

Secondary  
Plans

**Draft**

**COURTICE MAIN STREET  
SECONDARY PLAN**

**MUNICIPALITY OF CLARINGTON OFFICIAL PLAN REVIEW**  
**November 8, 2012**

# COURTICE MAIN STREET SECONDARY PLAN

## 1. INTRODUCTION

The Courtice Main Street Secondary Plan area occupies approximately 81 hectares and is located along Durham Highway 2 within Courtice, and extends approximately 4 kilometres from Townline Road in the west to Courtice Road in the east. Courtice Main Street is classified as a Regional Corridor in the Durham Regional Official Plan and is intended for mixed-use transit oriented development. A Regional Centre is identified at the intersection of Trulls Road and Durham Highway 2.

## 2. Purpose

This Secondary Plan provides a long-term land use and design vision for the Courtice Main Street. The aspiration is to create a dense, mixed use, transit supportive and pedestrian friendly environment while preserving what is deemed valuable in terms of natural heritage, built form and community character. However, it is also recognized that this is a long-term vision. Accordingly, it is important that the Plan provides policy guidance to allow for gradual change.

## 3. Goals

The goals of the Courtice Main Street Secondary Plan are as follows:

- a) To provide a policy framework which allows for the transition of the Courtice Main Street into a mixed use, transit supportive and pedestrian friendly place;
- b) To create a Town Centre for Courtice to implement community aspirations for growth and development;
- c) To minimize the impacts of development on the natural environment;
- d) To ensure buildings are designed with high urban design standards which will contribute to a positive image of the Courtice Main Street; and,
- e) To encourage sustainable development within the Courtice Main Street Secondary Plan area that is consistent with the programs which reduce energy consumption, water consumption, greenhouse gas emissions and promote waste reduction.

#### 4. Objectives

The objectives of the Courtice Main Street Secondary Plan are as follows:

- a) To achieve an increase in the overall long-term residential density in keeping with the intensification targets in the Durham Regional Official Plan;
- b) To facilitate the provision of approximately 2000 residential units over the long term;
- c) To attract economic investment;
- d) To provide for the development of a bus rapid transit system along the Courtice Main Street within the next 20 years;
- e) To facilitate the redevelopment of the Courtice Main Street over the next 20 years into a compact mixed use area;
- f) To encourage sustainable practices in development or redevelopment;
- g) To encourage new buildings to be LEED® certified or equivalent to demonstrate excellence in environmental and energy conservation measures from preconstruction to operation; and,
- h) To protect significant natural heritage and hydrological features and strengthen their function and inter-relationship through conservation and environmental stewardship.

#### 5. LAND USE

##### 5.1 General Land Use Policies

- 5.1.1 The limits and land use designations for the Courtice Main Street Secondary Plan area are shown on Schedule A of the Secondary Plan. The designations establish the general pattern for future development in the Secondary Plan area.
- 5.1.2 Large auto oriented uses such as existing motor vehicle sales establishments are encouraged to redevelop over time in a manner that achieves the vision of the Courtice Main Street or to relocate to designated Highway Commercial districts within the Municipality.
- 5.1.3 The transformation of the Courtice Main Street will include the demolition of existing single detached dwelling units and redevelopment over time in a manner that achieves the vision of the Courtice Main Street.
- 5.1.4 In the consideration of development applications, the Municipality shall determine how proposals contribute towards the achievement of the following long term density targets as established in the Durham Regional Official Plan:

- a) A minimum of 75 residential units per gross hectare within the Town Centre; and
- b) A minimum of 60 residential units per gross hectare on other lands within the Secondary Plan area that are designated for higher density residential purposes.

The Municipality may request a proponent to submit a phasing plan to demonstrate how the property can be developed over time to meet the density targets.

- 5.1.5 The minimum height for all new buildings in the Courtice Main Street Secondary Plan Area shall be 2 storeys.
- 5.1.6 Publicly owned community facilities, such as a community centre and a library, should be located within the Town Centre Commercial designation, to reinforce the area's role.
- 5.1.7 All new development shall be required to consider potential impacts on adjacent land uses. The Municipality may require studies and measures to mitigate environmental, shade, light, noise or traffic impacts, to ensure compatible land use development.
- 5.2 Commercial
- 5.2.1 The Commercial Area is the western gateway into Courtice and currently includes conventional strip plazas and fuel bars. Over the long term this area will redevelop into a more compact built form by incorporating office uses as well as high density residential uses.
- 5.2.2 The permitted uses are:
- a) Retail, service and office uses;
  - b) High density residential uses such as mid and high rise apartments, either in a single use building or part of a mixed-use building; and
  - c) Limited community facilities including social, recreational, educational and cultural facilities.
- 5.2.3 Development within the Commercial Area shall be subject to the following:
- a) The maximum height for buildings in the Commercial area shall be 8 stories.
  - b) Notwithstanding Section 5.1.5, the minimum height of buildings on the north-east and south-east corners of Durham Highway 2 and Townline Road shall be 4 stories.
- 5.3 Commercial Mixed-Use
- 5.3.1 This designation recognizes the existing small retail, office and service oriented businesses anchored by small-scale commercial plazas. This area

will redevelop over time by introducing more intensive retail and service uses at grade with residential uses generally on upper floors.

5.3.2 The permitted uses are:

- a) Retail, service, office and residential uses within a mixed use building; and
- b) Limited community facilities including social, educational and cultural facilities within a mixed-use building.

5.3.3 Development within the Commercial Mixed-Use Area shall be subject to the following:

- a) Retail and service uses should generally be of a convenience nature and shall include retail or service uses, which by nature of their size or function are compatible with residential uses or a mixed-use format;
- b) Non-residential uses within a mixed-use building shall not exceed 50% of the total floor area of the building;
- c) The maximum height for buildings is 4 storeys; and
- d) New development will occur on consolidated lots and adhere to street-front oriented design principles.

5.3.4 Notwithstanding Sections 5.3.2 and 5.3.3, the existing office, retail and service uses within this designation in existence at the time of adoption of this Secondary Plan may continue to be used for such purposes, subject to the following:

- a) No expansion of the existing floor space is permitted;
- b) Driveway entrances will be consolidated in conformity with arterial road policies of the Official Plan with appropriate easements provided;
- c) Parking will generally be located in the rear and the landscaped yard will be maintained in the front yard;
- d) If parking is located in the front yard, appropriate landscaping features will be incorporated to soften the visual impact of the parking areas;
- e) Urban design policies and guidelines of both this Secondary Plan and the Official Plan; and
- f) That a site plan agreement be entered into with the Municipality within 1 year of the date of adoption of this Secondary Plan implementing the above criteria.

5.3.5 Notwithstanding Section 5.3.2, the property located at 1540 Durham Highway 2 may be used for retail, service, office and residential purposes either in a mixed-use building or in a single use building.

## 5.4 Residential

5.4.1 The section of the Courtice Main Street containing single detached dwellings presents a unique opportunity to assemble multiple properties to develop Medium and Low Rise High Density Residential uses with complementary service and retail uses, while the lands on the west side of the Farewell Creek, south of Durham Highway 2 lend themselves to be developed into a Mid-Rise High Density Residential node based on past approvals for apartment buildings.

The Medium Density Residential designation has been accorded those properties that have a relatively shallow lot depth and are located adjacent to low density residential uses. The Low Rise High Density Residential designation has been accorded to the residential lands east of the Farewell Creek lands, these properties have a deeper lot depth where residential buildings with greater mass and height can be accommodated. The Mid-Rise High Density Residential designation has been accorded the remaining residential lands west of the Farewell Creek.

5.4.2 The permitted uses are:

- a) Residential dwellings which conform to the minimum height and the permitted dwelling type of each Residential Area designation;
- b) Home occupation uses which are compatible with the surrounding uses and appropriate within a building containing multiple dwellings;
- c) Retail, service and office uses, on the ground floor of a mixed-use building and which are compatible with residential uses or a mixed-use format;
- d) Limited community facilities including social, educational and cultural facilities on the ground floor of a mixed-use building; and
- e) Park and open space uses.

5.4.3 A range of housing types, tenure and unit sizes is encouraged within the Residential designations.

5.4.4 Flexible space designs such as live/work units are encouraged in the Medium Density Residential Areas.

5.4.5 Medium Density Residential

- a) The maximum height of any building shall be 4 storeys.
- b) Permitted dwelling types shall include townhouses, stacked townhouses, low rise apartment buildings, and dwelling units as part of a mixed-use building; and,
- c) Retail uses will generally not exceed 20% of the total ground floor area of a building, except in live/work dwelling types.

5.4.6 Low Rise High Density Residential

- a) Notwithstanding Section 5.1.5, the height of any new building shall

- b) be a minimum of 3 storeys and a maximum of 6 storeys. Permitted dwelling types shall include townhouses, stacked townhouses, low rise apartment buildings, and dwelling units as part of a mixed-use building; and
- c) Retail uses will generally not exceed 20% of the total ground floor area of a building, except in live/work dwelling types.
- d) Notwithstanding section 5.4.2 the motor vehicle sales establishment on the lands located on the south-west corner of Courtice Road and Durham Highway 2 will be recognized through a site-specific zoning in the implementing Zoning By-law and may continue to operate until such time as alternative land uses are proposed for development. There shall be no expansion to the land area occupied by the motor vehicle sales establishment.

#### 5.4.7 Mid-Rise High Density Residential

- a) Notwithstanding Section 5.1.5, the height of any building shall be a minimum of 6 storeys and a maximum of 10 storeys;

### 5.5 Town Centre

5.5.1 The Town Centre area is the primary focus for retail and service use development and the focal point of culture and civic gathering in Courtice that will benefit from high visibility from Durham Highway 2 and Trulls Road.

5.5.2 It is the Municipality's intent to develop public facilities like the Central Square and a branch of the public library in the Town Centre. The objective of this policy is to ensure that these facilities act as catalysts for the development of the Town Centre concept. The preferred location of a Central Square is shown on Map A Land Use of this Secondary Plan. However, the exact location of the Central Square and any public facilities shall be determined through the preparation of an Urban Design Report and a Phasing Plan described in Section 5.5.4 of this Plan. The Municipality would consider innovative urban design and public private partnerships for the development of these public facilities.

5.5.3 The Central Square is a public plaza and/or commons intended as a focal point for community events, passive recreation, social gatherings, public art and exhibitions within the Town Centre area. Its exact location and size shall be determined through the Urban Design Report and a Phasing Plan described in Section 5.5.4 of this Plan.

5.5.4 Applications for development on lands within the Town Centre Commercial Area and bounded by Durham Highway2, Trulls Road, Sandringham Drive and Richard Gay Avenue shall include an Urban Design Report and a Phasing Plan, demonstrating how the Town Centre Commercial area, including the Central Square, is to be developed over time. This Urban Design Report and Phasing Plan will be prepared by the Municipality in co-

operation with the property owners, the Region of Durham and the respective agencies.

- 5.5.5 An Environmental Impact Study and a Hydrogeological Study must be prepared for the Town Centre as part of the Urban Design Report and the Phasing Plan referenced in Section 5.5.4.
- (a) The Environmental Impact Study and Hydrogeological Study shall be prepared in keeping with the guiding principles in the Natural Heritage Assessment, 2012 and the relevant watershed plan.
- 5.5.6 Town Centre Commercial
- a) The permitted uses are:
- i. Retail, service and office uses appropriate in scale and function for the Town Centre;
  - ii. Community facilities such as community centres and libraries, either stand alone or part of a mixed use building; and
  - iii. Residential uses, either in a single use building or part of a mixed-use building.
- b) The maximum height for buildings in the Town Centre Commercial area shall be 6 stories.
- 5.5.7 Community Facility
- a) The permitted uses include but are not limited to:
- i. Municipal facilities including library, fire, and police stations;
  - ii. Public recreation facilities, parks and squares;
  - iii. Public or private schools; and
  - iv. Places of worship or assembly halls.
- 5.6 Environmental Protection Area
- 5.6.1 Environmental Protection Areas identified on Map A to this Secondary Plan include significant valleylands, woodlands and wetlands. Lands designated Environmental Protection Area shall be subject to the policies of the Official Plan.
- 5.6.2 No development or site alteration shall be permitted on lands designated Environmental Protection except environmental preservation and restoration, limited passive recreation, and uses related to erosion control and stormwater management if it has been demonstrated that there will be no negative environmental impact of the stormwater management facilities and that there are no reasonable alternative locations for stormwater management facilities outside of the Environmental Protection Areas.
- 5.6.3 Any resulting changes to the boundaries of the Environmental Protection Area designation resulting from the recommendations of an EIS shall not require an amendment to the Official Plan or this Secondary Plan.

## 5.7 Special Study Area

5.7.1 These lands have been designated Special Study Area because they have been identified in background studies as having environmentally sensitive features. The precise limits of the lands to be designated Environmental Protection and Town Centre Commercial will be determined through further environmental studies and through existing and future planning applications.

## 6. NATURAL HERITAGE AND HYDROGEOLOGICALLY SENSITIVE FEATURES

6.1 The protection of hydrogeologically sensitive features is necessary to support the long term health of the watersheds.

6.2 Prior to any development within a High Volume Recharge Area (HVRA), a Hydrogeological Report shall be completed satisfactory to the Municipality and the Conservation Authority to demonstrate that the proposed development or site alteration will have no adverse effects on groundwater quantity or quality or on natural heritage functions and hydrological features that rely on groundwater.

6.3 Prior to development within 120 meters of a HVRA, the requirement to prepare a Hydrogeological Report will be determined during Pre-consultation and in consultation with the Conservation Authority.

6.4 An Environmental Impact Study (EIS) shall be undertaken for all development proposals within 120 metres of a natural heritage feature in accordance with Official Plan policies.

## 7.0 URBAN DESIGN

### 7.1 Objectives

7.1.1 The urban design policies of this Secondary Plan are intended to:

- a) Create compatible and attractive built form that accommodates the long term planning goals for intensification and reflects local community aspirations for growth;
- b) Develop a street oriented built form along the Courtice Main Street that meets the needs of pedestrians, cyclists, and transit users as well as automobiles;
- c) Preserve and enhance the view and connectivity to the natural heritage features;
- d) Facilitate the development of an attractive streetscape along the Courtice Main Street; and
- e) Create gateways at strategic locations.

## 7.2 Policies

7.2.1 The urban design policies relating to the Secondary Plan are organized into four Precincts, which are shown on Map B to the Secondary Plan. New development shall be consistent with the following:

- a) Precinct specific urban design policies;
- b) The urban design policies contained in the Official Plan; and
- c) The intent of the urban design guidelines contained within Appendix A of this Plan

### 7.2.2 The West Gateway Precinct:

- a) The greatest massing of new buildings will be along Durham Highway 2 in support of transit oriented development and to better define the street edge;
- b) Buildings located at the intersection of Townline Road and Durham Highway 2 will have massing, height and architectural detailing to accentuate the western gateway into Courtice;
- c) Height limits shall be set below an angular plane, typically 45 degrees, to minimize the overlook of buildings over established low density areas with the angular plane measured from the proposed building to buildings located on adjacent lots at the rear or side of new buildings as appropriate;
- d) The expanse of surface parking will be replaced by underground and structured parking;
- e) Residential Areas will be developed with buildings designed and oriented to maximize views into the adjacent valley; and
- f) New development will be designed to mitigate the impact with established low density residential uses adjacent to this precinct.

### 7.2.3 The Black Creek Precinct:

- a) Existing single storey retail and service use buildings will be encouraged to redevelop into multi-storey mixed-use buildings;
- b) The redevelopment new buildings on the north and south sides of Durham Highway 2 will have the greatest density, height and massing of new buildings to be along Durham Highway 2;
- c) Views to Black Creek will be incorporated in site and building design;
- d) All new development adjacent to the Black Creek valley will dedicate such lands as necessary for environmental protection purposes and to provide for a recreational trail;
- e) Design will be introduced which ensures compatibility with adjacent established residential uses, providing for an appropriate transition in terms of height, density and massing of buildings; and
- f) Buildings will be encouraged to locate at the street edge in support of public transit and a safer and more effective pedestrian environment.

## 7.2.4 The Town Centre Precinct:

- a) Uses within the Town Centre will be integrated through an interconnected street pattern and walkable blocks while maintaining visual connectivity to the natural heritage features in the precinct;
- b) The greatest density, height and massing of buildings will be along Durham Highway 2. Buildings are to be located at the corner of Trulls Road and Durham Highway 2 and will have massing, height and architectural detailing to accentuate this intersection as a gateway and to create a sense of “arrival”;
- c) A central square, as defined in Section 5.5.3 of this Plan shall provide a focal area in the Town Centre and a place for community gatherings and events;
- d) The Central Square shall contain landscape architectural design elements that provide structure, identity and visual connectivity within and to surrounding land uses. The street pattern and buildings around this square will be designed and located to provide safe pedestrian access and views into the square; and
- e) The permitted land uses shall complement the function of the Central Square and will be designed to provide pedestrian connection to and views of the Central Square.

## 7.2.5 East Gateway Precinct:

- a) The area between the Town Centre Precinct and the eastern end of the Secondary Plan area is temporarily anchored by an auto-sales use and single detached dwellings, but will be redeveloped over time into a mixed-use precinct with high density residential uses occupying the east end of this precinct and medium density residential uses filling up the western parts of the precinct with limited service, retail and community uses at grade;
- b) Buildings located at the intersection of Courtice Road and Durham Highway 2 will have massing, height and architectural detailing to accentuate the eastern gateway into Courtice;
- c) Design will be introduced which ensures compatibility with adjacent established residential uses, providing for an appropriate transition in terms of height, density and massing of buildings; and
- d) Buildings will be encouraged to locate at the street edge in support of public transit and a safer and more effective pedestrian environment.

## 7.2.6 Prominent Intersections

- a) The prominent intersections shown on Map A are considered to have significance and shall be designed in accordance with Section 5A.4.6 of the Official Plan.

### 7.2.7 Streetscaping

- a) An attractive streetscape shall be created throughout the Secondary Plan area by including the following key streetscape elements: gateways, greenway features, pedestrian nodes, bike facilities, sidewalks, street trees and planting boulevards, lighting and street furniture, signage and at appropriate locations specialty paving;
- b) A detailed Streetscape Master Plan and implementation strategy will be developed by the Municipality and the Region using the Urban Design guidelines contained in Appendix A to this Secondary Plan as a guide.

7.2.8 Cultural Heritage resources listed by the Municipality in its inventory will be assessed and evaluated with every development or re-development proposal, in accordance with the policies of the Official Plan.

## 8.0 PARKS, OPEN SPACE AND TRAILS

8.1 Parks and Open Space shown on Map A include the following:

- a) Environmental Protection Areas;
- b) Central Square; and
- c) Greenway Feature.

8.2 The Central Square shall be a focal point in the Town Centre Commercial area and shall be developed in accordance with the policies in Section 5.5.3 of this Plan. The Central Square is to be accepted as part of the parkland dedication required under the Planning Act.

8.3 Greenway Features are small scale open spaces that could be linkages within the open space system, providing entrances/identity features to the community or trailheads.

8.4 Both future and existing trails are shown on Schedule A to this Plan. A Trail Plan will be developed by using the guidelines for trails and paths as contained in the Urban Design Guidelines contained in Appendix A to this Secondary Plan.

## 9.0 TRANSPORTATION

### 9.1 Objectives

9.1.1 The transportation objectives are:

- a) To transform Durham Highway 2 from a “highway” environment to an urban arterial corridor providing for multiple modes of transportation with greater emphasis on the “pedestrian environment”;

- b) To improve and expand the road network to provide improved access throughout the Secondary Plan area and connectivity to adjacent areas; and a framework for subsequent development or redevelopment of the lands in accordance with this Plan;
- c) To provide for future higher order transit;
- d) Maximize the efficiency of parking facilities by promoting shared parking; and
- e) Improve the public realm and make the Corridor more transit supportive through high quality streetscaping.

## 9.2 Policies

9.2.1 The transportation network serving the Secondary Plan area is shown on Schedule A to this Plan. Durham Highway 2 and Trulls Road are designated arterial roads in the Official Plan. These roads are complemented by a system of local streets and an internal private laneway system.

9.2.2 The right-of-way width for Durham Highway 2 is planned to be 36 metres. The Municipality encourages the Region to design the right of way in a manner which supports the objectives and policies of this Plan.

9.2.3 The redesign and redevelopment of the right-of-way for Durham Highway 2 will be co-ordinated with the Streetscape Master Plan where practical and may include the following:

- a) The introduction of raised medians to regulate turning movements at busy commercial sites;
- b) The introduction of a multi-use path for bicycles and pedestrians; and
- c) The construction of a bus rapid transit lane.

9.2.4 The alignments of the proposed new local streets, collector roads and internal laneways are intended to be conceptual (except where the right-of-ways are already established). Detailed alignments and location of local streets and private laneways shall be determined through further engineering studies and through the development approval process.

9.2.5 The “Private Streets” within the Town Centre Commercial area shown on Schedule A of this Plan shall be subject to the following:

- a) Private streets will be designed to municipal standards suitable for transfer to and assumption by the Municipality as public streets at some future date if deemed necessary by the Municipality;
- b) No buildings or parking spaces shall encroach into the private street right-of-way; and
- c) The developer shall provide for the future transfer of the right-of-way to the Municipality at the Municipality’s discretion.

- 9.2.6 An integrated system of “Private Lanes” shall be provided to permit movement of passenger vehicles between adjoining properties and to access signalized intersections. The integrated laneway system shall have a minimum of width of 7 metres and be implemented by means of registered easement in favour of the abutting property owners. It is not the intention of this Plan that such laneways be assumed by the Municipality.
- 9.2.7 Entranceways to commercial uses from arterial roads shall be limited to 80 meter intervals. Development or redevelopment will seek the consolidation of access points and common traffic circulation in accordance with the provisions of this Plan.
- 9.2.8 When undertaking environmental assessments for road or other servicing upgrades, the Municipality encourages the Region to consider the streetscape policies in Section 7.2.7 of this Plan.
- 9.2.9 Existing and future transit services within the Courtice Main Street shall be supported by transit oriented development that has regard for the following Transit Oriented Development design objectives:
- a) Enhancing mobility options;
  - b) Enhancing the public realm;
  - c) Integrating transit-supportive land uses;
  - d) Creating an inspiring urban built form;
  - e) Managing parking; and
  - f) Ensuring transit station design contributes to place making.
- 9.2.10 The Municipality encourages transit providers to locate transit stops at key destinations along the Courtice Main Street. The Municipality encourages the upgrading of existing transit stops along the Courtice Main Street in an effort to improve comfort and safety. Transit waiting areas that are incorporated into buildings must be located adjacent to transit stops.
- 9.2.11 Transit, cycling and walking shall be promoted as the preferred modes of transportation along the Courtice Main Street. The implementing Zoning By-Law may require the provision of secure bicycle parking facilities in a conspicuous location, long-term bike parking areas within buildings, and on-site shower facilities for employees who bike to work. The Municipality may allow for a reduction in the number of required parking spaces where bicycle parking facilities are provided.
- 9.2.12 Shared on-site parking areas for two or more uses may be permitted where:
- a) The maximum demand of such parking areas by the individual uses occurs at different periods of the day; and
  - b) The maximum demand of such parking areas is substantiated by a parking study approved by the Municipality.

9.2.13 The Municipality recognizes the role of Travel Demand Management (TDM) in promoting a more efficient use of existing transportation infrastructure, making automobile use more sustainable, and promoting increased transit use. The Municipality will work to introduce new TDM initiatives to reduce car dependency and peak period congestion.

## 10. IMPLEMENTATION

### 10.1 General

10.1.1 The policies of this Plan shall be considered when making decisions related to development of the lands within the Courtice Main Street Secondary Plan Area. The policies of this Plan shall be implemented by exercising the powers conferred upon the Municipality by the *Planning Act*, the *Municipal Act* and any other applicable statutes, and in accordance with the applicable policies of the Official Plan.

10.1.2 The Municipality will monitor the policies of this Plan as part of the five year Official Plan review and propose updates as deemed necessary.

10.1.3

10.1.4 The Municipality encourages innovative measures to help reduce the impacts of urban run-off and maintain base ground water flow. Such measures may include bio-swales, permeable pavers, rain barrels and green roofs.

10.1.5 The Municipality will work with the Region of Durham to ensure that appropriate servicing capacity is provided for the Secondary Plan area, allowing the Municipality to meet the Region's density targets for Centres and Corridors.

10.1.6 The Municipality will encourage the Region of Durham to provide full municipal services to the Courtice Main Street within the next 10 years following the adoption of this Plan.

### 10.2 Additional Municipal Implementation Tools

10.2.1 In order to support the implementation of this Secondary Plan, the Municipality of Clarington will consider the development of the following implementation items:

- a) Community Improvement Plan:  
A Community Improvement Plan for the Courtice Main Street area may be prepared to facilitate the implementation of this Plan in particular for redevelopment for greater intensity land uses and improving community character and identity.
- b) Streetscape Master Plan:

A Streetscape Master Plan for the Courtice Main Street area shall provide a detailed design for the non-travel portion of Highway 2 right-of-way, in accordance with policy 7.2.7 b) of this Secondary Plan.

#### 10.2.2 Consolidated Plans and Studies

- a) Where multiple properties are proposed to be developed, the Municipality will consider the potential for consolidated supporting plans and studies to assist with the development review process.
- b) The preparation of the Urban Design Report and the Phasing Plan that is to be prepared for the Town Centre Commercial Area must incorporate the recommendations of the EIS as well as any other studies required as part of a complete application.

### 11. INTERPRETATION

#### 11.1 General Interpretation Policies

11.1.1 The Courtice Main Street Secondary Plan has been prepared to align with the Policies of the Official Plan. The Policies of this Secondary Plan, along with Schedules and Appendices shall be read and interpreted in conjunction with the Policies of the Official Plan.

11.1.2 In the event of a conflict between the Official Plan and this Secondary Plan, the Policies of the Secondary Plan shall prevail.

11.1.3 The boundaries shown on Schedule A to this Plan are approximate, except where they meet with existing roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.

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

#### 11.2 Definitions

**Mixed-Use Building:** means a building used partly for residential use and partly for non-residential use.

**Shared Parking:** means parking shared among different buildings and facilities on the same property or a group of properties in an area to take advantage of different peak periods.