



# Public Meeting Report

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<b>Report To:</b>	<b>Planning and Development Committee</b>		
<b>Date of Meeting:</b>	January 22, 2024	<b>Report Number:</b>	PDS-004-24
<b>Submitted By:</b>	Carlos Salazar, Deputy CAO, Planning and Infrastructure Services		
<b>Reviewed By:</b>	Rob Maciver, Deputy CAO/Solicitor		
<b>File Number:</b>	COPA2021-0007 and ZBA2023-0011 (PLN 41.2) <b>Resolution#:</b>		
<b>Report Subject:</b>	<b>Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan</b>		

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## Purpose of Report:

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

## Recommendations:

1. That Report PDS-004-24 and any related communication items, be received for information;
2. That Staff receive and consider comments from the public and Council with respect to the proposed Official Plan Amendment (COPA2021-0007), Secondary Plan, Streetscape Implementation Plan, and Zoning By-law Amendment (ZBA-2023-0011);
3. That the proposed Official Plan Amendment, Secondary Plan update, Streetscape Implementation Plan update, and Zoning By-law Amendment continue to be reviewed and processed;
4. That Staff report back to Council with a Recommendation Report; and
5. That all interested parties listed in Report PDS-004-24 and any delegations be advised of Council's decision.

## Report Overview

This report provides an overview of the planning process for the Bowmanville West Urban Centre and Major Transit Station Area (MTSA) Secondary Plan, including initiation of the update, the planning policy framework, public engagement and comments, as well as agency comments received to date.

The Bowmanville West Urban Centre and MTSA Secondary Plan is planned to facilitate development to support and complement the future Bowmanville GO Station. It will transform this low-density, retail commercial shopping hub into a mixed-use, transit-oriented community. It will feature an active public realm, a full range of retail and service spaces, and a variety of housing types that support people at all stages of life. A connected network of parks, greenspaces, and community spaces will serve the existing and future residents, workers, and visitors of this compact community.

At its long-term build out, the area is expected to accommodate approximately 19,000 people and jobs within a thriving, mixed-use neighbourhood with adequate density to support the extension of the GO train to Bowmanville.

The purpose of the statutory public meeting is to obtain comments from the public, landowners, and commenting agencies on the proposed Secondary Plan, and draft implementing zoning.

## 1. Background

- 1.1 Within the Official Plan, specific areas of the community benefit from more detailed focus and consideration through Secondary Plans. Secondary Plans offer more specific direction on how the community will grow at a neighbourhood scale. They are often more detailed than the Official Plan and are able to account for the specific context and character of each Secondary Plan area relating to land use, transportation, and servicing. A Secondary Plan provides direction for private development and public infrastructure.
- 1.2 A Secondary Plan provides the structure for the various components of a neighbourhood, such as how to best provide locations for housing, mixed-use buildings, parks, and amenities, as well as planning the mobility between them and the rest of the community at large. Ultimately, a Secondary Plan establishes the character and identity of the neighbourhood while promoting efficient land use and development.
- 1.3 The preparation of or amendment to a Secondary Plan follows the same procedures as an Official Plan Amendment under the Planning Act. This includes the preparation of supporting technical studies, public engagement, a statutory public meeting, and Council adoption. The Region of Durham is currently the final approval authority for Secondary Plans.

- 1.4 The Bowmanville West Urban Centre and MTSA Secondary Plan is accompanied by draft zoning. The draft zoning will implement the policy directions of the Secondary Plan by outlining provisions for permitted uses and other zoning regulations such as setbacks from property lines, building height, and parking.

## 2. Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan

- 2.1 The Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan (Bowmanville West Secondary Plan) area covers approximately 127 hectares. It is generally located along the Durham Highway 2/King Street corridor in the west end of Bowmanville and along a portion of Bowmanville Avenue (see **Figure 1**).



**Figure 1:** Bowmanville West Urban Centre and MTSA Secondary Plan Area and Surrounding Context

- 2.2 The Secondary Plan area is located at the west end of Bowmanville's central Highway 2 corridor. The majority of the area is within the Built-Up area of Bowmanville, with portions of greenfield land in the northwest and southwest areas of the Plan boundary.
- 2.3 The context surrounding the Plan area is primarily low-density neighbourhoods comprised of single-detached, semi-detached and townhouses. North of the Secondary Plan area is the Brookhill Secondary Plan area which envisions a medium density neighbourhood with a mix of uses. Further to the east of the Secondary Plan area is Downtown Bowmanville (Bowmanville East Urban Centre Secondary Plan) which has a mix of residential, commercial, and institutional uses.

### **Existing Bowmanville West Secondary Plan**

- 2.4 The Bowmanville West Secondary Plan, originally approved by the Ontario Municipal Board in 1993 and updated in 2006 contains Clarington's largest retail shopping area. When the Secondary Plan was originally developed, Bowmanville West was planned to accommodate big-box format shopping that would serve residents from across the Municipality. This was intended to complement the smaller-scale, pedestrian-oriented shopping experiences in downtown Bowmanville.
- 2.5 Today, Bowmanville West generally adheres to the original vision, containing a mix of large and small box commercial developments. It also includes medium-density residential development, large institutional uses (Garnet B. Rickard Complex and Clarington Central Secondary School), and two churches.
- 2.6 Since 2006, the area has anticipated development at higher densities than the adjacent residential neighbourhoods to maximize accessibility to public transit, including the proposed Bowmanville GO Train Station.

### **Initiation of the Secondary Plan Update**

- 2.7 The Clarington Official Plan was updated in June of 2017 to conform with changes to Provincial and Regional policy. The Bowmanville West Secondary Plan must be updated to incorporate the policy directions of the updated Clarington Official Plan. A key change included greater focus on directing additional growth and density to urban centres, such as the Bowmanville West Urban Centre.
- 2.8 The Secondary Plan must also be updated to prepare for the future extension of GO train service to Bowmanville and the future GO Station. Through the recent update of the Official Plan, Bowmanville West now includes an additional 13 hectares of land on the south side of the Canadian Pacific (CP) rail line along the north side of Aspen Springs Drive. Lands along the east side of Bowmanville Avenue were also incorporated into the MTSA and subsequently the Secondary Plan. The expansion area includes:
- The future GO Train Station;
  - Several existing multi-storey apartment buildings; and
  - A future development site adjacent to the future GO Station

## Bowmanville GO Station

- 2.9 The Bowmanville GO Rail Station has been planned since the inception of the Secondary Plan, and initial steps were taken to acquire the lands in 2004. The commuter lot for GO Bus service was subsequently built on the north side of the CP tracks. The future extension of GO Train service to Bowmanville offers an opportunity to transform this area into a complete, transit-oriented community.
- 2.10 The built form surrounding the future GO Station must be designed to support the significant investment being made to extend rail service to Bowmanville. The Secondary Plan area is considered a MTSA within the Provincial Growth Plan and has recently been delineated by the Region as part of Regional Official Plan Amendment 186 and Regional Council's adoption of its new Regional Official Plan. MTSA's must be planned for a minimum density target of 150 residents and jobs combined per hectare to support transit service. The Growth Plan does not permit land uses and built forms that prevent the achievement of the minimum density targets.
- 2.11 Metrolinx, the Province's Crown corporation managing transit projects in the Greater Toronto Area, currently follows a market-driven approach to station development. Metrolinx collaborates with private sector partners to fund and develop the station.
- 2.12 On December 4, 2023, the Ontario Government passed the *GO Transit Station Funding Act, 2023*. The Act will provide a new funding tool to enable municipalities to raise revenues to help design and build new GO Transit stations through the implementation of a 'Station Contribution Fee' on new development in the surrounding area. The Province is expected to provide further details and regulations about the process required to use this voluntary tool in the coming months. This information will be needed to understand how this tool could be used to fund the Bowmanville GO Station.
- 2.13 Where this new funding tool is not used, station development will continue to be undertaken using the current market-driven approach.

## 3. Secondary Plan Review Process

- 3.1 The Municipality retained Dillon Consulting to provide the update to the Secondary Plan. Public engagement occurred throughout the process (feedback from the public is summarized in **Section 8**). The process followed three phases as described in **Figure 2**.





**Figure 2: Project Timeline Phases Diagram**

3.2 A summary table is provided in **Attachment 1 – Sequences of Events** that outlines each of the steps taken throughout the Secondary Plan review process.

### Phase 1 – Background Analysis

3.3 This Phase involved a review of current conditions within the Secondary Plan area and the external factors that will influence development. The review included demographic data, land use policies, market trends, service capacity, community and heritage resources, transportation infrastructure, and best practices in urban design and sustainability.

3.4 This Phase included the following consultation activities:

- Public Information Centre (PIC) #1 – June 19, 2018
- Online Survey – September 1-30, 2018
- PIC #2 – June 26, 2019

3.5 The first PIC was held at the Garnet B. Rickard Recreation Complex. This meeting provided the background for the project and presented the principles of transit-oriented development. It included facilitated table discussions that generated feedback on desired building types and public spaces. There were approximately 60 attendees.

3.6 An online survey was used to gain feedback from the public on where to plan for new buildings and amenities within the Secondary Plan. This includes items like taller buildings, parks, and key walking and cycling routes. Nearly 200 comments were collected.

3.7 The second PIC was held at the Seasons Retirement Community on Clarington Boulevard. This meeting presented the findings of the technical review. Facilitated table discussions focused on the topics of land uses, urban design, and mobility/access. There were approximately 42 attendees.

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## Phase 2 – Evaluate Development Opportunities

- 3.8 Using insights from Phase 1, a concept plan for the Secondary Plan area was created. This plan incorporated Provincial and Regional policies for higher density growth in the area while also reflecting local priorities. This preliminary land use plan was accompanied by a public realm improvement plan.
- 3.9 Public consultation in this phase was held virtually due to the COVID-19 pandemic. It included:
- PIC #3 – October 1, 2020
  - Online Survey – October 1-16, 2020
- 3.10 The third PIC presented the land use and building heights plan and a public realm improvements plan. The meeting concluded with an online survey. The survey was available to be completed during the PIC, and also in the days following the PIC for the broader public. There were 96 attendees.
- 3.11 The survey allowed respondents to comment on various aspects of the proposed plan using an interactive mapping interface. It generated nearly 100 comments tied to specific areas of the land use plan.
- 3.12 Background documents developed during Phases 1 and 2 continue to be available on the [Bowmanville West Secondary Plan project webpage](#).

## Phase 3 – Develop Planning Policies

- 3.13 The final phase of the project involves the preparation of a draft Secondary Plan, implementing Zoning By-law, and updated Streetscape Implementation Plan. Comments from agencies and the public were used to inform the draft documents presented at the Statutory Public Meeting.
- 3.14 Phase 3 public consultation to date was held virtually and included:
- PIC #4 – September 23, 2021
  - PIC #5 – March 8, 2023
- 3.15 The fourth PIC presented the key directions and updated concept plans for the proposed land uses, building heights, and public realm improvements. Feedback from this session was used to refine the concepts and design elements of the Secondary Plan. A total of 83 participants attended the event virtually.
- 3.16 The fifth PIC was held to refresh the public on the project's purpose and background. It involved a presentation and Q&A panel. Approximately 166 participants attended the meeting, about two thirds of whom were attending a session on this Secondary Plan for the first time.
- 3.17 The Statutory Public Meeting provides the opportunity for the public to formally comment on the draft Official Plan Amendment, Secondary Plan, accompanying zoning,

and Streetscape Implementation Plan. Any comments received verbally at the public meeting or in writing to staff will be outlined in the Recommendation Report.

- 3.18 The final step in Phase 3 will be to bring the revised Secondary Plan documents to Council for recommendation and adoption. A Recommendation Report is expected to be presented in the first half of 2024.

### Statutory Public Meeting Notice

- 3.19 Notice of the Statutory Public Meeting for the Bowmanville West Secondary Plan update was provided in accordance with the Planning Act. A Notice of Statutory Public Meeting was mailed to approximately 2900 residents and businesses located inside and within 300 metres of the Secondary Plan area during the week of December 18, 2023. The Notice was also sent by email to the Region of Durham, the Ministry of Municipal Affairs and Housing, and all other commenting agencies.
- 3.20 The Notice stated the Secondary Plan and supporting materials (draft Official Plan Amendment, draft Secondary Plan, draft zoning, and draft Streetscape Implementation Plan) would be available on the project webpage by January 2, 2024, in accordance with the requirements of the Planning Act. All draft and supporting documents were posted to the project webpage by December 22, 2023.
- 3.21 Due to the loss of one of the local newspapers (Clarington This Week), Staff used Canada Post's bulk mail delivery service, to provide Notice of this Statutory Public Meeting to all businesses and apartment building dwellers who live in or within 300 metres of the Secondary Plan area. With this addition, a total of 3,856 residents, landowners, and businesses received notice of this meeting.
- 3.22 Other methods to promote the Public Meeting included an advertisement in the Orono Times, screen ads in community centres, news releases on the Clarington website, and social media posts.
- 3.23 In addition to receiving a Notice of Public Meeting, external agencies and internal departments have been requested to provide their comments regarding the Draft Secondary Plan and the draft zoning. Comments from external agencies, internal department, and the public will assist staff in preparing the final draft of the Secondary Plan and Zoning By-law that will be presented as part of a future recommendation report.
- 3.24 The draft Official Plan Amendment (**Attachment 2**) will amend the Clarington Official Plan to update the Bowmanville West Secondary Plan (**Attachment 3**) and its Streetscape Implementation Plan (**Attachment 4**)
- 3.25 The draft implementing Zoning (**Attachment 5**) accompanies the draft Secondary Plan and will amend Clarington's Zoning By-law 84-63 to implement the policies of the Secondary Plan.



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**The Secondary Plan update will enable Bowmanville West's transition to Clarington's first transit oriented neighbourhood**

- 3.26 Bowmanville West will offer a diverse mix of high-density housing options supported by a mix of vibrant, street-oriented commercial uses and amenities. As a Major Transit Station Area (MTSA), it is planned to accommodate the highest densities and widest varieties of uses in Bowmanville, including residential, mixed-use, commercial, and institutional uses. The area is planned to encourage a range of travel options in and around the Bowmanville GO Station including walking, cycling, public transportation, and driving.
- 3.27 Specifically, the Secondary Plan area is planned to achieve a minimum density target of 150 people and jobs per hectare by final build-out. The expectation is that the build-out of the Secondary Plan will take place over multiple decades, well beyond the timeline of the current Clarington Official Plan.
- 3.28 The objectives for the Bowmanville West Secondary Plan are to:
- Provide a planning framework that will support the establishment of a GO Station in Bowmanville West;
  - Create opportunities for high density, compact, transit supportive development;
  - Plan for a sufficient amount of high-quality, public spaces to support the number of people expected to live and work in the area;
  - Provide affordable housing;
  - Be a model of sustainable design;
  - Promote excellence in urban design; and
  - Create a walkable neighbourhood that accommodates people of all ages, abilities, and interests.
- 3.29 The policy framework of the draft Bowmanville West Secondary Plan is built around the following components:

**Land Use Plan - Schedule A**

- 3.30 The draft Land Use Plan identifies where certain uses will be permitted based on the land use designations detailed in the Secondary Plan. Land use designations also include detailed policies relating to the height and built forms that are appropriate in different locations within the Plan area.
- 3.31 The Secondary Plan's urban design policies and accompanying regulations are intended to mitigate and manage impacts related to the increased heights and densities in the area in order to create an active and inviting street-level experience.

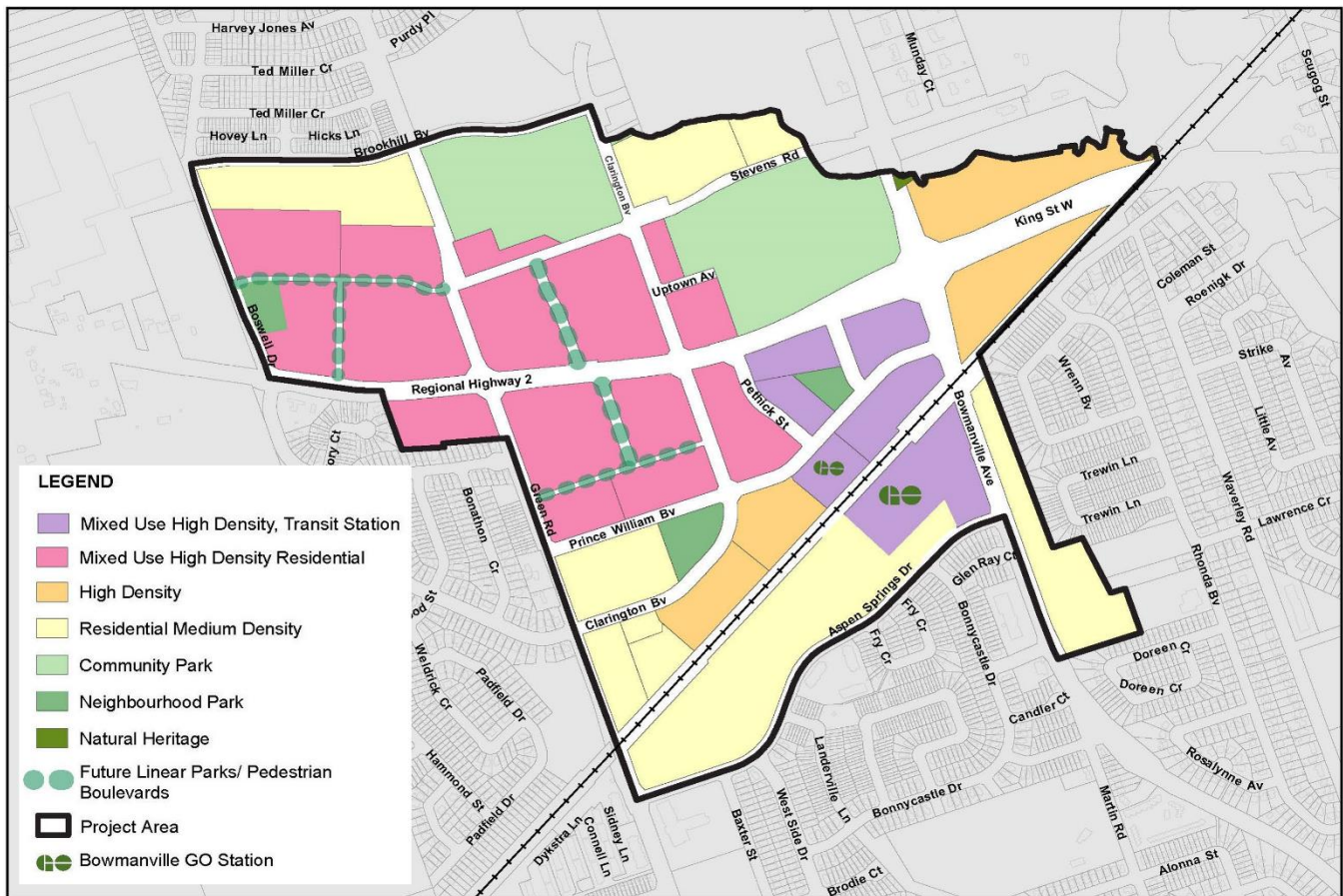


Figure 3: Land Use Plan – Schedule A

**Public Realm Improvement Plan – Schedule B:**

- 3.32 During the previous update to the Bowmanville West Secondary Plan in 2006, a Streetscape Implementation Plan was prepared. This document gave direction to the design of the public streets and sidewalks in the Secondary Plan area. While the implementation of this Plan is still ongoing, much of this work can already be enjoyed along Durham Highway 2 and Clarington Boulevard.
- 3.33 The updated Public Realm Improvement Plan identifies opportunities for continuous improvements such as the following:
- Streetscape improvements to support active transportation, pedestrian comfort, and wayfinding along key corridors in the Secondary Plan area;
  - New parks to provide a range of areas for passive and active recreation across the community as it grows;
  - Gateways that serve as points of arrival or transition to the neighbourhood, create a sense of place, and foster a cohesive identity for Bowmanville West; and
  - Pedestrian safety improvements, which could include signalized crosswalks, traffic calming measures, and improvements to support greater accessibility for all users.

- 3.34 The locations for these improvements were developed with feedback from the community through the PICs and online mapping surveys.

### **Mobility Network – Schedule C1**

- 3.35 To complement Map J3 of the Official Plan, the Mobility Network schedule identifies Future Local Roads within three of the existing commercial developments. These roads currently serve as private access roads through these developments.
- 3.36 Previous planning for Bowmanville West identified that these roads should come into public ownership once intensification occurred on these sites. The conditions for transfer of ownership were detailed in private agreements known as the Principles of Understanding which were registered on title. The intent of this arrangement was to upgrade the private roads to public roads once redevelopment began to introduce residential and mixed-use buildings into these sites.
- 3.37 In conjunction with the future local roads, the Mobility Network schedule identifies Future Linear Parks to be constructed adjacent to the local roads. The future local roads and the future linear parks will break the large blocks into smaller, pedestrian-centric spaces that provide increased green space and create attractive, walkable environments that promote active transportation in what is currently a car-dominant space.

### **Active Transportation Network – Schedule C2**

- 3.38 The Active Transportation Network Schedule identifies existing, planned, and potential cycling improvements and pedestrian safety improvements within Bowmanville West Secondary Plan area. Locations of future linear parks/pedestrian boulevards are also identified.

## **4. Policy Directions of Interest**

- 4.1 The Bowmanville GO Station presents an exciting evolution of this area into a transit-oriented community, enabling Bowmanville West to become a mixed-use neighbourhood that meets the needs of its residents within a walkable and inviting public realm.
- 4.2 The policies of the draft Secondary Plan have been designed to proactively plan for this significant transit investment, but also minimize impacts to the surrounding established neighbourhoods. To achieve this balance, policies have considered built form, shadows and tall buildings, the public realm and multi-modal access, urban design, responsible phasing of development, housing diversity, and the economic effects on surrounding communities.

### **Built form is planned to be transit-supportive with high and medium density mixed use and residential apartment buildings**

- 4.3 The built form in the Secondary Plan has been planned to create transit-supportive densities that will complement the future GO Station.

- 4.4 As illustrated on the proposed Land Use Plan (**Figure 3**) the highest densities and tallest buildings, ranging from 12 to 18 storeys are provided for at and surrounding the future GO Station, with the next highest densities, allowing for 6 to 12 storey buildings, directed to properties along Durham Highway 2/King Street West.
- 4.5 Medium density buildings between 4 and 6 storeys are planned for the remainder of the Secondary Plan area, which serves as a transition to the existing lower density neighbourhoods outside of the Secondary Plan area.

**Shadow and Tall Buildings policies have been incorporated to appropriately minimize and mitigate shadow impacts**

- 4.6 The higher densities planned for this area are necessary to create a complete community within the Bowmanville West MTSA, but policies on tall buildings and shadow policies have been designed to mitigate any impacts on the surrounding neighbourhood. The height and massing of buildings are required to be designed to reduce shadow impacts on surrounding streets and parks.
- 4.7 Based on feedback received from the public to date, further assessment of shadow impacts has been undertaken. The draft Secondary Plan includes policies that limit building height to 14 storeys along the west side of Bowmanville Avenue, between Highway 2 and Aspen Springs Drive, subject to a sun and shadow analysis demonstrating the development is able to achieve the sun/shadow requirements required by the policies of the Plan.
- 4.8 New development must also transition to surrounding neighbourhoods appropriately through measures such as step backs, setbacks, landscape buffers, and boulevards. The maximum heights in the Plan may be reduced if needed to ensure appropriate transition to adjacent low density uses.

**The Secondary Plan will facilitate an engaging public realm and multi-modal transportation and access**

- 4.9 The existing Bowmanville West Secondary Plan provides for parkland throughout the area. In addition to the existing parkland, the updated Secondary Plan has planned for linear parks along several roads. This will create more opportunities for interactions with green spaces. Additionally, private developments will be required to contribute to parkland requirements and provide green space within their properties to accommodate the needs of residents.
- 4.10 Increased green space and other public realm improvements will invite and facilitate active transportation. The area is also planned for transit-supportive densities that make better transit service viable. While these policies will reduce the need for parking, the Plan requires that adequate parking is provided and will be integrated in an attractive manner. Policies also ensure the area is ready for the transition to electric vehicles by requiring that a minimum of 20 percent of parking spaces be built with the ability to become charging spots.

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**Urban Design policies emphasize sustainability and safety**

- 4.11 Urban design policies in the Secondary Plan will make Bowmanville West a destination within the community that will support a safe and active streetscape as an interface to a thriving commercial district.
- 4.12 Gateways to the neighbourhood will be designed to create a sense of place through wayfinding, lighting, landscaping to increase permeability, and will be enhanced with public art. Accessible rest spaces and seating will contribute to an active streetscape and provide a comfortable environment. Building facades will feature glazing to create transparency and a connection between businesses and the pedestrian realm.

**The Secondary Plan recognizes the importance of the arrival of GO Train service to support the planned high density, transit-oriented development**

- 4.13 The future development of Bowmanville West is based on the expectation that it will be anchored by a GO Train Station. The presence of this major transportation hub will stimulate travel into and out of Bowmanville West. The arrival of GO Train service to Bowmanville is a catalyst for higher density development within the Bowmanville West MTSA and will support the provision of active transportation as well as improved local transit service.
- 4.14 The built form proposed for Bowmanville West is intended to complement a major transportation hub anchored by the future GO Train Station and is not designed to match the current Bowmanville West context.
- 4.15 In recognition of the GO Train station and service as an integral component of the MTSA and the development of a transit-oriented neighbourhood, development within the Plan Area will be limited until there is greater certainty around the timing of the extension of GO Train service to Bowmanville, and the model by which the Station will be developed. As such, the draft Secondary Plan includes phasing policies and direction for the use of a Holding (H) symbol in the implementing zoning.
- 4.16 There are currently sites within the Bowmanville West Secondary Plan area that have existing zoning permission to construct 10-12 storeys in height. The heights and densities proposed in the updated Secondary Plan will be implemented (e.g. lifting of the Holding (H) Symbol to be eligible for building permit) once funding to deliver the GO Transit Station has been secured, to the satisfaction of the Deputy CAO, Planning and Infrastructure Services, in collaboration with the Region of Durham. Until that time, a Holding Symbol will be placed on all new zoning permissions.
- 4.17 The recently enacted *GO Transit Station Funding Act* may impact how best to coordinate the development of the GO Station with the development of housing. As more details on the GO Transit Station Funding Act are released, the Municipality will explore the use of this tool. Updates to the proposed phasing policies in draft Bowmanville West Secondary Plan may be appropriate to ensure the GO Station and surrounding development is able to mutually support once another once additional information and regulations relating to this tool are available from the Province.

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**The Secondary Plan promotes housing diversity and supports the development of affordable housing units**

- 4.18 Through its Clarington Official Plan, Council supports the provision of a variety of housing types, tenures, and costs for people of all ages, abilities, and income groups. The Bowmanville West Secondary Plan area is planned to create a diverse range of housing options that complements but is not necessarily the same as the options available within the surrounding neighbourhoods. The housing types will provide options for those whose housing needs are different from traditional low-density housing.
- 4.19 The Secondary Plan will also raise funds towards affordable housing in Clarington in accordance with the affordable housing directions of the Official Plan and Clarington's Affordable Housing Toolkit. Policies have been included to require applicants to provide \$2,500 per unit to the Municipality to be used for affordable housing initiatives.

**Existing commercial business restrictions are proposed to be removed from the updated Secondary Plan**

- 4.20 The current Bowmanville West Secondary Plan contains restrictive policies to complement and avoid adverse impacts on Downtown Bowmanville resulting from the development of the Bowmanville West large format commercial area. The development of the updated Secondary Plan carefully considered the intent and effect of these policies, which have been removed from the updated Plan based on the conclusion that the community has evolved past their need.

## **5. Conformity with Provincial Legislation**

### **Planning Act**

- 5.1 The *Planning Act* is Provincial legislation that sets out the framework and rules for land use planning in Ontario. Section 2 of the *Planning Act* outlines matters of Provincial Interest, including the orderly development of safe and healthy communities; sustainable development that supports public transit; public spaces that are high quality, safe, accessible attractive and vibrant; and appropriate locations of growth and development. This Secondary Plan has been designed to align with these matters of Provincial interest. It plans for efficient use of land to create a thriving and attractive community.

### **Provincial Policy Statement, 2020**

- 5.2 The Provincial Policy Statement (PPS) lays out the Province's overarching direction on matters related to land use planning. It directs municipalities to plan for intensification and a mix of uses to use resources efficiently. The PPS promotes transit-supportive densities and a diverse range of housing opportunities within settlement areas. It promotes the development of strong communities that are healthy, livable, and safe. Secondary Plans must be consistent with the PPS.



- 5.3 Bowmanville West is planned to be consistent with the PPS through its intensification policies and design for a complete, transit-oriented neighbourhood. The Secondary Plan will create a resilient neighbourhood that facilitates active transportation, diverse housing options, and healthy lifestyles.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

- 5.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) defines MTSAs as the area surrounding higher order transit. The area is typically 500 to 800 metres surrounding the transit stop (representing approximately a 10-minute walk). The Growth Plan prioritizes intensification and increased densities in MTSAs. MTSAs on priority transit corridors served by GO Transit rail must be planned for a minimum density of 150 people and jobs per hectare. The Growth Plan allows municipalities to delineate boundaries and identify minimum density targets for MTSAs that are not currently on a priority transit corridor.
- 5.5 The Bowmanville West Secondary Plan has been developed to conform to the Growth Plan's vision for MTSAs. This includes meeting the intensification requirements, planning for a mixed of uses, and integrating local transit services and active transportation options. These policies support the Province's investment of expanded GO train service.

## **6. Conformity with Official Plans**

### **Durham Region Official Plan**

- 6.1 The Durham Region Official Plan (ROP) guides growth and change within the Region. It sets out a framework for managing growth in an orderly fashion and creating healthy and complete, sustainable communities. The Region is currently in the process of updating the ROP to conform to the 2020 Growth Plan, however, the new ROP is not yet in force. The recommended ROP was adopted by Regional Council on May 17, 2023. It is currently awaiting approval by the Minister of Municipal Affairs and Housing under Sections 17 and 26 of the *Planning Act*.
- 6.2 Both the current and new ROP outline the Bowmanville West Secondary Plan area as a "Protected Major Transit Station Area" (PMTSA) as defined in the Growth Plan. The draft Secondary Plan conforms with the policies related to PMTSAs in both the current and new ROP. This includes policies like planning for a minimum of 150 people and jobs per hectare, enhancing the pedestrian realm and providing cycling infrastructure, and permissions in the land use plan for a range of uses including residential, office, institutional, and commercial.
- 6.3 The draft Secondary Plan also conforms with the ROP's policies that will transition the neighbourhood away from auto-centric uses towards other forms of travel. It includes urban design principles that will support the development of a high-quality public and private realm that encourages active streetscapes and good quality of life.

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**Clarington Official Plan**

- 6.4 The Clarington Official Plan (OP) provides a vision for future growth and development of the Municipality to the year 2031. The current OP focuses on the principles of sustainable development, healthy communities, and growth management.
- 6.5 Specifically, the Secondary Plan area is designated as a “Transportation Hub” immediately surrounding the GO Station lands, and “Urban Centre” in the OP.
- 6.6 The Transportation Hub designation is intended to create mixed-use, higher density neighbourhoods that support the timely extension of the Lakeshore East GO Line and develop into one of the primary commercial centres in Clarington. These areas are to be improved with a pedestrian focus and a high-quality public realm. They shall provide diverse uses to suit the needs of local residents and the broader Clarington community.
- 6.7 Urban Centres are intended to be developed as the main concentrations of activity as the focal point of culture, art, entertainment and civic gathering to foster a sense of local identity. Bowmanville West Urban Centre is intended to be developed as a centre of regional significance, and shall be comprehensively developed to provide the highest level of retail and service uses, and residential and mixed use developments to achieve higher, transit-supportive densities.
- 6.8 The Bowmanville West Secondary Plan aligns with this vision for Transportation Hubs and Urban Centres. This Secondary Plan promotes the highest density in the Municipality and has thoughtfully envisioned a public realm and mix of uses that will create an attractive and inviting neighbourhood that will serve the needs of Clarington residents.
- 6.9 The Secondary Plan aligns with specific priorities of the OP, including:
- Managing our growth;
  - Creating vibrant and sustainable urban spaces;
  - Encouraging housing diversity;
  - Growing a prosperous community; and
  - Livable Neighbourhoods.
- 6.10 Envisioning a compact, mixed-use, transit-supportive urban node, the Secondary Plan has been developed to achieve the OP goals. Intensification policies have been developed that respect surrounding neighbourhoods while also providing new and diverse forms of housing. Urban design and sustainability policies focus on creating accessible spaces for all ages and abilities and include environment-first principles. The resulting public realm will attract new businesses and create a sense of place for the neighbourhood.

## 7. Public Comments

- 7.1 As stated in Section 3, the Bowmanville West Secondary Plan was drafted with extensive public consultation in addition to the Statutory Public Meeting. Public comments and feedback were collected throughout the Secondary Plan process through in-person and virtual events, and online surveys. Comments received to date were considered as the Plan was developed and refined.
- 7.2 Public comments provided insight into specific needs in the community, appropriate places for the highest density developments, and key areas of interest surrounding the future GO Station. Subsections 7.3 through 7.7 provide a brief summary of the public comments received to date.

### **Public comments generally support a mix of uses and intensification that is directed to appropriate locations and comes with supportive infrastructure and services**

- 7.3 Overall, public comments generally support mixed-use development in this area over time, however, suggest that tall buildings should be directed to major corridors and closer to the future GO Station.
- 7.4 Significant concerns were raised about adequate parking and management of noise and traffic to limit impacts on adjacent neighbourhoods. Transitions between taller buildings and existing homes was cited as a key strategy to minimize negative impacts.
- 7.5 Some public comments received requested lower height limits adjacent to existing low density residential neighbourhoods, while other comments requested higher densities and height ranges within the Secondary Plan Area.
- 7.6 There was support among the comments received for diverse housing options and the provision of affordable housing in the area. Other uses the public envisioned for the area include recreational facilities and personal services.

### **Placemaking and Urban Design are important to ensuring Bowmanville West has sufficient parkland and gathering spaces as the neighbourhood grows and evolves**

- 7.7 Public comments generally sought to preserve the existing green spaces and create a range of different types of gathering spaces. Barrier-free access and design for people with disabilities is key.

### **Access to the GO Station should be convenient for all types of users**

- 7.8 Comments received to date indicated that a connected network of walking and cycling facilities should be provided.
- 7.9 Comments also requested traffic calming along residential streets, where appropriate, and pedestrian crossing improvements should be implemented along new major intersections.

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## Comments on the Draft Secondary Plan and supporting documents

- 7.10 Public comments received on the draft documents presented at the Statutory Public Meeting will be considered as staff refine the final draft documents before they are recommended to Council for adoption.

## 8. Agency and Departmental Comments

- 8.1 Early draft documents including the Secondary Plan, Schedules, and implementing Zoning By-law were provided to commenting agencies in late September. Agencies were given six weeks to comment on the draft documents so that their comments could be incorporated into the documents ahead of the Statutory Public Meeting.
- 8.2 Comments were received from the Region of Durham, Central Lake Ontario Conservation Authority, Ministry of Transportation, Metrolinx, and Kawartha Pine Ridge District School Board. These comments generally support the underlying principles of the Secondary Plan, but refine the details related to sustainability, growth management, and effective infrastructure development.

### Durham Region

- 8.3 Comments from Durham Region primarily focused on meeting and exceeding minimum density targets. Minimum density targets for each land use type are suggested and a land use budget is requested to ensure the overall density targets will be achieved. Higher density of up to 179 people and jobs per hectare could be supported according to the Region's Housing Intensification Study (2021). Additional work related to transportation and servicing is requested to confirm the required infrastructure. Minor comments related to specific policies were also provided.

### Central Lake Ontario Conservation Authority (CLOCA)

- 8.4 CLOCA provided regulatory mapping for the area surrounding the Secondary Plan which outlined natural hazards and constraints. CLOCA advised the Municipality to create a constraints map that illustrates feature limits and their corresponding Vegetation Protection Zones. Policies that support increased soil volumes and low-impact development were recommended. CLOCA suggested a Master Drainage Plan may be appropriate.

### Other Agencies

- 8.5 Comments were also received from Metrolinx, the Ministry of Transportation Ontario, and Kawartha Pine Ridge District School Board. Comments were minor and generally confirmed the direction of the updated Secondary Plan.

## 9. Development Interest

- 9.1 In anticipation of the future GO Train extension, a number of developers have already expressed interest in constructing higher density buildings within Bowmanville West.

- 9.2 In addition to the recent approvals and active development applications, Staff have also had discussions with several property owners and developers in Bowmanville West who are awaiting the outcome of the Secondary Plan. While these applications may not result in imminent construction, they reflect market interest to develop in conjunction with the future GO Station.
- 9.3 Development interest is a crucial piece needed to support the significant investment of bringing GO Transit services to Bowmanville. As well, transit is a key draw for development, and is needed to ensure that the neighbourhood can function efficiently with increased density. Therefore, the phasing policies included in the Secondary Plan play an important role to achieving the long-term vision for Bowmanville West.

## **10. Conformity with Clarington Strategic Plan**

- 10.1 The preparation of the Bowmanville West Secondary Plan directly contributes to several priorities and actions within the 2024-2027 Clarington Strategic Plan.
- 10.2 Priority C.1.2 is “Be an active partner in the development of GO Train stations and improved Regional transit connectivity.” This report describes how the Municipality is planning for multimodal access to the GO Station and development densities that are transit supportive. Planning for this MTSA is a key step towards realizing this this priority. As well, throughout the Secondary Plan process, the Municipality has worked with Durham Region Transit and Durham Region Planning to plan for enhanced connections.
- 10.3 Under priority G.2.1 in the Strategic Plan, “Update and complete identified Secondary Plans” is a listed action. By presenting this draft update to the Bowmanville West Secondary Plan, we are reaching an important milestone in the project process. Staff will use the comments and direction from the Statutory Public Meeting to bring forward a revised Secondary Plan and recommendation report to complete the Secondary Plan update.
- 10.4 Priority L.4 of the Strategic Plan calls for engaged and informed residents. Throughout the Secondary Plan process, there have been numerous engagement opportunities for public participation. The robust consultation process is described in Section 3. The public has been actively engaged throughout the process as Staff communicated how the Secondary Plan will responsibly address growth. Input from the community has formed the base of the draft Secondary Plan.

## **11. Financial Considerations**

- 11.1 The Bowmanville West Secondary Plan is funded by the Municipality. Funds were originally approved as part of the 2017 budget process.

## **12. Concurrence**

- 12.1 This report has been reviewed by the Deputy CAO/Treasurer who concurs with the recommendations.

## 13. Conclusion

- 13.1 The purpose of this report is to (i) present the draft updated Bowmanville West Secondary Plan, and supporting documents at the Statutory Public Meeting, and (ii) provide an overview of the planning process, including initiation of the Plan update, the policy framework, public engagement, and comments, as well as agency comments received to date.
- 13.2 After extensive consultation with agencies, stakeholders and the public, the draft Bowmanville West Secondary Plan and accompanying zoning have been prepared and released for Council, agency, and public review. Following this Public Meeting, the draft documents will be further revised, as appropriate, based on the comments received.
- 13.3 Staff will continue to process and prepare a subsequent Recommendation Report. A final version of the Secondary Plan, Streetscape Implementation Plan, and implementing Zoning By-law will be presented to Council for adoption at a future meeting.
- 13.4 Once adopted, the Official Plan Amendment will be forwarded to the Region of Durham for approval. Part of the Region of Durham review includes circulation of the Amendment to agencies and the Province for their comments. The Region will issue a Notice of Decision regarding the Amendment, and the 20-day appeal period will commence. If there are no appeals to the Region's Decision on OPA, it will come into force and effect. The noted OPA approval authority and process may be subject to change as new and amended provincial legislation continues to come into effect.

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### Attachments:

Attachment 1 – Sequence of Events

Attachment 2 – Draft Clarington Official Plan Amendment

Attachment 3 – Draft Bowmanville West Urban Centre and MTSA Secondary Plan

Attachment 4 – Draft Streetscape Implementation Plan

Attachment 5 – Draft Zoning

Attachment 6 – Summary of Background Reports

### Interested Parties:

List of Interested Parties available from Department.



**Bowmanville West Secondary Plan Events Summary**

Date	Events	Reports
October 2, 2017	Updates through Public Meeting Report and Staff Presentation Council authorization to initiate	PSD-072-17
October 19, 2017	E-update Project Webpage	
March 5, 2018	Award Contract to Dillon Consulting	
April 5, 2018	Steering Committee Meeting #1	
	Phase 1	
June 4, 2018	General Updates for Secondary Plans	PSD-052-18
June 6, 2018	Notice of Public Information Centre sent to all landowners within 120 m of the Secondary Plan Area. Notice was sent by mail and/or e-mail to Mayor and Members of Council, Department Heads, the Region, the MMAH and the Project Steering Committee E-update, Municipal social media Project Webpage update	
June 19, 2018	Public Information Centre #1	
November 16, 2018	High School Engagement	
June 26, 2019	Public Information Centre #2	
	Phase 2	
July 23, 2020	Steering Committee Meeting #2	
August 27, 2020	Notice of Public Information Centre sent to all landowners. within 120 m of the Secondary Plan Area. Notice was sent by mail and/or e-mail to Mayor and Members of Council, Department Heads, the Region, the MMAH and the Project Steering Committee E-update, Municipal social media Project Webpage update	
October 1, 2020	Virtual Public Information Centre #3	<a href="#">PIC Summary Report</a>

February 1, 2021	Public Feedback Summary	PDS-008-21
February 24, 2021	Steering Committee Meeting #3	
July 20, 2021	Steering Committee Meeting #4	
September 23, 2021	Public Information Centre #4	
March 8, 2023	Public Information Centre #5	
September 27, 2023	Draft documents shared with commenting agencies for initial feedback including Secondary Plan, Secondary Plan Schedules, Implementing Zoning and Zoning Schedule	
December 20, 2023	Notice of Statutory Public Meeting mailed to owners and residents within 300 metres of the Plan area	
December 20, 2023 & January 9, 2023	Notice of Statutory Public Meeting posted in Orono Times	
December 22, 2023	Draft materials available on project webpage including Official Plan Amendment, Secondary Plan, Secondary Plan Schedules, Implementing Zoning and Zoning Schedule	
December 22, 2023	Interested Parties notified of draft documents available on project webpage for public comment by January 31, 2023	
January 17, 2023	Staff Report and Public Meeting presentation available	
January 22, 2024	Statutory Public Meeting	



## **Amendment No. XXX To the Clarington Official Plan**

- Purpose:** The purpose of this Amendment is to include the updated Bowmanville West Major Transit Station Area Secondary Plan in the Clarington Official Plan. This Secondary Plan will facilitate the development of a sustainable, livable and inclusive community in Bowmanville West.
- Key to this Secondary Plan area is the function of Bowmanville West as a core commercial and retail area in Clarington, and the anchoring of planned mixed use development around the Bowmanville GO Transit Station. The Secondary Plan area will feature a mix, location and intensity of uses that encourage walkability and support improved access to housing and commercial destinations throughout the community. Walking, cycling and transit are all provided for throughout.
- Location:** The Secondary Plan Area is located in central Clarington around the Bowmanville GO Station, and is approximately 126 hectares in size. This Amendment will repeal and replace the existing Bowmanville West Town Centre Secondary Plan with the new Bowmanville West Major Transit Station Area Secondary Plan, covering a similar area to the previous plan with the addition of some parcels along the east side of Bowmanville Avenue.
- Basis:** Clarington Council authorized the preparation of a new Secondary Plan for Bowmanville West in 2018. The Secondary Plan is intended to provide guidance for transforming Bowmanville West from a low-density, retail commercial shopping hub into a compact, mixed use, transit-supportive urban node. The node will provide compact complete community elements such a range of medium and high density housing options, full range of retail and service commercial uses to support people living and working in the area, along with a connected network of parks and greenspaces and other community elements. The Plan has been prepared to conform to a variety of provincial policies and plans, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Durham's Official Plan (as applicable).
- The process to prepare the Plan for Bowmanville West involved three main phases of work, including four rounds of public engagement:

- Phase 1: My Bowmanville West included a background review of existing conditions, opportunities and constraints, identifying the key areas of focus for the Plan. This phase included two public information centre events and on-line engagement:
  - Public Information Centre 1: June 19, 2018
  - Public Information Centre 2: June 26, 2019
  - Online Survey #1: September 5 to October 5, 2018
- Phase 2: A Vision for Bowmanville West entailed a review of best practices for *development* around GO Transit Stations, as well as virtual consultations through a public information centre and online survey to shape the vision for the Secondary Plan and analysis of *redevelopment* opportunities. Concept plans for land use, building heights and public realm improvement were developed during this phase of work.
  - Public Information Centre 3: October 1, 2020
  - Online Survey #2: October 2 to October 19, 2020
- Phase 3: A Plan for Bowmanville West was the final phase in the program to develop the Secondary Plan. This phase included two virtual public information centres and an online survey to confirm directions and key priorities for the Secondary Plan, as well as a draft 3D model to conceptually visualize full build out conditions based on the Secondary Plan policies and the development of a Zoning By-law.
  - Public Information Centre 4: September 23, 2021
  - Online Survey #3: October 1 to October 17, 2021
  - Public Information Centre 5: March 8, 2023

**Actual Amendment:**

1. Policy 4.3.5 is amended as follows:  
 “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 Transportation Hub;
  - Bowmanville ~~Transportation Hubs~~ Major Transit Station Areas;
  - and
  - Port Darlington and Port of Newcastle Waterfront Places.”
  
2. Tables 4-2 and 4-3 are amended as follows:

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

<b>General Locational Criteria</b>	<b>Minimum Gross Density (Units Per Gross Hectare)</b>	<b>Floor Space Index</b>
Urban Centres	75	2.5
Village Centre	30	1.0
Regional Corridors	60	2.5
Local Corridors	30	2.0
Courtice Transportation Hub	75	2.0
Bowmanville <u>West Transportation Hubs</u> <u>Major Transit Station Area</u>	<u>75</u>	<u>2.5</u>
Port Darlington and Port of Newcastle Waterfront Places	60	2.0

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

<p><b>General Locational Criteria</b></p>	<p><b>Minimum Net Density (Units Per Net Hectare)</b></p>	<p><b>Standard Minimum and Maximum Height (storeys)</b></p>	<p><b>Predominant Residential Built Form and Mix</b> Includes: Mixed use buildings, apartments, townhouses</p>
<p>Regional Corridors</p>	<p>85</p>	<p>3-12</p>	<p>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</p>
<p>Local Corridors</p>	<p>40</p>	<p>2-6</p>	<p>Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: <i>Mixed use buildings</i>, apartments, townhouses</p>
<p><del>Courtice and Bowmanville</del> Transportation Hubs</p>	<p>200</p>	<p>5-no maximum</p>	<p>Mid Rise: 5-8 storeys (20%) High Rise: min. 8 storeys (80%) Includes: <i>Mixed use buildings</i>, apartments</p>
<p><u>Bowmanville West Major Transit Station Area</u></p>	<p><u>200</u></p>	<p><u>4-18</u></p>	<p><u>Mid Rise: 4-12 storeys (80%)</u> <u>High Rise: 12-18 storeys (20%)</u> <u>Includes: <i>Mixed use buildings</i>, apartments</u></p>
<p>Port Darlington and Port of Newcastle Waterfront Places</p>	<p>40</p>	<p>2-12</p>	<p>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</p>
<p>Edge of neighbourhoods and <i>adjacent</i> to arterial roads</p>	<p>19</p>	<p>1-3</p>	<p>Ground Related: 1-3 storeys (100%) Includes: Limited apartments, townhouses, semi-detached dwellings, detached dwellings</p>
<p>Internal to neighbourhood</p>	<p>13</p>	<p>1-3</p>	<p>Ground Related: 1-3 storeys (100%) Includes: limited townhouses, semi-detached dwellings, detached dwellings</p>



3. Policy 10.3.1 is amended as follows:

“10.3.1 Urban and Village Centres, Neighbourhood Centres, Gateway Commercial Centres, Regional and Local Corridors ~~and~~ Transportation Hubs and Major Transit Station Areas are shown on Map A and B.”

4. Policy 10.8 is amended as follows:

**“10.8 Transportation Hubs and Major Transit Station Areas**

10.8.1 Transportation Hubs and Major Transit Station Areas are identified on Map A. Transportation Hubs and Major Transit Station Areas 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 Hubs~~ Major Transit Station Area is located within the Bowmanville West ~~Town Regional~~ Urban Centre. The Bowmanville West Urban Centre and Major Transit Station Area ~~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.”

5. Policy 19.4.3 is amended as follows:

19.4.3 “a) Implement the approved eastern extension of GO Rail service to the Courtice Transportation Hub and the Bowmanville ~~Transportation Hubs~~ Major Transit Station Area 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;”

6. Policy 19.4.4 is amended as follows:

19.4.4 “a) Direct higher density development and economic activity around the Transportation Hub and Major Transit Station Area, along or near the Regional Transit Spine, and along Regional and Local Corridors;”

7. The following exhibits identify the changes to the following schedules to the Official Plan to replace the term ‘Transportation Hub’ in the legend with the term ‘Major Transit Station Area’:

- Exhibit 1: Map A3 Land Use – Bowmanville Urban Area
- Exhibit 2: Map B Urban Structure
- Exhibit 3: Map J3 Transportation Network Roads and Transit – Bowmanville Urban Area

8. Part Six, Section 3 “General Policies for Secondary Plans” is hereby amended as follows:
  - “3. Secondary Plans have been prepared for the following areas:
    - a) Bowmanville East Town Centre;
    - b) Bowmanville West ~~Town Urban Centre~~ Major Transit Station Area;
    - c) Courtice Main Street;
    - d) Newcastle Village Main Central Area;
    - e) Port Darlington Neighbourhood;
    - f) South-West Courtice;
    - g) Clarington Energy Business Park;
    - h) Brookhill Neighbourhood;
    - i) Clarington Technology Business Park; and
    - j) Foster Northwest;
    - k) Southeast Courtice; and
    - l) Wilmot Creek Neighbourhood.”
  
9. Existing Part 6, SECONDARY PLANS, is hereby amended by deleting the Bowmanville West Town Centre Secondary Plan in its entirety and replacing it with the Bowmanville West Major Transit Station Area Secondary Plan as shown in the attached Exhibit 4.
  
10. A new Policy is added after Policy 23.3.4 as follows and the remainder of the policies in subsection 23.3 are renumbered accordingly:
  - “23.3.5 Notwithstanding Policy 23.3.4, for the areas subject to the following secondary plans, where there is a conflict or inconsistency with the parent Plan, the Secondary Plan shall prevail, including for the density and intensification policies of the parent Plan:
    - i) Bowmanville West Major Transit Station Area Secondary Plan

Exhibit 4

# BOWMANVILLE WEST MAJOR TRANSIT STATION AREA

SECONDARY PLAN

MUNICIPALITY OF CLARINGTON

JANUARY 2024

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# Bowmanville West Major Transit Station Area Secondary Plan

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Schedule B: Public Realm Improvement Plan

Schedule C-1: Mobility Network

Schedule C-2: Active Transportation Network

# 1 INTRODUCTION

## 1.1 Background

The Bowmanville West Major Transit Station Area is located in the southeast region of the Municipality of Clarington within Durham Region. The Secondary Plan Area is approximately 126 hectares in size. The Bowmanville West Major Transit Station Area (hereafter referred to as Bowmanville West) is one of Clarington's key intensification areas and its largest retail shopping area.

The area was established in the early 1990s. The intent of the area was to expand and complement the existing retail shopping area from the Bowmanville East Urban Centre (Bowmanville Mall) through the Downtown to Bowmanville West. The three commercial areas have different commercial functions; Bowmanville West has big-box format stores; Downtown has small scale and pedestrian-oriented stores; Bowmanville East has an enclosed shopping mall.

The Secondary Plan was first approved in 1993 and last updated in 2006. The original vision in 1993 for Bowmanville West has primarily been implemented with adherence to the original guiding principles of creating a well-connected area with a mix of large and small box commercial *developments* and high quality of architecture and design. The original Plan also acknowledged future, long-term opportunities to redevelop single-purpose, large-box commercial buildings into smaller blocks with mixed-use formats. Subsequently, the Secondary Plan was updated in 2006 to include a more expansive vision. The Plan provided direction to promote opportunities for transit-supportive densities and a broader range of uses.

The current Secondary Plan update was prompted by the updated Clarington Official Plan and the initial promise of GO Transit rail service extension to Bowmanville. The extension of GO Transit rail service will provide new opportunities for a broader range of housing types, complete community development and improve Clarington's connectivity to other areas in Durham, Toronto and the Greater Golden Horseshoe. The entire Bowmanville West Secondary Plan area is designated as a Protected Major Transit Station Area (PMTSA), with the future Bowmanville GO Transit Station located within the Secondary Plan area.

## 1.2 Basis for the Plan

Clarington Council authorized the preparation of a new Secondary Plan for Bowmanville West in 2018. The Secondary Plan is intended to provide guidance for transforming Bowmanville West from a low-density, retail commercial shopping hub into a compact, mixed use, transit-supportive urban node. The node will provide compact complete community elements such a range of medium and high density housing options, full range of retail and service commercial uses to support people living and working in the area, along with a connected network of parks and greenspaces and other community elements. The Plan has been prepared to be consistent with a variety of provincial policies and plans, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Durham's Official Plan.

The process to prepare the Plan for Bowmanville West involved three main phases of work, including four rounds of public engagement:

## Bowmanville West Major Transit Station Area Secondary Plan

- Phase 1: My Bowmanville West included a background review of existing conditions, opportunities and constraints, identifying the key areas of focus for the Plan. This phase included two public information centre events and on-line engagement:
  - Public Information Centre 1: June 19, 2018
  - Public Information Centre 2: June 26, 2019
  - Online Survey #1: September 5 to October 5, 2018
- Phase 2: A Vision for Bowmanville West entailed a review of best practices for *development* around GO Transit Stations, as well as virtual consultations through a public information centre and online survey to shape the vision for the Secondary Plan and analysis of *redevelopment* opportunities. Concept plans for land use, building heights and public realm improvement were developed during this phase of work.
  - Public Information Centre 3: October 1, 2020
  - Online Survey #2: October 2 to October 19, 2020
- Phase 3: A Plan for Bowmanville West was the final phase in the program to develop the Secondary Plan. This phase included two virtual public information centres and an online survey to confirm directions and key priorities for the Secondary Plan, as well as a draft 3D model to conceptually visualize full build out conditions based on the Secondary Plan policies and the development of a Zoning By-law.
  - Public Information Centre 4: September 23, 2021
  - Online Survey #3: October 1 to October 17, 2021
  - Public Information Centre 5: March 8, 2023

This update was undertaken to bring the Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan into conformity with the Clarington Official Plan, 2018. The technical studies supporting the Clarington Official Plan are based upon a 2031 planning horizon. In the event that growth within the Plan area approaches the 2031 forecast ahead of the next five-year update to this Secondary Plan, the following comprehensive technical studies will be undertaken for the Plan area by the Municipality:

- Transportation Impact Study;
- Stormwater Management Report; and
- Public Space Plan.

### 1.3 How to Read this Secondary Plan

This Secondary Plan should be read in conjunction with the Clarington Official Plan and the Durham Region Official Plan (as applicable). Policies relating to Natural Heritage System features within the Secondary Plan area are found in the Clarington Official Plan, Section 3.4. The Bowmanville West Zoning By-law provides additional guidance on development within the Secondary Plan area.

This Secondary Plan is organized into seven main chapters, as follows:

1. Introduction: 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.
2. Vision and Objectives: This section outlines the overall vision and planning objectives for Bowmanville West.



## Bowmanville West Major Transit Station Area Secondary Plan

3. Land Use Policies: The goals, objectives and policies for designated land use areas are articulated in this section.
4. Urban Design and Sustainability Policies: This section establishes policies for public and private realm design, as well overall climate change adaptation and mitigation and sustainability policies for Bowmanville West.
5. Mobility and Transportation Infrastructure Policies: This section establishes policy for the design and function of physical infrastructure and transportation services in Bowmanville West.
6. Implementation: These policies outline procedural and implementation requirements for the use and development of lands, and the monitoring of development to ensure compliance with the stated objectives.
7. Interpretation: This section provides guidance on the means to interpret the policies and Schedules contained in this Secondary Plan.

## **2 VISION AND OBJECTIVES**

### **2.1 Vision for the Bowmanville West**

Bowmanville West is Clarington's transit-oriented community offering a diverse mix of high density housing opportunities supported by a mix of vibrant, street-oriented commercial uses. As a Major Transit Station Area, the area is planned to accommodate the highest densities and widest variety of uses in Bowmanville, including residential uses, mixed-uses, institutional uses, and commercial uses (including retail, office, and personal/professional and services). The area facilitates multi-modal access in and around the GO Transit Station, allowing people to use a variety of modes to connect to the GO Transit Station and also take advantage of the range of shopping and entertainment options in the area. The area includes opportunities for affordable housing and also features sustainable design elements promoting a vibrant and complete community.

### **2.2 Overall Planning Objectives**

The objectives for Bowmanville West are to:

- a. Create opportunities for high density, compact, transit supportive *development*;
- b. Provide a planning framework that will support the establishment of a GO Transit Station in Bowmanville West;
- c. Maintain the strong commercial function of the area;
- d. Create a destination within the community that draws both residents and visitors alike;
- e. Plan for a sufficient amount of high-quality, public spaces to support the number of people expected to live and work in the area;
- f. Provide opportunities for affordable housing; and
- g. Promote excellence in urban design and sustainability.

### 3 LAND USE POLICIES

#### 3.1 Land Use Planning Objectives

- a. Provide a diverse range of medium to high density housing types and tenures.
- b. Create affordable housing opportunities.
- c. Integrate a mix of uses to ensure that Bowmanville West remains the commercial centre of the community.
- d. Provide a framework for transitioning existing auto-oriented uses into transit-supportive *development*.
- e. Ensure that there is an appropriate amount of park space to support residents living and working in the area.

#### 3.2 General Policies

##### Land Use Structure and Organization

- 3.2.1 The planned land uses for Bowmanville West are depicted on Schedule A of the Secondary Plan.
- 3.2.2 The following land use designations apply to the lands shown on Schedule A of this Secondary Plan:
  - a. Mixed Use High Density – Transit Station Area;
  - b. Mixed Use High Density;
  - c. Residential High Density;
  - d. Residential Medium Density;
  - e. Community Facilities; and,
  - f. Parks and Open Spaces.
- 3.2.3 The following uses are permitted in all land use designations in this Secondary Plan:
  - a. A use which is accessory to a permitted use;
  - b. Legally pre-existing uses, buildings and structures;
  - c. Public utilities, including water, wastewater, stormwater infrastructure; and,
  - d. Institutional uses and public facilities.
- 3.2.4 Minor alterations which maintain the general intent of the policies of this Secondary Plan may occur without amendment through the *development* approval process in accordance with policies 24.1.2 and 24.1.3 of the Clarington Official Plan.

##### Density Target

- 3.2.5 The Bowmanville West Secondary Plan Area is planned to achieve a minimum gross density target of 150 people and jobs per hectare. At full built-out, the policies of this Secondary Plan would allow for an overall gross density of approximately 180 people and jobs per hectare.

##### GO Transit Station Area Policies

- 3.2.6 Development of the lands on **Schedule A** identified as Mixed Use High Density Transit Station shall be designed to accommodate a full range of mobility connections. Lands which are intended to accommodate the future GO Transit Station shall be designed to accommodate transit, active transportation, pick-up / drop-off facilities.
- 3.2.7 Mobility network improvements including public realm, transit and *active transportation*

## Bowmanville West Major Transit Station Area Secondary Plan

improvements within and around the Bowmanville GO Transit Station shall be prioritized to support the *development, redevelopment* and investment in these areas.

- 3.2.8 *Development* of the Bowmanville GO Transit Station site shall be planned based on the transit oriented *development* policies of this Secondary Plan.

### Housing

- 3.2.9 The policies of this Secondary Plan complement Section 6 of the Clarington Official Plan and are intended to facilitate the provision of a broad range and mix of housing opportunities in appropriate locations.
- 3.2.10 Where appropriate, private, public, and non-profit housing *developments* designed to provide housing options for seniors are encouraged, including higher density condominium dwellings, buildings with rental units, as well as retirement and assisted living facilities that facilitate “aging-in-place”.
- 3.2.11 *Development* within the Secondary Plan Area shall be developed in accordance with the urban design and sustainability policies in Section 4 of this Secondary Plan.

### Affordable Housing

- 3.2.12 Bowmanville West is planned to include a wide range of housing types and tenure types, including market ownership and rental units, as well as affordable housing units in accordance with the policies of the Clarington Official Plan and the Durham Region Official Plan (as applicable).
- 3.2.13 *Affordable housing, including community housing, supportive housing and other types of subsidized non-market housing units*, are encouraged to be integrated within neighbourhoods and combined in *developments* that also provide market housing to deliver opportunities for a range of housing tenures and prices that support diversity.
- 3.2.14 The Municipality will collaborate with public and non-profit housing providers, including but not limited to, the Region of Durham, to encourage a supply of subsidized non-market housing units to be included within the Secondary Plan Area.
- 3.2.15 To support the provision of *affordable* housing units, the Municipality will explore other potential incentives such as reduced application fees, grants, and loans, to encourage the *development* of *affordable* housing units. The Municipality will also encourage the Region (as applicable) to consider financial incentives for *affordable* housing.
- 3.2.16 The Municipality shall undertake an *inclusionary zoning Municipal Assessment Report in compliance with Provincial regulations* to determine the feasibility of implementing *inclusionary zoning* in the Secondary Plan area. The Municipality may update the policies of this Secondary to implement inclusionary zoning requirements, depending on the results of the Municipal Assessment Report. To facilitate the development of affordable housing units within the Secondary Plan area in the absence of inclusionary zoning, developers shall provide contribution of funds to the Municipality for the development of affordable, public or non-profit housing in the community.
- 3.2.17 The contribution of funds as provided in Section 3.2.16 will be through a contribution agreement to be negotiated between the Municipality and the developer. The contribution of funds shall be paid by the developer at the approval of a site plan at a cost of \$2500.00 per unit.

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- 3.2.18 The Municipality may prioritize *development* applications that include *affordable* housing units that are being funded by federal and provincial government programs, the Region of Durham, or non-profit groups or non-profit groups.

### Live/Work Units

- 3.2.19 The Municipality encourages *Live-Work Unit* opportunities for combined residential and personal services, or office uses, where appropriate, to facilitate home-based employment, which ensures proximity between housing and jobs and provides a mix of uses.
- 3.2.20 *Live-Work Unit development* is subject to regulations in the Zoning by-law.

### Transition for Existing Auto-Oriented Uses

- 3.2.21 At the time this Secondary Plan was prepared, Bowmanville West included a number of auto-oriented uses and activities such as motor vehicle fuel bar and drive through facilities. These uses were established as legal uses and the expectation is that a number of these types of uses will be redeveloped into transit supportive land uses over time.. All existing auto-oriented uses where permissions have been established are considered to be legal non-conforming uses at the date of adoption of this Secondary Plan.
- 3.2.22 No new auto-oriented uses such as drive-through establishments, fuel bars, car washes, car dealerships with outdoor vehicle storage, warehouses and self-storage facilities are permitted in the Plan Area.

### Natural Hazards

- 3.2.23 Any new development in proximity to environmentally significant and sensitive areas and *natural heritage features* shall be required to complete an Environmental Impact Study (EIS) in accordance with the Clarington Official Plan.

## 3.3 Mixed Use High Density – Transit Station Site

### Planned Function

- 3.3.1 The planned function of the Mixed Use High Density – Transit Station Site is to provide high density, mixed-use *development* located on or adjacent to the future GO Transit Station site. The lands in this designation are intended to have the greatest intensity of use.

### Permitted Uses

- 3.3.2 Permitted uses include a transit station and accessory uses, residential, major office, and accessory commercial uses such as personal service, retail and restaurants, as well as recreational and institutional uses.
- 3.3.3 Accessory commercial uses must be located on the ground floor.
- 3.3.4 The maximum floorspace for accessory commercial uses shall be no more than 3,000 square metres per building with no single unit exceeding 600 square metres. There is no maximum floorspace limit for residential and major office uses.

### Building Height

- 3.3.5 The minimum height shall be 12 storeys and the maximum height shall be 18 storeys in

accordance with urban design policies of this Secondary Plan and the Municipality's implementing Zoning by-law.

### **Phasing**

- 3.3.6 The lands denoted with an "\*" on **Schedule A** are planned to accommodate the future GO Transit Station site. Development proposals for these lands shall include a phasing plan for the full development of the site. The Municipality may apply a holding zone to a portion or all of the site to ensure that lands are reserved for the future GO Transit Station site.
- 3.3.7 The Municipality may apply a holding zone to other planned intensification sites within the MTSA until greater certainty around the timing of GO Transit rail services and the GO Transit Station is determined. As part of the monitoring program for the Secondary Plan, the Municipality will include an annual report to Council on the status of GO Transit rail service expansion.
- 3.3.8 In accordance Provincial legislation and regulations, the Council of Clarington may impose a transit station charge against land to pay for costs related to the construction of the GO Transit Station.

## **3.4 Mixed Use High Density**

### **Planned Function**

- 3.4.1 The planned function of the Mixed Use High Density designation is to provide mixed use, high density residential uses, major office, recreational and institutional uses. Lands designated Mixed Use High Density provide the second highest density and height limits within the Plan Area, allowing for mixed use intensification in close proximity to the GO Transit Station.

### **Permitted Uses**

- 3.4.2 Permitted uses include residential, major office and accessory commercial uses such as personal service, retail and restaurants, as well as recreational and institutional uses.
- 3.4.3 Accessory commercial uses must be located on the ground floor.
- 3.4.4 The maximum floorspace for accessory commercial uses shall be no more than 3,000 square metres per building with no single unit exceeding 600 square metres. There is no maximum floorspace limit for residential and major office uses.

### **Building Height**

- 3.4.5 The minimum height shall be 6 storeys and the maximum height shall be 12 storeys in accordance with urban design policies of this Secondary Plan and the Municipality's implementing Zoning by-law.

## **3.5 Residential High Density**

### **Planned Function**

- 3.5.1 The planned function of the Residential High Density designation is to provide high density residential uses.

### **Permitted Uses**

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- 3.5.2 Permitted uses include residential *development*. Accessory commercial uses, such as personal service, retail and restaurants, may be permitted on the ground floor up to a maximum of 500 square metres per building.

### Building Height

- 3.5.3 The minimum height shall be 8 storeys and the maximum height shall be 12 storeys in accordance with urban design policies of this Secondary Plan and the Municipality's implementing Zoning by-law.

## 3.6 Residential Medium Density

### Planned Function

- 3.6.1 The planned function of the Medium Density designation is to provide for *development* along the edges of the Secondary Plan Area, allowing for transitions in height between taller buildings within the plan area and the surrounding, low density neighbourhoods.

### Permitted Uses

- 3.6.2 Permitted building types within this designation include stacked townhouses and low rise apartment buildings.
- 3.6.3 Live-work units would be permitted in ground related units fronting onto public roads.

### Building Height

- 3.6.4 The minimum height shall be 4 storeys and the maximum height shall be 6 storeys in accordance with urban design policies of this Secondary Plan and the Municipality's implementing Zoning by-law.

## 3.7 Parks and Community Facilities

### General Policies

- 3.7.1 Parkland shall be integrated into privately and publicly owned spaces and connected across the Secondary Plan Area as per the Public Realm Improvement Plan indicated on **Schedule A** and **Schedule B** of this Secondary Plan.
- 3.7.2 The configuration of Parks is to be maintained as generally shown on **Schedule B** of this Secondary Plan. The precise size and shape of Parks shall be determined at the time of *development* application review and approval, in accordance with the Planning Act and the objectives and policies of this Secondary Plan.
- 3.7.3 The park system shall provide a range of opportunities for gathering, seating, and active *recreational* uses in alignment with the Urban Design and Sustainability policies of this Secondary Plan.
- 3.7.4 Parks shall be bordered by public streets, other public facilities such as schools, institutional uses, and the flanks of residential uses. Residential and commercial uses backing onto *parks* shall be minimized.
- 3.7.5 Residential uses proposed for non-profit housing development as defined in the Municipality's Parkland Dedication By-law shall be exempt from park land dedication.
- 3.7.6 Environmental Protection Areas, associated vegetation protection zones and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements

under the Planning Act.

### **Community Parks**

- 3.7.7 Community Parks include municipal facilities, such as libraries, fire and police stations, and public and private schools; recreational facilities; and places of worship.
- 3.7.8 Lands designated on **Schedule A** recognize the Plan Area's three existing Community Parks:
  - a. Garnet B. Rickard Recreation Complex;
  - b. Fire Station 1; and,
  - c. Clarington Central and Intermediate Secondary School.
- 3.7.9 New Community Parks are permitted in all other designations, provided they are developed in accordance with the relevant design policies of this Secondary Plan and Section 18.6 of the Clarington Official Plan.
- 3.7.10 New school sites will be needed as Bowmanville West is built out. As such, the Municipality will work with the School Boards to monitor population growth and identify appropriate locations for schools within or in proximity to the Secondary Plan area.
- 3.7.11 Community Parks may be permitted as a ground floor use in any of the Mixed-Use designations but are not required to comply with the floor area limits of the respective designation. As part of the development review process, all publicly operated School Boards will be given the right of first refusal to locate student-based school facilities within the ground floor of mixed-use and residential buildings.

### **Neighbourhood Parks**

- 3.7.12 **Schedule A** identifies the location of existing and planned future parks.
- 3.7.13 Neighbourhood Parks are *parks* of between 0.5 and 3 hectares in size and will be designed to serve the recreational needs of the surrounding residents. They are located in central locations to allow for good accessibility for all users. All planned school sites shall, wherever feasible, have a Neighbourhood Park abutting them to provide areas of shared amenity.
- 3.7.14 Parkettes shall be between 0.1 ha and 0.5 ha in size, and will be designed to support the surrounding residents.
- 3.7.15 Pocket Parks shall be between 0.05 ha and 0.1 ha in size and will be designed to provide needed green space throughout the neighbourhood that can be enjoyed by residents, employees and visitors alike.
- 3.7.16 Park design should incorporate naturalized play features into the design including berms, native plantings, rock, and diverse tree planting.

### **Privately Owned Publicly Accessible Spaces**

- 3.7.17 In addition to the publicly owned lands which form the Parks designation, *development* is encouraged to include privately owned, publicly-accessible spaces that contribute to the sense of place in the community and the quality of the urban environment.
- 3.7.18 Where privately owned, publicly accessible spaces are proposed, such spaces are to be



located adjacent to public parks, linear parks, and/or public infrastructure to support additional active transportation connections through the community.

3.7.19 Privately owned publicly-accessible spaces can include linear parks, public squares, plazas, courtyards, walkways and passages, atriums, arcades, and park-like spaces. They contribute to the urban environment by creating spaces for social interaction, adding visual interest, improving mid-block permeability.

3.7.20 Public access to privately owned publicly-accessible spaces will be secured through easements during the *development* approval process.

#### **Future Linear Parks**

3.7.21 **Schedule A** identifies the locations of Future Linear Parks created parallel to future local roads.

3.7.22 Future Linear Parks will be designed to provide barrier-free connectivity through Bowmanville West, incorporating greenspace and areas for rest and safe movement for pedestrians and cyclists through the community, including but not limited to: enhanced landscaping; shade opportunities (structures and/or trees); ample locations for seating; and, public art.

3.7.23 Locations for Future Linear Parks are shown on **Schedule B**, and are intended to coincide with Future Local Roads identified on **Schedule C-1**.

## 4 URBAN DESIGN AND SUSTAINABILITY POLICIES

### 4.1 Urban Design Objectives

- a) Provide a long term framework for improving the public realm.
- b) Encourage attractive, pedestrian oriented and transit supportive built form.
- c) Provide built form guidance to ensure appropriate transitions between areas of different development intensities and uses.
- d) Design spaces that are accessible for people of all ages and abilities.
- e) Prioritize sustainable design, including environment-first principles, walkability, along with resource and energy efficiency.

### 4.2 Public Realm Improvement Plan

#### General Policies

4.2.1 The planned public realm improvements as depicted on **Schedule B (Public Realm Improvement Plan)** are intended to enhance the attractiveness and functionality of Bowmanville West, and include the following treatments:

- a. Major streetscape improvements;
- b. Minor streetscape improvements;
- c. Major gateway improvements;
- d. Minor gateway improvements;
- e. New recreational space;
- f. Potential public space improvement; and,
- g. Pedestrian safety improvements.

4.2.2 All elements of the Public Realm Improvement Plan should be designed with universal accessibility in mind, and apply the requirements of the AODA regulation for all aspects of public space.

4.2.3 Any streetscaping or landscaping within a Regional right-of-way will require municipal consent in accordance with Region of Durham policy where it is the approval authority, to be agreed in the context of the primary function of Regional Roads to move traffic in a safe and efficient way.

#### Streetscape Improvements

4.2.4 Streetscape improvements are intended to enhance safety, climate resiliency, accessibility, and user experience for the non-travel portion of arterial, collector and local roads within Bowmanville West. Two levels of streetscape improvements are identified within the Public Realm Improvement Plan indicated on **Schedule B**:

- a. Major streetscape improvements; and,
- b. Minor streetscape improvements.

4.2.5 Streetscape improvements apply to the public land within the right-of-way.

4.2.6 Major streetscape improvements are intended to have a high level of design and

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enhanced features for all users, including but not limited to:

- a. Continuous sidewalk networks with widths and curb cuts to support accessibility;
- b. Tree plantings on both sides of the street to provide shade, wind protection, and noise buffering for pedestrians;
- c. Increased soil volumes and low impact *development* techniques to support stormwater management and infiltration;
- d. Improved lighting including pedestrian scale, with attention to adjacent *development* to reduce light pollution;
- e. Street furniture designed to provide spaces for rest particularly in proximity to transit stops and retail areas; and,
- f. Consistent plantings including hanging and at-grade to support stormwater management.

4.2.7 Major streetscape improvements are identified for the main north-south and east-west corridors through Bowmanville West as indicated on **Schedule B**, as follows:

- a. Green Road between Brookhill Boulevard and Clarington Boulevard;
- b. Clarington Boulevard between the northern boundary of the Secondary Plan Area and Prince William Boulevard;
- c. Bowmanville Avenue between the northern boundary of the Secondary Plan Area and Aspen Springs Drive; and
- d. Regional Highway 2/King Street West within the Secondary Plan Area.

4.2.8 Minor streetscape improvements are proposed for roadways connecting to major corridors and providing alternate access to the Bowmanville GO Transit Station. The level and scale of improvements is intended to transition from the Major Streetscape routes, applying consistent design elements with a focus on, but not limited to, the following elements:

- a. Continuous sidewalk networks with widths and curb cuts to support accessibility;
- b. Tree plantings located to provide shade, wind protection, and noise buffering for pedestrians.

4.2.9 Minor streetscape improvements are identified for the routes leading to the Bowmanville GO Transit Station as indicated on **Schedule B**, as follows:

- a. Prince William Boulevard between Green Road and Bowmanville Avenue;  
and
- b. Clarington Boulevard between Green Road and Prince William Boulevard.

### Gateway Improvement Areas

- 4.2.10 Gateways are planned as the formal entranceways for Bowmanville West, to create a sense of arrival and enhance local identity. Gateway improvements are considered on the basis of scale, with two categories:
- a. Minor Gateways; and
  - b. Major Gateways
- 4.2.11 Gateways include the intersections, adjacent lands within the right-of-way, and all abutting lands, in line with Policy 5.3.5 and 5.4.10 of the Clarington Official Plan.
- 4.2.12 New *development* or *redevelopment* adjacent to a Major or Minor Gateway should be designed to enhance the gateway through:
- a. Building orientation and massing that prioritizes street frontages and pedestrian access;
  - b. Façade treatments and architectural elements to create visual interest;
  - c. Continuity and connectivity between the public and private realms for pedestrians;
  - d. Consistent landscaping within the private realm including consideration for trees, seating, and shade structures; and
  - e. Other elements as appropriate.
- 4.2.13 Major gateway improvements are opportunities to include signage, wayfinding cues, lighting, and landscaping that can vary seasonally. Public art should be considered for integration along with seating and accessible spaces to rest. Adjacent *redevelopment* should be designed to support the function of the gateway.
- 4.2.14 There are two major gateways proposed for Bowmanville West, comprising of the intersection, right-of-way and *development* adjacent to:
- a. King Street West and Bowmanville Avenue; and
  - b. Regional Highway 2 and Clarington Boulevard
- 4.2.15 Minor gateway improvements are intended to integrate a smaller scale of public realm engagements, such as landscaping, public art, lighting, signage, and wayfinding cues aligned with the and appropriately scaled way-finding cues. Adjacent *redevelopment* should be designed to support the function of the gateway.
- 4.2.16 Two minor gateway locations have been proposed for Bowmanville West, as follows:
- a. Corner of Regional Highway 2 and Green Road;
  - b. Corner of Bowmanville Avenue and Aspen Springs Drive; and
  - c. Entrance to the north section of the Bowmanville GO Transit Station, north of the railway corridor.

### Parks and Recreational Needs

- 4.2.17 The park space standard for Bowmanville West is based on the Clarington Official Plan. The specific amount of additional public space required may be refined further through implementation studies undertaken by the Municipality and in accordance with Chapter 18 of the Clarington Official Plan.

Areas conveyed for parkland purposes will be of a size and shape that ensures they can be programmed appropriately with activities.

### **Potential Public Space Improvement**

4.2.18 Bowmanville West has a limited number of existing parks, recreational and public spaces. Part of the recommended approach for meeting the long term parks and recreational needs of future residents is to improve and upgrade existing spaces that service the area. The following types of potential public space improvements should be considered for existing parks and recreational spaces in the area:

- a. Improvements for accessibility and pedestrian access;
- b. Enhancements to lighting, furnishing and landscaping;
- c. Additional seating and spaces for people to gather in the area;
- d. Multi-user connections to adjacent residential areas and roadways;
- e. New amenities and/programing to serve users of all ages and abilities;
- f. Planting to support stormwater management and naturalization of landscaped areas;
- g. Signage and wayfinding improvements; and,
- h. Public art.

4.2.19 Two specific locations for Public Space Improvements have been identified for Bowmanville West, as per **Schedule B**:

- a. Community Facility lands around the Garnet B. Rickard Recreational complex; and
- b. Park space bound by Prince William Boulevard and Clarington Boulevard.

4.2.20 To ensure that there is an adequate range of parks and recreational facilities to meet the needs of existing and future residents, the Municipality may also consider making improvements and enhancements to other public spaces within walking distance of the Bowmanville West Major Transit Station Area.

4.2.21 Any new publicly-accessible recreational spaces should be designed to be barrier free and to include a mix of design elements, including but not limited to: enhanced landscaping; shade opportunities (structures and/or trees); ample locations for seating; and, public art.

4.2.22 New publicly-accessible recreational spaces should be located close to the street and be connected to the pedestrian network.

4.2.23 New publicly-accessible recreational spaces should also be considered in locations that provide connectivity to the Bowmanville GO Transit Station, and should include bike parking and accessible pathways to support access for all users, in conjunction with the Clarington Zoning By-law and other applicable by-laws or planning guidance.

### **Pedestrian Safety Improvement**

4.2.24 Pedestrian safety is a key priority for Bowmanville West as the area transitions towards more transit-supportive built form with a growing population.

4.2.25 Streetscape improvements as identified in policies 4.2.4 to 4.2.9 of this Secondary Plan shall consider mechanisms to integrate pedestrian safety, encourage traffic calming, and

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provide visual cues that signal the need to slow down and give priority to pedestrians and cyclists.

- 4.2.26 Pedestrian safety improvements shall be designed in accordance with AODA regulations and principles of universal accessibility, and can include measures such as lighting, signage, daylighting, introduction of medians, bumpouts and other means, crosswalk paving to denote pedestrian activity, etc.

### **Transit Supportive Design for Public Infrastructure**

- 4.2.27 The design of new infrastructure in Bowmanville West will consider the identity of the area as a Major Transit Station Area and identify mechanisms to support access to and use of the Bowmanville GO Transit Station, including signage, wayfinding, lighting, shaded or sheltered waiting areas, and design features to promote sightlines and visibility for waiting areas.
- 4.2.28 New *development* and roadway improvements shall be designed to integrate mid-block connections, and improve physical permeability and pedestrian or cycling access to and from the Bowmanville GO Transit Station to key destinations within the Secondary Plan Area and the adjacent neighbourhoods.
- 4.2.29 Transit stops and access points shall be designed in accordance with AODA regulations, including with respect to design of bus stops and other transit infrastructure, and reflect climate considerations including shelters and shading to protect from wind and sun.
- 4.2.30 First mile / last mile challenge refers to the challenges that commuters may face between the transit stop and their final destination (or vice versa as the case may be). In Bowmanville West, the design of non-roadway access routes to the Bowmanville GO Transit Station will consider all-season requirements and accessibility for all users, including planning for first and last mile considerations.

### **4.3 Private Realm Design Guidelines**

#### **Private Realm Design Guidelines**

- 4.3.1 The private realm design guidelines in this section are to be applied during the site plan application process, except in instances where the Municipality's site plan approval by-law allows for exemptions.

#### **Site Layout, Frontages and Street Edge Design**

- 4.3.2 Buildings shall be designed to frame the street edge, with primary building entrances located adjacent to the public street, or via a publicly-accessible courtyard connected to the street, that is universally accessible.
- 4.3.3 Deviation from the general street edge is permitted for building articulation, step-backs, openings for plazas or other architectural treatments that are intended to improve the overall sense of place in Bowmanville West.
- 4.3.4 Large sites shall include a fine grain internal street grid pattern of small blocks.
- 4.3.5 Blank walls are not permitted on buildings with frontage along a public right of way.
- 4.3.6 Parking shall be located at the rear of the site or underground.
- 4.3.7 Loading and service areas shall be located at the rear or the interior side of the site and

be adequately screened from view using fencing, landscaping.

### **Tall Building Guidance**

- 4.3.8 For purposes of this Secondary Plan, tall buildings are defined as structures taller than 8 storeys.
- 4.3.9 Refer to Policies 3.3-3.7 of this Secondary Plan for specific guidance on building heights.
- 4.3.10 All tall buildings shall be designed to include a podium base and tower. The following policies shall apply for the podium component of new or redeveloped buildings:
- a. A minimum podium height of 10.5 metres (approximately 3 storeys) and a maximum height of 20 metres (approximately 6 storeys) to maintain a human scale;
  - b. A minimum 3 metre building step back to offset the tower portion of taller buildings from the front wall of the podium base; and
  - c. Building entrances shall face the street and buildings shall be designed to frame the street. For corner lots, the building shall be located at the corner to frame both streets.
- 4.3.11 The following policies shall apply for the tower component of new or redeveloped buildings:
- a. Where there are no existing towers on an adjacent site, a minimum 12.5 metre setback is required for the tower portion of the building to protect for future tower *development* on the adjacent site (where the adjacent site has permissions for a building greater than 6 storeys). This will result in a minimum separation distance between two towers of 25 metres, (excluding balconies) to support privacy.
  - b. Tower design shall favour slender structures with massing not exceeding 750 square metres (excluding balconies);
  - c. Towers shall be designed to incorporate wind mitigation measures to reduce tunnel impacts and support pedestrian comfort between buildings;

### **Sunlight and Shadows**

- 4.3.12 The height and massing of buildings should ensure a minimum of five consecutive hours of sunlight on the opposite side of the street at the equinoxes (March 21 and September 21).
- 4.3.13 Where a building is planned to be adjacent to a public space such as a park, playing field or plaza, the height and massing of the building should ensure a minimum of five consecutive hours of sunlight over more than 60 per cent of the public space at the spring and fall equinoxes (approximately March 21 and September 21).
- 4.3.14 Light and shadow impacts should be minimized through appropriate design measures and studies as required by the Zoning By-law.
- 4.3.15 Applicants may be required to submit a sunlight and shadow study demonstrating how the policies of this Secondary Plan are to be achieved.
- 4.3.16 Lands which front onto the west side of Bowmanville Avenue, south of Highway 2 and north of Aspen Springs Drive shall be no taller than 14 storeys, unless the findings of a

sunlight and shadow study is able to demonstrate that lands on the opposite side of the street will be able to maintain at least five consecutive hours of sunlight at the equinoxes (March 21 and September 21).

### **Building Height Transitions**

4.3.17 Appropriate transitions shall be incorporated between new *development* and existing areas of low density. Transitions may include:

- a. Step backs,
- b. setbacks,
- c. landscape buffers,
- d. green walls, and
- e. boulevards.

4.3.18 Building transitions between low density areas and midrise and tall buildings shall be planned to include a 7.5 metres setback from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1, and a minimum setback of 7.5 metres to the building face and a 45-degree angular plane from the property line to a maximum height of 1:1 for sites deeper than 50 metres.

4.3.19 Notwithstanding the maximum height limits identified elsewhere in this Secondary Plan, the Zoning by-law may prescribe less than the maximum heights to ensure appropriate transitions to adjacent low density uses.

### **Building Entrances and Facades**

4.3.20 The following policies apply to the design of building facades and frontages:

- a. Retail activities and other non-residential or commercial activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries to promote overlook, and enliven and support the public street.
- b. Any façade facing a public street shall be considered a primary façade. A minimum of one pedestrian entrance shall be provided for any primary façade. Buildings on corner lots must be designed to have primary façades on both the front and side streets.
- c. Side and rear elevations visible from the public realm shall have attractive façade treatments using high quality materials.
- d. Where ground floor commercial uses are required, the primary facades should feature a high degree of glazing, approximately 50% to 70% of the building wall.
- e. The ground floor of new *developments* should have large street-facing windows to establish a strong visual connection to the street and create a welcoming and comfortable pedestrian environment.

4.3.21 The following policies apply to the placement and design of building entrances:

- a. Where a corner lot has access to an arterial or collector road, the primary building entrances shall be a prominent feature at the street corner.



- a. Residential building entrances should be located and oriented to have direct access from the street.
- b. Entrances to buildings must be clearly defined with maximum visibility to ensure ease of access directly from the street and from open spaces, and designed to be universally accessible. Architectural treatment, and where appropriate, landscaping, should be used to accentuate entrances.
- c. All buildings must be designed to be universally accessible and must provide an unobstructed walkway or pathway between the principal building(s) and the street.
- d. Entrances should be designed with attractive weather protection to add to the pedestrian experience and comfort of users.

### **Landscaping**

4.3.22 For any new high density *development*, private open space enhancements are required as part of the built form design in order to contribute to the visual aesthetics and quality of the public realm, including through one or more of the following:

- a. Landscape treatments, including hardscape and soft-scape treatments, shall be designed to edge streets, frame and soften structures, define spaces and screen undesirable views;
- b. Incorporating low impact *development* techniques, such as green roofs, permeable pavers, rain gardens and bio-swales to manage stormwater on-site.
- c. Shade trees and shrubs selected with appropriate regard to their scale and planting characteristics;
- d. Plant materials grouped to frame buildings, add visual interest, fill in blank areas, accentuate entrances, and screen service areas;
- e. Deeper setbacks for a portion of *development* may be permitted to allow for some variation in built form and may include the form of courtyards, forecourts, mid-block connections, or small plazas;
- f. For developments with ground floor commercial uses, patios are encouraged to further animate the street, provided the overall setbacks are maintained and no hindrance of access to the sidewalk or walkways results.

4.3.23 All mixed use and multiple residential buildings (e.g. townhouses and condominium/apartment buildings) will provide at-grade open space and outdoor amenity areas as prescribed in the Zoning by-law.

4.3.24 Where courtyards are part of new *development* or *redevelopment*, the courtyard character will be green and well-treed with outdoor uses that promote pedestrian circulation as well as recreational. Vehicular access and servicing areas will be discouraged from being located within a courtyard.

### **Parking, Access, and Mechanical Structures**

4.3.25 Bowmanville West is envisioned to be a transit supportive and walkable community, to reduce the need for large outdoor parking lots.

4.3.26 Transit-supportive parking standards for residential and non-residential uses shall be prescribed in the Zoning by-law to facilitate development of the BWUC and encourage

non-automobile travel.

- 4.3.27 The Municipality shall implement reduced parking standards in the Zoning by-law to promote transit oriented development, based on a parking study and the anticipated timing of GO Transit Station implementation.
- 4.3.28 Vehicular access, ramps, servicing and loading should be provided from local streets wherever possible and should be integrated into the buildings they serve to minimize impacts on landscaped open space.
- 4.3.29 Direct views of at-grade parking will be minimized. Where permitted, surface parking and service areas must be screened to minimize views from adjoining streets or parks. The following shall be considered in designing parking and servicing facilities:
- a. Structured parking facilities should be integrated into the building design. Solid blank walls or open structure parking are not permitted. Decorative screens, or other suitable materials, should be used to screen views into the parking structure.
  - b. Where permitted, surface parking lots shall incorporate landscaped islands with trees to break up the pavement and provide pedestrian refuge.
  - c. Parking lot lighting, pedestrian pathways and other street furniture should be used to create a comfortable, safe, and connected pedestrian environment.
  - d. The edges of parking facilities should receive architectural and design treatments to be consistent with the streetscape design and complement adjacent buildings.
  - e. The site planning of parking accessed from a rear laneway shall produce an attractive and safe rear lane streetscape, providing for both vehicular and pedestrian safety and landscape opportunities.
  - f. Loading, servicing and other functional elements should be integrated within the building envelope. Where this is not possible, these elements shall not be located adjacent to public spaces and shall be screened from view to avoid visual impact to the public realm or surrounding residential areas.
  - g. Garbage and recycling facilities shall be integrated within a building envelope, where applicable.
  - h. All major rooftop mechanical structures or fixtures including satellite dishes and communications antenna shall be suitably screened and integrated with the building, where feasible. Parapets may be utilized to accommodate such screening.
- 4.3.30 To promote sustainable forms of transportation, all *development* shall be required to:
- a. Provide an appropriate level of bicycle parking to support increased active transportation goals;
  - b. Incorporate other forms of transportation demand management measures, such as shower and change room facilities for employees (as the case may be), car share/bike share facilities, wayfinding/trip planning guidance, etc.;
  - c. Design a minimum of 20 percent of the required parking spaces to permit the future installation of electric vehicle supply equipment.
  - d. Ensure that all required electric vehicle parking spaces are clearly identified and demarcated.

- e. For mixed use development, provide shared vehicle parking.

#### **4.4 Sustainability and Green Design**

##### **Climate Change and Green Design Objectives**

- a. Demonstrate innovative practices for green building design and technology while incorporating renewable and alternative sources of energy and district energy systems;
- b. Promote energy conservation measures with site plan and urban design;
- c. Maximize potential for passive and active solar energy capture through street alignment and building placements; and
- d. Implement low impact *development* (LID) best practices.

##### **General Policies**

- 4.4.1 Sustainable *development* will be in accordance with Section 5.5.3 of the Clarington Official Plan and guided by this Secondary Plan, Priority Green *Development* Program, Community Benefits By-law, and other incentives, programs and policies.
- 4.4.2 Sustainable design *developments* including green building technologies and renewable energy sources will be in accordance with Section 5.5 of the Clarington Official Plan.
- 4.4.3 All new development shall be accompanied by a report demonstrating how the proposed development achieves the intent of the Sustainability and Green Design policies of this Secondary Plan.

##### **Green Development and Green Infrastructure**

- 4.4.4 The Municipality expects that new *development* and *redevelopment* in Bowmanville West will continue to raise the standard for green development and shall include:
  - a. Measures that help to improve local air quality, including the provision of infrastructure to accommodate low carbon emitting vehicles, cycling and pedestrian infrastructure and landscaping treatments that help to reduce the urban heat island effect;
  - b. Measures that promote energy efficiency, renewable energy (e.g. solar readiness, on-site renewables), district energy and building resiliency (e.g. back-up generation);
  - c. Measures which protect water quality during construction, capture and manage rainfall to improve stormwater runoff quality on site and reduce demand for water through conservation measures (e.g. efficient fixtures and appliances and reusing non-potable water);
  - d. Measures which create landscapes that support tree growth, enhance urban forestry, include native species and support bio-diversity and include building designs which reduce potential for bird collisions/mortality; and,
  - e. Measures which reduce waste and increase diversion rates and make best use of recycled products which minimize the lifecycle impact to the environment.

##### **Stormwater Management**

- 4.4.5 As Bowmanville West grows, managing the impacts of increased built up and paved

areas and supporting stormwater management will be critical.

4.4.6 All new *development* and *redevelopment* shall:

- a. Assess stormwater management quality, quantity, erosion control and water balance for groundwater and natural systems during the *development* approval process to determine impact on the natural heritage system and environmental features.
- b. Explore low impact *development* techniques, such as green roofs, permeable pavers, rain gardens and bio-swales to manage stormwater on-site.
- c. Undertake stormwater management for all *development* on a volume control basis, ensuring the maintenance of recharge rates, flow paths and water quality;
- d. Ensure high volume recharge areas maintain a pre-*development* water balance; and
- e. Utilize an adequate volume of amended topsoil in all low- and medium-density dwellings to improve surface porosity and permeability over all turf and landscaped areas beyond three metres of a building foundation and beyond tree protection areas

### **Water Conservation**

4.4.7 All new *development* and *redevelopment* should consider the following measures to promote water conservation:

- a. Utilize absorbing and filtering capacities of plants, trees and soil to protect water quality, decrease water runoff and maintain groundwater levels;
- b. Utilize drought tolerant and diverse tree and shrub species for public and private landscaping including parks and streetscapes;
- c. Promote use of porous or permeable materials for surfaces to manage stormwater run-off and promote groundwater quality; and
- d. Encourage low impact *development* practices including bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system, and alternative filtration systems such as treatment trains and water conservation measures.

### **Energy Conservation**

4.4.8 All new *development* and *redevelopment* should consider the following measures to promote energy conservation:

- a. Make strategic use of green roofs and cools roofs with high albedo materials to minimize heat absorption;
- b. Strategic use of deciduous trees to reduce heat island effect with shading and evapotranspiration;
- c. Promote solar capture for all seasons; and
- d. Incorporate solar reflectance index of 29 minimum for light-coloured paving materials.

## 5 MOBILITY AND TRANSPORTATION INFRASTRUCTURE POLICIES

### 5.1 Mobility Objectives

- a. Provide a variety of mobility choices for people living and working in the area, as well as people who are moving through the area or accessing the GO Transit Station or other amenities in the area.
- b. Plan for integrated mobility.
- c. Design for universal accessibility and to accommodate accessibility requirements for all users.
- d. Improve road safety for all users.
- e. Establish a connected system of complete streets that creates multiple direct routes throughout the area.

### 5.2 General Mobility Policies

- 5.2.1 The provision of transportation infrastructure shall be consistent with Section 19 of the Clarington Official Plan and shall have regard for the standards and key public realm improvements identified in Section 4 of this Secondary Plan.
- 5.2.2 All road designs shall be consistent with Appendix C, Table C-2 of the Clarington Official Plan and confirmed through a Traffic Impact Study submitted as part of a *development* application.
- 5.2.3 The road network serving the Secondary Plan Area will be designed with *complete streets* principles to accommodate multiple modes of travel such as motorists, transit users, cyclists, and pedestrians. The road network will prioritize active modes of transportation and the needs of the most vulnerable users.
- 5.2.4 The planned street network for Bowmanville West shall be maintained and further extended using a street grid pattern.
- 5.2.5 Final route alignments and requirements for roads, trails, and other components of the mobility system shall be designed according to detailed planning and engineering studies at the time of applications for site plan approval or/draft plan of subdivision. This work shall be to the satisfaction of the Municipality in consultation with other agencies having jurisdiction.
- 5.2.6 Mid-block and additional connections not identified in **Schedule C** and **Schedule C-2** may be required to support permeability across Bowmanville West, and will be determined in collaboration with Municipality staff through the *development* review process.
- 5.2.7 The highly connected network of streets shall be supplemented by mid-block pedestrian connections to further enhance the pedestrian permeability of the area, the efficiency, and variety of pedestrian routes and access to transit.
- 5.2.8 Streets and mid-block connections are important parts of the public realm. In addition to serving as routes, they shall serve as public places in their own right and a venue for community life. They shall link the BWTC together, and with other public places create a public realm network.
- 5.2.9 The design of pedestrian paths, signals, and building accesses such as ramps and stairs shall be designed to support universal accessibility and be in compliance with the AODA

Design of Public Spaces Standard.

- 5.2.10 The Planned Mobility Network identified in **Schedule C-1** and **Schedule C-2** of this Secondary Plan is intended to create an interconnected multi-modal network, utilizing common routes leading to commercial and institutional uses as well as the Bowmanville GO Transit Station.
- 5.2.11 The Municipality may revise and update the Planned Mobility Network identified in Schedule C-1 and C-2 as the needs for the area evolve over the fullness of time. The Municipality may prepare a Transportation Study to identify any additional improvements required to support the area's development.

### **Arterial Roads**

- 5.2.12 Bowmanville Avenue is a Type A Arterial Road and major regional transportation corridor, and is identified as a Local *Corridor* in the Clarington Official Plan. *Development* along Bowmanville Avenue shall be consistent with the policies of Chapter 10.6 of the Official Plan.
- 5.2.13 Regional Highway 2 bisects the Secondary Plan Area and is a Type B Arterial Road, in addition to being part of the High Frequency Transit Network. Green Road is also a Type B Arterial Road.
- 5.2.14 Generally no direct access to Bowmanville Avenue will be provided for any individual *development* proposal or residential land use. However, where feasible, right-in/right-out access may be permitted. Joint access will be mandated through the use of cross-access easements to reduce the overall number of access points along major roads.
- 5.2.15 Bowmanville Avenue shall have a boulevard Multi-Use Path (MUP) on the west side (for use by pedestrians and cyclists) and a sidewalk on the east side. Additional tree plantings and vegetated berms shall be incorporated into the road allowance or in adjacent areas.
- 5.2.16 *Development* in the Mixed Use High Density designation along Regional Highway 2 and Green Road shall include rear lane access. No driveway access is permitted along Regional Highway 2 or Green Road, with limited driveway access along Clarington Boulevard.

### **Collector Roads and Local Roads**

- 5.2.17 The Collector Roads subject to the policies of this Secondary Plan are Stevens Road, Clarington Boulevard, Prince William Boulevard, Boswell Drive, Brookhill Boulevard, and Aspen Springs Drive.
- 5.2.18 Collector Roads shall have cycling facilities.
- 5.2.19 The complete Local Road pattern is generally identified on **Schedule C-1** of this Secondary Plan. Changes to the identified Local Road pattern shall not require an amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are achieved to the satisfaction of the Municipality.
- 5.2.20 Local Roads will have an interconnected street layout with multiple route choices to arterial and collector roads where transit routes and commercial areas are most commonly located, and shall be designed with universal accessibility in mind.
- 5.2.21 Local Roads will be designed to accommodate on-street parking and landscaping in the

boulevards. Sidewalks are encouraged on both sides of a Local Road.

5.2.22 The location and design requirements for Local Roads will be confirmed and implemented through *development* applications.

### **Future Local Roads**

5.2.23 Future Local Roads identified on **Schedule C-1** are intended to be conveyed to the Municipality through a development agreement.

5.2.24 The design of Future Local Roads is intended to support safe and convenient access for all users, including pedestrians and cyclists, and will be designed to include additional land within the right-of-way to accommodate Future Linear Parks/Pedestrian Boulevards (where identified in Schedule A and B in this Secondary Plan).

5.2.25 The design considerations for these facilities will be guided by the policies in Section 4.2 of this Secondary Plan.

### **Rear Lanes**

5.2.26 Public rear lanes are permitted and encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.

5.2.27 Public rear lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.

5.2.28 Public utilities may be located within public rear lanes subject to functional and design standards established by the Municipality.

5.2.29 Rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:

- a. Lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall;
- b. 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;
- c. Laneways shall be clear of overhead obstruction and shall be free from overhanging balconies, trees and other encroachments.
- d. Lanes shall intersect with public roads;
- e. No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Director of Planning and Infrastructure Services Public Works;
- f. No Region of Durham infrastructure shall be permitted;
- g. Lanes should be graded to channelize snow-melt and runoff;
- h. The design of lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists;
- i. Lanes should be prioritized where development fronts onto an arterial or collector road network;

- j. Access for waste collection and emergency service vehicles is to be accommodated;
- k. Access to loading areas should be provided from rear lanes;
- l. Appropriate lighting shall be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
- m. Lighting should be downcast to reduce light pollution.

### **Public Transit**

5.2.30 To facilitate the creation of a transit supportive urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:

- a. Transit supportive land uses and build form that are consistent with the policies of this Secondary Plan
- b. Provision of a local road pattern and *active transportation* network that provides for direct pedestrian access to future transit routes and stops;
- c. Transit stops located in close proximity to activity nodes and building entrances; and
- d. Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements.

### **Traffic Calming**

5.2.31 Traffic calming will be achieved on local roads by:

- a. Encouraging pedestrian-priority streets, woonerfs, or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists);
- b. Designing streets that discourage vehicle speeding through complimentary streetscape design, building proximity to the street, and boulevard street tree planting;
- c. Minimizing traffic lane widths; and/or
- d. Minimizing the number of traffic lanes in the roadway.

### **Parking**

5.2.32 On-street parking will be encouraged at appropriate locations on all roads, with the exception of Type A and Type B Arterial Roads, in order to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.

5.2.33 Off-street parking for all uses shall be adequate to serve the use, and shall be designed to consider accessibility needs as well as access to transit and *active transportation* routes.

5.2.34 Subject to the findings and recommendations of a future Transportation Study conducted by the Municipality, on-street parking may be approved at certain locations for specified times of the day to satisfy a portion of the parking requirements of adjacent non-residential uses.

5.2.35 The Municipality may approve reduced parking standards where the Transportation Demand Management policies (Policy 5.2.42) of this Secondary Plan are addressed.



### **Planned Active Transportation Network**

- 5.2.36 *Active transportation* within Bowmanville West shall be consistent with the policies of Section 18.4 of the Clarington Official Plan, and this Secondary Plan.
- 5.2.37 The planned active transportation network is illustrated on **Schedule C-2**.
- 5.2.38 The Streetscape Improvements indicated on **Schedule B** of this Secondary Plan indicate corridors that are planned to integrate *active transportation*, with on- and off-street facilities including multi-use paths, trails, sidewalks, separated cycle tracks, and on-street bicycle lanes.
- 5.2.39 Adequate provision will be made in the planning, design, and *development* of the Secondary Plan Area to ensure safe and efficient bicycle and pedestrian movement.
- 5.2.40 The *active transportation* network will connect to the street network and all major destinations, including the Bowmanville GO Transit Station, recreational areas, schools, and mixed use areas, and the surrounding neighbourhoods to provide convenient and safe access for all users.
- 5.2.41 *Active transportation* routes will include streetscaping elements such as trees, landscaping, and benches to support pedestrian and cyclist comfort and safety and enhanced accessibility for all residents.

### **Transportation Demand Management**

- 5.2.42 The Municipality shall require that *development* applications include a Transportation Demand Management (TDM) Plan, prepared per the description in Appendix A of the Clarington Official Plan, and to the satisfaction of Clarington as well as the Region of Durham (where applicable). The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to increase transit use, cycling and walking. Where appropriate, the Municipality may approve reduced parking standards.

## 6 IMPLEMENTATION

### 6.1 General Implementation

#### Development Applications

- 6.1.1 Approval of *development* applications shall be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of the required road and transportation facilities, *parks*, and *recreation* facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the *development*, based on the completion of the external road works, may be required by the Municipality of Clarington.
- 6.1.2 Approval of *development* applications shall also be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of required stormwater management, sanitary sewer, and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of *development*, based on the completion of external sewer and water services and flow monitoring, may be implemented if required by the Municipality of Clarington.
- 6.1.3 All *development* within the Secondary Plan Area shall be in accordance with the Urban Design and Sustainability policies of this Secondary Plan. Adjustments and further refinements may be considered at the *development* stage through submission of an Urban Design Brief which demonstrates how the objectives of the Urban Design and Sustainability policies are being achieved, to the satisfaction of the Municipality.
- 6.1.4 The Secondary 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 Secondary Plan that prior to the approval of any development application, 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.

#### Studies and Application Requirements

- 6.1.5 Prior to the approval of *development* applications within parts of, or the entire, Secondary Plan Area, studies, plans, and assessments shall be completed in accordance with Clarington Official Plan and Durham Region Official Plan policies and requirements (as applicable).
- 6.1.6 *Development* within the Secondary Plan Area shall be consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction. An Energy Conservation and Sustainability Plan will be prepared by *development* proponents to outline the specific commitments for sustainability.
- 6.1.7 Every *development* application, as part of complete application and updated at the time of final approval, shall be accompanied by a policy implementation monitoring report that shall include details regarding the following, if applicable:
  - a. the *development* application area:

## Bowmanville West Major Transit Station Area Secondary Plan

- i. Net density by land use designation;
    - ii. Number and type of units in conformity to policies in Section 3 of this Secondary Plan;
    - iii. Total *development* application unit count;
    - iv. Estimated population;
  - b. For the entire Secondary Plan Area:
    - i. Overall density per hectare and by land use designation;
    - ii. Number of dwelling units by type;
    - iii. Number of units within the built-up area;
  - c. Amount/type of non-residential space and number of jobs;
  - d. How the application is implementing the housing policies of this Secondary Plan;
  - e. Number of purpose-built accessory apartments; and
  - f. Number of purpose built rental units.
- 6.1.8 The Municipality shall make available the most up-to-date data based on proposed and approved *development* in the Secondary Plan area referenced in Section 6.1.7 of this Secondary Plan.
- 6.1.9 The Municipality may undertake additional detailed planning for parks, community facilities and other public realm improvements in order to implement the Secondary Plan.

## 7 INTERPRETATION

### 7.1 General Interpretation

#### **Consistency between the Secondary Plan and Other Policies of the Clarington Official Plan**

- 7.1.1 It is intended that this Secondary Plan Area be developed in accordance with the policies of this Secondary Plan in conjunction with the applicable policies of the Municipality of Clarington Official Plan. Notwithstanding that intention, where there is a conflict between the principles, objectives, and/or policies of this Secondary Plan and the Official Plan, the principles, objectives, and/or policies of this Secondary Plan shall prevail, except in instances where a more up to date Official Plan policy has been implemented to address implementation of the Official Plan or provincial conformity, or any other applicable matter.

#### **Interpretation**

- 7.1.2 Inherent to this Secondary Plan is the principle of flexibility. Policies shall be subject to interpretation without Amendment to this Secondary Plan, provided that the general intent and structure of the Secondary Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations, and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive. The Urban Design and Sustainability policies in Section 4 of this Secondary Plan provide design principles and specific guidelines for both the public and private sectors, to assure the quality of design and *development* with respect to the character, quality, and form of *development* in Bowmanville West.
- 7.1.3 The boundaries between land use designations are to be considered approximate except where they coincide with existing roads, rail lines, utilities, 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.
- 7.1.4 *Development* within the Secondary Plan Area will be guided by the policies of this Secondary Plan, the Clarington Official Plan, the Zoning By-law, the Accessibility for Ontarians with Disabilities Act, and any other applicable guidelines or regulations.

## APPENDIX A: POLICY ILLUSTRATION

### Figure 1- 2 (Policy 4.3.10 a/b)

Tall buildings are defined as buildings with a height over 8 storeys. When carefully designed with appropriately sized podium and tower structures, tall buildings can become defining elements of any streetscape. The height of the podium and tower setback needs to be adequately designed to support a pleasant pedestrian experience at streetscape level. The podium must be designed with a minimum height of 10.5 metres (approximately 3 storeys) and a maximum height of 20 metres (approximately 6 storeys) in order to frame the streetscape and reinforce a human scale. Additionally, the tower portion of the building should be setback at a 3 metre minimum to ensure sunlight access to the street, space between adjacent towers and a differentiation between tower and podium.

*Figure 1 Conceptual Illustration of Podium and Tower*

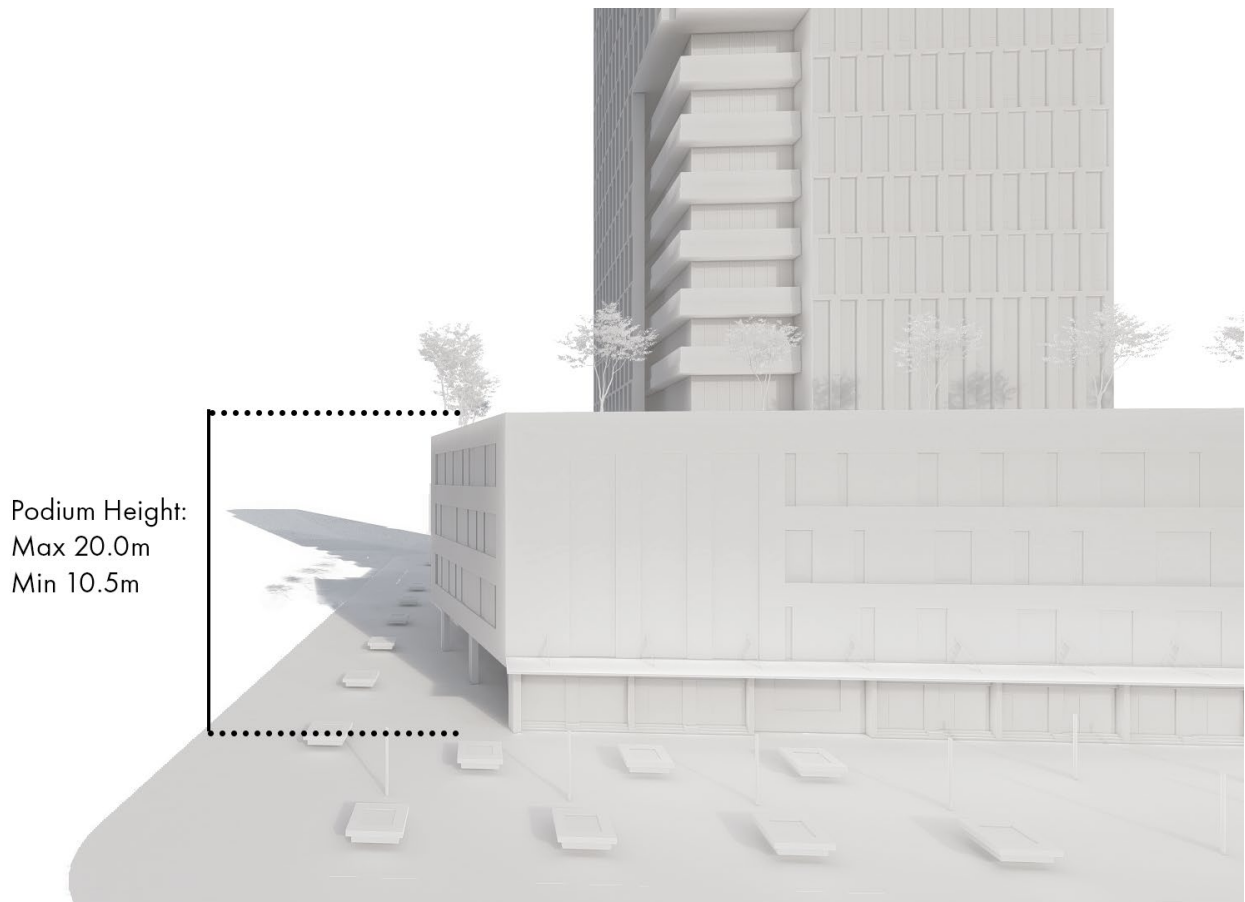


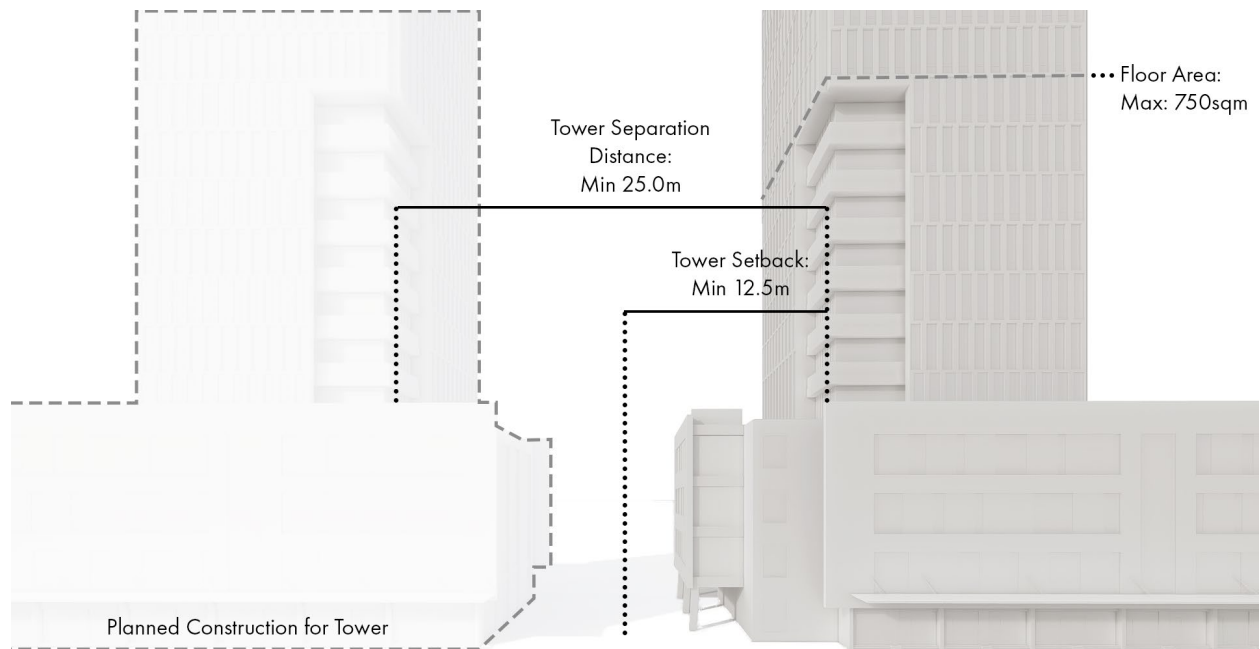
Figure 2 Conceptual Illustration of Tower Setback from Podium



**Figure 3 (Policy 4.3.11 a/b)**

When tall buildings are constructed, they must interact favourably with existing tall buildings or any future development in order to allow for sky views, provide for privacy and minimize the shadow impacts of multiple tall buildings. As such, a 12.5 metre setback is required for the tower portion of the building from adjacent property lines. (where the adjacent site has permissions for a building greater than 6 storeys). This will allow for the required transition in height for the tall buildings. Additionally, a minimum tower separation of 25 metres (excluding balconies) is also required in order to provide for appropriate space between the two towers. Finally, the tower portion of the tall buildings must be slender and appropriately massed. Thus the tower must not exceed a massing of 750 square metres per floor (excluding balconies).

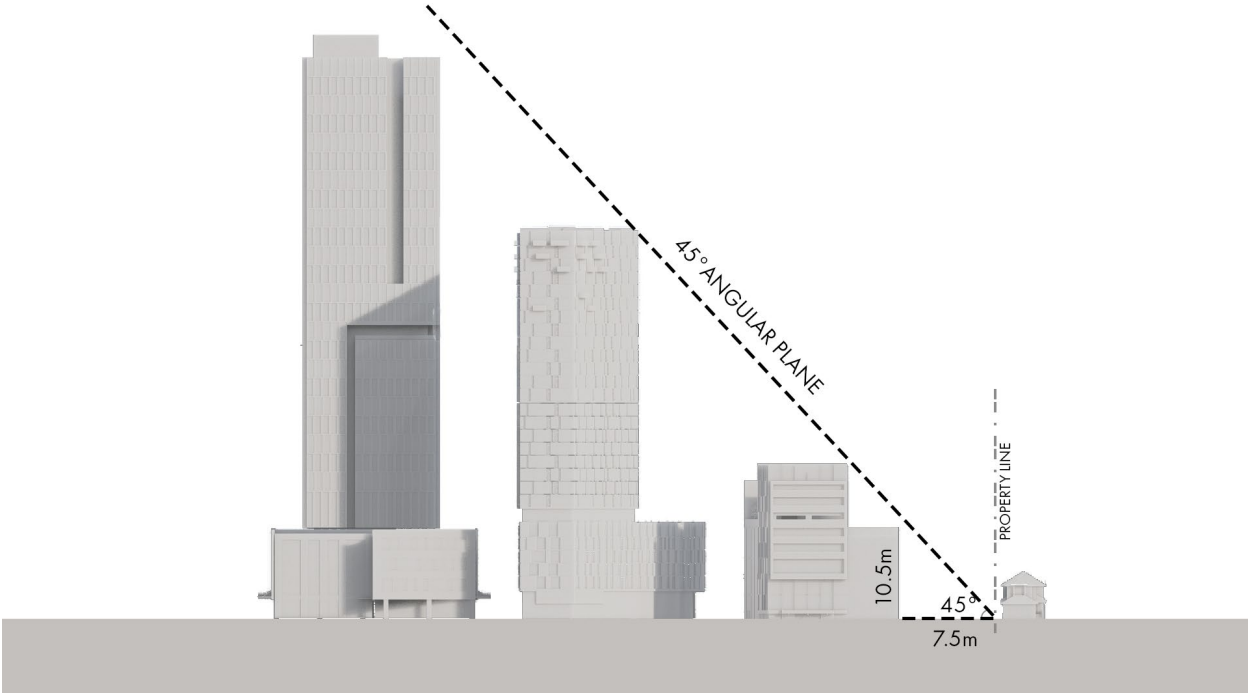
*Figure 3 Conceptual Illustration of Tower Setback and Separation*



**Figure 4 (Policy 4.3.18)**

When tall or mid-rise buildings are proposed adjacent to low-density areas there must be provisions included in height and setback in order to minimize shadows and mitigate negative climate conditions. Therefore it is required that tall or mid-rise buildings must be planned with a 7.5 metre setback from the podium to the property line. This setback also accommodates space for pedestrians, landscaping and at-grade usage. The planned building must also follow a 45-degree angular plan from a height of 10.5 metres above the 7.5 metre setback line. The maximum height must not exceed a ratio of 1:1. This provides for an appropriate gradual transition from the property line.

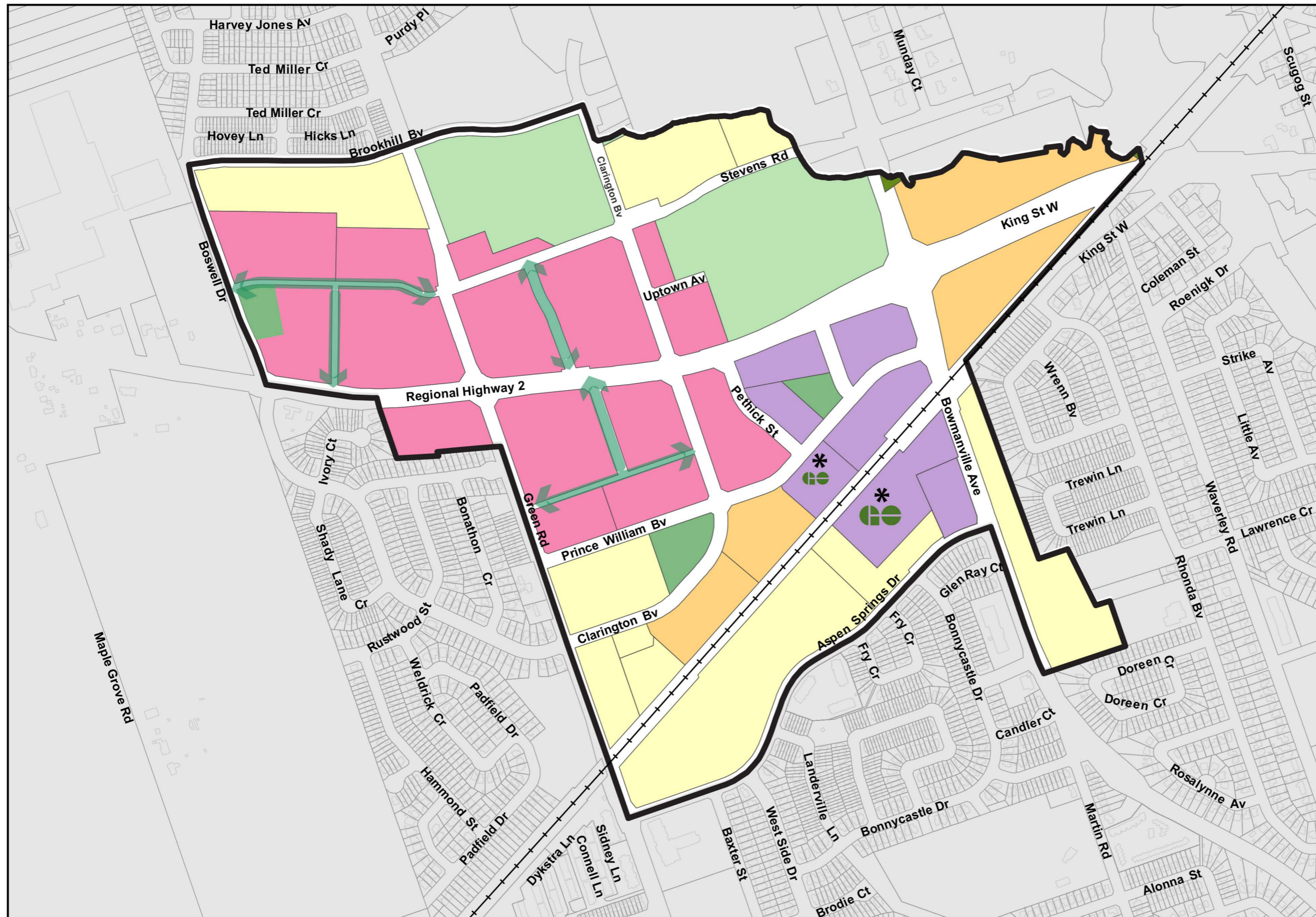
*Figure 4 Conceptual Illustration of a 45-Degree Angular Plane*





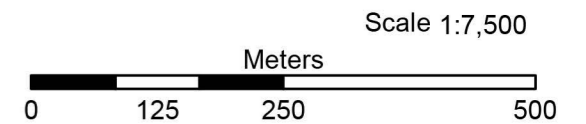
# BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

## SCHEDULE A LAND USE PLAN



### LEGEND

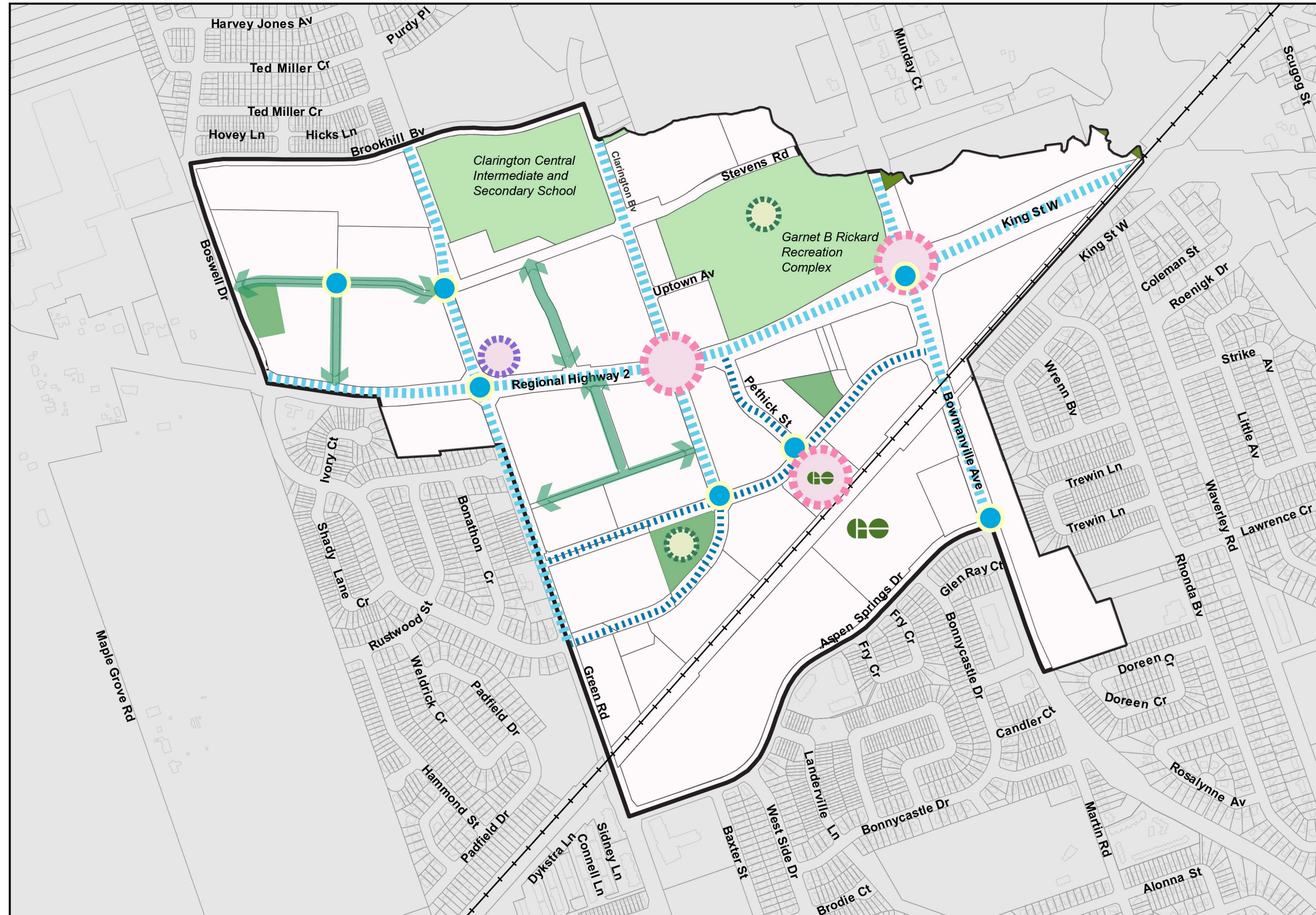
- Mixed Use High Density - Transit Station
- Mixed Use High Density
- Residential High Density
- Residential Medium Density
- Community Park
- Neighbourhood Park
- Natural Heritage
- Future Linear Parks/  
Pedestrian Boulevards
- Project Area





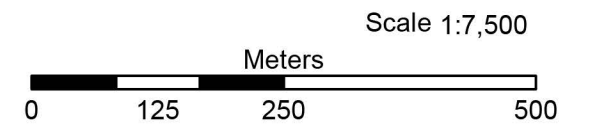
# BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

## SCHEDULE B PUBLIC REALM IMPROVEMENT



### LEGEND

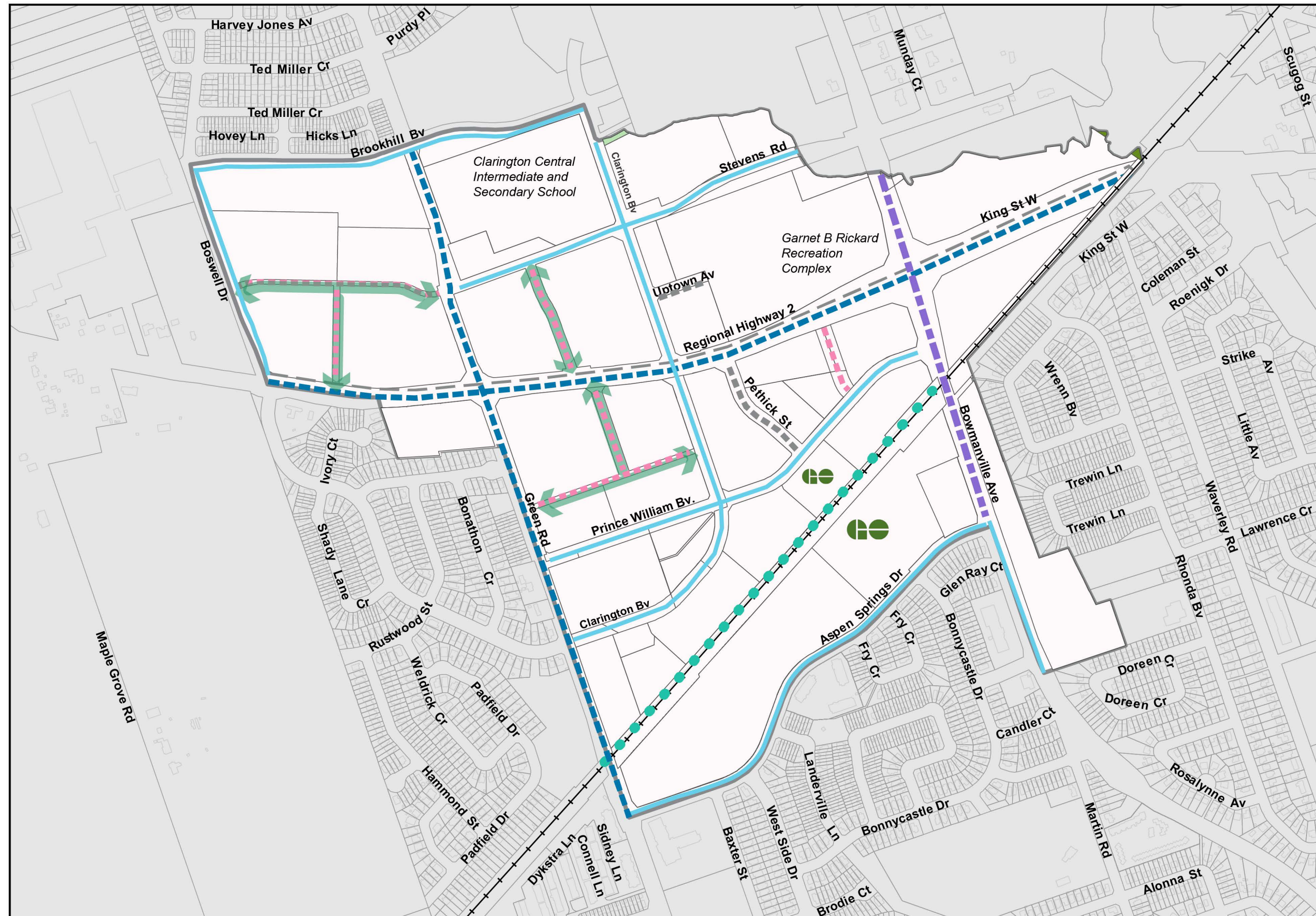
-  Major Streetscape Improvement
-  Minor Streetscape Improvement
-  Potential Public Space Improvement
-  Major Gateway
-  Minor Gateway
-  Pedestrian Safety Improvement
-  Future Linear Parks/  
Pedestrian Boulevards
-  Community Park
-  Neighbourhood Park
-  Natural Heritage
-  Project Area





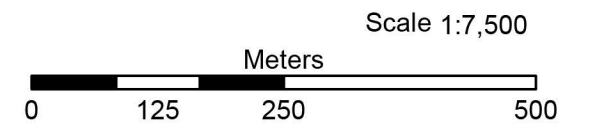
# BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

## SCHEDULE C-1 MOBILITY NETWORK



### LEGEND

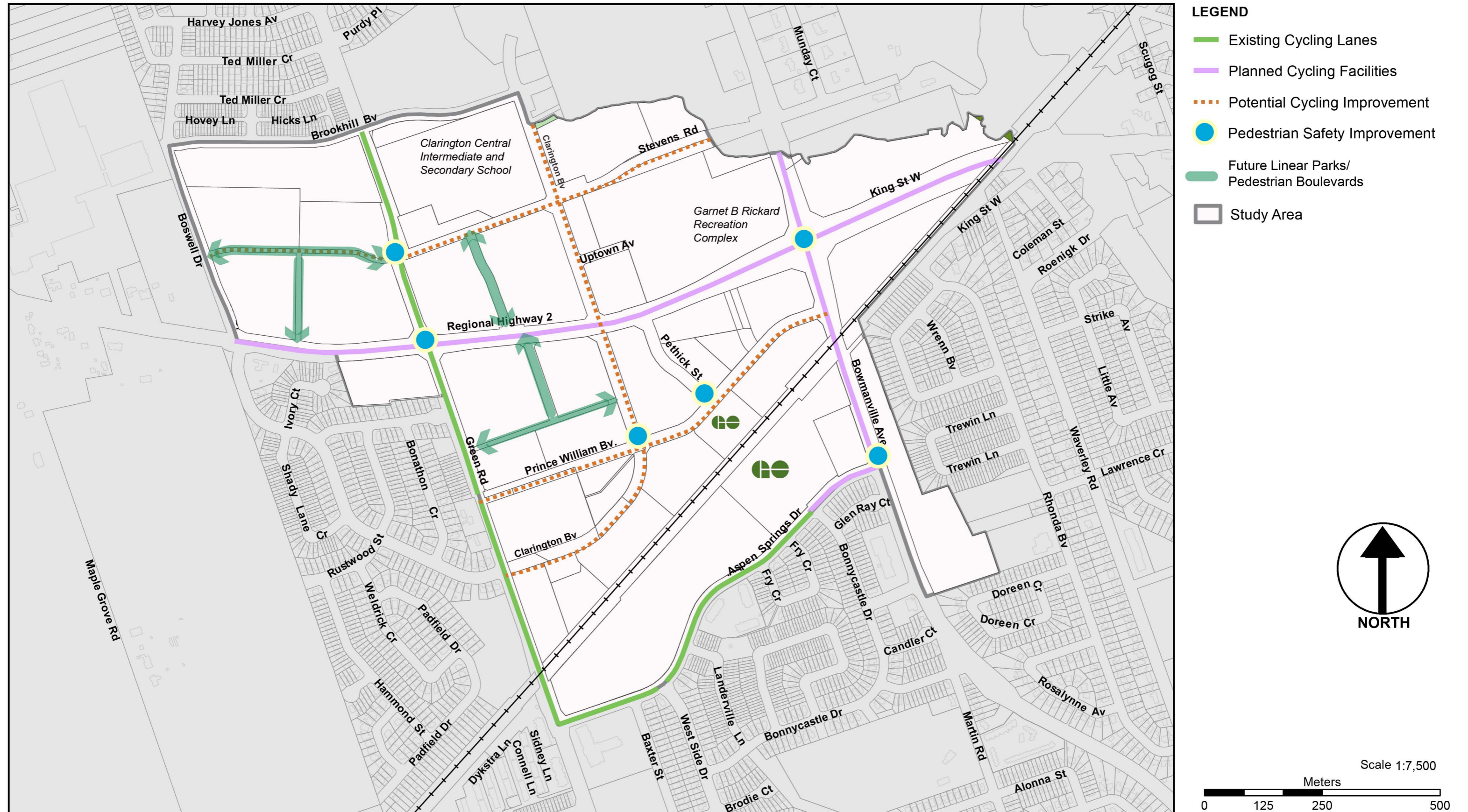
- Type A Arterial Corridor
- Type B Arterial Corridor
- Collector
- High Frequency Transit Network
- Local Roads
- Future Local Roads
- Future Linear Parks/  
Pedestrian Boulevards
- Rail Transit Line
- Project Area





# BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

## SCHEDULE C-2 ACTIVE TRANSPORTATION NETWORK



# **BOWMANVILLE WEST MAJOR TRANSIT STATION AREA**

STREETSCAPE DESIGN GUIDELINES: UPDATE TO THE STREETSCAPE  
IMPLEMENTATION PLAN (2007)

MUNICIPALITY OF CLARINGTON

JANUARY 2024

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Bowmanville West Major Transit Station Area: Streetscape Design Guidelines

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# 1 INTRODUCTION

## 1.1 Context and Purpose

This Guidelines Document was developed to support implementation of the Bowmanville West Major Transit Station Area Secondary Plan (2024), and provide more updated guidance to replace relevant sections of the Bowmanville West Town Centre Streetscape Implementation Plan (Brook McIlroy Inc., 2007).

The Guidelines provide concept illustrations to help demonstrate how compliance with the Secondary Plan can be achieved, and support understanding on how accessibility, mobility, and climate-sensitive design can be incorporated into the design and development of roadways and connections in Bowmanville West as the area grows.

## 1.2 Key Updates to the Streetscape Implementation Plan (2007)

The following guidelines were developed to align with the Mobility Objectives of the Secondary Plan:

- a. Provide a variety of mobility choices for people living and working in the area, as well as people who are moving through the area or accessing the GO Station or other amenities in the area;
- b. Provide accessibility for all road users;
- c. Plan for integrated mobility;
- d. Improve road safety for all users; and
- e. Establish a connected system of complete streets that creates multiple direct routes throughout the area.

The Guidelines focus on the key areas to be updated in the Streetscape Implementation Plan (2007), including the following:

- Design for a complete cycling and pedestrian network, considering the roadway function in the design of infrastructure;
- Improvements to pedestrian safety particularly at intersections, to provide greater accessibility and comfort for all road users;
- Identify additional connections through the Secondary Plan area.



### **1.3 Existing Street Hierarchy**








The existing street network in Bowmanville West consists of a network of arterial, collector and local roads. While there is some congestion moving through the area during peak periods, the existing level of service for the current road network is within acceptable standards. The area is defined by Highway 57/Bowmanville Ave running north-south as the primary Type A Arterial Road. Type A Arterial Roads are designed to efficiently move larger volumes of traffic at moderate to high speeds over relatively long distances. There are two bisecting Type B Arterial Roads. These include Highway 2 and Green Road running east-west and north-south respectively. Type B Arterial Roads are designed to move significant volumes of traffic at moderate speeds from one part of the municipality to the next. Collector roads running through the area include Clarington Boulevard and Stevens Road. Collector roads 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 surrounding neighborhoods.

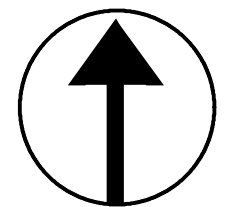
# BOWMANVILLE WEST URBAN CENTRE

## EXISTING ROAD NETWORK



### LEGEND

-  Type 'A' Arterial Road
-  Type 'B' Arterial Road
-  Collector Road
-  Signalized Intersection
-  Existing GO Station
-  Future GO Station
-  Study Area

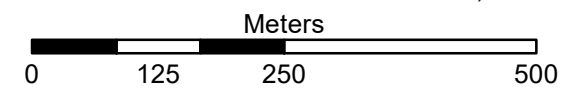


**NORTH**

MAP PREPARED BY: JES / PFM  
 DILLON CONSULTING  
 CHECKED BY: PJK  
 DILLON CONSULTING

October 03, 2018

Scale 1:7,500





## 2 STREETScape VISION

The streetscape vision for Bowmanville West is to create a network of green, multimodal, and functional streets. Ultimately, complete streets in Bowmanville West should support an enhanced multimodal experience that includes provisions and amenities for pedestrian circulation. This can be achieved through the enhancement to the natural environment, pedestrian amenities such as street furnishings and improved widths for pedestrian and active transportation. Improving the pedestrian experience will promote retail activity by creating a beautiful and functional streetscape that will allow pedestrians to easily move between sites. It is also important to create an identity for streets in Bowmanville West. This can be achieved through a common language of materials, plantings and street furnishings that will flow throughout the different street types. The identity for the streetscapes of Bowmanville West should express the existing character of the area and promote unity between different areas. Finally, complete streets in Bowmanville West should promote safe multimodal forms of transportation that can exist in tandem with vehicular traffic.

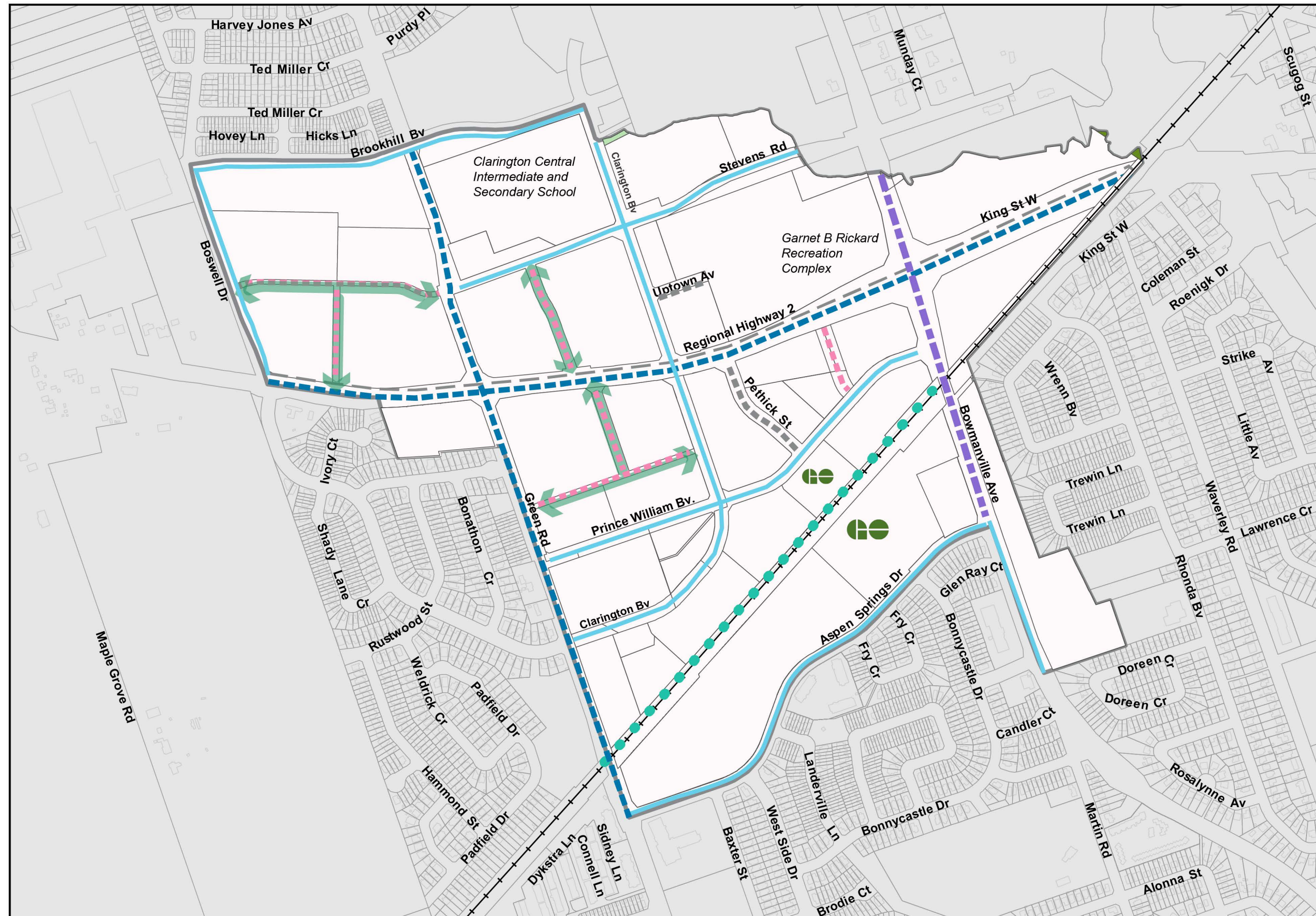
The planned street hierarchy for Bowmanville West includes a distribution of Type A Arterial Roads, Type B Arterial Roads, Collector Roads and Local Roads. Highway 57/Bowmanville Avenue running north-south will remain as the primary Type A Arterial Road running through the area. Highway 2 and Green Road will remain classified as Type B Arterial Road. Clarington Boulevard running north-south and Stevens Road moving east-west will remain classified as collector road with the addition of the east-west corridor of Prince William Boulevard. Clarington Boulevard will be extended to connect to Green Road. Stevens Road will also be extended further west to meet Boswell Drive. Finally, there are a number of local roads proposed within the area primarily connecting arterials to collectors which will carry lower volumes of vehicular traffic, facilitate access to individual properties and promote walking and cycling.





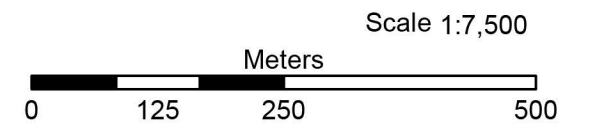
# BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

## SCHEDULE C-1 MOBILITY NETWORK



### LEGEND

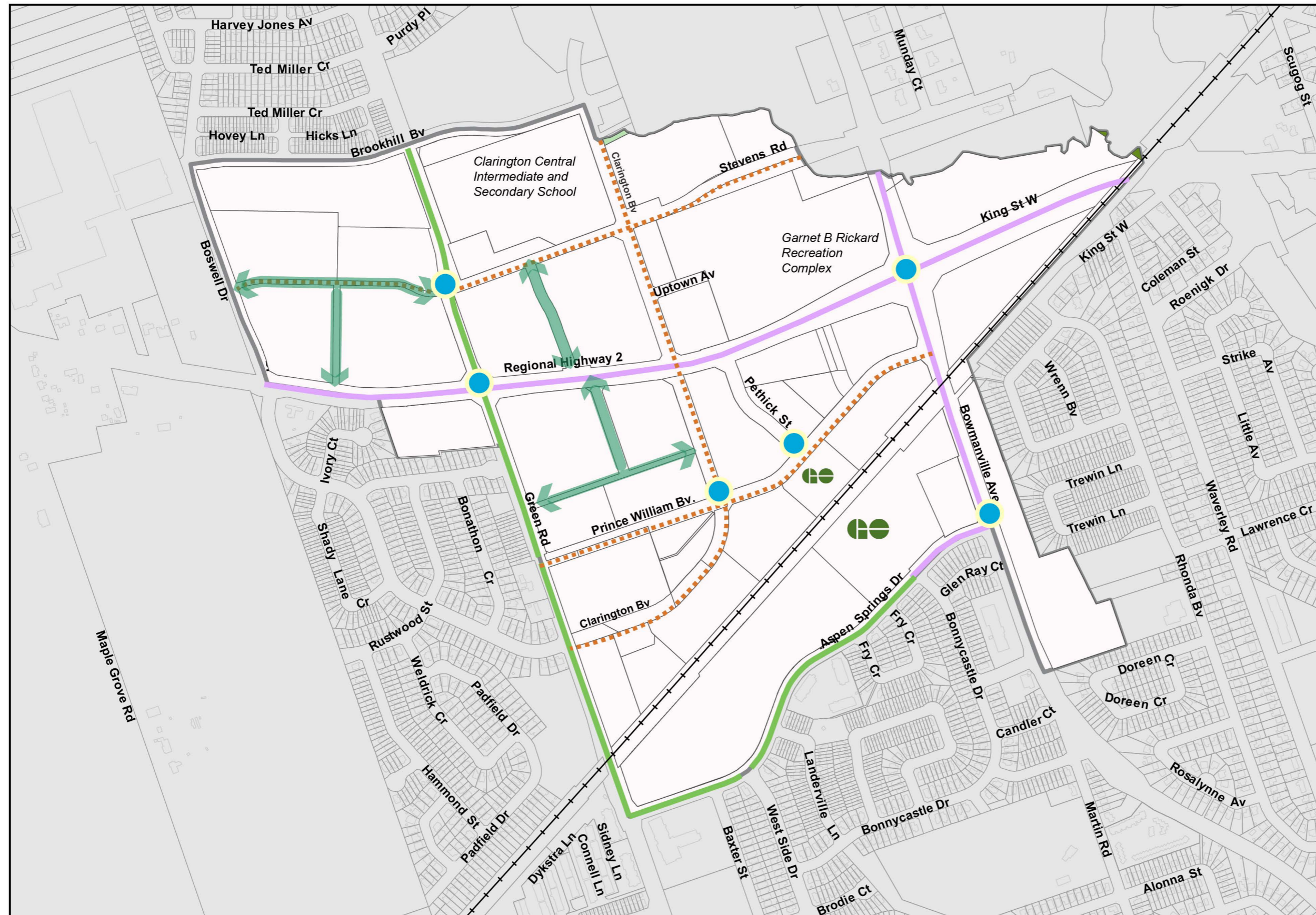
- Type A Arterial Corridor
- Type B Arterial Corridor
- Collector
- High Frequency Transit Network
- Local Roads
- Future Local Roads
- Future Linear Parks/  
Pedestrian Boulevards
- Rail Transit Line
- Project Area





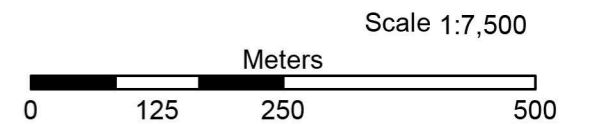
# BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

## SCHEDULE C-2 ACTIVE TRANSPORTATION NETWORK



### LEGEND

- Existing Cycling Lanes
- Planned Cycling Facilities
- Potential Cycling Improvement
- Pedestrian Safety Improvement
- Future Linear Parks/  
Pedestrian Boulevards
- Study Area







### **3 STREETScape CONCEPTS**

#### **3.1 Arterial Road, Highway 2**

Highway 2 is a main east-west corridor running through Bowmanville West. Highway 2 has a continuous landscaped median stretching from Bowmanville Avenue to Boswell Drive signifying the arterial road as a destination. There is currently a continuous sidewalk running along the majority of Highway 2 and provided on both sides of the street. A landscaped edge runs along the corridor and provides some separation between the sidewalk and vehicular traffic. The road right of way includes 6 lanes and accommodates a high volume of vehicular traffic.

Improvements to the streetscape for Highway 2 will include 4 lanes of traffic, the introduction of a separated and raised cycle track, landscape and lighting enhancements to the boulevard, improved landscape and planters as buffer between the street and sidewalk, and an improved pedestrian sidewalk. Common streetscape elements are proposed including seating, transit shelters, bicycle racks and waste receptacles. The enhanced landscape will include planters, increased street tree coverage and stormwater management measures. The streetscape will also enable the installation of public art, banners and other special treatment that will establish placemaking along this main thoroughfare.

# Bowmanville West Major Transit Station Area: Streetscape Design Guidelines

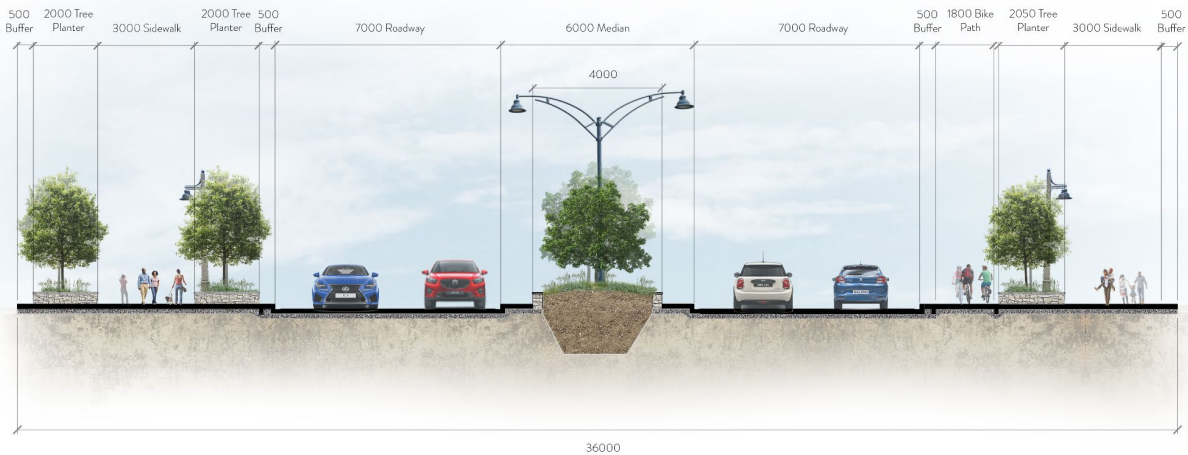


Figure 3-1 Arterial Road Cross Section: Highway 2

## 3.2 Collector Road, Clarington Boulevard

Clarington Boulevard is a commercial collector road running north-south through West Bowmanville and connecting to the future GO Station. The street has a continuous sidewalk running the entire length of the street within the study area. Sidewalks are located on both sides of the street and are wider in more commercial areas. Clarington Boulevard has intermittent medians running its entire length. Some of the boulevards are landscaped and include street lamps with a distinctive style. Clarington Boulevard is classified as a collector which serves to carry traffic from regional roads to local roads. Collectors generally have lower speeds and lower volumes which make them accommodating for active transportation. Ideally collector roads have infrastructure for cycling to provide safety and comfort for active transportation.

Clarington Boulevard should ultimately function to successfully emphasize movement between destinations via a variety of travel modes. The proximity of Clarington Boulevard to the future GO station means that any enhancement to the street should include safe and walkable connections for pedestrians. Clarington Boulevard should provide 4 lanes for vehicular traffic, a landscaped median with distinctive lighting, wide sidewalks for pedestrians and dedicated cycling track with barrier as part of a larger network. Pedestrian amenities such as benches and shelters will be enhanced where possible and establish a unified identity for the street.

## Bowmanville West Major Transit Station Area: Streetscape Design Guidelines

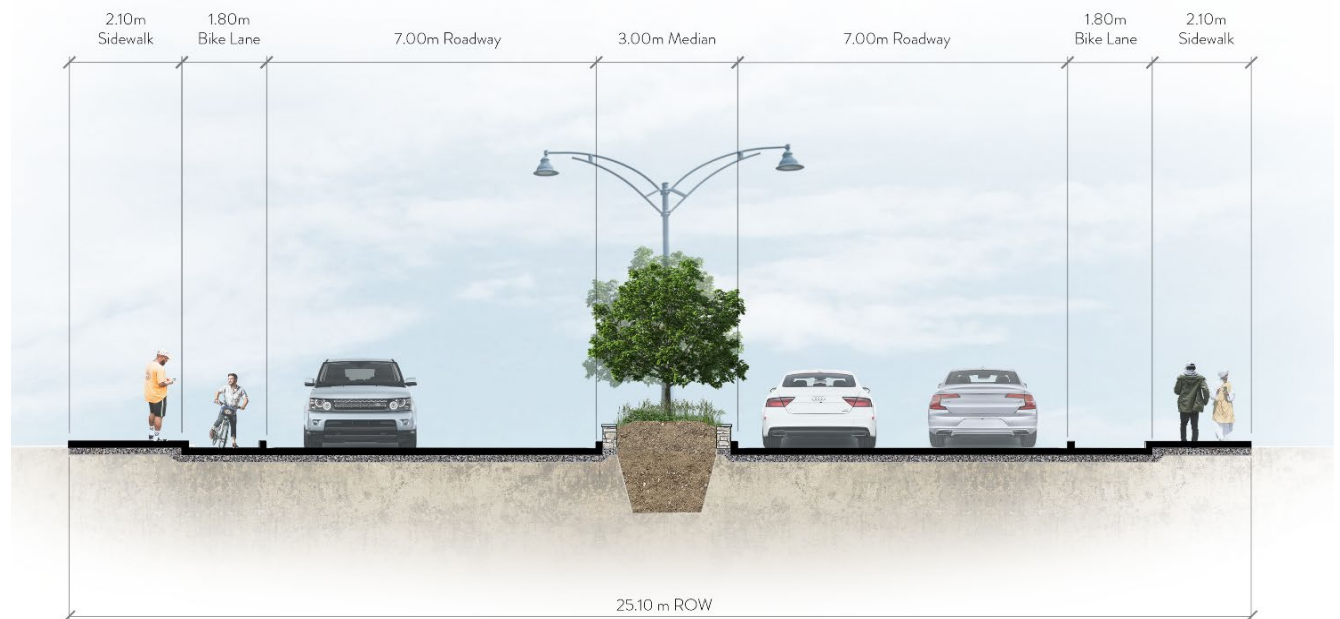


Figure 3-2 Collector Road Cross Section: Clarington Boulevard

### 3.3 Local Roads

West Bowmanville has a number of local roads within the study area. These local roads often include sidewalks and bicycle lanes alongside landscaped areas with street trees, transit stops, and wayfinding signage. Local roads in West Bowmanville can be classified as those roads that carry traffic from arterials and collectors through to individual properties. Local roads are heavily used by pedestrians and cyclists.

Local Roads in West Bowmanville should provide enhanced vegetation, opportunities for cycling and pedestrian movement as well as traffic calming measures. Cycling will have their own dedicated lanes and cyclist safety and comfort will be prioritized. Curb extensions or chicanes on local roads can provide traffic calming measures alongside opportunities for landscaping. A dedicated parking lane should also be included. Sidewalks will provide ample space for pedestrian comfort. Finally, improvements to landscaping will include increased street tree canopy coverage and stormwater management opportunities.



## **4 IMPLEMENTATION**

The implementation of the Streetscape Guidelines is intended to be undertaken as part of the design of new development and redevelopment in Bowmanville West, including through:

- Investments in the public realm, planting, and lighting;
- Redevelopment of arterial and connector roads; and
- Development of new local roads and boulevard connections.

The cross sections indicated are for conceptual purposes, with more specific widths and arrangements for specific roadway components to be identified through the appropriate Municipal Class Environmental Assessment and road engineering processes.

# Municipality of Clarington

Draft Zoning By-Law for Bowmanville West

January 2024

# 1 DEFINITIONS

**Amenity Area** shall mean indoor or outdoor space on a lot that is communal and available for use by the occupants of a building on the lot for recreational or social activities.

**Major Office** shall mean a Building or part thereof containing 4,000 square metres or more of Floor Area used for one or more of the following purposes:

- a) Business, Professional or Administrative Office;
- b) Financial Office; or,
- c) Research and Development Facility.

**Higher Order Transit** shall mean transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

**Transit Station** shall mean a facility which caters to higher order transit services. A transit station includes the use of land, or buildings or structures to facilitate the efficient movement of people to and from the facility.

# 2 ZONE CATEGORIES

## 2.1 Mixed Use Zones

### 2.1.1 Mixed Use Zones

This by-law distinguishes between the following zones:

- a) Mixed Use High Density
- b) Mixed Use High Density, Transit Station

### 2.1.2 Description of Permitted Uses

Primary and ancillary uses permitted in the following Mixed Use Zones are denoted by the symbol “x” in the column.

Permitted Use	Mixed Use High Density	Mixed Use High Density	Mixed Use High Density, Transit Station	Mixed Use High Density, Transit Station
	Primary Use	Ancillary Use	Primary Use	Ancillary Use
Mixed Use Building	x		x	
Major Office	x		x	
Hotel	x		x	
Stacked townhouse		x		x
Home Occupation (multi-residential)		x		x

Permitted Use	Mixed Use High Density	Mixed Use High Density	Mixed Use High Density, Transit Station	Mixed Use High Density, Transit Station
	Primary Use	Ancillary Use	Primary Use	Ancillary Use
Artisan Studio		X		X
Convenience Store		X		X
Retail Commercial Establishment		X		X
Supermarket		X		X
Business, Administrative or Professional Office		X		X
Eating Establishment		X		X
Eating Establishment, Take Out		X		X
Financial Office		X		X
Fitness Centre		X		X
Day Nursery		X		X
Dry cleaning Distribution Centre		X		X
Laundry		X		X
Medical or Dental Clinic		X		X
Printing or Publishing Establishment		X		X
School, Commercial		X		X
Veterinarian Clinic		X		X
Place of Worship		X		X
Place of Entertainment		X		X
Transit Station				X
Tavern		X		X

### 2.1.3 Zone Regulations

The following regulations shall apply to every lot, building or structure:

Regulation	Mixed Use High Density	Mixed Use High Density, Transit Station
Lot Dimensions		
Minimum Lot Area	0.25 ha.	0.25 ha.
Minimum Lot Frontage	20 metres	50 metres
Building Location		
Front Yard Minimum (m)	2 metres	2 metres
Front Yard Maximum (m)	5 metres	5 metres
Side Yard Minimum (m)	3 metres	3 metres
Side Yard Minimum (m) abutting Urban Residential Zone	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.
Interior Side Yard Minimum (m)	7.5 metres	7.5 metres
Interior Side Yard Minimum (m) abutting Urban Residential Zone	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.
Rear Yard Minimum (m)	5 metres	5 metres
Rear Yard Minimum (m) abutting Urban Residential Zone	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.
Building Massing and Height		
Building Height, Number of Storeys (subject to zone suffixes) Minimum (m)	As shown on Zoning By-Law Map Schedule	As shown on Zoning By-Law Map Schedule
Building Height, Number of Storeys (subject to zone suffixes) Maximum (m)	As shown on Zoning By-Law Map Schedule	As shown on Zoning By-Law Map Schedule

<b>Regulation</b>	<b>Mixed Use High Density</b>	<b>Mixed Use High Density, Transit Station</b>
Minimum Height, First Storey	4.5 metres	4.5 metres
Podium Height Minimum (m)	11 metres (3 storeys)	11 metres (3 storeys)
Podium Height Maximum (m)	21 metres (6 storeys)	21 metres (6 storeys)
Minimum Length of Street Façade - Along Highway 2	75%	75%
Minimum Length of Street Façade - Along any other public	50%	50%
Minimum Tower Separation Distance (m)	25 metres	25 metres
Maximum Tower Footprint (sq. m)	750 square metres	1000 square metres
Minimum Tower Step-Back from Podium	3 metres	3 metres
Landscaped Open Space, Amenity Space and Common Areas		
Minimum Outdoor Amenity Area	3% of the lot area, located at grade	5% of lot area, located at grade
Landscaped Area Dimensions where abutting Urban Residential Zone	Minimum depth for Landscape Area shall be 6 metres where abutting a Urban Residential Zone	Minimum depth for Landscape Area shall be 6 metres where abutting a Urban Residential Zone

**2.1.3.1 Building Height Fronting onto Bowmanville Avenue**

Buildings which front onto the west side of Bowmanville Avenue, south of Highway 2 and north of Aspen Springs Drive shall be no taller than 14 storeys, unless the findings of a sunlight and shadow study is able to demonstrate that lands on the opposite side of the street will be able to maintain at least five consecutive hours of sunlight at the equinoxes (March 21 and September 21).

## 2.1.4 Parking Standards

### 2.1.4.1 Parking Standards

Type of Development	No of Parking Spaces Minimum	No of Parking Spaces Maximum
Stacked Townhouse	1.0 space per dwelling unit plus 0.15 visitor spaces per dwelling unit	space per dwelling unit plus 0.15 visitor spaces per dwelling unit
Mixed Use or Apartment Building, Bachelor Unit	0.70 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit	0.85 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit
Mixed Use or Apartment Building, 1 Bedroom Unit	0.80 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit	1.00 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit
Mixed Use or Apartment Building, 2 Bedroom	1.00 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit	1.20 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit
Mixed Use or Apartment Building, 3 Bedroom or more	1.2 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit	1.4 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit

### 2.1.4.2 Reduced Rates for Affordable Housing

Where a dwelling unit qualifies as an affordable housing dwelling unit, the minimum parking space rate and the maximum parking space rate for the dwelling unit may be reduced by 30% of the standard minimum and maximum parking space rates for the applicable dwelling unit type. This reduction does not apply to the visitor Parking Space per dwelling unit rates.

### 2.1.4.3 Car Share Spaces

The minimum parking space requirement may be reduced by up to 3 parking spaces for each dedicated car-share parking space. The limit on the parking space reduction is calculated as the greater of:

- a)  $4 \times (\text{total number of units} / 60)$ , rounded down to the nearest whole number, or
- b) 1.0 parking space.

## 2.1.5 Bicycle Parking Requirements

### 2.1.5.1 Bicycle Parking Requirements

Type of Development	Bicycle Parking Spaces, Short Term, Minimum Number of Spaces	Bicycle Parking Spaces, Long Term, Minimum Number of Spaces
Mixed Use Building, Residential Component	In addition to any non-residential requirements, 0.1 spaces per dwelling unit, 2 spaces minimum	In addition to any non-residential requirements, 0.5 spaces per dwelling unit, 2 spaces minimum
Mixed Use Building, Retail Component	In addition to any residential requirements, 0.2 spaces per 100m <sup>2</sup> , 2 spaces minimum	In addition to any residential requirements, 0.1 spaces per 100m <sup>2</sup> , 2 spaces minimum
Mixed Use Building, Day Care Centre Component	In addition to any residential requirements, 0.1 spaces per 100m <sup>2</sup> , 2 spaces minimum	In addition to any residential requirements, 0.2 spaces per 100m <sup>2</sup> , 2 spaces minimum
Mixed Use Building, Restaurant Component	In addition to any residential requirements, 2 spaces per 100m <sup>2</sup>	In addition to any residential requirements, 0.1 spaces per 100m <sup>2</sup> , 2 spaces minimum
Mixed Use Building, Office Component	In addition to any residential requirements, 0.13 spaces per 100m <sup>2</sup> , 2 spaces minimum	In addition to any residential requirements, 0.2 spaces per 100m <sup>2</sup> , 2 spaces minimum
Mixed Use Building, Service Commercial Component	In addition to any residential requirements, 0.05 spaces per 100m <sup>2</sup>	In addition to any residential requirements, 0.09 spaces per 100m <sup>2</sup> , 2 spaces minimum

## 2.1.6 Additional Regulations

- a) Non-residential units must be located on the first floor (ground floor) and within the business establishment street façade when located within a Mixed-Use Building. Non-residential units may also be permitted elsewhere in a mixed-use building provided that the ground floor is fully zoned for non-residential uses.

## 2.2 Residential Zones

### 2.2.1 Residential Zones

This by-law distinguishes between the following zones:

- a) Residential High Density
- b) Residential Medium Density



## 2.2.2 Description of Permitted Uses

Primary and ancillary uses permitted in the following Residential Zones are denoted by the symbol “x” in the column.

Permitted Use	Residential Medium Density	Residential Medium Density	Residential High Density	Residential High Density
	Primary Use	Ancillary Use	Primary Use	Ancillary Use
Apartment Building	x		x	
Long Term Care Home	x		x	
Retirement Home	x		x	
Stacked Townhouse	x			x
Home Occupation (multi-residential)		x		x
Convenience Store		x		x
Fitness Centre		x		x
Day Nursery		x		x
Dry cleaning Distribution Centre		x		x
Laundry		x		x

## 2.2.3 Zone Regulations

The following regulations shall apply to every lot, building or structure:

Regulation	Residential Medium Density	Residential High Density,
Lot Dimensions		
Minimum Lot Area	0.25 ha.	0.25 ha.
Minimum Lot Frontage	20 metres	50 metres
Building Location		
Front Yard - Minimum (m)	2 metres	2 metres
Front Yard - Maximum (m)	5 metres	5 metres
Side Yard - Minimum (m)	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.

<b>Regulation</b>	<b>Residential Medium Density</b>	<b>Residential High Density,</b>
Interior Side Yard - Minimum (m)	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.
Rear Yard - Minimum (m) abutting Urban Residential Zone	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.	7.5 metres from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1.
<b>Building Massing and Height</b>		
Building Height, Number of Storeys (subject to zone suffixes)	As shown on Zoning By-Law Map Schedule	As shown on Zoning By-Law Map Schedule
Building Height, Number of Storeys (subject to zone suffixes) - Maximum (m)	As shown on Zoning By-Law Map Schedule	As shown on Zoning By-Law Map Schedule
Podium Height Minimum (m)	11 metres (3 storeys)	11 metres (3 storeys)
Podium Height Maximum (m)	21 metres (6 storeys)	21 metres (6 storeys)
Minimum Tower Separation Distance (m)	25 metres	25 metres
Maximum Tower Footprint (sq. m)	750 square metres	750 square metres
Minimum Tower Step-Back	3 metres	3 metres
<b>Landscaped Open Space, Amenity Space and Common Areas</b>		
Minimum Outdoor Amenity Area	3% of the lot area, located at grade	3% of the lot area, located at grade
Landscaped Area Dimensions where abutting Urban Residential Zone	Minimum depth for Landscape Area shall be 6 metres where abutting a Urban Residential Zone	Minimum depth for Landscape Area shall be 6 metres where abutting a Urban Residential Zone
Minimum Landscaped Area	30%	35%

## 2.2.4 Parking Standards

### 2.2.4.1 Parking Standards

The following parking standards apply to all Residential Zones:

Type of Development	No of Parking Spaces Minimum	No of Parking Spaces Maximum
Stacked Townhouse	1.0 space per dwelling unit plus 0.15 visitor spaces per dwelling unit	space per dwelling unit plus 0.15 visitor spaces per dwelling unit
Apartment Building, Bachelor Unit	0.70 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit	0.85 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit
Apartment Building, 1 Bedroom Unit	0.80 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit	1.00 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit
Apartment Building, 2 Bedroom	1.00 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit	1.20 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit
Apartment Building, 3 Bedroom or more	1.2 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit	1.4 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit

### 2.2.4.2 Reduced Rates for Affordable Housing

Where a dwelling unit qualifies as an affordable housing dwelling unit, the minimum parking space rate and the maximum parking space rate for the dwelling unit may be reduced by 30% of the standard minimum and maximum parking space rates for the applicable dwelling unit type. This reduction does not apply to the visitor Parking Space per dwelling unit rates.

## 2.2.5 Bicycle Parking Requirements

### 2.2.5.1 Bicycle Parking Requirements

Type of Development	Bicycle Parking Spaces, Short Term, Minimum Number of Spaces	Bicycle Parking Spaces, Long Term, Minimum Number of Spaces
Apartment Building	0.1 spaces per dwelling unit, 2 spaces minimum	0.5 spaces per dwelling unit, 2 spaces minimum

## **2.2.6 Additional Regulations**

- a) Non-residential units must be located on the first floor (ground floor) and shall be sized accordingly:
  - a. Facing Regional Highway 2 = 600 sq.m.
  - b. Facing Bowmanville Avenue = 300 sq.m.
  - c. Facing all other road frontages = 250 sq.m.

## **2.3 Community Use Zone**

### **2.3.1 Description of Permitted Uses**

The singular use for lands designated as a Community Use on the Zoning Schedule shall be a public park.

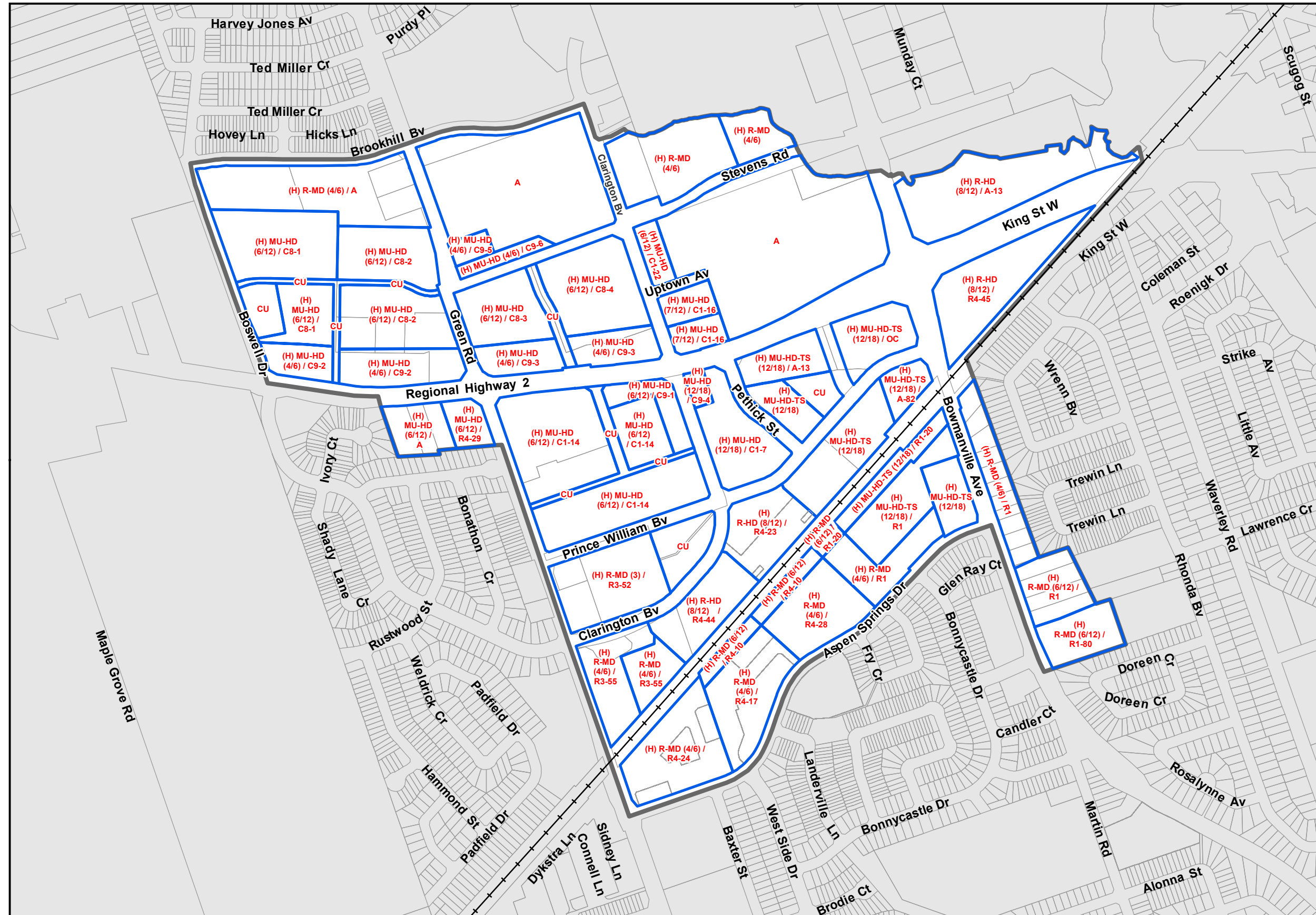
### **2.4 Holding**

Where the symbol 'H' following the zoning on the Zoning Schedule is identified, the 'H' shall not be removed until the following condition has been met:

- a) Funding has been secured to deliver the GO Transit Station to the satisfaction of the Director of Planning and Infrastructure Services, in collaboration with the Region of Durham.

# BOWMANVILLE WEST MAJOR TRANSIT STATION AREA

## SCHEDULE A, BOWMANVILLE WEST ZONING BY LAW

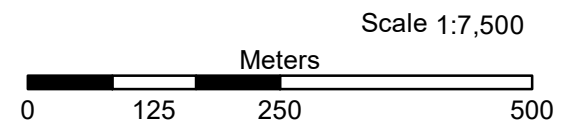
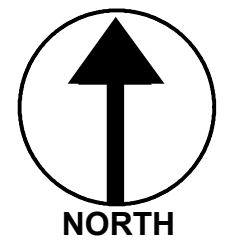


### LEGEND

- Zone Boundary
- Study Area

### NOTE

Height requirements are indicated on each parcel in parentheses (Minimum/Maximum)



**Summary of Background Reports – Bowmanville West Secondary Plan Update**

Report	Key Findings
<p><b>GO East Clarington Transportation Hubs</b></p> <p>(Brook McIlroy &amp; N. Barry Lyons Consultants Ltd., September 2017)</p>	<p>This Transportation Hubs Study was undertaken to create a vision for the future Courtice and Bowmanville GO Stations and to help capitalize on these transit investments. The Study yielded guiding principles, land use concepts, and a market analysis.</p> <p>The Study identified several areas which should be addressed through the Secondary Plan Update including:</p> <ul style="list-style-type: none"> <li>• Multi-modal connections to the station area;</li> <li>• Placemaking rooted in the community and its history;</li> <li>• Protect and enhance natural and built heritage;</li> <li>• Increase green space and community areas;</li> <li>• Connect new and existing neighbourhoods;</li> <li>• Strengthen a competitive economic environment; and</li> <li>• Develop a strategic parking management plan.</li> </ul> <p>The Study envisioned a land use concept plan with mid- and high-rise developments, with the highest densities directed near the future GO Station. Areas for intensification and further provision of community amenities were identified. This vision served as a starting point for the creation of the land use plan for the Secondary Plan update.</p> <p>NBLC was responsible for forecasting how the real estate market is likely to change with the GO Rail Expansion. They predict that demand for high density housing will increase in the Secondary Plan area as more train service is provided, and as individuals travel further from the City of Toronto in search of affordable housing. Commercial retail and office markets are expected to follow the growth in population. Future economic development should focus on attracting employers that are likely to benefit from transit (e.g. finance, technology, education, etc.). Short term flexibility in heights should be accommodated. High quality public realm, active transportation and strong linkages to downtown Bowmanville will make the area more attractive to buyers. Transition policies are needed to integrate the MTSA with the broader character of the existing neighbourhood.</p>

<p><b>Background Report</b></p> <p>(Dillon Consulting Ltd., September 2020)</p>	<p>The Background Report was developed to prepare for redevelopment scenarios for the Secondary Plan area. It reviewed:</p> <ul style="list-style-type: none"> <li>• Policy context;</li> <li>• Land use issues and opportunities;</li> <li>• Urban design and public realm;</li> <li>• Transportation and mobility; and</li> <li>• Municipal infrastructure.</li> </ul> <p>Provincial and municipal policy directs more intensification for the Secondary Plan area as an Urban Centre and future MTSA. The Clarington Official Plan includes a density target of 75 units per hectare which translates to a significant increase in density.</p> <p>Opportunities for redevelopment, intensification and public realm improvements were identified, with high density uses nearest to the future GO Station and public improvements dispersed throughout the area.</p> <p>GO Transit service is an opportunity to shift current transportation modes towards more sustainable and efficient modes. Active transportation and convenient transit connections should be promoted. Connectivity within and to the area needs to be contemplated. Parking options are expected to evolve as the area is developed. Structured and underground parking is expected to be developed in the short term. Alternative parking standards should be explored in the long term as mode shift is expected with increased active transportation and transit improvements.</p> <p>The Report generally concluded that there was sufficient water and sanitary sewer infrastructure to accommodate the intensification that is expected by 2031, the planning horizon of the current Clarington Official Plan. Local water and wastewater infrastructure will be required. There appears to be no significant stormwater management constraints as per the West Side Creek Master Drainage Study.</p> <p>The Report also summarized feedback from the first two public information centres.</p>
<p><b>Planning Rationale Report</b></p>	<p>This Report sets out the rationale for the concepts and policies in the Secondary Plan. It describes how the project's guiding</p>

<p>(Dillon Consulting Ltd., November 2021)</p>	<p>principles were informed by public feedback and conformity with Provincial and Regional policies. These include:</p> <ul style="list-style-type: none"> <li>• Establish a Plan focused on integrating a mix of uses and designed to achieve transit supportive density target for Major Transit Station Areas (minimum 150 people and jobs per hectare).</li> <li>• Maintain the commercial and retail shopping function of Bowmanville West, by expanding potential for a wide range of uses integrated with easy access via all mobility modes.</li> <li>• Provide flexibility for transitioning existing auto-oriented uses to mixed uses and higher densities, allowing for gradual transformation in the fullness of time.</li> <li>• Consider how people move in Bowmanville W prioritize accessibility, safety, sustainability and climate change adaptation.</li> <li>• Promote a range of opportunities for housing and specifically for affordable housing, to ensure that Bowmanville West grows into an inclusive and supportive community for all income holders.</li> </ul>
<p><b>Bill 23 Conformity Report</b></p> <p>(Dillon Consulting Ltd., June 2023)</p>	<p>This report evaluates the draft Secondary Plan for any required changes as a result of Bill 23. The report describes changes related to the following issues:</p> <ul style="list-style-type: none"> <li>• Inclusionary zoning and affordable housing;</li> <li>• Parkland dedication;</li> <li>• Removal of upper tier planning authority;</li> <li>• Zoning for MTSAs;</li> <li>• Intensification;</li> <li>• Site plan control</li> </ul>