gases and other pollutants by striving for net zero, or net zero ready levels of energy performance;”</p>
9.	4.3.1c) / Climate Change Adaptation and Mitigation	<p>Revise policy 4.3.1c) so it reads,</p> <p>“c) Maximizing opportunities for the use of renewable energy and district energy systems; and”</p>
10.	4.6.1 / Energy Conservation	<p>Revise policy 4.6.1, so it reads,</p> <p>“In order to reduce energy consumption, development proposals that include energy efficient building design and practices in all new buildings, shall be encouraged and given priority. contribute to the Federal Government and Durham Region Council’s objective to achieve net zero greenhouse gas by mid-century, development proposals will be encouraged to approach net zero carbon emissions in a cost-effective manner through gains in energy efficiency in built form and by sourcing additional needs from low carbon and renewable energy sources. Development Applications that demonstrate energy efficiency by exceeding Building Code requirements will be given priority.”</p>

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11.	5.2.1 / Natural Heritage General Policies	Revise policy 5.2.1, so it reads, “All development shall adhere to the policies of the Official Plan, as it pertains to the policy areas of the Natural Heritage System in Section 3.4 and Natural Hazards, policies in Section 3.7. ”
12.	6.3.3 d) / Roads and Streetscapes	Revise policy 6.6.3 d), so it reads, “d) Be designed to ensure efficient walking routes to schools, the Neighbourhood Centres, Village Corridor , transit, and other key destinations with continuous multi-use paths, sidewalks, or equivalent provisions for walking, on both sides of the road; ”
13.	6.4.1 / Development within a Local Corridor	Revise policy 6.4.1, so it reads, “Bowmanville Avenue and the lands adjacent to it are a Local Corridor in accordance with Section 10.6 of the Official Plan. Local Corridors are routes for future transit and align with the Medium Density Local Corridor designation shown on Schedule A <u>of this Secondary Plan.</u> ”
14.	6.6.2/ Prominent Intersection	Revise policy 6.6.2, so it reads: This Prominent Intersection shall serve as a community focal point, both visually in terms of building height, massing and orientation, architectural treatment, materials and landscaping, and functionally in terms of destination uses and public spaces, and amenities such as street furniture and public art. <u>Enhanced streetscaping elements proposed within the Regional Right Of Way will be subject to approval through Municipal Consent, and the Municipality will be responsible to secure for additional construction costs and future maintenance.</u> ”
15.	6.7.5 / Development Blocks and Lots	Revise policy 6.7.5, so it reads, “...b. The principal access to the required service areas on the lot are from a rear lane; and c. The need for a second access to parking is demonstrated to facilitate the development pattern but will not interfere with safe traffic and pedestrian movement; <u>and</u> ”

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		<u>d. the Second access complies with spacing requirements set out in the Region of Durham Official Plan and the Clarington Official Plan.</u>
16.	6.7.12 / Built Form	Revise policy 6.7.12, so that it reads, “New development will be compatible <u>with the character</u> of adjacent development.”
17.	7.2.3 / General Policies – Encouraging Housing Diversity	Revise policy 7.2.3, so it reads, “ <u>Development shall</u> provide a broad range of housing forms, sizes, and tenure to meet the needs of a diverse population and households of various sizes, incomes, and age compositions.
18.	7.2.6 / General Policies – Encouraging Housing Diversity	Revise policy 7.2.6, so it reads, “Individual site access for residential uses adjacent to any Arterial Road shall be discouraged. <u>Any permitted site access shall comply with the spacing requirements in the Region of Durham and Clarington Official Plans.</u> Residential uses fronting on an Arterial Road or Collector Road may be developed on rear lanes. Window streets and/or flankage lots are permitted. Noise attenuation fencing will be discouraged along Arterial Roads.
19.	7.2.6 / General Policies – Encouraging Housing Diversity	Delete the last sentence in policy 7.2.6 and create a new policy in section 9.3, that reads: <u>“9.3.9 Noise attenuation fencing will be discouraged along Arterial Roads.”</u>
20.	7.2.9 / General Policies – Affordable Housing	Revise policy 7.2.9, so it reads, “Affordable housing, including <u>community housing, supportive housing and other types of</u> subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to deliver opportunities for a range of housing tenures and prices that support diversity.”
21.	7.2.11 / General Policies – Affordable Housing	Revise policy 7.2.11, so it reads, “The Municipality should collaborate with public and non-profit <u>community</u> housing providers <u>and the Region of Durham</u> to encourage a supply of subsidized non-market housing units to be included within the housing mix in the Secondary Plan area.”

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22.	7.2.14 / General Policies – Affordable Housing	Revise policy 7.2.14, so it reads, “To facilitate the development of affordable housing units within the Secondary Plan Area and in the Municipality, the Landowners Group in the Secondary Plan Area shall provide at their choice either land <u>in accordance with Section 7.2.15</u> or a contribution of funds to the Municipality <u>in accordance with Section 7.2.16</u> for the development of affordable, public, or non-profit housing in the community.”
23.	7.2.15 / General Policies – Affordable Housing	Revise policy 7.2.15, so it reads, “The land to be conveyed as provided in Section 7.2.13 <u>7.2.14</u> shall have an approximate size of 1.5 hectares, <u>be designated for residential development within the Brookhill boundaries</u> , be fully serviced, <u>be vacant</u> , and be gratuitously conveyed free and clear of encumbrances. Conveyance shall occur <u>at before</u> the time of approval of the first plan of subdivision within the Secondary Plan Area.”
24.	7.2.16 / General Policies – Affordable Housing	The contribution of funds as provided in Section 7.2.13 <u>7.2.14</u> will be through a contribution agreement to be negotiated between the Municipality and the Landowners Group. <u>The first half of the required contribution of funds shall be paid by the Landowners Group upon the approval of the Secondary Plan and the remainder of the contribution shall be paid upon the approval of the first development application in the Secondary Plan area at a rate of \$400.00 per unit.</u> The contribution of funds shall be paid by the Landowners Group upon the approval of the Secondary Plan and upon the first approval of a development application in the Secondary Plan Area at a rate of \$400.00 per unit.”
25.	7.2.17 / General Policies – Affordable Housing	Revise policy 7.2.17, so it reads, “The Municipality will give priority to development applications that include affordable housing units that are being funded by federal and provincial government programs, <u>the Region of Durham</u> , or non-profit groups.”
26.	7.2.21 and 7.2.22 / Accessory Apartments	Delete subheading and policies 7.2.21 and 7.2.22, in their entirety, <u>“Accessory Apartments</u> 7.2.21 Within the Secondary Plan Area, one accessory apartment is permitted within a detached, semi-detached, or townhouse dwelling, and one accessory apartment is permitted within a

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		<p>detached accessory structure subject to the provisions of the Zoning By-law and other relevant regulations.</p> <p>7.2.22 Accessory apartments must be registered with the Municipality.</p>
27.	8.2.2 / Cultural Heritage	<p>Revise policy 8.2.2, so it reads,</p> <p>“Prior to on-site grading, construction of infrastructure, or development approval, an Archaeological Assessment is required for any proposal for development or site alteration in proximity to lands that contain known archaeological resources or areas of archaeological potential may be required and completed to the satisfaction of the Region, Municipality, and the Archaeology and Heritage Planning Unit of the Ministry of Citizenship, Culture and Recreation Multiculturalism and Citizenship.”</p>
28.	8.2.3 / Cultural Heritage	<p>Revise policy 8.2.3, so it reads,</p> <p>“No grading or other disturbance shall take place on any site within the Brookhill Neighbourhood Secondary Plan Area prior to the issuance of a letter of clearance from the Ministry of Citizenship, Culture and Recreation Multiculturalism and Citizenship.”</p>
29.	9.3.5 / Arterial Roads	<p>Revise policy 9.3.5, so it reads,</p> <p>“Driveway access shall be limited on the following Arterial Roads: Green Road, Nash Road, and Longworth Avenue Arterial Roads shall be limited.”</p>
30.	9.3.6 / Arterial Roads	<p>Revise policy, 9.3.6 so it reads,</p> <p>“Within the Village Corridor on-street parking shall be provided on both sides of Longworth Avenue and on the east side of Clarington Boulevard with parking lots in the rear.”</p>
31.	9.6.2 / Rear Lanes	<p>Revise policy 9.6.2, so it reads,</p> <p>“To minimize disruptions to the safety and attractiveness of the Arterial and Collector Roads, a system of Rrear Lanes may provide the primary access for on-site parking and servicing functions.”</p>

Mod No.	Policy/Topic	Modification
32.	9.6.5 / Rear Lanes	<p>Revise policy 9.6.5, so it reads,</p> <p>“Rear Lanes shall be designed in accordance with the road classification criteria in Appendix C...</p> <p>... I. Lighting should be downcast full cut-off to reduce light pollution.”</p>
33.	9.11 / Parking	<p>Move Section 9.11 in its entirety to precede section 9.9, renumbering the sections as follows,</p> <p>9.11 9.9 Parking 9.9 9.10 Traffic Calming 9.10 9.11 Active Transportation</p>
34.	Existing 9.11.1 / Parking	<p>Revise existing policy 9.11.1, so it reads,</p> <p>“...On-street parking will be provided on Longworth Avenue and Clarington Boulevard in the Village Corridor designation, with parking lots located in the rear.”</p>
35.	10.6.4 / Schools	<p>Revise policy 10.6.4, so it reads,</p> <p>“The Municipality will cooperate with the School Boards’ efforts to maximize the area available for on-site recreational and athletic uses through the construction of multiple storey buildings that permit small building floor plates.”</p>
36.	11.1.1 / Land Use Designations - Objectives	<p>Revise policy 11.1.1, so it reads,</p> <p>“Support the mix and diversity of land uses in a compact, active transportation supportive development form to provide a proper balance of residential, employment, and services to shorten distances between homes, workplaces, schools, and amenities to meet resident’s needs for daily living, throughout the year, and throughout an entire lifetime.”</p>
37.	11.1.2 / Land Use Designations	<p>Revise policy 11.1.2, so it reads,</p> <p>“Realize an efficient and transit-supportive community structure by achieving a minimum overall targets of 50 people and jobs per gross hectare.”</p>

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38.	11.2.2 f) / General Land Use Policies	Revise policy 11.2.2 f), so it reads, “The following land use designations apply within the Secondary Plan Area: ... f. Environmental Protection Area. ”
39.	11.3.1 / Low Density Residential Designation Permitted Uses and Built Forms	Revise policy 11.3.1, so it reads, “The predominant use of lands within the Low Density Residential designation shall be residential in a mix of housing types and tenures in low-rise building forms.”
40.	11.3.3 / Low Density Residential Designation Permitted Uses and Built Forms	Revise policy 11.3.3, so it reads, “The following building types are permitted: a. Detached dwellings; b. Semi-detached dwellings; c. Street townhouses; and d. Accessory <u>dwelling units</u>, apartments, as per Policies 7.2.21 and 7.2.22 of this Plan. ”
41.	11.3.5 / Low Density Residential Designation – Height and Density	Revise policy 11.3.5, so it reads, “Development on lands designated Low Density Residential shall have a minimum net density of 13 units per net hectare.”
42.	11.3.6 / Low Density Residential Designation – Development Policies	Revise policy 11.3.6, so it reads “Detached and semi-detached <i>dwelling units</i> shall account for a minimum 80 percent of the total number of units in the Low Density Residential designation, with units in other building types accounting for the remainder remaining 20 percent . Generally, this ratio should be applied for each plan of subdivision to encourage an even distribution of townhouse units.”
43.	11.4.1 / Permitted Uses and Built Form	Revise policy 11.4.1, so it reads, “The predominant use of lands within the Medium Density Residential designation area is residential in are a mix of housing types and tenures in mid- and low-rise building forms.”

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44.	11.4.3 / Permitted Uses and Built Form	<p>Revise policy 11.4.3, so it reads,</p> <p>The following building types are permitted:</p> <ul style="list-style-type: none"> a. Street townhouses; b. Block townhouses;; c. Stacked townhouses; d. Back-to-back townhouses; e. Apartment buildings; and d. Accessory <u>dwelling units</u> apartments, as per Policies 7.2.21 and 7.2.22 of this Plan.
45.	11.4.5 / Medium Density Residential – Height and Density	<p>Revise policy 11.4.5, so it reads,</p> <p>“Development on lands designated Medium Density Residential shall have a minimum net density of 40 units per net hectare.”</p>
46.	11.5.1 / Medium Density Local Corridor Designation – Permitted Uses and Built Forms	<p>Revise policy 11.5.1, so it reads,</p> <p>“The Medium Density Local Corridor designation allows for a concentration of density and mix of uses. The predominant use of lands with the Medium Density Local Corridor designation is <u>residential housing</u> in mid-rise building forms combined with cultural, entertainment, recreational, offices, restaurants, retail, and/or service commercial uses within <i>mixed-use buildings</i>.”</p>
47.	11.5.1 / Medium Density Local Corridor Designation – Permitted Uses and Built Forms	<p>Revise policy 11.5.2, so it reads,</p> <p>“The following building types are permitted:</p> <ul style="list-style-type: none"> a. Street townhouses; b. Block townhouses; c. Stacked townhouses; d. Back-to-back townhouses; e. Apartment buildings; f. <i>Mixed-use buildings</i>; and g. Accessory <u>dwelling units</u> apartments, as per Policies 7.2.21 and 7.2.22 of this Plan.

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48.	11.5.4 / Medium Density Local Corridor Designation – Height and Density	Revise policy 11.5.4, so it reads, “Development on lands designated Medium Density Local Corridor shall have a minimum net density of 40 units per net hectare.”
49.	11.6.2 / Village Corridor Designation – Development Policies	Revise policy 11.6.2, so it reads, “The following building types are permitted: a. Street townhouses; b. Block townhouses; c. Stacked townhouses; d. Back-to-back townhouses; e. Live/work units; f. Apartment buildings; g. <i>Mixed-use buildings</i> ; and h. <i>Accessory dwelling units apartments, as per Policies 7.2.21 and 7.2.22 of this Plan.</i> ”
50.	11.6.4 / Village Corridor Designation – Height and Density	Revise policy 11.6.4, so it reads, “Development on lands designated Village Corridor shall have a minimum net density of 40 units per net hectare.”
51.	11.6.5 / Village Corridor Designation – Development Policies	Revise policy, 11.6.5, so it reads, “Mixed-use buildings and live/work units shall be the predominant built form use along Longworth Avenue. Townhouse dwellings shall account for a maximum 20 percent of the buildings fronting Longworth.”
52.	11.6.10 / Village Corridor Designation – Development Policies	Revise policy 11.6.10, so it reads, “To facilitate appropriate development along Longworth Avenue and <u>Clarrington Boulevard</u> within the Village Corridor designation, the Municipality may consider development incentives. Development incentives may include reduced parking and/or parkland standards, or other incentives to encourage mixed use development.”

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53.	11.7.2 / Neighbourhood Centre Designation – Permitted Uses and Built Forms	Revise policy 11.7.2, so it reads “The following building types are permitted: a. Street townhouses; b. Block townhouses; b. Stacked townhouses; c. Back-to-back townhouses; d. Apartment buildings; e. <i>Mixed-use buildings</i> ; f. Grocery stores/supermarkets; and. g. Accessory <u>dwelling units</u> apartments, as per Policies 7.2.21 and 7.2.22 of this Plan. ”
54.	11.7.4 / Development policies – Height and Density	Revise policy 11.7.4, so it reads, “Development on lands designated Neighbourhood Centre shall have a minimum net density of 40 units per net hectare.”
55.	11.9.2 / Environmental Constraints Overlay	Revise policy 11.9.2, so it reads, “The presence and precise delineation of these features and areas and the level of development acceptable shall be determined through an <u>Environmental Impact Study (EIS) prepared to the satisfaction of the Municipality and the Central Lake Ontario Conservation Authority (CLOCA), as jurisdictionally appropriate,</u> as part of the review of development applications in accordance with the policies of the Clarington Official Plan.”
56.	New policy 12.1.4 /Infrastructure	Insert a new policy 12.1.4, so it reads <u>“The phasing and staging of development must be done in such a way that a looped water system is provided to the satisfaction of the Region of Durham. Particular areas of concern have been identified within the Brookhill Neighbourhood. Specifically, along Green Road, north of Longworth Avenue and along the north end of Clarington Boulevard at the realigned Nash Road. Project implementation and phasing of development should be done in such a way that any area with greater than 20 properties is looped and fed from two points of supply to the satisfaction of the Region of Durham.”</u>

Brookhill Neighbourhood Secondary Plan Update Mapping Schedules		
Mod No.	Policy/Topic	Modification
57.	Schedule A Land Use, Transportation, Parks and Open Space	The proposed new local road intersecting Bowmanville Avenue north of Longworth Avenue should be classified as a Collector to be consistent with the current Regional Official Plan Schedule E, Table E7 criteria for connectivity for a Type 'A' Arterial. Refer to Exhibit 1.

Brookhill Neighbourhood Urban Design Guidelines		
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58.	2.4.2 Arterial Roads AND Figure 4 Type A Arterial cross- section and plan	Amend policy 2.4.2, so it reads: <ol style="list-style-type: none"> 1. Bowmanville Avenue shall have a maximum <u>minimum</u> right-of-way <u>width</u> of 36.0 metres. <u>Where the ultimate cross-section includes four through lanes with left and right turn lanes at intersections, Bowmanville Avenue shall have a 40.0 metre right-of-way. Additional ROW may also be required to accommodate transit facilities.</u> 2. Bowmanville Avenue will include boulevards on both sides of the pavement area, 2.0 metre sidewalk on the west side and a minimum 3.0 metre separated multi-use path on the east side. 3. A raised centre median shall be a minimum of 5.0 metres and will <u>may</u> include trees, shrubs, and ground covers. <u>Enhanced streetscape elements within the Regional ROW, including a landscaped median, would be subject to Regional approval through Municipal consent, with the Municipality of Clarington securing the additional construction costs and future maintenance.</u>
59.	2.4.1.3 / Roads - General	Revise policy 2.4.1.3, to add a sentence to the end, so it reads, "Back lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only option. <u>Back-lotting or reverse lot frontage will not be permitted on Arterial Roads.</u> "

Brookhill Neighbourhood Urban Design Guidelines		
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60.	Figure 2 – Demonstration Plan	Update Figure 2 to correspond with modifications made to Schedule 'A' accordingly and to move the location of a local road east of Bowmanville Avenue, north of Longworth as per Exhibit 2.