



Staff Report

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

Report To:	Planning and Development Committee		
Date of Meeting:	February 1, 2021	Report Number:	PDS-008-21
Submitted By:	Faye Langmaid, Acting Director of Planning and Development Services		
Reviewed By:	Andrew C. Allison, CAO	By-law Number:	
File Number:	PLN 41.2 & PLN 41.7	Resolution#:	GG-037-21
Report Subject:	Courtice and Bowmanville Major Transit Station Areas – Summary of Public Feedback		

Recommendation:

1. That Report PDS-008-21 be received for information.

Report Overview

The land around the future GO Train stations in Clarington is known as a Major Transit Station Area (MTSA). Clarington's two MTSA's will be located within the Courtice Employment Lands Secondary Plan and the Bowmanville West Urban Centre Secondary Plan.

Virtual public information centres were held for both of these projects in the early Fall of 2020.

1. Background

- 1.1 In February 2020, Metrolinx announced the CP Rail line as the preferred route for providing GO Train service to Courtice and Bowmanville. The future GO Train stations and the surrounding lands, known as Major Transit Station Areas, will be located within the Courtice Employment Lands Secondary Plan and the Bowmanville West Urban Centre Secondary Plan. Planning is already underway for both of these secondary plan areas to accommodate the station sites and the surrounding development.
- 1.2 Virtual public information centres were held September 29, 2020 and October 1, 2020 to share with the public how the future GO Train stations fit within the context of these two secondary plans. While virtual meetings were still new to many people at the time, the events were well attended with over 150 participants between both meetings and resulted in useful feedback.

2. What We Heard

Courtice Employment Lands and Major Transit Station Area Secondary Plan

- 2.1 As part of Phase 1 of the Courtice Employment Lands (CEL) and Major Transit Station Area (MTSA) Secondary Plan Staff held a virtual Public Information Centre (PIC) On September 29, 2020. There was a total of 61 people participating who provided feedback through a series of live polls and questions/answers during the online event. The purpose of the session was to re-engage with the community, provide an update on the status of the Secondary Plan and garner feedback on any issues and opportunities related to the lands, from the public's point of view.
- 2.2 In summary, five themes emerged from participants' questions and comments. Participants indicated that the following should be included in planning for the CEL and MTSA:
 - Prestige employment uses as well as mixed-use developments with co-working space;

- Low-rise apartment buildings and stacked townhouses along with mid-rise apartment buildings (6-15 storeys);
- Pedestrian-oriented retail areas;
- Parks and recreation facilities including multi-use trails; and
- Green design features (e.g., secure bike parking and low impact development approaches to stormwater management).

2.3 These themes confirm the communities support for a complete, transit-oriented community, that protects natural features and provides enhanced trail and transit networks. Support was also received for expanding the urban boundary to accommodate appropriate development immediately east of the GO station.

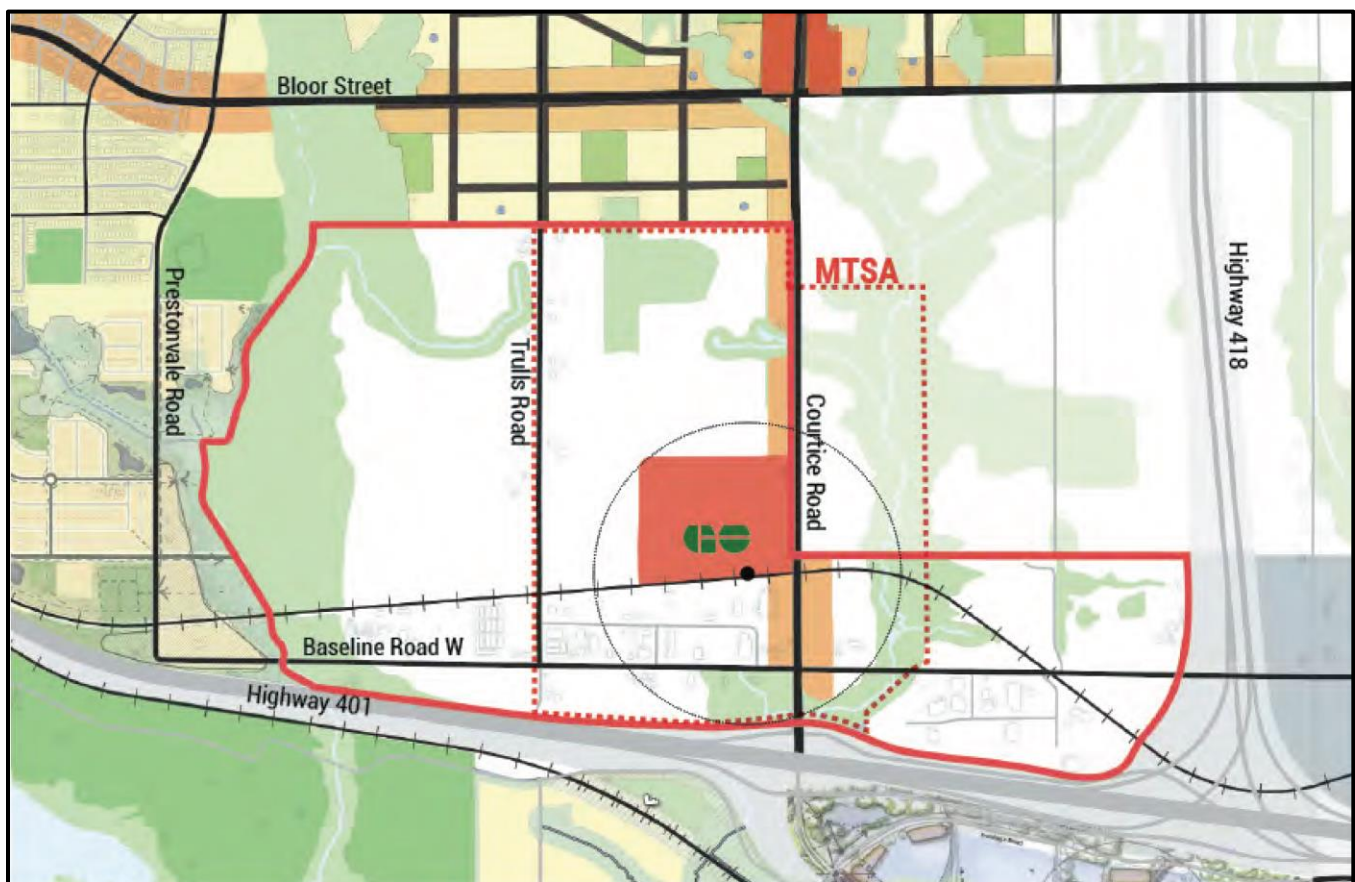


Figure 1 – Courtice Employment Lands – Project Area

Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan

- 2.4 A virtual Public Information Centre was held on October 1, 2020, which was attended by a total of 96 participants. The purpose of the session was to present concept plans for Bowmanville West and obtain input for the proposed land uses, building heights, and public realm improvements that would complement the MTSA. The comments received will assist with the refinement of these concept plans and inform the 3D modelling to be completed as part of Phase 2 of this project.
- 2.5 In summary, the feedback received supports the overall vision for Bowmanville West while also highlighting a need to re-evaluate certain areas. Participants understood that taller buildings would be a necessary part of future development and that they should be located in areas where they can transition down in height to the level of the existing homes in the surrounding area. In addition, higher density development needs to be balanced with an appropriate amount of green space and school capacity.
- 2.6 Important points were made about the relationship between the proposed land use plan, densities and the transportation network. Getting people to and from the GO Station while maintaining traffic patterns through Bowmanville West and ensuring pedestrian safety will be vital.
- 2.7 Useful comments were also made that the Secondary Plan should consider accessibility for all ages and abilities. In addition, it was noted that the Secondary Plan needs to have a coherent plan for achieving housing affordability as part of the new development.

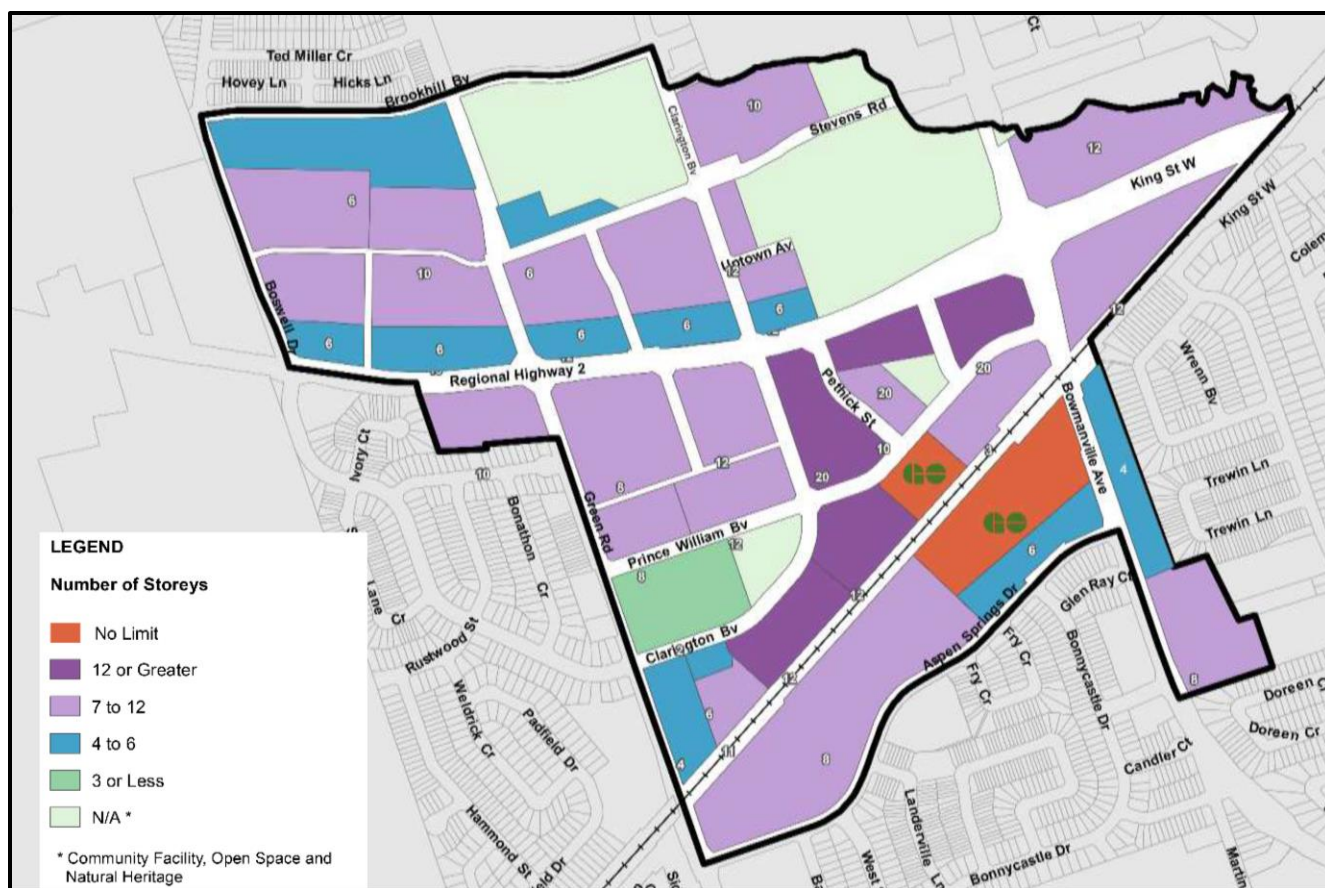


Figure 2 – Bowmanville West – Preliminary Building Height Concept Plan

3. Concurrence

Not Applicable.

4. Conclusion

- 4.1 The Planning for Clarington's Major Transit Station Areas, located within the Courtice Employment Lands Secondary Plan and the Bowmanville West Urban Centre Secondary Plan, is ongoing. Public engagement continues to be a key element for sharing information and receiving feedback that will inform the final design of these areas.
- 4.2 It is respectfully recommended that this report and the attached summary documents be received for Council's information.

Staff Contact: Paul Wirch, Senior Planner, 905-623-3379 extension 2418 or pwirch@clarington.net. Amanda Tapp, Planner II, 905-623-3379 extension 2427 or atapp@clarington.net Carlos Salazar, Manager, csalazar@clarington.net

Attachments:

- | | |
|--------------|---|
| Attachment 1 | Courtice Employment Lands and MTSA Public Information Centre Summary Report |
| Attachment 2 | Bowmanville West and MTSA Public Information Centre Summary Report |

Interested Parties:

There are no interested parties to be notified of Council's decision.

Courtice Employment Lands and Major Transit Station Area Secondary Plan

Summary Report
Public Information Centre #2
September 29, 2020



Acknowledgements

Consulting Team

Stephen Brophy, Urban Designer, Urban Strategies Inc.
Dan Campbell, Associate Partner - Municipal Engineering, CIMA+
Aliyah Fraser, Planner, Urban Strategies Inc.
Alex Heath, Associate, Urban Strategies Inc.
Stephen Keen, Sr. Project Manager, CIMA+
Warren Price, Partner, Urban Strategies Inc.
Tim Smith, Principal, Urban Strategies Inc.

Municipality of Clarington Project Team

Nicole Lizotte, Development Application Coordinator
Karen Richardson, Manager of Development Engineering
Carlos Salazar, Manager of Community Planning and Design
Amanda Tapp, Planner, Community Planning and Design

Project Steering Committee

Jeff Almeida, Region of Durham
Lucy Benham, CLOCA
Eddy Chan, Delpark Homes
Derek Davies, Metrolinx
Heather Finlay, Region of Durham
Louise Foster, Tribute Communities
Mustafa Ghassen, Delta Urban
Reiner Kravis, Metrolinx
Stefanie Penney, CLOCA
Myron Pestalucky, Delta Urban

Table of Contents

Executive Summary

1. Introduction	1
2. Meeting Overview	2
3. Key Themes	3
4. Detailed Feedback	4
5. Next Steps	9

Appendix 1: Newspaper Notice

Appendix 2: Written Feedback

Appendix 3: PIC Presentation

Executive Summary

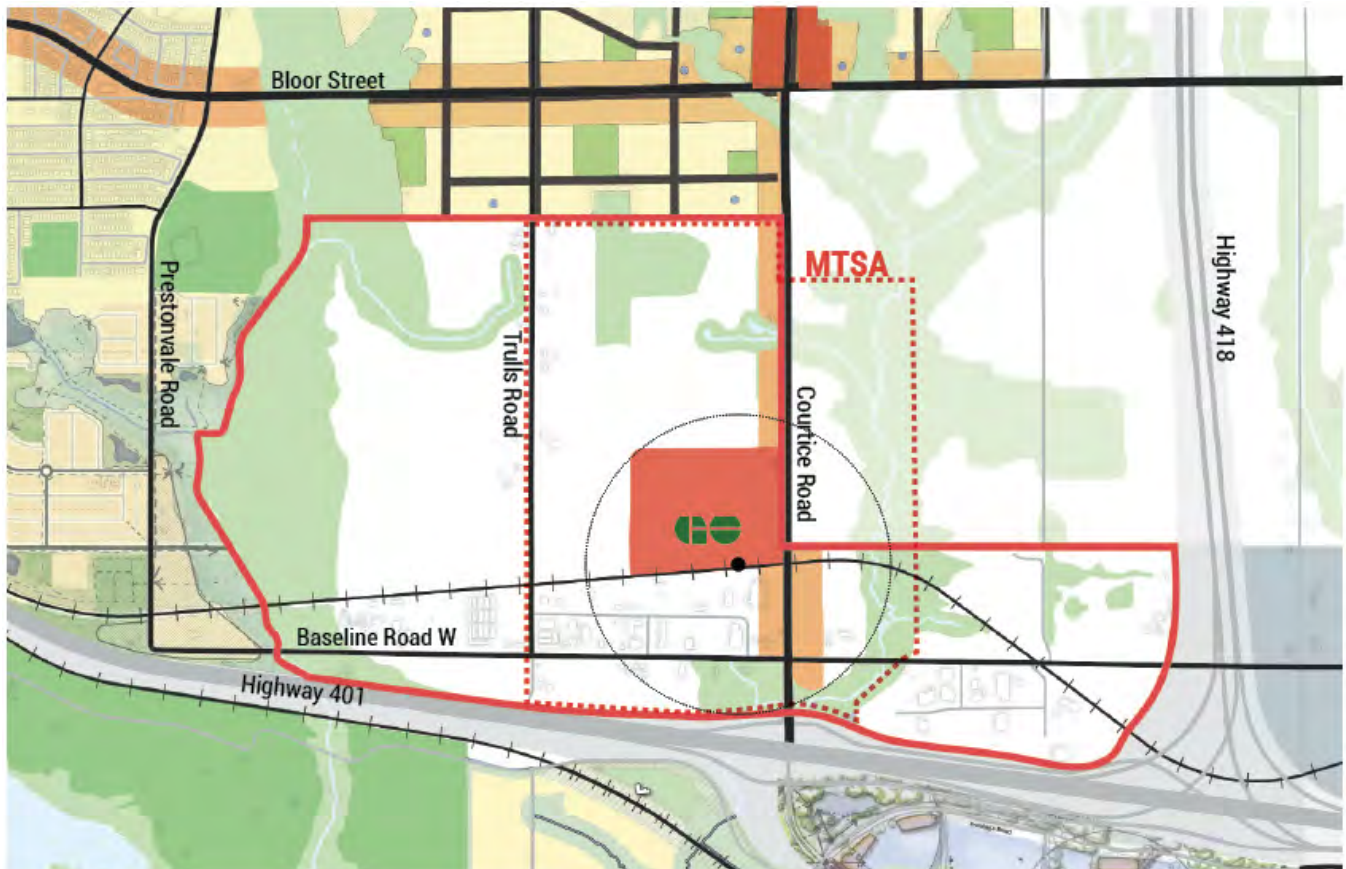
Phase 1 of the Courtice Employment Lands (CEL) and Major Transit Station Area (MTSA) Secondary Plan concluded in Fall 2020 with a second Public Information Centre (PIC) for the Project, which was held September 29th as a webinar via Zoom. Sixty-one people participated and, following a presentation, provided feedback through a series of live polls.

Five themes emerged from participants' questions and comments, confirming support for a complete, transit-oriented community, the accommodation of existing uses, the protection of natural features, enhanced trail and transit networks, and an expanded urban boundary.

More specifically, through the live polling using precedent photographs, participants indicated that the following should be planned for the CEL and MTSA:

- Prestige employment uses
- Mixed-use developments with co-working space
- Mid-rise apartment buildings (6-15 storeys)
- Low-rise apartment buildings, townhomes and stacked townhouses
- Pedestrian-oriented retail areas
- Neighbourhood parks and recreation facilities
- Multi-use trails
- Green design features (e.g., secure bike parking and low impact development approaches to stormwater management)

Feedback from the PIC will inform the development of land use options in Phase 2 of the Project, beginning early in 2021. These will be shared with stakeholders and the public in the spring of 2021.



Project Area

1. Introduction

The Municipality of Clarington has retained a consultant team led by Urban Strategies to prepare a new Secondary Plan for the Courtice Employment Lands and Courtice Major Transit Station Area (the “Project” and “Project Area” – see map below).

The Courtice Employment Lands (CEL) is a large area adjacent to Highway 401 and close to Highway 418 that is currently designated for employment uses and now includes a proposed Major Transit Station Area (MTSA) centred on the planned future Courtice GO Station (see map of study area below). The Secondary Plan will include a vision and policies to guide development of a range of employment, commercial, residential and public uses that capitalize on future GO transit service, the highway proximity, and existing and planned amenities in the surrounding area, including the Courtice waterfront.

The Project commenced in early 2019 with an initial round of stakeholder and public engagement. Phase 1 – Background and Analysis was largely completed in the summer of 2019, when the Project paused while Metrolinx studied alternatives for expansion of the GO rail service east to Clarington. The preferred route for GO rail expansion, including a new GO station in Courtice, was endorsed by the Metrolinx Board of Directors in February 2020.

The Project resumed in the fall of 2020, and Phase 1 concluded with additional analysis and stakeholder consultation and a second Public Information Centre (PIC) held on September 29th. **This report documents the outcomes of the second PIC.**

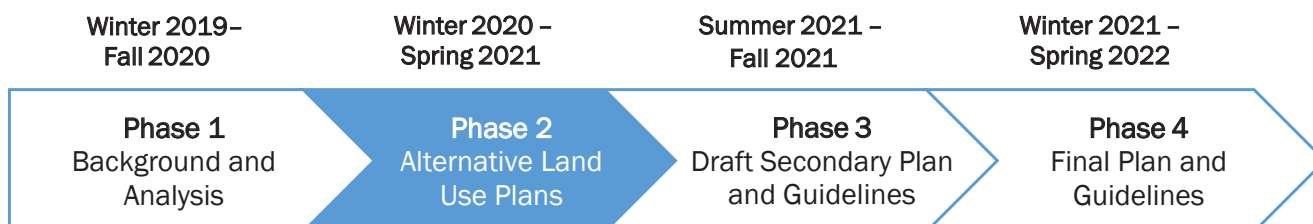
Engagement Process

Engagement with stakeholders, agencies and the public is ongoing and will include public events at project milestones, providing opportunities for input and feedback through each of the Project’s four phases.

The Project is targeted to be completed by Spring 2022, culminating in a Secondary Plan and Urban Design Guidelines.

More information on the CEL and MTSA Secondary Plan is available on the project website:

<https://www.clarington.net/en/do-business/courtice-employment-lands-secondary-plan.asp>



Study Process and Timeline

2. Meeting Overview

PIC #2 for the Courtice Employment Lands and MTSA Secondary Plan was held in the format of a webinar, via Zoom, on September 29th, 2020 from 7:00 pm to 8:30 pm. Notice of the PIC was distributed to all landowners in the Secondary Plan area and within 120 metres of the area. Invitations were also distributed to relevant municipal departments, public agencies and more than 80 interested parties. Notice of the PIC was advertised in the Orono Times on September 16th and 23rd, 2020, and in the Clarington Weekly on September 17th and 24th (see Newspaper Notice in Appendix 1). Notice was also posted twice on the Municipality's Facebook and Twitter accounts. Members of the general public were also able to register for the webinar through the project website.

Sixty-one people participated in the PIC.

The agenda for the PIC was as follows:

- 7:00 – 7:40pm Welcome, Introductions and Overview Presentation
- 7:40 – 7:50pm Questions
- 7:50 – 8:20pm Engagement Activity
- 8:20 – 8:30pm Wrap-Up and Next Steps

The Municipality opened the PIC by welcoming those in attendance and introducing the Project Team, including the Municipality's project manager and the Urban Strategies team. Attendees were then provided with an overview presentation which included a summary of the policy framework, past planning within the Secondary Plan area, opportunities and constraints for employment uses and transit-oriented development, and draft Guiding Principles.

Throughout the overview presentation, attendees were asked to submit questions which were then responded to by the Project Team following the overview presentation. A series of live webinar polls were also used to solicit feedback during the presentation and the engagement activity portion of the meeting. Participants' questions, comments and poll responses are summarized in Section 3 of this report and detailed

further in Section 4.

To wrap up the PIC, attendees were informed of the next steps in the Secondary Plan process and encouraged to submit any follow-up questions to the Municipality. Questions and comments that were received by Friday, October 9th have been included in this summary report.

A full copy of the public presentation can be found in Appendix 3.

3. Key Themes

The following five themes emerged from the comments and questions of PIC participants.

Creating a Complete, Transit-oriented Community

Participants recognized the need and opportunity to plan a diverse and complete transit-oriented community within the MTSA that responds to the extension of GO train service to Clarington. They support the concept of a distinct, mixed-use centre that incorporates the Courtice GO station. There is a great deal of interest in the extent, impact and timing of this development and its related infrastructure, which will be explored in the next phases of planning.

Respecting and Accommodating Existing Uses

Despite the clear aspiration for the creation of a new transit-oriented community, participants highlighted the need to respect existing residential, employment and agricultural uses within the Project Area as it develops. Existing and new uses should be compatible with one another, and new development should not prevent ongoing farming on adjacent lands. In addition, Courtice's agricultural heritage should be evident in the design of the future community.

Protecting Natural Heritage Features

Participants stressed the importance of protecting and enhancing the area's natural heritage features, including wood lots and the valley lands of Robinson Creek and Tooley Creek. The location, planning and design of roads, infrastructure and development within the Secondary Plan should be carefully considered to maintain the ecological integrity of existing natural features. Particular attention should be paid to the woodlands west of Courtice Road and south of Bloor Street.

Expanding and Improving Active and Public Transportation Networks

Attendees would like to see the Project Area include a safe, comprehensive and well-connected network of active and public transportation that is consistent with the Regional Cycling Plan currently being created. A number of potential initiatives were put forward including a "safe cycling corridor" connecting Bloor Street and the future Courtice GO Train station, additional connections south of the station to the waterfront, distinctive bus shelters and enhanced parking for bicycles.

Exploring an Urban Boundary Expansion

Attendees questioned why the Project Area stops at Courtice Road, north of the railway. They suggested that the Secondary Plan study consider the future of the area between Courtice Road and Highway 418, given the opportunities created by the investments in both the GO extension and the highway network.



4. Detailed Feedback

Poll Results - General Questions

1. Have you participated in the public engagement process to date?

Approximately 50% of respondents had participated in the public engagement process to date.

2. How often do you use GO Transit services?

The majority of respondents almost never or did not use GO Transit. Some made use of GO Transit services a few days per month and only a handful use GO Transit on a regular basis.

3. Where are attendees coming from?

Around half of respondents lived outside of the Municipality. Of the remaining 50% approximately half resided within Courtice and half lived outside of Courtice but within the Municipality of Clarington.

Poll Results - Engagement Activity

4. Which Guiding Principles are most important for Courtice?

The following Guiding Principles received the most support from participants:

- Accommodate and support a range of businesses within the employment lands
- Protect, enhance and value significant natural heritage features
- Establish a distinct mixed-use centre
- Create a diverse, complete, transit-oriented community within the MTSA

5. What types of employment uses should we be planning?

Respondents showed strong support for prestige employment and a fair amount of support for light industrial uses, specifically small-scale offices and manufacturing in multi-unit buildings, respectively.

6. What types of employment uses should we be planning for the MTSA?

Respondents broadly supported a mix of corporate and professional office buildings, as well as complementary commercial uses, such as hotels. Mixed-use developments with co-working spaces received the most support.

7. What types of high-rise housing should we be planning?

Respondents favoured mid-rise development between 6 and 15 storeys over high-rise development and towers atop a low-rise podium.

8. What type of low-rise housing should we be planning?

Respondents signalled strong support for low-rise apartments and both street-related and stacked townhomes.

9. What community uses should we be planning?

Based on the results of the of this poll, the Project Team should be planning for a range of community uses within the Secondary Plan area, including recreation centres, a library, arts and culture facilities and other institutional uses.

10. What kinds of commercial uses should we be planning?

Respondents strongly favoured the precedent images of retail promenades and destination retail and entertainment uses over the other precedents. Large format retail uses received the least support amount respondents.

11. What kinds of public spaces should we be planning?

Respondents favoured large greens, neighbourhood parks and transit squares over small parkettes.

12. Which other types of recreational uses should we be planning?

Again, respondents broadly supported all potential recreational uses, with trails for walking and biking receiving the most support.

13. What spaces for mobility should we be planning?

Respondents strongly supported cycling facilities and bicycle parking. They also supported the precedent image of distinctive bus shelters at public transit stops/stations.

14. What spaces for mobility should we be planning?

Respondents showed broad support for all of the precedent images, with the strongest support for the example of low-impact development and innovative stormwater management features, as well as electric vehicle charging stations.

The following precedent images were most favoured by those who participated in the Engagement Activity.



Prestige Employment



Mid-Rise Mixed-Use Buildings



Low-Rise Apartments



Co-working Space



Mid-Rise Apartments



Townhomes



Recreation Facilities



Retail Promenade



Multi-use Trails



Neighbourhood Parks



Secure Bike Parking



Low Impact Development

Questions and Comments

Courtice GO and Major Transit Area

Questions

- Is Metrolinx going to purchase any land and/or buildings within the Secondary Plan Area?
- My house is located within the Major Transit Station Area, what is going to happen to my property?
- Will the new train tracks be located north or south of the existing rail corridor?
- Is there any idea of when the extension will be built?
- Will GO Transit ever actually show up? Will people use it?

Responses

- Planning for the extension of the Lakeshore East line is still in the early stages. Metrolinx has selected a preferred route for the extension and is preparing a preliminary design. An updated business case will be brought back for formal resolution and endorsement at a later date. Currently, Metrolinx anticipates that the expansion will open in 2025; however, this timeline is subject to change.
- Many of the questions posed by attendees regarding impacts to their property, potential expropriation and construction timing will be answered by Metrolinx in the detailed design stage.

Land Uses and Character

Questions

- What will happen to existing industrial buildings and uses?
- These lands are agricultural and farming lands, why are they being wiped out?
- What will happen to existing residential uses? How will those property owners be respected and how will the cultural significance of agriculture and farming be protected? Can opportunities to grow our own food be protected?

- Is there a desire to preserve the Secondary Plan area's history?
- What type of development will be allowed within the Major Transit Station Area?
- What is transit-oriented development?

Comments

- Consider adding an additional draft guiding principle to preserve existing industrial buildings and enable existing businesses to continue operating as they have.
- Precedent building designs are very underwhelming. I hope that we can inspire more creative design.

Responses

- The study area has been planned for urban development for many years; however, landowners can continue to maintain the current uses on their properties.
- The Secondary Plan will provide the opportunity and guidance for new development only when the property owners are ready to proceed. Directing future development to the Project Area allows for efficient development to be planned within urban areas, close to major roads and transit, and on full municipal services. Doing so preserves agricultural lands in the rural area by preventing sprawl and land speculation.
- Transit-oriented development (TOD) is a term used to describe development that encourages high usage of public transit, as well as walking and cycling, for most daily trips. TOD has compact, pedestrian-friendly form that typically includes high- and medium-density housing and/or office buildings.

Natural Heritage Features and Preservation

Questions

- What about Natural Heritage? The forest west of Courtice Road and south of Bloor Street should be saved as it cannot be duplicated. Could the Secondary Plan provide for green space links to watercourses of the Secondary Plan Area with the forest as a green focal point?
- It looks as though a road will run through this forest which will compromise the ecology of the area and result in harm to small animals. Why not have a perimeter road around the forest?
- Should the Municipality consider a Natural Heritage Committee?
- Will this process incorporate the findings of detailed studies and mapping of natural features within and adjacent to the Secondary Plan area, in particular the eastern side of the Robinson Creek valley?

Comment

- Mature forests should be left as intact and natural as possible.

Responses

- The first draft Guiding Principle is to protect, enhance, and value significant natural features. In preparing land use options and ultimately the Secondary Plan and Urban Design Guidelines, protection and sensitive integration of natural features will be carefully considered.
- The Robinson Creek and Tooley Creek Subwatershed Study has identified natural features to be protected, including forested areas. The road networks shown in the presentation are conceptual.

Transportation

Questions

- Will Durham Region Transit be offering connection to the employment area and south of Highway 401?
- Will a comprehensive bike trail or divided bike lanes be a part of the Secondary Plan to provide for safe commuting?

Comment

- A safe cycling corridor should be planned to connect Highway 2 and Bloor Street to the future GO Train station.
- Durham Region is currently updating the Regional Cycling Plan.
- **The Courtice Road interchange and Harmony Road interchange are both already congested during rush hour peak periods.**

Responses

- It is clear that cycling is an important mode of transportation and form of recreation in Courtice. Key cycling, pedestrian and potential public transportation routes internal and external to the Secondary Plan area will be evaluated as the Project Team develops alternative land use plans later this year.
- Opportunities for transit connections to the Energy Park and Courtice Waterfront will be identified through the parallel secondary plan study for those areas.

Urban Boundary Expansion

Questions

- It looks like the Secondary Plan has been updated to include lands which are currently located outside of the urban boundary. What was behind the decision to include these lands in the Secondary Plan and will the Region be bringing these lands into Courtice's urban area?
- Will the potential boundary expansion include Courtice Court?
- Will the Project team be engaging with owners of lands outside the MTSA?
- Will the developers who own lands in the area request a Minister's Zoning Order (MZO) to enable development on their lands, and if so, would this undermine the Secondary Plan and Regional municipal comprehensive review process?

Responses

- The Municipality has submitted a formal request to the Region asking that lands on the east side of Courtice Road be included within Courtice's Urban Boundary. Clarington is planning on awaiting the outcome of the Region of Durham's Official Plan review process rather than seek an MZO.
- Courtice Court is already located within the Courtice urban area. As shown on the maps in the presentation, the limits of the MTSA will not include Courtice Court.
- At this point, no landowners have requested an MZO and none are anticipated to be sought in order to permit and expedite development.
- Both the Municipality and the Urban Strategies Team will continue to engage with owners of land within and adjacent to the Secondary Plan area.

General

Questions

- How will the results of the webinar polls, which are not necessarily representative of the views of the full population of Clarington, be used to inform the preparation of the land use options and the Secondary Plan?
- What does the Municipality see as the "benefits" and "costs" of future development? What are the overall timelines?
- How will changes to this part of Courtice impact property values and effect existing taxpayers?
- Does the Municipality really need to reimagine the future of the Secondary Plan Area?
- Where can we go for updates between now and the next PIC or public meeting?

Responses

- The purpose of the PIC was to update residents, interested parties and the broader public regarding progress on the Secondary Plan and seek initial feedback. Multiple methods of public participation will be employed throughout the Secondary Plan process to ensure that a full range of views from the public and stakeholders are heard. The Secondary Plan will ultimately be brought forward for consideration by Clarington Council, and then approval by Region of Durham Council.
- The economic impacts of development in the Project Area will be broadly considered as the Secondary Plan is developed and subsequently as the plan is implemented, recognizing that development will likely proceed over several decades.
- The benefits of future development in the Project Area are many. It will help ensure Clarington grows efficiently and limits sprawl into rural areas; increase employment opportunities and the non-residential tax base; provide more housing options; and include new community amenities. Other benefits will become evident as the Secondary Plan is developed.
- All updates regarding the Courtice Employment Lands and Major Transit Area Secondary Plan can be found at the project webpage on the Municipality's website.

5. Next Steps

The next step in the Project is to develop land use options for the CEL and MTSA. This work will commence early in 2021 and be informed by feedback from the two PICs held to date as well as technical studies undertaken in Phase 1.

The land use options and a draft preferred land use plan will be shared with the public for feedback at a third PIC expected to take place in the spring of 2021.

News about the Project, including notices of future engagement events, will be posted on the Municipality's web site:

<https://www.clarington.net/en/do-business/courtice-employment-lands-secondary-plan.asp>

Appendix 1: Newspaper Advertisement

Courtice Employment Lands and GO Station Area

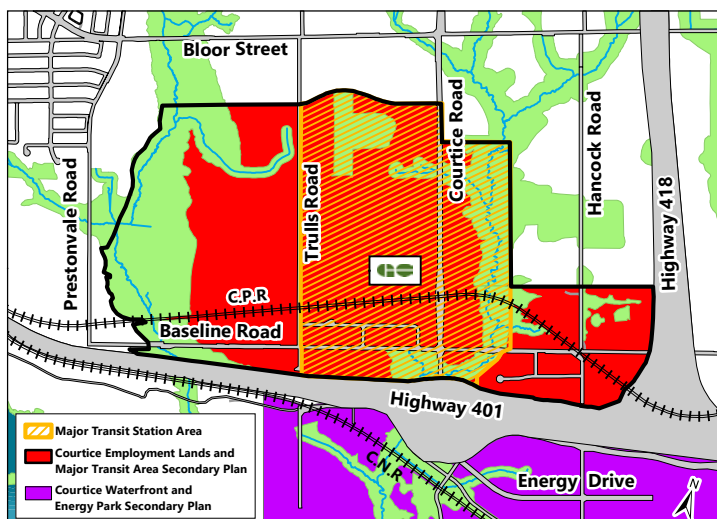
Join us at **Public Information Centre #2** to share your ideas and vision for this growing area.



Tuesday, September 29, 2020 Beginning at 7 p.m., online or by phone



The Courtice Employment Lands and GO Station Area Secondary Plan will create a blueprint to guide this area's growth as it transforms into a major employment, mixed-use, and transportation hub for Courtice. One of the main drivers of this change will be the future GO train station and related transit-oriented development (TOD).



Join us for an online Public Information Centre to share your ideas and learn about the framework that will be used to reimagine the future of this area.

Register in advance for this meeting
www.clarington.net/CourticePIC

For more information, contact Amanda Tapp and Carlos Salazar at 905-623-3379 or at CourticeEmployment@clarington.net.

Visit www.clarington.net/CourticeEmployment to follow the project online.

The Fine Print

Under the Municipal Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, any personal information such as name, address, telephone number and property location included in a submission may become part of public record for this matter and will be

released, if requested, to any person, unless otherwise stated in the submission.

Notice of Study Commencement was originally issued on June 18, 2019.

To obtain this information in an alternate format, contact the Accessibility Coordinator at 905-623-3379 ext. 2131, TTY: 1-844-790-1599.

Clarington

Appendix 2: Written Feedback

From: Tapp, Amanda **To:** bnewbatt@sympatico.ca

Cc: Tapp, Amanda; Lizotte, Nicole

Subject: RE: Municipality of Clarington Response _ Courtice Employment Lands

Date: September 28, 2020 2:27:15 PM

Good Afternoon,

My name is Amanda Tapp and I am the Project Manager for the Municipality of Clarington on the subject Secondary plan. I would like to thank you for your submission regarding the Courtice Employment Lands and GO Station Area Secondary Plan. I was wondering if you had a few minutes tomorrow to have a phone discussion? I would welcome the opportunity to discuss your message in more detail.

Please let me know a time that works for you and provide me with your number and I'll give you a call then.

Looking forward to it,

Amanda Tapp, MCIP, RPP Planner II Planning and Development Services Municipality of Clarington 40
Temperance Street, Bowmanville, ON L1C 3A6 905-623-3379 ext. 2427 | 1-800-563-1195 www.clarington.net

-----Original Message-----**From:** B Newbatt <bnewbatt@sympatico.ca> **Sent:** Monday, September 28, 2020 1:15 PM
To: CourticeEmployment <CourticeEmployment@clarington.net> **Cc:** Brent Newbatt <bnewbatt@sympatico.ca>
Subject: Courtice Employment Lands

EXTERNAL

The lands are currently used (primarily) for agricultural and farming purposes now - does the Municipality not see any benefit to maintaining areas where food can be grown locally and farming can continue? (re: consider the impacts of food disruption like during a pandemic, transportation of food impacts on climate change/environment and a growing trend to support locally grown food)

All in the name of "growth" and "reimagining this area", why does Clarington want to increase the negative impact on the environment by replacing lands used for food (animals / human) when it can be grown locally within our own municipality? Negative impact comes from increased transportation of other food products.

What does Clarington see as the "benefits" and "costs" to Municipality of this development? What are the overall timelines?

How will this affect property values of existing taxpayers who live within these areas? Be specific - increased value or decreased value?

How will this affect existing taxpayers?

Is there any way to stop this development moving forward? Given the pandemic, should there really be a pause to reconsider if Clarington needs to "reimagine the future of this area"??

Why does the "area" start below Bloor St and not right up to Bloor? (some existing residences just south of Bloor on Trulls Rd seem to have some benefit of not having to deal with this?)

If this proceeds, what type of development will be allowed on the west vs east side of Trulls Rd? (what exactly to the legend descriptions mean? For example, what is "transit-oriented development"?)

Does Courtice really need more housing and development as taxes only go up and I've heard there is a 3.55% increase being considered for 2021 when we are in a pandemic and that far exceeds many people's salary increases how is Clarington focusing on reducing taxes and as well advocating lower taxes at the Durham Region?

Will connection to municipal sewers and municipal water be optional?

From: Tapp, Amanda **To:** Alex Heath

Cc: tsmith@townshipofbrock.ca; Aliyah Fraser; Warren Price; Stephen Brophy

Subject: FW: Questions - Courtice Employment Lands and MTSA

Date: Wednesday, September 30, 2020 10:39:23 AM

Hi Team,

Below you will see some follow up questions I just received via e-mail. I believe each of these were within the chat anyways but figured I'd forward them for your records when putting the report together. I am planning a phone call sometime tomorrow with this person to have a more fulsome discussion.

Best,

Amanda

-----Original Message-----**From:** info@clarington.net <info@clarington.net> **On Behalf Of** Tomislav Saric **Sent:** September 30, 2020 10:34 AM **To:** Tapp, Amanda <ATapp@clarington.net> **Subject:** Questions - Courtice Employment Lands and MTSA

EXTERNAL

Good Morning Amanda,

Further to yesterday's Public information Meeting, I was hoping you would be able to provide more fulsome responses to the following questions provided during the meeting.

1.

It looks like the Secondary Plan has now been updated to include the MTSA lands, which includes some lands on the east side of Courtice Rd, north of the railway tracks, that are currently located outside the urban boundary. What was behind the decision to include these lands in the Secondary Plan, and does this mean that the Region is looking to bring these lands into the urban area?

2.

IBI Group previously engaged with Urban Strategies Inc. (USI) regarding our client's land at the northeast corner of Baseline Rd and Courtice Rd (1766 Baseline Rd). We also represent the owners to the north of that parcel (0 Courtice Rd), on the east side of Courtice Rd, north of the railway tracks. We are looking for clarity as to whether USI/the municipality plans to engage with the owners of the north parcel – especially now that it seems like those lands are included in the Secondary Plan area. During our last discussion with USI, they were unsure if they were going to engage the 0 Courtice owners.

3.

We understand that developers may try to request a Minister's Zoning Order (MZO) in order to enable development of their lands. Should MZOs be requested in Clarington to expand the urban boundary or convert lands, does Clarington intend on objecting to MZOs, as they may undermine the various secondary plan processes underway, in addition to Envision Durham?

I have written the responses provided during the meeting, however would like some more input if possible specifically for question 3.

Thank you,

Tomislav Saric IBI Group

From: Warren Price **To:** Amanda Tapp; Tim Smith; Alex Heath; Stephen Brophy

Subject: Fwd: Courtice Employment Lands PIC2 - 1447 Prestonvale Rd

Date: Wednesday, September 30, 2020 11:57:20 AM

Amanda Please

see the message below. I will have a look at the material he has shared and will call him in the next couple of days.

Warren

Sent from my iPad

Begin forwarded message:

From: Jonathan Bagg <jbagg@durhamembedded.com>

Date: September 29, 2020 at 8:56:06 PM EDT

To: Warren Price <wprice@urbanstrategies.com>

Subject: Courtice Employment Lands PIC2 - 1447 Prestonvale Rd Reply-

To: <jbagg@durhamembedded.com>

Hi Warren,

My parents and I attended the Courtice Employment Lands PIC2 tonight. My parents own land in the West end of the Courtice Employment Lands which also overlaps into the Bayview community. It sounded like you had done a lot of the mapping for the area. Have you seen the study below? Could you give me a call when you have 10min free?

http://durhamembedded.com/public/Robinson_ToB_1447_Prestonvale_Study.pdf

Here is an accompanying interactive map....

<https://www.google.com/maps/d/edit?mid=1MByPVTVZ9YeQD3ZRLzfv6Sn7knWtme6&ll=43.88742980174332%2C78.78889772684477&z=18>

Jonathan Bagg President | Senior Software Developer Durham Embedded 1447 Prestonvale Rd Courtice, Ontario, Canada L1E 2P2 | 1-877-501-3016 | <http://www.durhamembedded.com>

From: Tapp, Amanda To: Alex Heath; Tim Smith; Warren Price; Aliyah Fraser Subject: FYI _FW: Municipality of Clarington Response _ Natural Spaces Date: Thursday, October 1, 2020 9:09:31 AM

See Mr. Winkle's comments below. I have responded already but am providing them to you as an FYI.

Amanda

-----Original Message-----From: Tapp, Amanda <ATapp@clarington.net> Sent: October 1, 2020 9:07 AM To: Dave <stockbullz@sympatico.ca> Cc: Tapp, Amanda <ATapp@clarington.net>; Lizotte, Nicole <nlizotte@clarington.net>; CourticeEmployment <CourticeEmployment@clarington.net> Subject: RE: Municipality of Clarington Response _ Natural Spaces

Good Morning Dave,

Thank you for reaching out and providing your additional comments. I will forward them to our consultants as well as review them myself to incorporate as the process continues forward towards developing alternative land use plans.

If you are not already, I will have you added to the list of interested parties, so that you can be kept informed of all upcoming events, meetings and reports associated with the ongoing Secondary Plan.

Thank you for attending the Public Information Centre, looking forward to your continued involvement in this proceed as we proceed ahead.

All the best,

Amanda Tapp, MCIP, RPP Planner II Planning and Development Services Municipality of Clarington 40 Temperance Street, Bowmanville, ON L1C 3A6 905-623-3379 ext. 2427 | 1-800-563-1195 www.clarington.net

-----Original Message-----From: Dave <stockbullz@sympatico.ca> Sent: September 30, 2020 5:40 PM To: CourticeEmployment <CourticeEmployment@clarington.net> Subject: Natural Spaces

EXTERNAL

Our world is in a Wildlife extinction event and Clarington needs to step up.

In this Courtice plan you say you will save that mature forest yet I see roads through it.

The least you could do is save it as intact and natural as possible and put perimeter roads around it and hopefully link it to other valley lands.

Yes it would take some effort and planning, but Clarington needs to be a leader in Natural preservation as well as other areas.

Consider:

https://www.cbc.ca/news/technology/biodiversity-canada-1.5742040?fbclid=IwAR3af9_sWi2TzlqzIJL4a3i2RhswbadLUa_gHFs5yL6WAXdKILGW4KgAYw

Thanks

Dave Winkle

Appendix 2: Presentation

Purpose of Today's Meeting

- Re-engage with the community
- Provide an update on Courtice Employment Lands (**CEL**) and Courtice GO Major Transit Station Area (**MTSA**) Secondary Plan
- Present and discuss issues and opportunities and invite your feedback on Draft Guiding Principles

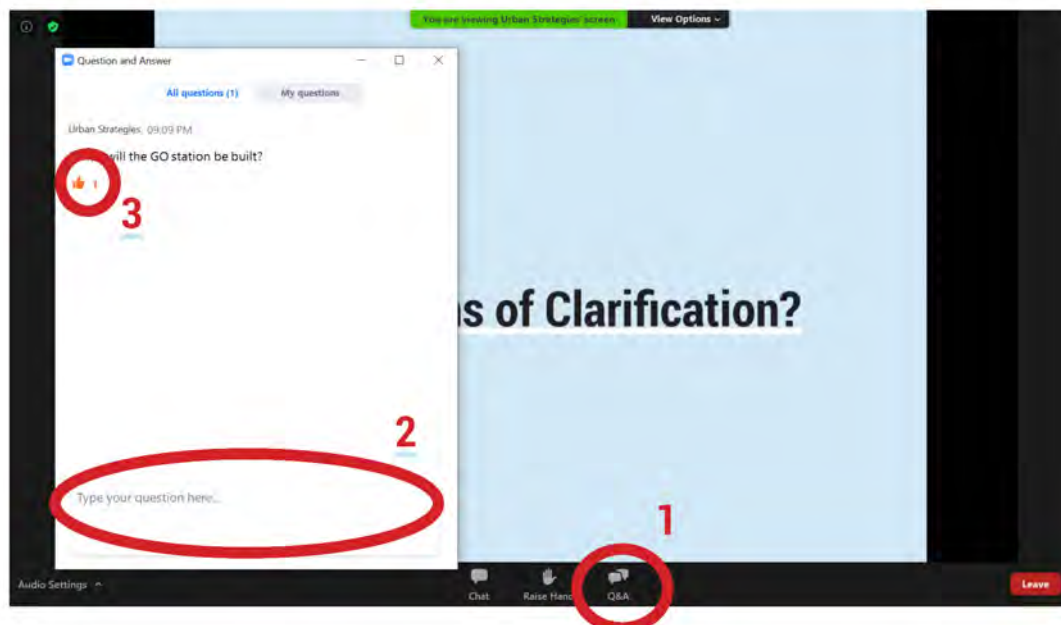
Courtice Employment Lands and MTSA Secondary Plan

Public Meeting
29 September 2020
7:00 - 8:30 pm

Agenda

<u>7:00 - 7:40</u>	Welcome, Introductions and Overview Presentation
<u>7:40 - 7:50</u>	Questions
<u>7:50 - 8:20</u>	Engagement Activity
<u>8:20 - 8:30</u>	Wrap-Up and Next Steps

Meeting Protocol: Questions



A Significant Opportunity at the Centre of South Courtice



Boundary of Major Transit Station Area as per Durham Region Draft Delineation and Clarginton Council Resolution

5

Background Review and Analysis has been completed

- June 2019 - Courtice Employment Lands PIC #1
- August 2019 - Preliminary Stage 1 Report completed
- September 2019 - Project paused
- Feb 2020 - Metrolinx decision on GO extension
- Mar 2020 - Project recommenced

6

We are at the start of Phase 2

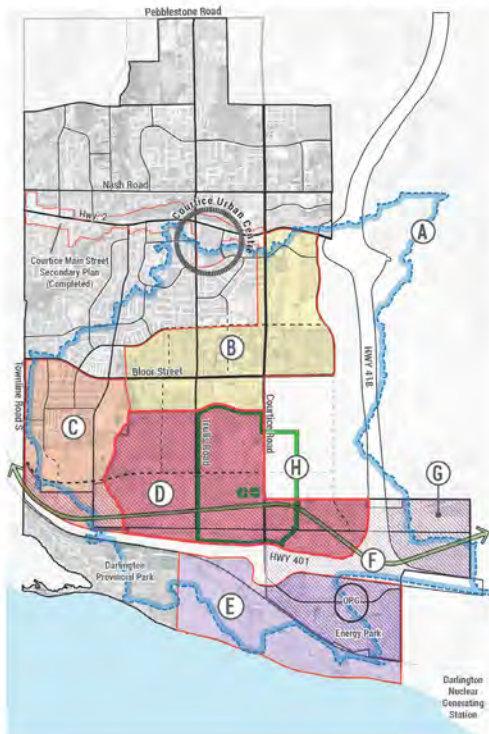


7

Growth and Change in South Courtice

8

Planning is underway for growth across South Courtice



Several ongoing planning studies and initiatives are guiding growth.

- A Robinson and Tooley Watershed Study
- B Southeast Courtice Secondary Plan
- C Southwest Courtice Secondary Plan Update
- D Courtice Employment Lands Secondary Plan
- E Courtice Waterfront and Energy Park Secondary Plan
- F Bowmanville GO Expansion Business Case Study (Metrolinx)
- G Provincially Significant Employment Zones
- H Proposed MTSA Draft Boundary

9

Metrolinx is advancing plans for GO train expansion

- Feb 2020 - Metrolinx endorses Option 2 with GO Station in Courtice
- Metrolinx is now refining design and service pattern for the recommended option
- Metrolinx will consider Market Driven TOD approach to station development



10

New GO Stations will be built through partnerships

- Metrolinx is partnering with third parties (e.g. municipalities, land developers) to enable TOD
- TOD increases transit ridership, improves customer experience, and contributes to city building



Source: Metrolinx Board of Directors Presentation, December 6, 2018

11

Transit and Employment in the Policy Framework

12

Updated Provincial Policies Emphasize Transit Oriented Development

The Provincial Policy Statement (2020)

- **Accommodate a significant supply and range of housing options through TOD**
- **Help prioritize intensification in proximity to transit corridors and stations**
- **Improve the mix of employment and housing to shorten commutes and decrease congestion**



13

MTSAs are a significant focus for mixed use and higher density growth

Growth Plan (2020) MTSAs include:

- **Lands within 500-800m of higher order transit stations (e.g. GO Stations)**
- **Transit supportive densities and a diverse mix of uses**
- **Minimum density targets**
- **The Courtice MTSA will be planned to achieve a target of 150 people and jobs / hectare**



14

MTSAs should be planned to have a range of housing options

Planning Act (2020):

- **Municipalities can require a defined amount of affordable housing within new development**
- **This requirement is accomplished through Inclusionary Zoning**
- **Inclusionary Zoning can be applied to certain types of Major Transit Station Areas**



15

Protecting for Employment Growth: Provincially Significant Employment Zones (PSEZ)

Growth Plan (2020)

- **Conversions to permit non-employment uses in PSEZs must happen through Municipal Comprehensive Review (MCR), e.g. Envision Durham**
- **Conversions in MTSAs that are within PSEZs can happen outside of an MCR, but must maintain a significant number of jobs on those lands**



Source: Ministry of Municipal Affairs and Housing

Legend

- Provincially Significant Employment Zone
- Courtice GO Major Transit Station Area

16

The Region is planning for transit-supportive development and employment growth across Durham

The Region is undertaking a study to align their Official Plan with the new Growth Plan

The Envision Durham study is looking at:

- MTSA boundaries and density targets
- Employment land conversions
- Urban boundary expansions and/or adjustments

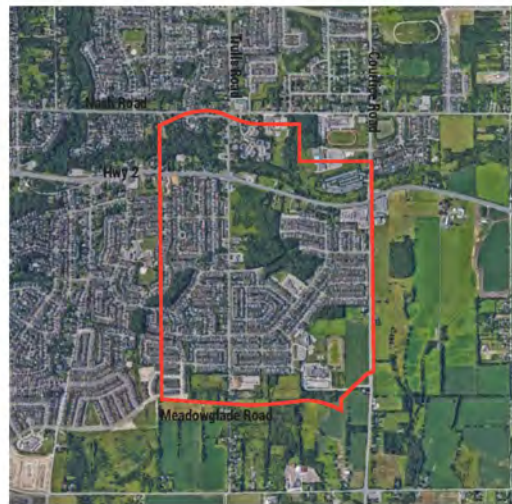


17

There is a significant opportunity to plan for employment and higher density growth in the Courtice GO MTSA



Courtice GO MTSA



**Courtice GO MTSA
compared to the rest of Courtice**

18

Past Planning for the Courtice GO Station Area

19

2010: An employment hub with a GO station at its core

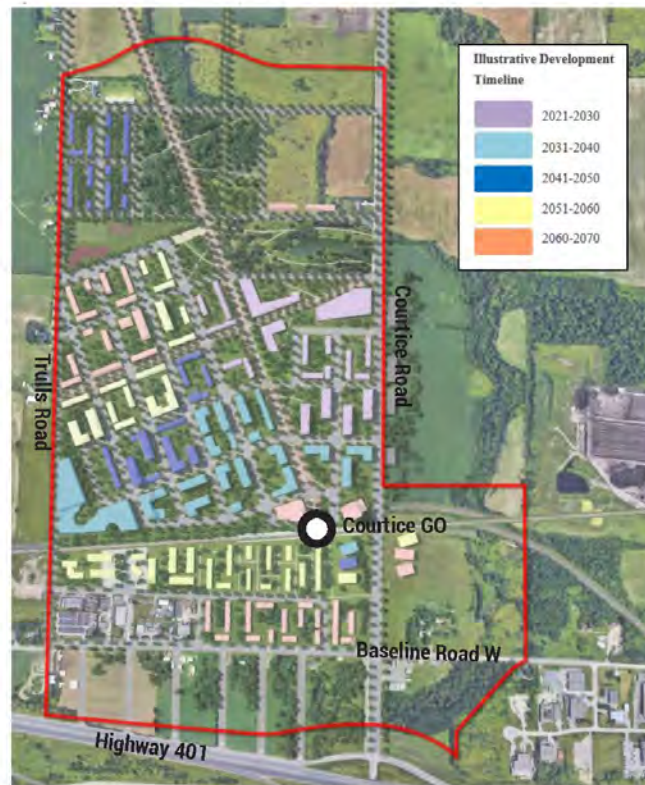
- Durham Region TOD Strategy
- Courtice GO area envisioned to be an employment hub with a GO station at its core
- Public realm vision included a pedestrian plaza on either side of the tracks.



20

2020: A significant opportunity for transit-oriented development

- Land Value Capture analysis prepared by NBLC for the Region of Durham
- Courtice MTSA has the most significant long term potential:
 - 1,500 townhouse units
 - 4,900 apartment units
 - 1,165,000 sq ft of non-res GFA



Source: SvN Architects

Source: N. Barry Lyon Consultants, SvN Architects + Planners

23

Our study will be influenced by these previous planning initiatives



Source: N. Barry Lyon Consultants, SvN Architects + Planners

24

Analysis of Opportunities

25

Existing Conditions

Legend

- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility



26

Southwest Courtice Secondary Plan

Legend

- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use



Southeast Courtice Secondary Plan

Legend

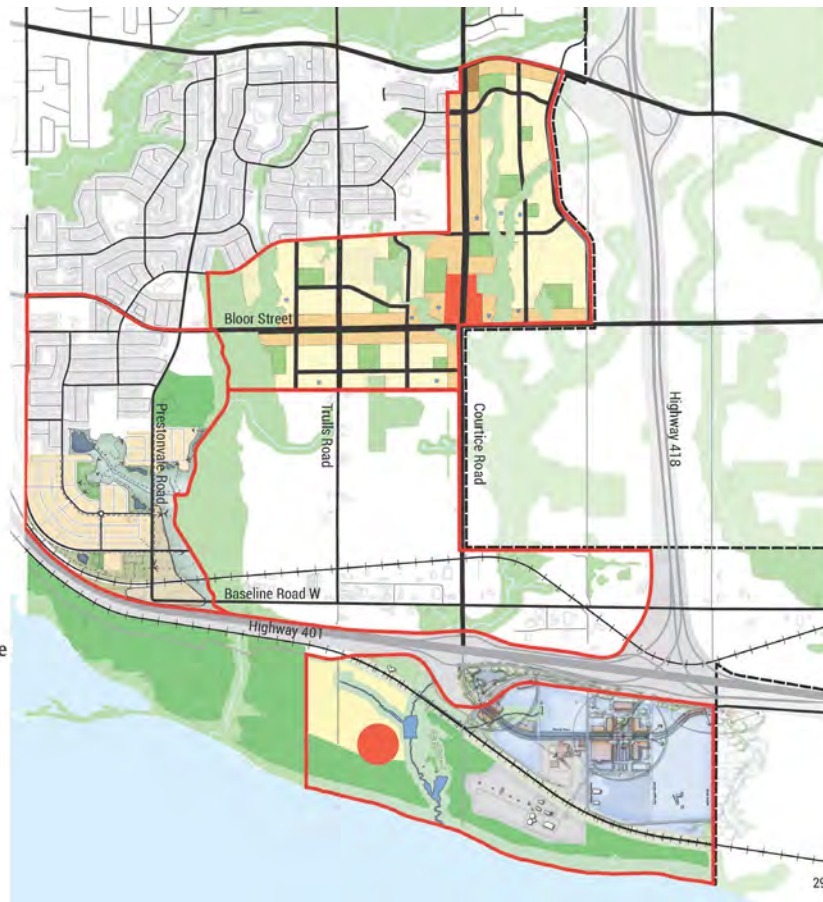
- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use



Courtice Waterfront and Energy Park Secondary Plan

Legend

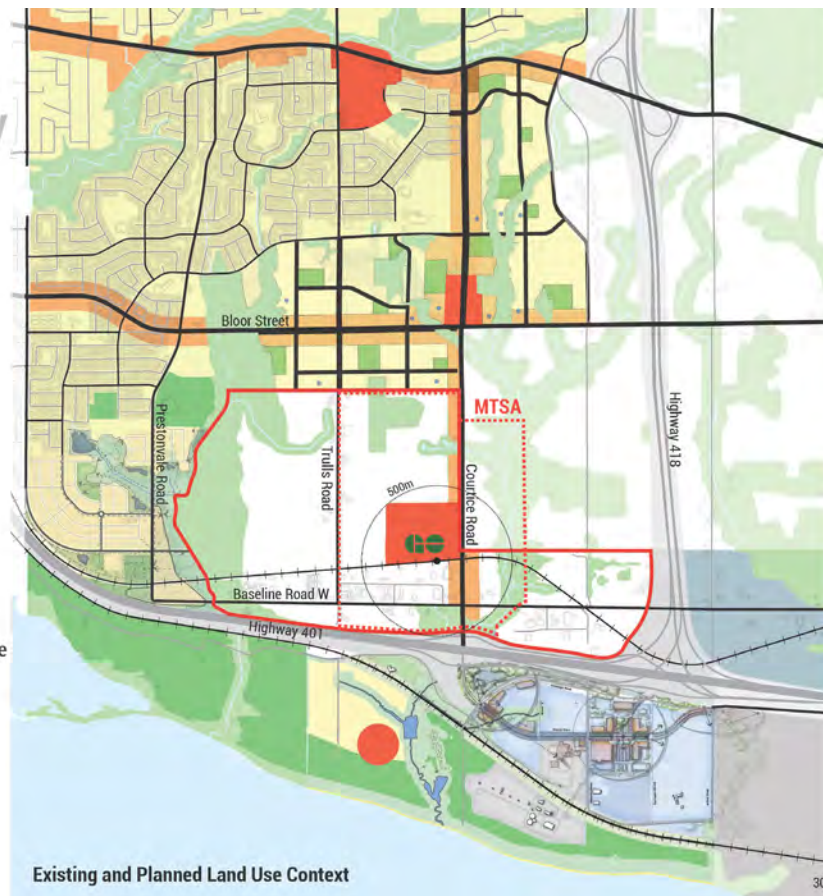
- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses



The surrounding context is rapidly evolving

Legend

- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary

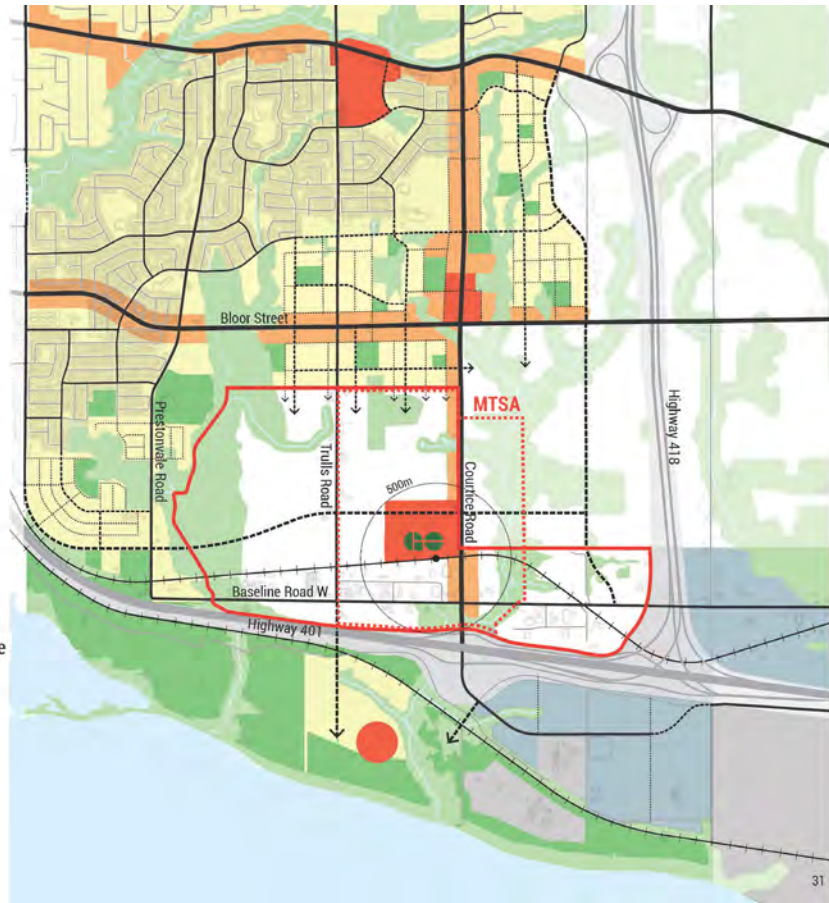


Existing and Planned Land Use Context

An evolving network of planned streets and connections

Legend

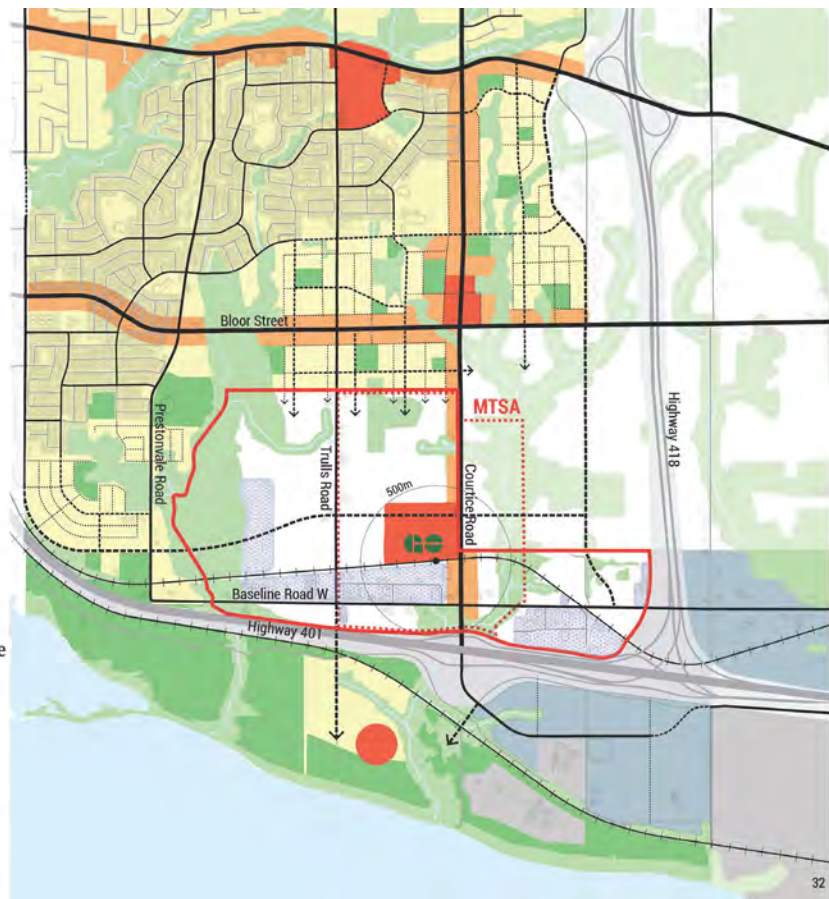
- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary
- Existing Street Network
- Planned Street Network



Existing employment uses in the secondary plan area

Legend

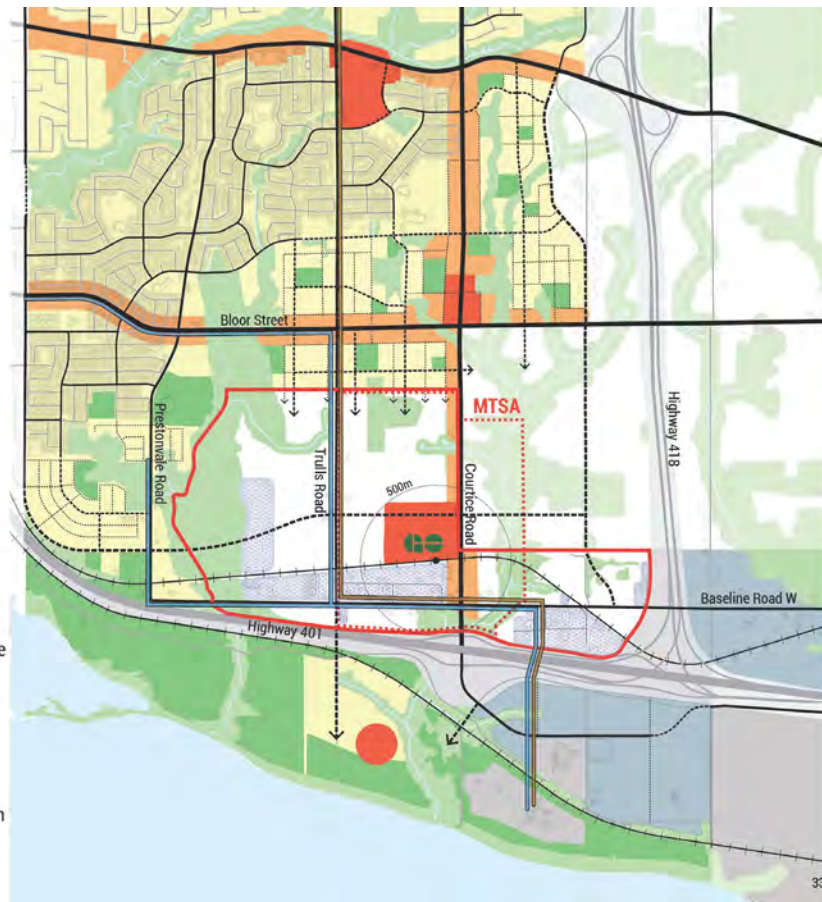
- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary
- Existing Street Network
- Planned Street Network
- Existing Employment Uses



Planned Servicing Investment

Legend

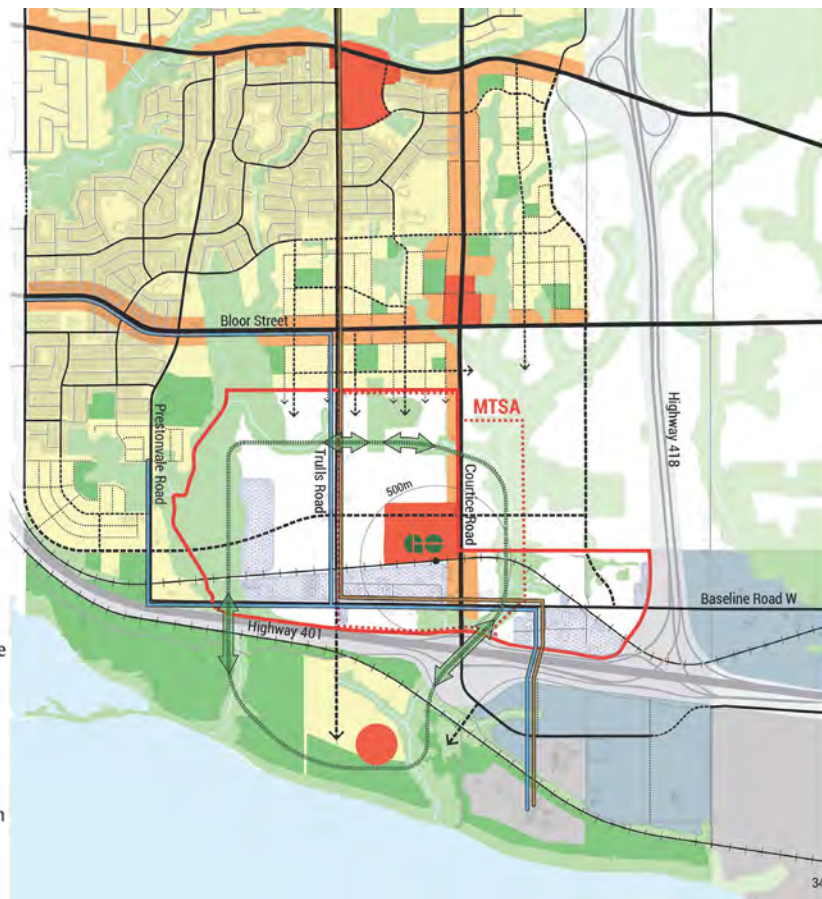
- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary
- Existing Street Network
- Planned Street Network
- Existing Employment Uses
- Planned Watermain Expansion
- Planned Sewer Expansion



Open Space and Active Transportation Opportunities

Legend

- Urban Boundary
- Secondary Plan Boundaries
- Environmental Areas
- Parkland
- Highway & Utility
- Planned Residential Use
- Planned Regional Corridor Use
- Planned Mixed Use
- Planned Employment Uses
- MTSA Boundary
- Existing Street Network
- Planned Street Network
- Existing Employment Uses
- Planned Watermain Expansion
- Planned Sewer Expansion



Advantages for Employment Uses

Portions of the Courtice Employment Lands benefit from:

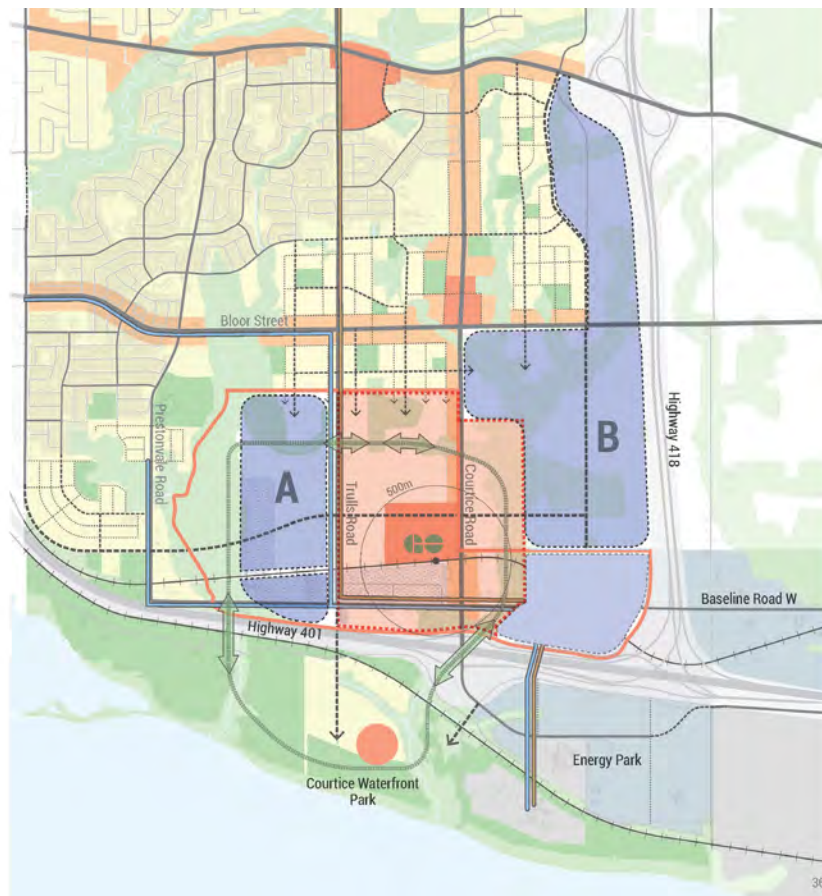
- Good access to and visibility from 401 and 418
- Good access to freight and commuter rail
- Planned and under-construction servicing infrastructure
- Larger, contiguous parcels that provide flexibility for a range of employment uses

35

Potential Opportunities for Employment

Legend

- TOD in MTSA
- Potential Future Employment
- A Landowners have requested conversion to residential
- B Municipality has requested urban boundary change



36

Advantages for Transit Oriented Development

Including opportunities to:

- Capitalize on investment in transit and reduce reliance on private vehicles to move around
- Promote local transit and active transportation networks to connect to surrounding context
- Provide a generous and interconnected network of public spaces
- Set the stage for a range of housing choices at medium and higher densities
- Provide for mixing of uses including employment, residential and a range of amenities

37

Draft Guiding Principles

38

Draft Guiding Principles

- 1. Protect, enhance, and value significant natural features**
- 2. Conserve and integrate valued elements of the area's cultural heritage**
- 3. Establish a distinct, mixed-use centre that optimizes transit facilities and services**
- 4. Create a diverse, complete, transit-oriented community within the Major Transit Station Area**



39

Draft Guiding Principles

- 5. Accommodate and support a range of businesses in the Courtice Employment Lands**
- 6. Link the area to its surroundings and the regional transportation network**
- 7. Ensure parks and other open spaces are highly visible, accessible, and usable**
- 8. Promote sustainability and energy-efficiency in the design of sites, buildings, and infrastructure**



40



"The Courtice MTSA offers a unique opportunity that does not exist anywhere else in the GTA - to create a new transit oriented village from scratch."

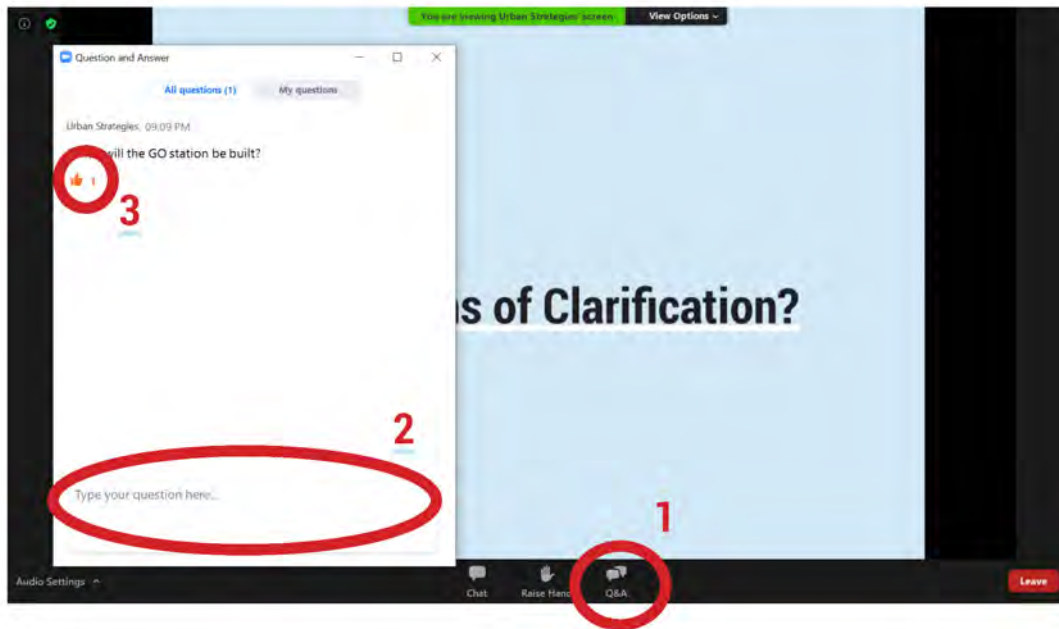
Analysis of the Proposed Lakeshore East
GO Transit Rail Extension Alignment, NBLC (2020)

41

Questions

42

Meeting Protocol: Questions



43

Engagement Activity:
Input towards a Vision for the
CEL and MTSA

44

Meeting Protocol: Engagement Activity

You are viewing Alex Heath (630) 's screen View Options



Draft Guiding Principles

1. Which Guiding Principles are most important to you?
(Select all that apply) (Multiple choice)

- ☐ Protect, enhance, and value significant natural features
- ☐ Conserve and integrate valued elements of the area's cultural heritage
- ☐ Establish a distinct, mixed-use centre that optimizes transit facilities and services
- ☐ Create a diverse, complete, transit-oriented community within the Major Transit Station Area
- ☐ Accommodate and support a range of businesses in the Courtice Employment Lands
- ☐ Link the area to its surroundings and the regional transportation network

Submit

nd value
eatures
rate valued
a's cultural
mixed-use
es transit
es
mplete,
mmunity within
ation Area



Unmute Start Video Participants Q&A Polls Chat Share Screen Record Leave

45

Which Guiding Principles are most important for Courtice?

46

What types of employment uses should we be planning?



Light industrial (Small scale office/ manufacturing)



Light Industrial (Warehousing and distribution)



Prestige Employment (Broccolini Centre, Kirkland, Quebec)



Office (Siemens, Oakville)

47

What types of employment uses should we planning for the MTSA?



Mixed use co-working space (Marine Gateway, Vancouver)



Corporate campus (Sterling Road, Toronto)



Small service offices (Medical Arts Centre, Guelph)



Hotels and other amenities (Residence Inn, Buffalo)

48

What types of mid to high-rise housing should we be planning?



Mid-rise development (The Junction, Toronto)



High-rise development (Port Moody, BC)



10-15 storey development (West Don Lands, Toronto)



Towers on a low-rise podium (Regent Park, Toronto)

49

What types of low-rise housing should we be planning?



Street-related town houses (Regent Park, Toronto)



Duplexes (Cornell, Markham)



Stacked townhouses (Don Mount Court, Toronto)



Low rise apartments (Wesbrook Village, Vancouver)

50

What community uses should we be planning?



Arts and Culture (Centre for Performing Arts, Richmond Hill)



Public library (Scarborough Civic Centre Library)



Recreation centres (York Recreation Centre)



Institutional uses (York University, Markham Campus)

51

What commercial uses should we be planning?



Destination retail & entertainment (Markham Centre)



Main street retail (Port Credit, Mississauga)



Large format retail (Fresh Co, Toronto)



Retail promenades (Marine Gateway, Vancouver)

52

What type of public spaces should we be planning?



Large greens (Corktown Commons, Toronto)



Neighbourhood parks (Bellevue Square Park, Toronto)



Parkettes (Port Credit, Mississauga)



Transit squares (Mount Pleasant GO Village Square, Brampton)

53

Which other types of recreational uses should we be planning?



Trails for walking and biking



Spaces for winter activities (Waterloo Town Centre)



Athletics facilities (Regent Park, Toronto)



Playgrounds (Grange Park, Toronto)

54

What spaces for mobility should we be planning?



Distinctive bus shelters (UBC, Vancouver)



Parking facilities



Enhanced bike parking and security



Bus stops (York Region Transit)

55

What sustainability measures should we be planning?



Electric vehicle charging stations



Low-impact development stormwater management



Green roofs



Alternative energy generation

56

Next Steps

- Prepare land use options (Fall 2020)
- Present land use options at PIC 3 (Early 2021)
- Evaluate land use options and select a preferred option (Early 2021)



57



Clarington

BOWMANVILLE WEST URBAN CENTRE & MAJOR TRANSIT STATION AREA

Secondary Plan Update

Public Information Centre #3: October 1st, 2020

Virtual Engagement Event: Zoom Meeting

Event & Online Survey Summary





Acknowledgements

Municipality of Clarington Project Team

- Carlos Salazar, Manager of Community Planning & Design
- Paul Wirch, Senior Planner
- Karen Richardson, Manager of Development Engineering
- Julia Pingle, Development Coordinator

Consulting Team

- Paddy Kennedy, Planning and Design Lead, Dillon Consulting Limited
- Zahra Jaffer, Planner, Dillon Consulting Limited
- Melissa Kosterman, Urban Designer, Dillon Consulting Limited
- Nicole Beuglet, Engagement Specialist, Dillon Consulting Limited



Table of Contents

1.0 Project Purpose	1
2.0 Engagement Process	3
3.0 Meeting Overview	4
4.0 Question & Response Session Summary.....	6
5.0 Interactive Activity & Online Survey Responses	9
6.0 Next Steps	10

APPENDIX A: Social Pinpoint Survey Results, October 2020

APPENDIX B: Public Information Centre #3 Notice

APPENDIX C: Public Information Centre #3 Presentation



1.0 Project Purpose

The Municipality of Clarington (the Municipality) is undertaking an update to the Bowmanville West Urban Centre Secondary Plan (the Project), first adopted in 1993. The Plan is being updated to proactively plan for the intensification and redevelopment around the future GO rail station. The project

goal is to update the Bowmanville West Urban Centre Secondary Plan in order to guide its transformation into a high density, mixed-use centre and realize its status as a mobility hub and the retail heart of Clarington.

Context

What is a Secondary Plan?

- A Secondary Plan provides detailed plans and policies beyond for a specific area
- Includes plans/policies for adoption into the Official Plan



Major Transit Station Area in Bowmanville West

What Will it Look Like?

- High-rise development around the station;
- Diverse mix of land uses (including residential, major office and services)
- Multi-modal access in and around the station;
- Enhanced connections to local transit;
- Active transportation infrastructure (sidewalks, bike lanes, bicycle parking facilities),





Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update



Figure 1: Bowmanville West Urban Centre Secondary Plan Update Project Area



2.0 Engagement Process

The engagement process has been designed to support the Bowmanville West Secondary Plan Update by informing, engaging, and encouraging maximum participation from a diverse range of stakeholders across the community. Input from community members and stakeholders is important towards representing the views and needs of the population and obtaining meaningful feedback.

The project is being rolled out over three phases, and includes online and in-person consultation and engagement opportunities throughout. The project commenced in April 2018, and is currently in the early part of Phase 2, as shown in **Figure 2**. The first Public Information Centre (PIC) was held in June 2018, and an online survey was run during September of 2018. A second PIC was held in June 2019.



Figure 2 Project Timeline



3.0 Meeting Overview

The third Public Information Centre was held on October 1st, 2020 as a virtual event hosted on Zoom from 7-8:30pm. The virtual format was adopted to comply with current public health guidance in place during the COVID-19 pandemic, and to accommodate the maximum possible number of participants. A total of 96 participants attended the meeting. The purpose of the session was to present concept plans and obtain input for the proposed land uses, building heights, and public realm improvements for the Bowmanville West Urban Centre Secondary Plan Area. The comments received will assist with the refinement of these concept plans and inform the 3D modelling to be undertaken as part of Phase 2 of the Project.

The event included a presentation delivered by the consulting team, Dillon Consulting Limited. This was followed by a question-and-response (Q&R) session, and concluded with the main portion of the event featuring an interactive virtual exercise to discuss two key concept maps:

- Land Use and Building Heights Concept Plan
- Public Realm Improvements Concept Plan

A number of themes and concepts were discussed in the presentation:

- History and policy context of the Bowmanville West Urban Centre Secondary Plan, including potential future directions for intensification and mixed-use development surrounding the GO rail station
- Description of the future Major Transit Station Area in Bowmanville West, which will include:

- High-rise development around the station
- Diverse mix of land uses
- Multi-modal access in and around the station
- Enhanced connections to local transit
- Active transportations infrastructure
- Housing affordability and sustainable design
- What we heard at the Public Information Centre #2 held in June 2019, related to the key themes of land use and intensification, placemaking and urban design, and mobility and access (see [report here](#))
- Preliminary design concepts for:
 - Land Use and Intensification
 - Building Typologies and Height
 - Urban Design and the Public Realm



Figure 3: Example of Mixed Use



Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update

A Social Pinpoint survey was set up for the PIC event. Five breakout rooms in Zoom were facilitated by the Project Team, with facilitators sharing their screens and adding comments to the two concept maps based on feedback from participants. Each breakout room was set up, with approximately five participants. The discussion on both concept maps was held for approximately 30 minutes, with a number of key questions identified to be discussed as follows:

Land Use and Building Heights Concept Plan

- **Community Needs:** Does the mix and placement of uses represent the range of needs in the community?
- **Land Use:** Are there any areas where you think a different use should be considered?
- **Taller Buildings:** Where do you think taller buildings should be considered?
- **No Taller Buildings:** Where should taller buildings be avoided?

Public Realm Improvements Concept Plan

- **What needs improving?** Are there any areas where additional public realm improvements are needed? What would those be?
- **What are your ideas?** For the public realm improvements shown, let us know if you have any ideas that will help guide the design of these spaces.

A summary of the feedback heard on each of these two concept plans is provided in **Section 5** of this report.



Figure 4: Existing Park-and-Ride and Future GO Station Area



4.0 Question & Response Session Summary

The following is a summary of the Q&R session held after the presentation during the PIC along with additional information.

Question: Currently there is a parking issue at Oshawa Go and this causes riders to drive further down the line (to Whitby, Ajax, etc.) to get parking. What will be done to avoid this issue in Bowmanville? Being that this will be the last stop this station will require more parking not less for people to use this station.

Response:

- Providing sufficient parking on the GO station site is the responsibility of Metrolinx. As Metrolinx moves forward with a more detailed design exercise for the Bowmanville GO Transit Station, the exact number and configuration of parking spaces will be determined.
- Addressing potential for parking demand issues off site will be a component of the Secondary Plan, as the plan will need to include policies to guide the evolution of parking demand/supply as the area changes over time.
- The station's location near the centre of Bowmanville will allow it to be more accessible for people using active transportation (walking and cycling), local transit as well as kiss-and-ride.
- Utilizing carpooling opportunities will continue to be a useful consideration for users.
- Based on recent experience, it would appear that Metrolinx will likely price parking in such a way as to motivate users towards alternative means of travel to and from the station.

- It is also important to remember that this will be one of four new stations that will be constructed. Adding additional stations will also help in distributing users along the line.

Question: Currently CN rail honks its horn every time it passes the Sidney Lane area (up the street from the new Go station). What will be done to stop this from happening when Go transit comes?

Response:

- The residential development on Sidney Lane was designed to conform with the Ministry of Environment requirements for noise levels next to a train track. All new developments will need to conform with the same requirements.
- With that said, the disturbance from train whistling has been considered by Clarington Council in recent months. Council recently approved \$750,000 to pay for railway safety improvements to stop train whistles at Cobbledick Road and Bennett Road crossings (see [report here](#)).
- Over time, the built form around the station site will also buffer some of the noise impacts.



Question: How will traffic be managed on Aspen Springs Drive and up Green Road? It is busy already with all the condos.

Response:

- Traffic and transportation management is a key aspect of the technical work being undertaken to support the development of the Secondary Plan. There are plans currently being implemented to improve the road network extending from Bowmanville West, and a complete review of mobility within the Secondary Plan Area will also be undertaken.

Question: Will there be a plan to ensure age friendly communities for an aging population? Will developers be encouraged to build multigenerational homes like a duplex or bungalows which is high in demand for large families and seniors. These types of homes are hard to find in Durham Region.

Response:

- The development of communities where people are able to age in place and have comfortable access to amenities like a complete sidewalk network designed for all ages and abilities (from 8 to 80 years old), are key aspects of the planning for Clarington. These considerations can be embedded in the Design Guidelines for the Plan, as this document would provide guidance for developers and the Municipality on the design of age-friendly amenities and infrastructure.

Question: The plan looks like it has a high rise focus and this borders on a subdivision of low-rise houses who did not plan to move next to a high-rise area.

Response:

- Since Bowmanville West is considered a Major Transit Station Area the concept plans provide one example of how the density target for the area can be achieved to conform with the Provincial Growth Plan. The Project Team is keen to receive feedback from the community and identify where modifications need to be made to support a mix of heights and gentle density adjacent to existing residential neighbourhoods.

Question: The land at the southwest corner of Green Road and Highway 2, have been shown as potentially containing 7-12 story mixed use structures, despite being adjacent to the back yards of low density housing, What is your plan to ensure this doesn't threatens local privacy?

Response:

- The concept plans show where the various types of land uses and heights of buildings could be located. Your feedback is important to continue to refine these plans. Design guidelines are going to be developed that would highlight how landscaped buffers and the transition of heights adjacent to existing residential neighbourhoods would need to be incorporated, in order to reduce impacts to privacy, shadows, and other key considerations.



Question: Where will the main access to the parking lot for the Bowmanville GO Transit Station be? Will it be off Aspen Springs/Bowmanville Ave (Hwy 57), or from Prince William Boulevard?

Response:

- There will need to be a diversity of access for a diversity of transportation modes, including people arriving by bus, on foot, and by bicycle. Metrolinx owns land that fronts onto both Aspen Springs and Bowmanville Avenue, so there will be a range of options for how the entrance and exit points are designed to support all modes of transportation.

Question: There is not enough space on Bowmanville Avenue to provide the type of traffic, bike lanes and sidewalks that is being proposed. How will this be addressed?

Response:

- Bowmanville Avenue is a Regional Road, and the Region is currently undertaking a widening of this roadway to four lanes. This is being implemented through a phased approach, with the first phase scheduled for 2021/2022 from the CPR Bridge through to Stevens Road. This would include the intersection of Bowmanville Avenue and Highway 2. In addition to the widening, multi-use trails and other safety improvements will be installed along the corridor.



5.0 Interactive Activity & Online Survey Responses

The following is a summary of the key comments and feedback received through the interactive portion of the PIC, and through the Social Pinpoint survey that was open for public comment from October 2, 2020 to October 19, 2020. Appendix A presents the mapped results of the survey and the complete comment record.

Community Space

- Participants agreed with the proposed locations for improved green space/community gathering spaces and recommended more community gathering space in a number of areas such as small park amenities, open spaces, areas for active transportation and improved pedestrian safety along King Street West and in close proximity to the proposed tallest buildings.
- The design of new spaces will need to focus on accessibility, and also provide buffering between low density residential areas and higher built form across the area.
- Locations for pedestrian improvements and traffic calming were identified at the intersection of Clarington Boulevard and Prince William Boulevard, along Green Road, and along Bowmanville Avenue.
- Access to the GO Station for all modes of transportation was raised as a key priority.

Future Land Uses

- Parking was a common concern for residents in the area, particularly at the GO Station. The number of parking spaces will determine impacts to adjacent roadways and neighbourhoods.

- There was general agreement on the main areas identified for mixed-use development. Specific comments were given for suggested commercial or office uses that would benefit the community such as a mix of retail to meet every day needs, small businesses, and entertainment.
- Traffic and noise were raised as key concerns for areas where mixed use development would abut residential neighbourhoods.
- Affordable housing and a diverse supply of housing types that allow for mixed family arrangements and aging-in-place was identified as an important component of the residents' vision for the area.

Taller Buildings

- The particular sections of the Secondary Plan Area where taller buildings would be welcomed include:
 - Directly adjacent to the GO Station
 - Along Highway 2
 - North of Highway 2 and east of Clarington Boulevard.

Lower Buildings

- Residents expressed concern about tall buildings located adjacent to existing low density residential neighbourhoods, including:
 - Along the south side of Brookhill Boulevard
 - Southwest corner of Highway 2 and Green Road
 - Southeast corner of Bowmanville Avenue and Highway 2/King Street West
 - On the east side of Green Road, south of Regional Highway 2.



6.0 Next Steps

What does this feedback mean for the Secondary Plan?

In summary, the comments that were received supported the overall vision for the Secondary Plan but did highlight a need to re-evaluate certain areas. It was understood that taller buildings would be a necessary part of future development and that they should be located in areas where they can transition in height down to the level of the existing homes in the surrounding area. In addition, higher density development needs to be balanced with an appropriate amount of green space and school capacity.

Important points were made about the relationship between the proposed land use plan, densities and the transportation network. Getting people to and from the GO Station while at the same time maintaining traffic patterns through the Secondary Plan area and ensuring pedestrian safety will be vital.

Useful comments were also made about ensuring that the Secondary Plan take into account accessibility for all ages and abilities. In addition, it was noted that the Secondary Plan needs to have a coherent plan for achieving housing affordability as part of the new development.

What should you anticipate next?

Based on the comments provided, the concept plans will be further revised and developed into a 3D map that illustrates the future vision for the Secondary Plan. In addition, part of the workplan in this stage of the project will include a review of best practices from other GO Station areas (MTSAs). This information will help to inform the final concept plan that will be presented at a future Public Meeting.



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

APPENDIX A: Social Pinpoint Survey Results, October 2020



Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update

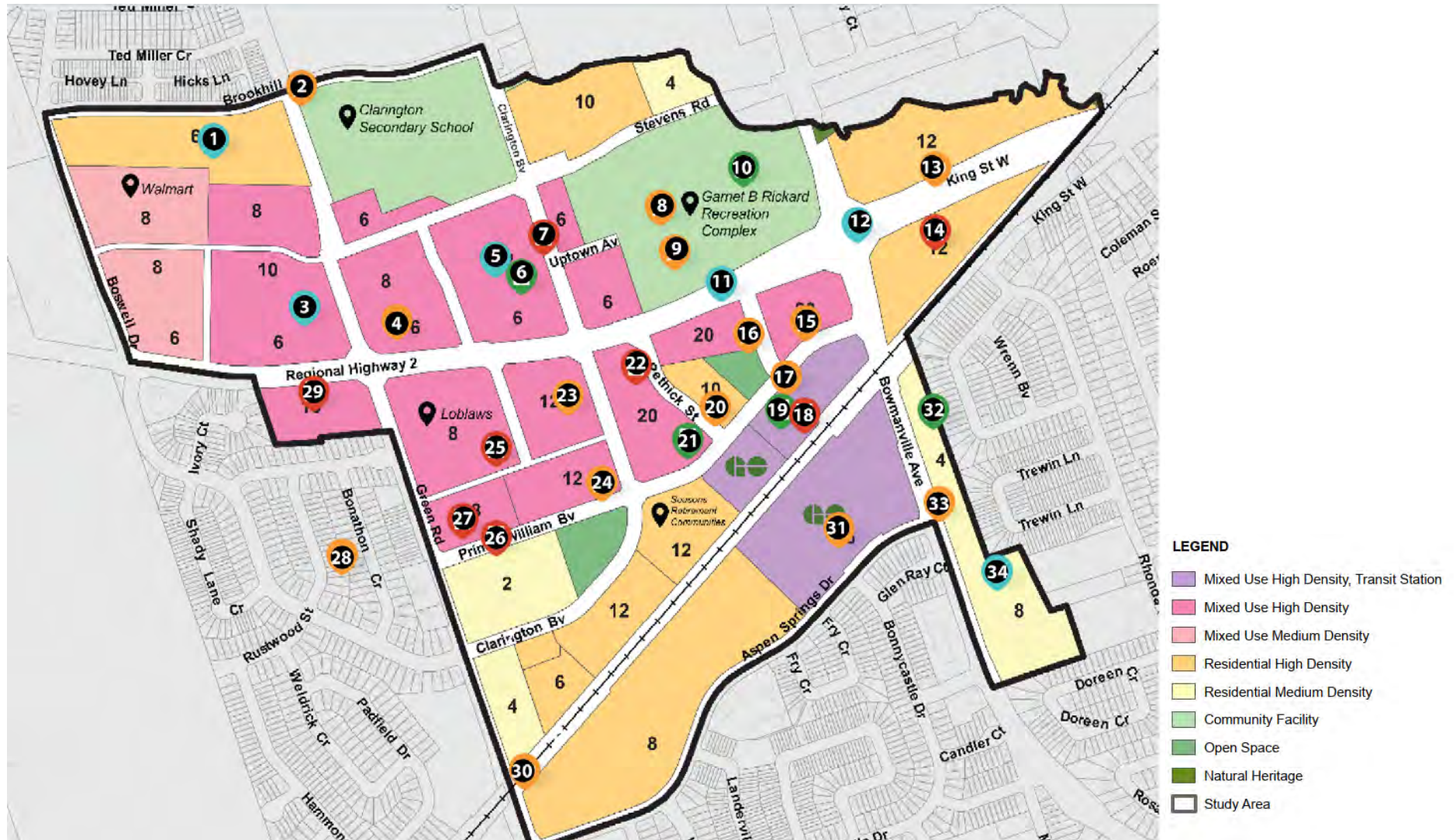


Figure A-1 Social Pinpoint Survey Reference Map 1: Comments 1 – 34

PIN LEGEND: Blue = Community Space; Orange = Future Land Uses; Green = Taller Buildings; Red = Lower Buildings



Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update

Category	Map Marker #	Comment
Community Space	1	Area is already heavily populated with not enough green space
Community Space	1a	Why is medium density the lowest option? Why is there no low density?
Community Space	1b	Really needs some development, maybe small park amenities. Trail for bikes, area to walk your dog? Massive development nearby, green is needed...
Future Land Uses	2	Traffic and noise from the commercial areas to be separated from the surrounding residential.
Community Space	3	All of this retail area needs to have green space added to it. Many empty retailers on the south side so the need for more retail stores is not there. An example is the weedy mess beside the dollar store it could easily be a parkette for residents who walk/bus to the shops. They can have a breather and enjoy the area. Now with COVID and such it would be a better green space with picnic tables as people will need to eat there fast foods outside more often.
Future Land Uses	4	Commercial uses will be dependent on the demand. Less need for retail, less use for retail (shift to online shopping).
Community Space	5	More green spaces incorporated!
Taller Buildings	6	Put the bigger buildings in the middle of the new development and transition to lower buildings away from there as they approach existing housing areas.
Lower Buildings	7	Density - preferred to have buildings lower in height.
Future Land Uses	8	mix of uses (residential and office)
Future Land Uses	9	Library branch
Taller Buildings	10	6-12 stories
Community Space	11	We need to show a transit/transportation network improvements, including how people are to access the GO station before we finalize the land use plan
Community Space	11a	These 2 comments are right on. I do not understand how one can plan the land use, before one plans how people will access this GO station. Where are the HOV lanes/separated bike lanes/safe pedestrian spaces? If you need more land to make the transit accessible you have to know that now.
Community Space	11b	There needs to be more thought put into the design of roadways leading in and out of the proposed Go station. The roads barely seem capable for the volume that travels them now. Add in the GO station and it will be a commuter nightmare.
Community Space	12	HOV lanes could be used to help improve access to the station area.
Future Land Uses	13	Agree with heights for this area, with appropriate amenity space for residents.



Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update

Category	Map Marker #	Comment
Lower Buildings	14	Lower and plan for transitions
Lower Buildings	14a	This space is great for taller buildings. Easy access to town/Go train/ 57 & 401. Wasted green space as it is now, just a pile of weeds. Far better site than the suggested building at the top of the hill on 57 and flooding out all the residence to the east.
Lower Buildings	14b	I think this is a good location for tall, high density buildings.
Future Land Uses	15	Agreed that density adjacent to GO site is good planning
Future Land Uses	16	Ensure appropriate parking requirements and standards for the high rise buildings.
Future Land Uses	17	Protection for transit users in waiting areas to consider inclement weather
Lower Buildings	18	Think about a range with incentives to go higher
Taller Buildings	19	Taller buildings around GO. 20+
Taller Buildings	19a	We need taller building around GO station. This will build ridership for GO transit and will make this a profitable transit stop. Moreover taller buildings accommodate and large number of people decrease ownership cost and result in affordable housing. More density is required for survival of small businesses around transit hub.
Future Land Uses	20	Family housing in the central south for safety of children, and better walkability. Better established communities. Scarborough Town Centre an example - high rise surrounding the GO station.
Future Land Uses	20a	To add to family housing in the central south, adding additional schools (primary/middle school level) would be desired.
Taller Buildings	21	Where higher densities are proposed, the taller building developments should incorporate multi-use areas (e.g. courtyards, greenspaces)
Lower Buildings	22	Density - preferred to have buildings lower in height.
Future Land Uses	23	could benefit with well-planned commercial that benefit the future residential
Future Land Uses	24	Most of this area coded "Mixed Use High Density" is now parking lots, and the buildings are nearly all a single story. Is there actually a plan to turn this to high-density uses? That would be a big improvement, and would make it much more attractive to non-motorists to work, do business or live near transit.
Lower Buildings	25	Less density - or an understanding of amount of density
Lower Buildings	25a	This seems ideal for mixed use high density, especially as you move away from houses across Green Rd.



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Lower Buildings	26	Lower buildings here because of single family dwellings directly across Green Rd. I think a gradual increase to high density is more appropriate (north of Prince William)
Lower Buildings	27	See the comment for the tag to the right (marker 26)
Future Land Uses	28	What is the plan/policies for affordability?
Lower Buildings	29	Should be a 4-6
Lower Buildings	29a	I agree. This is immediately adjacent to single family dwellings and there doesn't seem to be space for a setback or a gradual increase in density or building height.
Future Land Uses	30	Update train crossings to eliminate need for honking / horns
Future Land Uses	31	Ensure adequate parking otherwise people may park along the road or at the adjacent condos causing issues. Also, as this is the end of the line (currently) keep in mind that people who don't use Go now may start to as they shift working into the city due to new transit options.
Future Land Uses	31a	Having a GO parking lot next to residential will increase the amount of vehicle traffic on residential roads that are not designed for it. With schools nearby and lots of pedestrian traffic crossing these roads, there will be a increased safety concern.
Taller Buildings	32	6-8 stories
Taller Buildings	32a	"We are residents of McCrimmon and we already have significant water issues because of the lay of the land. Putting a building here regardless of how they will be mandated to deal with their own water will cause bigger issues (we know they will plow the snow back to the fence, draining into our yards).
Taller Buildings	32b	Did we not learn anything from the new building on 57? It is elevated at least 50 ft above the streets to the east. I live on Rhonda, since the new building went up on 57 recently we have had a lot of water issues. The Montessori school property on Rhonda has major flooding issues when it rains. We are lucking the school yard and field sop up some of the water. The people living on Trewin and the other adjacent streets without a schoolyard between them will see serious flooding.
Future Land Uses	33	Traffic and noise to be separated from the surrounding residential. Could any traffic be diverted from Aspen Springs?
Community Space	34	Mixed green space behind the baseball diamond leading to 57. It would be great if the streets to the east could access 57, especially once the Go train is there.



Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update

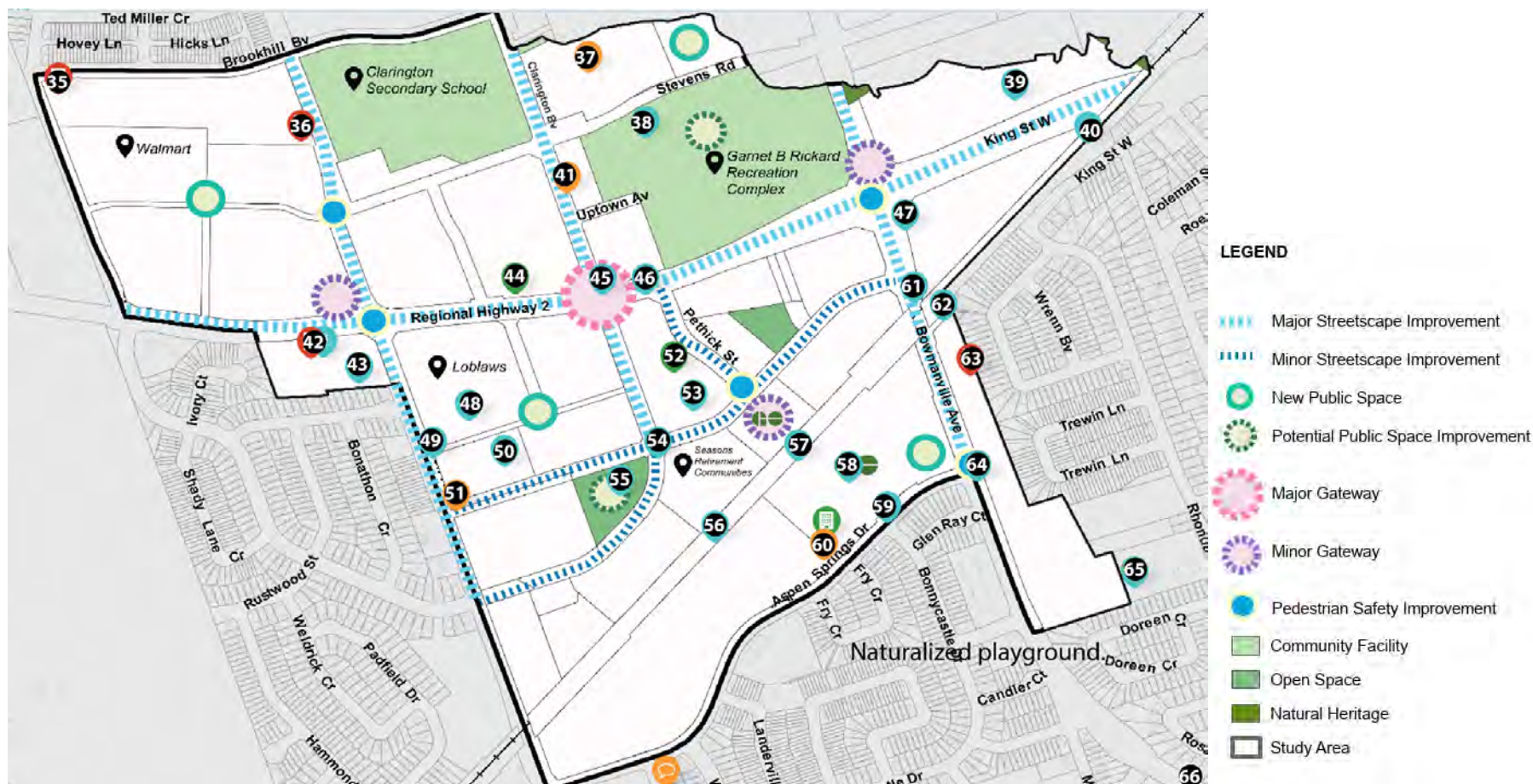


Figure A-2 Social Pinpoint Survey Reference Map 2: Comments 35 - 65

PIN LEGEND: Blue = Community Space; Orange = Future Land Uses; Green = Taller Buildings; Red = Lower Building



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Lower Buildings	35	This is not the place to put 6-8 story buildings. Adding to the tax base at the expense of existing neighbourhood home owners.
Lower Buildings	36	This is not the place to put 6-8 story buildings. Adding to the tax base at the expense of existing neighbourhood home owners.
Future Land Uses	37	More entertainment/retail
Future Land Uses	37a	Bowmanville is a small town. Not a sprawling metropolis. It has a good mix of retail/entertainment now. No more big-box development.
Community Space	38	Naturalized park space.
Community Space	38a	Please no more housing developments.
Community Space	39	Open space/ amenity area/trees, built into future development
Community Space	40	The large elevation differential between track level and a pedestrian overpass over Hwy#57 / Martin Road / Bowmanville Ave (60 feet?) will result in a major impediment for people. The walkway and bike path should go under Bowmanville Ave at track level. With a connection to McCrimmon and a Kiss and ride at Kings Hill Lane and Waverly. Similarly a walkway on the north side of the tracks is the most level route down to the parklands and downtown,
Community Space	40a	This is an excellent idea to encourage walking to the GO Station from the neighbourhoods to the east of #57. The additional Kiss and ride idea makes a great deal of sense for commuters who are not living inside the Bowmanville West plan area.
Community Space	40b	Snow removal for the trail and parking area, here and at Baseline Road. As for all the garbage left behind at certain times of year by a lot of fisherman, no fishing between 401 and highway 2 would see a lot of benefits.
Community Space	40c	Mapping of park spaces
Future Land Uses	41	General for the entire area: ensure enough sidewalks are provided to encourage walkability in the area. Ensure they're wide enough to accommodate physical distancing. We need to learn from the pandemic that green spaces should be provided. Perhaps more pockets of green space/neighbourhood parks scattered around the area.
Lower Buildings	42	These lots are directly adjacent to private back yards. In order to retain the personal privacy of residents any building should not be capable of peering into these spaces
Lower Buildings	42a	Very important point to mention



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Community Space	42b	Bike paths in the whole west end
Community Space	43	Linear park, buffer the existing residential subdivision to the south
Taller Buildings	44	Good to have density close to Go Station
Taller Buildings	44a	True, but how will the rest of Bowmanville access the GO station when there is 1/4 of the parking normally at GO stations?
Community Space	45	Overall green space needs to be added anywhere you can
Community Space	46	Overall necessity for the public realm: accessibility
Community Space	47	Traffic circle - could that be considered, looked in to? Current light is dangerous - something to consider.
Community Space	48	Open space, parkettes, trees, areas to play (children)
Community Space	49	Well-lit crosswalks and speed bumps.
Community Space	50	Splash pads, shaded area, trees
Future Land Uses	51	To help encourage walkability and safety for residents, enough lighting is necessary for safety and assurance - especially kids and families.
Taller Buildings	52	Good to have higher density close to go station.
Community Space	53	policies need to include TDM measures
Community Space	54	Pedestrian Safety Improvement needed
Community Space	55	Naturalized playground.
Community Space	56	There used to be an old tunnel under the tracks used as a farm crossing. This was very useful to walk between residents on Aspen Springs to the shopping to the north. I understand there will be a pedestrian walkway to cross over at the GO Station, but a wide secondary tunnel would be very useful again and can be constructed for an all-access route (i.e.: wheelchairs, bicycles, strollers and pedestrians). A multi-use path can be constructed on the edge of the rail corridor to join private lands.
Community Space	57	Consider a bridge(s) or underpass(es) to better connect pedestrian routes and the heavy vehicle traffic that exists and will come around the GO Station area.
Community Space	57a	First off when will you be making 57 a 4 lane road. All the traffic needs to move and Bowmanville has a go slow road system. This is why industry is not moving here. Look at Mississauga and there road system. We need to improve ours.
Community Space	58	GO Station should be shown as public infrastructure



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Community Space	58a	The land use drawings do not clearly show 770 parking spaces. I assume they are still planned for as the need for parking spaces has always far exceeded planners projections. Aspen Springs onto 57 / Bowmanville Ave will be a major choke point. Consider a traffic circle at that point so that traffic can enter directly from the parking lot onto Bowmanville Ave. If not directly then also a traffic circle to enter from the lot onto Aspen Springs.
Community Space	59	To help calm traffic (and the already high volume here), adding speed bumps and other traffic control measures. It gets busy with the school nearby.
Future Land Uses	60	Perhaps provide alternative access ways to minimize traffic for all modes because the only access to the GO Station is from Aspen Springs.
Community Space	61	Additional traffic lights are needed on 57.
Community Space	61a	Need to make this more walkable and safe.
Community Space	62	The large elevation differential between track level and a pedestrian overpass over Hwy#57 / Martin Road / Bowmanville Ave (60 feet?) will result in a major impediment for people. The walkway and bike path should go under Bowmanville Ave at track level. With a connection to McCrimmon and a Kiss and ride at Kings Hill Lane and Waverly. Similarly a walkway on the north side of the tracks is the most level route down to the parklands and downtown,
Lower Buildings	63	This is not a suitable place for taller buildings. The lay of the land will allow any buildings 3 stories or more to look directly down and into the windows of homes backing onto this location, a serious privacy concern for residents.
Community Space	64	Given the 770 parking spaces adjoining it Aspen Springs onto 57 / Bowmanville Ave will be a major choke point. Consider a traffic circle at that point so that traffic can enter directly from the parking lot onto Bowmanville Ave. If not directly then also a traffic circle to enter from the lot onto Aspen Springs.
Community Space	65	Accessible access to existing green spaces.
Community Space	65a	I don't understand what is going here. Is this the school yard on Rhonda? Are they suggesting access thru to more green space??
Community Space	66	Pathway from Alonna to Rosalynn needs to be updated/improved.

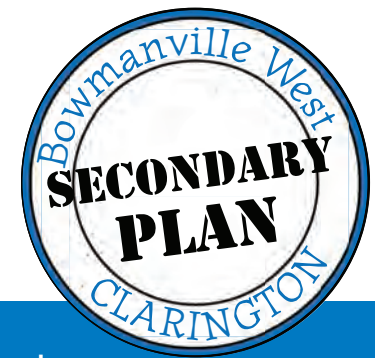


Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

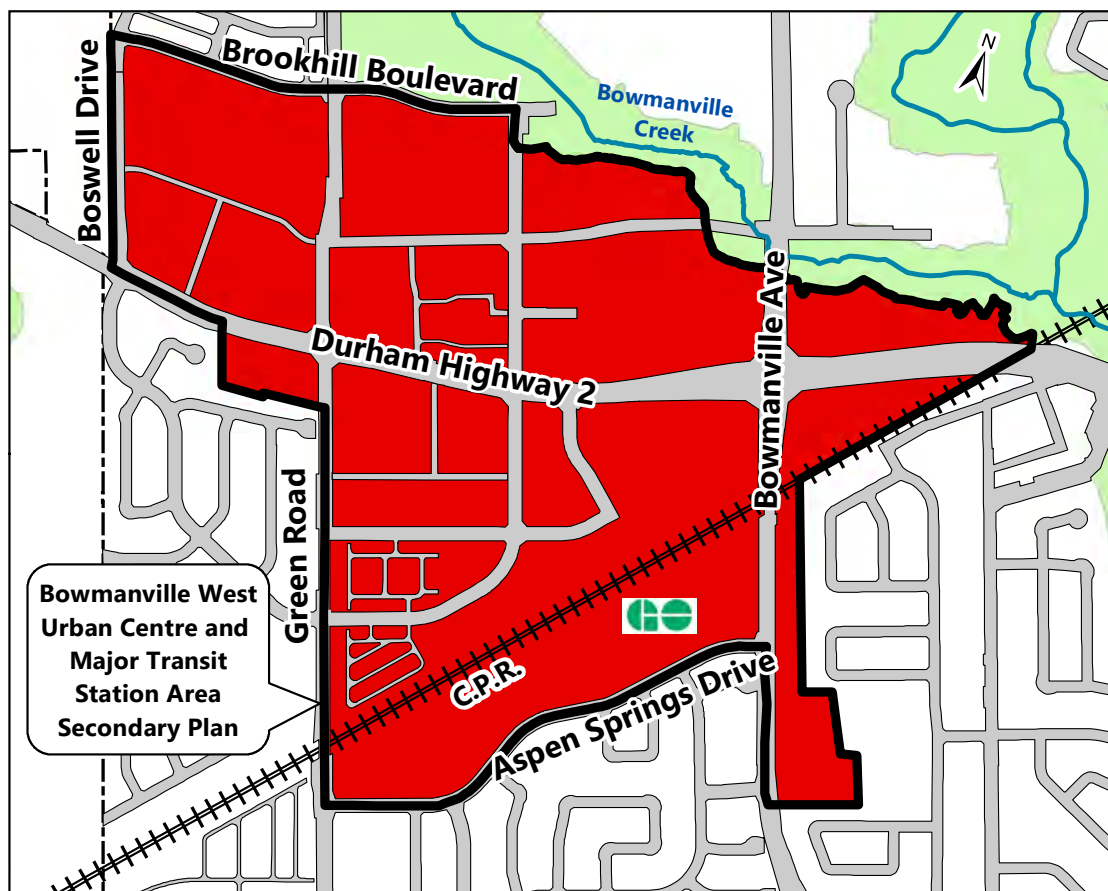
APPENDIX B: Public Information Centre #3 Notice

Bowmanville West Urban Centre and GO Station Area

Join us at **Public Information Centre #3** to share your ideas and vision for this growing area.



Thursday, October 1, 2020, starting at 7 p.m., join online or by phone.



The Bowmanville West Urban Centre is being planned as the main concentration of commercial and mixed-use development in Clarington.

The new GO Train station, and the related transit-oriented development (TOD), is a key driver of change for this area.

In February 2020, Metrolinx chose Bowmanville West as the destination for GO train service to Bowmanville.

Join us for an online Public Information Centre to learn what this will mean for the development of Bowmanville West. Share your ideas on how to balance higher density growth with new green spaces.

Register in advance for this meeting at

**[www.clarington.net/
BowmanvilleWestPIC](http://www.clarington.net/BowmanvilleWestPIC)**

For more information, contact Paul Wirch and Carlos Salazar at 905-623-3379 or at **BowmanvilleWest@clarington.net**.

Follow the project online at

www.clarington.net/BowmanvilleWest.



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Appendix C: Public Information Centre #3 Presentation



Bowmanville West

Urban Centre and Major Transit Station Area Secondary Plan



Dillon Consulting Limited

Public Information Centre #3

Virtual Meeting

October 1, 2020
7pm – 8:30pm

Tonight's Agenda

- Welcome and Introductions (7:00 - 7:05)
- Presentation (7:05 – 7:25)
- Q&A (7:25 – 7:40)
- BREAK – 5 Minutes
- Breakout Activities (7:45 – 8:30)
- Wrap Up

Meeting Guide



Update on the project



Background and new material on preliminary concept plans



Please stay on mute



Q/A and Activity Session for a more focused discussion



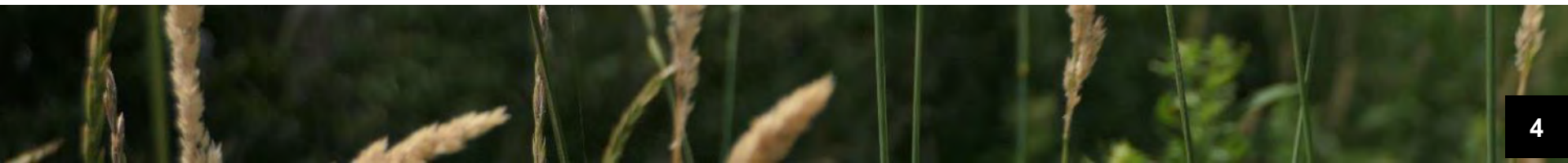
Use the chat bar to ask questions



Part 1

CONTEXT

Paddy Kennedy - Dillon Consulting Limited



Context

Secondary Plan Area (126 hectares)



Context

The Secondary Plan Update Process



Phase 1:

My Bowmanville West



Phase 2:

A Vision for Bowmanville West



Phase 3:

A Plan for Bowmanville West

Project
Launch &
Existing
Conditions
Assessment

Opportunities
& Constraints
Analysis, 3D
model of
Existing
Conditions

Phase 1
Reporting &
Development
of Illustrated
Summary

Best Practices
Review +
3D Model for
Redevelopment
Opportunities

Phase 2
Reporting &
Development
of Illustrated
Summary

Draft Updated
Plans and
Zoning By-Law
+ Update 3D
Model

Finalize
Updated
Plans and
Zoning
By-Law

Phase 3
Reporting &
Development
of Illustrated
Summary



WE ARE HERE

Context

Why are we updating the Secondary Plan?

Updated Clarington Official Plan



GO Train to Bowmanville



Context

What is a Secondary Plan?

- A Secondary Plan provides detailed plans and policies beyond for a specific area
- Includes plans/policies for adoption into the Official Plan



1. Vision,
Goals/Objectives

2. Land Use



3. Transportation

3. Urban Design



5. Implementation
Tools

Context

History and Policy Context



Future Mixed Use



Current Retail



GO Train

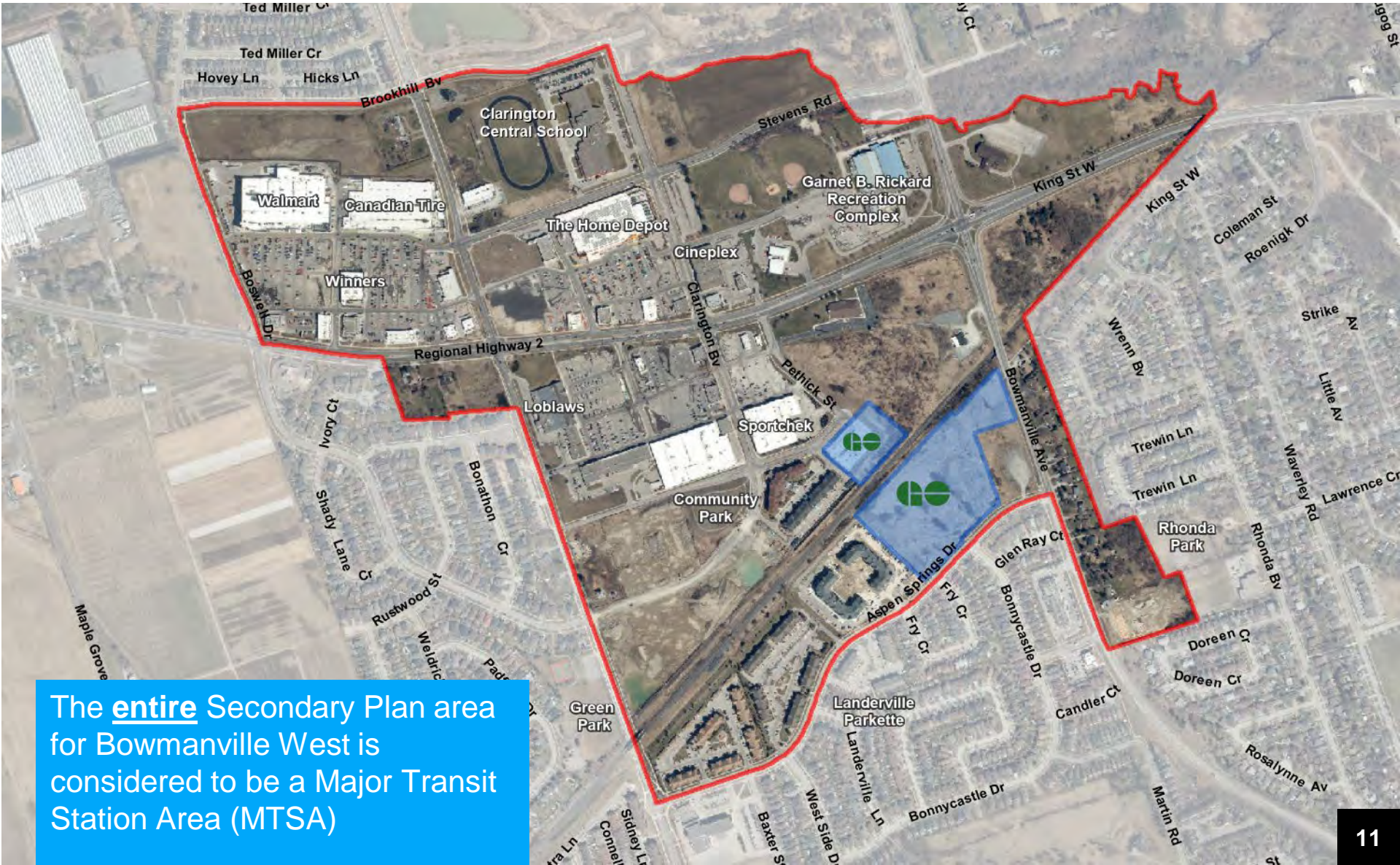
Context

Why is Planning Around Station Areas Important?



Context

Secondary Plan Area (126 hectares)



The entire Secondary Plan area for Bowmanville West is considered to be a Major Transit Station Area (MTSA)

Context for Bowmanville

History and Policy Context



2005 Secondary Plan Update Concept Plan



2017 Transportation Hubs Study Concept Plan

There has been a considerable amount of work already completed on the future opportunities for transit oriented development in the Bowmanville West.

Illustrative Concept: 2021 – 2070 Forecast



Source: S+N Architects

Concept by others - Not for development

Source: Analysis of the Proposed Lakeshore East GO Transit Rail Extension Alignment Options and Business Case Analysis by N. Barry Lyon Consultants

Illustrative Concept: 2021 – 2070 Forecast



Source: SvN Architects

Concept by others - Not for development

Source: Analysis of the Proposed Lakeshore East GO Transit Rail Extension Alignment Options and Business Case Analysis by N. Barry Lyon Consultants

Context

New Direction for Station Area Funding

- Metrolinx has shifted direction on the development of GO Stations:
 - Partner with developers to integrate the Station into transit oriented development
 - Providing developers opportunities to build commercial and residential development with a significant attraction of a GO Station on site



Context

What Does This Mean for Bowmanville West?

- Developers build the new station in exchange for transit-oriented development rights
- Planned land use, density and height permissions are a major element for investment attraction
- Shift from focus on parking provision at Station



Major Transit Station Area in Bowmanville West

What Will it Look Like?

- High-rise development around the station;
- Diverse mix of land uses (including residential, major office and services)
- Multi-modal access in and around the station;
- Enhanced connections to local transit;
- Active transportation infrastructure (sidewalks, bike lanes, bicycle parking facilities).

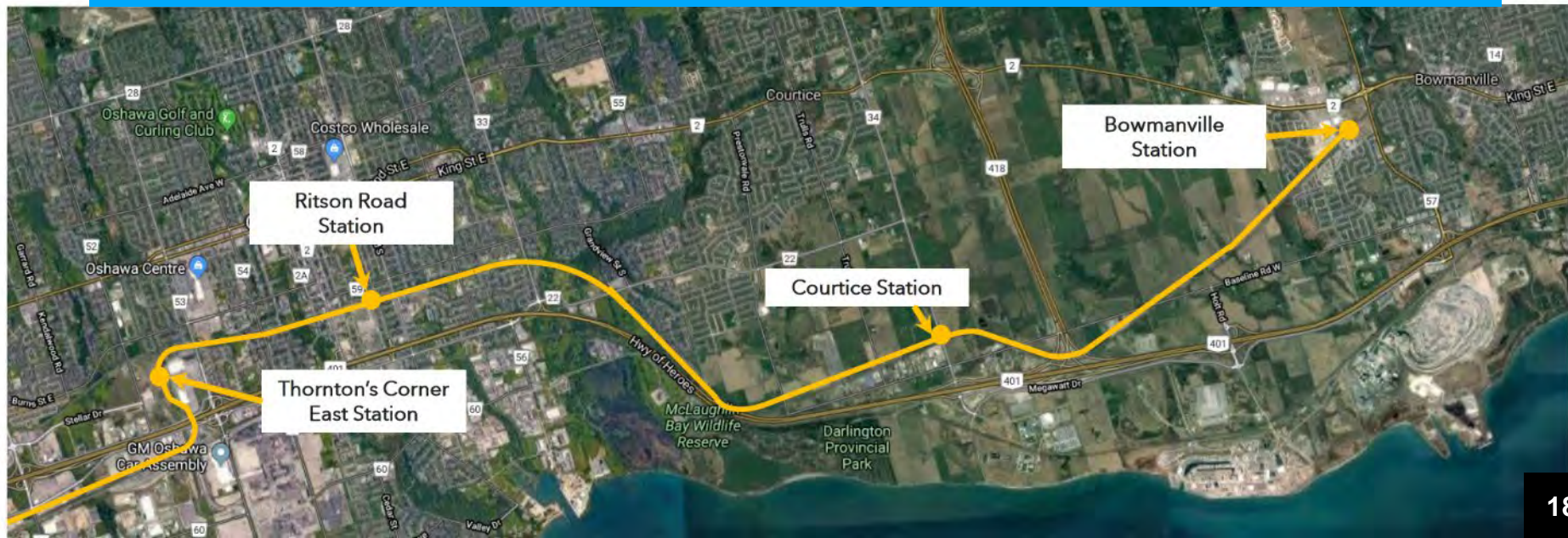


Context

GO Rail Update

- In February 2020, Metrolinx completed an update to its Initial Business Case analysis
- The Bowmanville location was selected as the best of several options for extending the GO Lakeshore East rail service to Clarington
- Metrolinx has advanced to the Preliminary Design Business Case stage of the process

Alignment Option 2 – Bowmanville Rail Service Extension Initial Business Case Update



Context

Next Steps for Bowmanville West

1. Develop a concept plan that meets Provincial and Regional goals for growth.
2. Develop a concept that transitions to the existing neighbourhoods.
3. Provide Clarington Council and the public with the policy tools that will support TOD and the GO Station.





Part 2

WHAT WE HAVE HEARD

Zahra Jaffer - Dillon Consulting Limited



What We Heard

PIC#2 Engagement Feedback

Land Use and Intensification

- Support for mixed-use development over time
- Taller buildings to be located along major corridors and closer to the GO Station
- Provide facilities and amenities required to support additional development (e.g. medical services, rental housing, etc.)
- Transitions required for tall buildings to manage visual impacts for adjacent low rise neighbourhoods

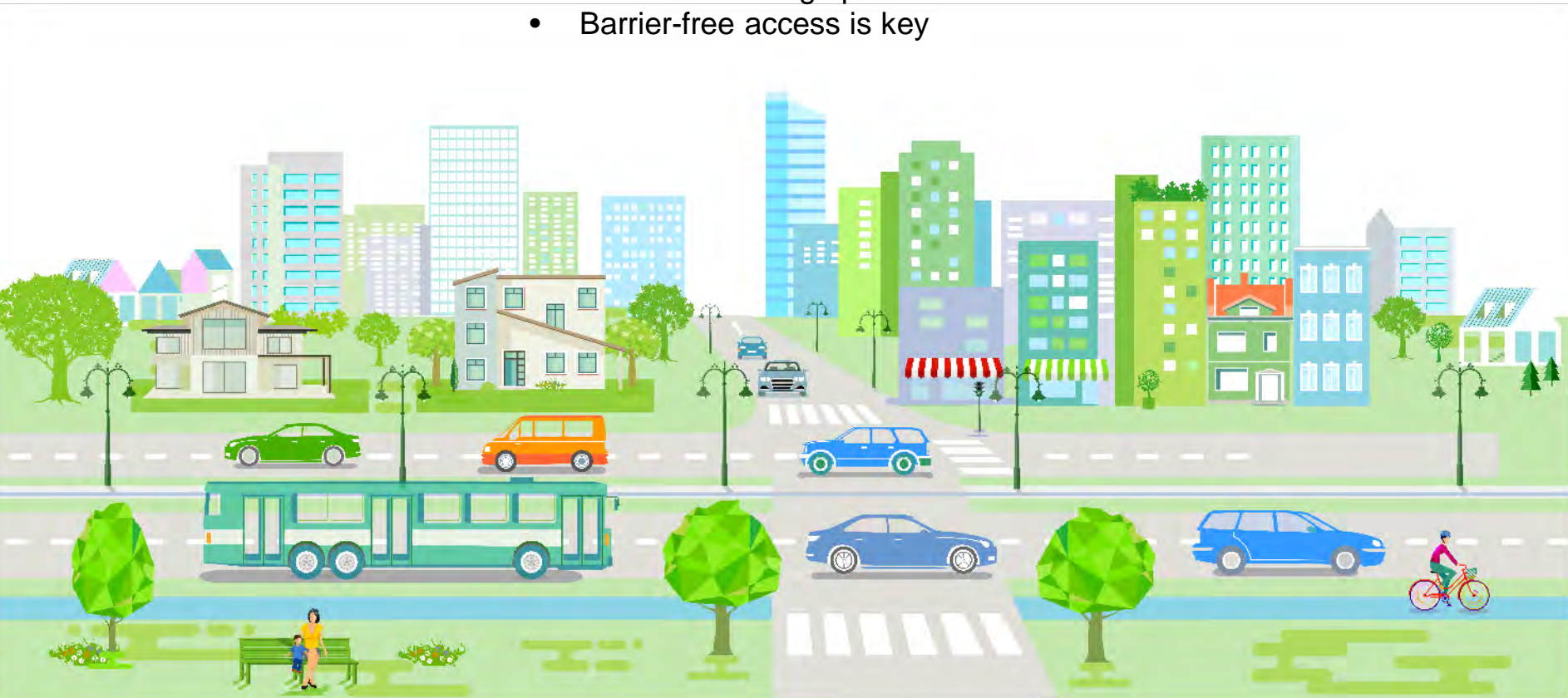


What We Heard

PIC#2 Engagement Feedback

Placemaking and Urban Design

- Integrated and diverse types of gathering spaces needed e.g. new parks and gathering spaces to serve mid and high rise developments
- Preserve existing spaces
- Barrier-free access is key

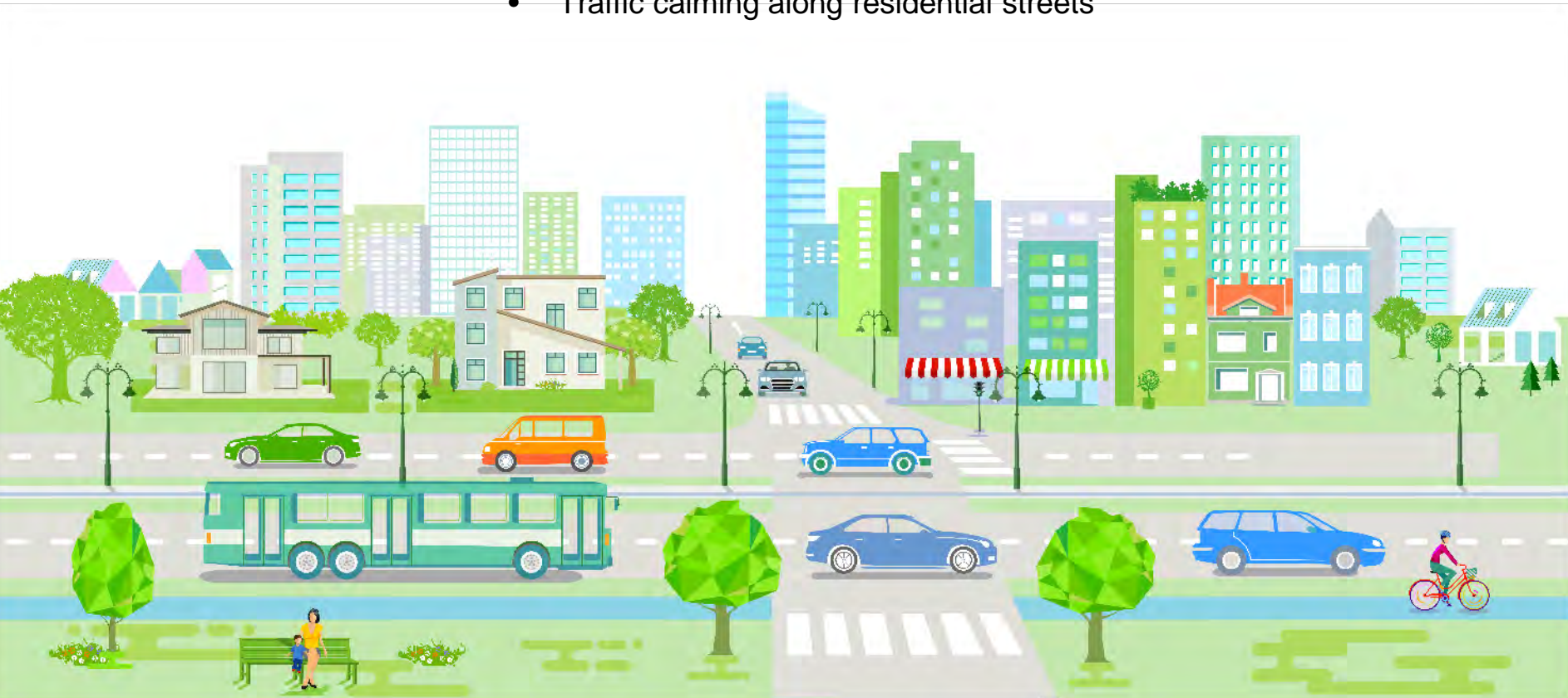


What We Heard

PIC#2 Engagement Feedback

Mobility and Access

- Safe and convenient access to the GO Station needed for all users
- Pedestrian safety a key concern along Highway 2 and Bowmanville Ave.
- A connected network of safe walking and cycling facilities and routes are needed throughout the area
- Traffic calming along residential streets





Part 3

PRELIMINARY CONCEPTS FOR BOWMANVILLE WEST

Paddy Kennedy - Dillon Consulting Limited

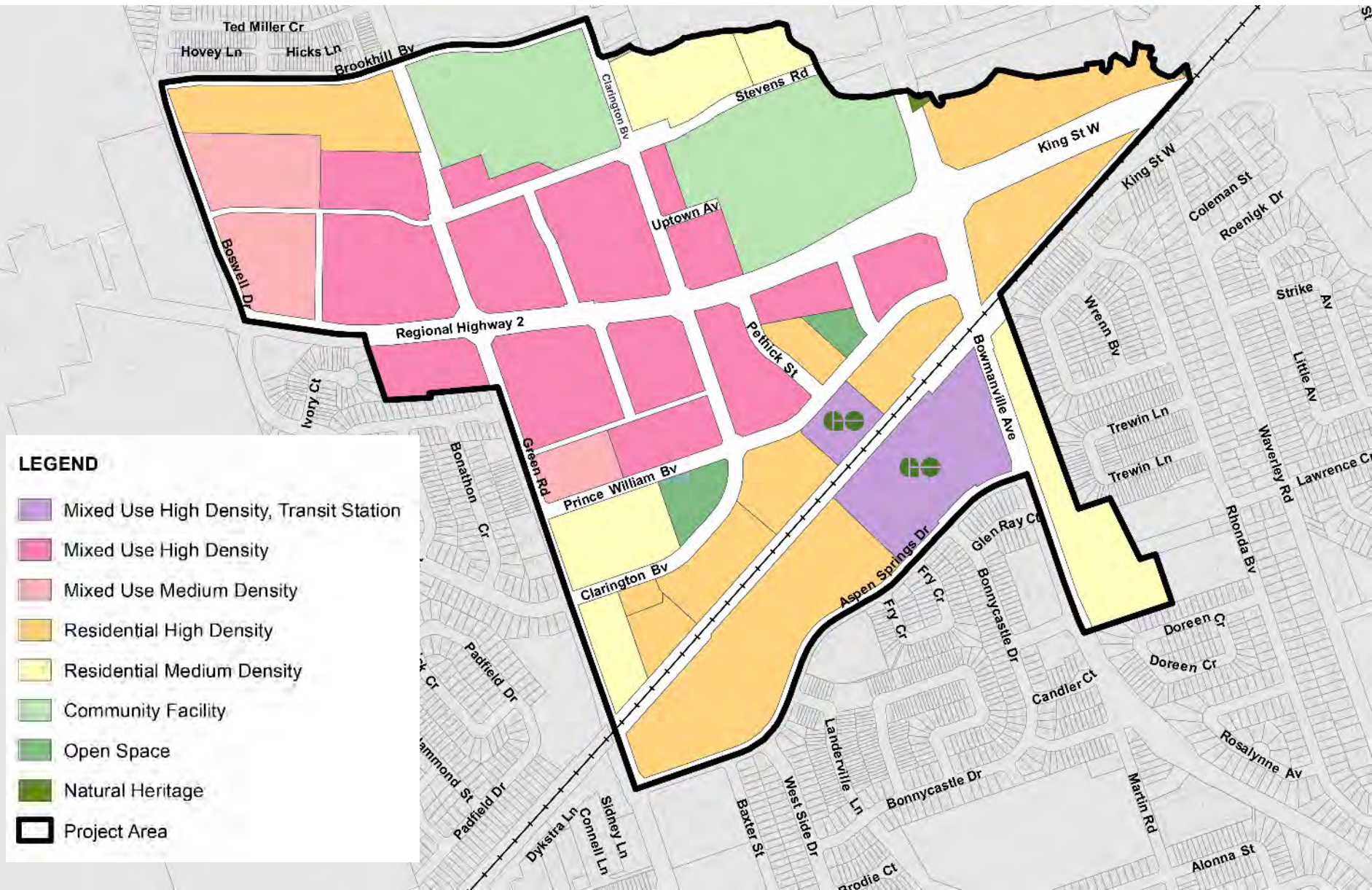


Land Use and Intensification

Achieve appropriate levels of density to support the Transit Station



Preliminary Land Use Concept Plan



Building Typologies and Height

Range of heights, focusing taller buildings in strategic areas

1) Gentle Density



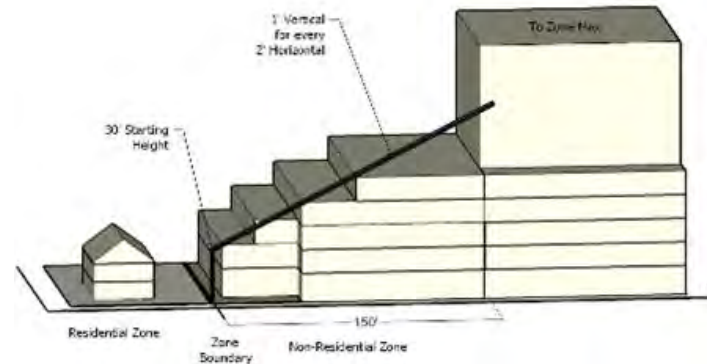
3) Along Major Transportation Corridors



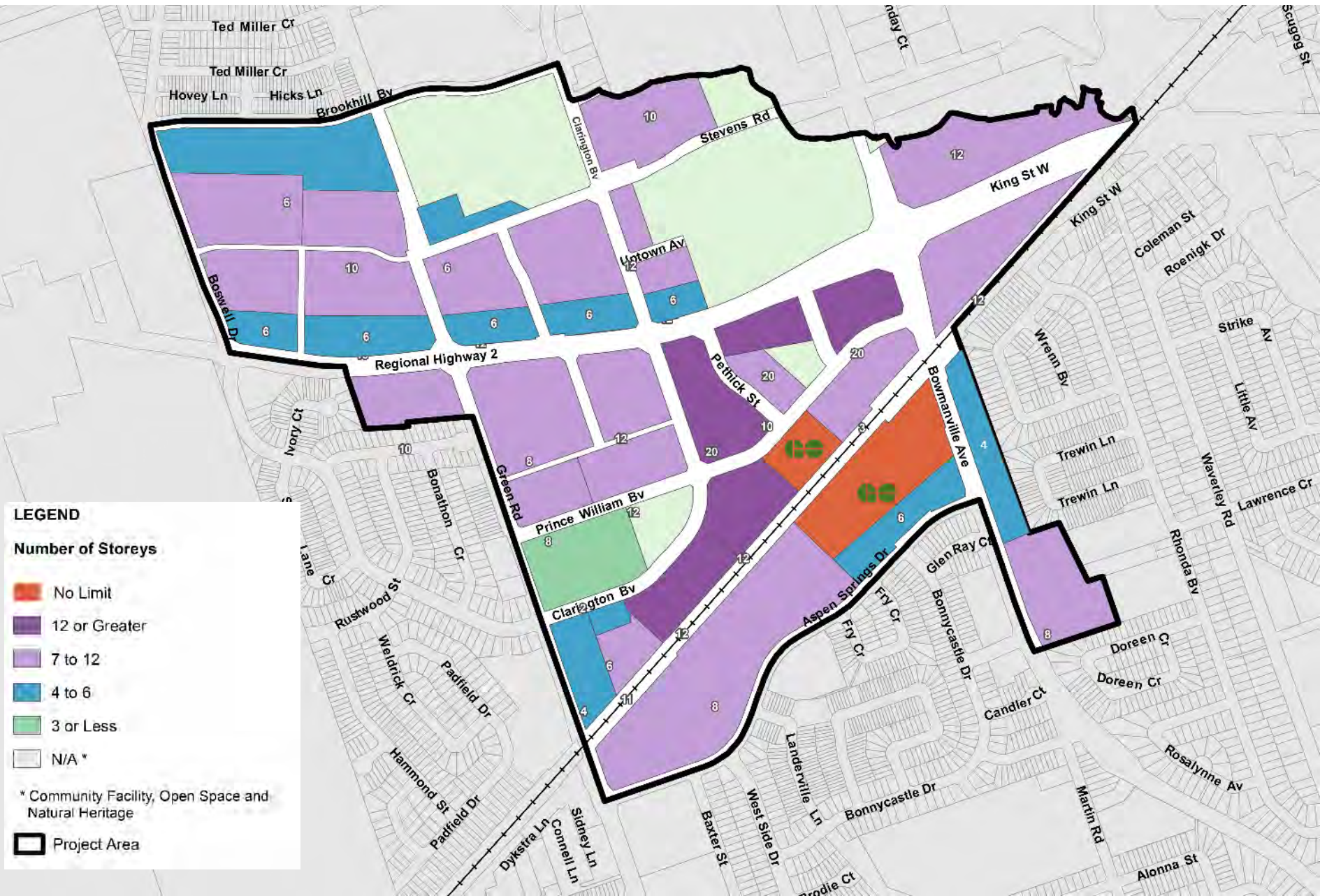
2) In proximity to the GO Station



4) Transition Heights Across the Area



Preliminary Building Height Concept Plan



Urban Design and the Public Realm

As the population grows, more gathering and recreation spaces will be needed



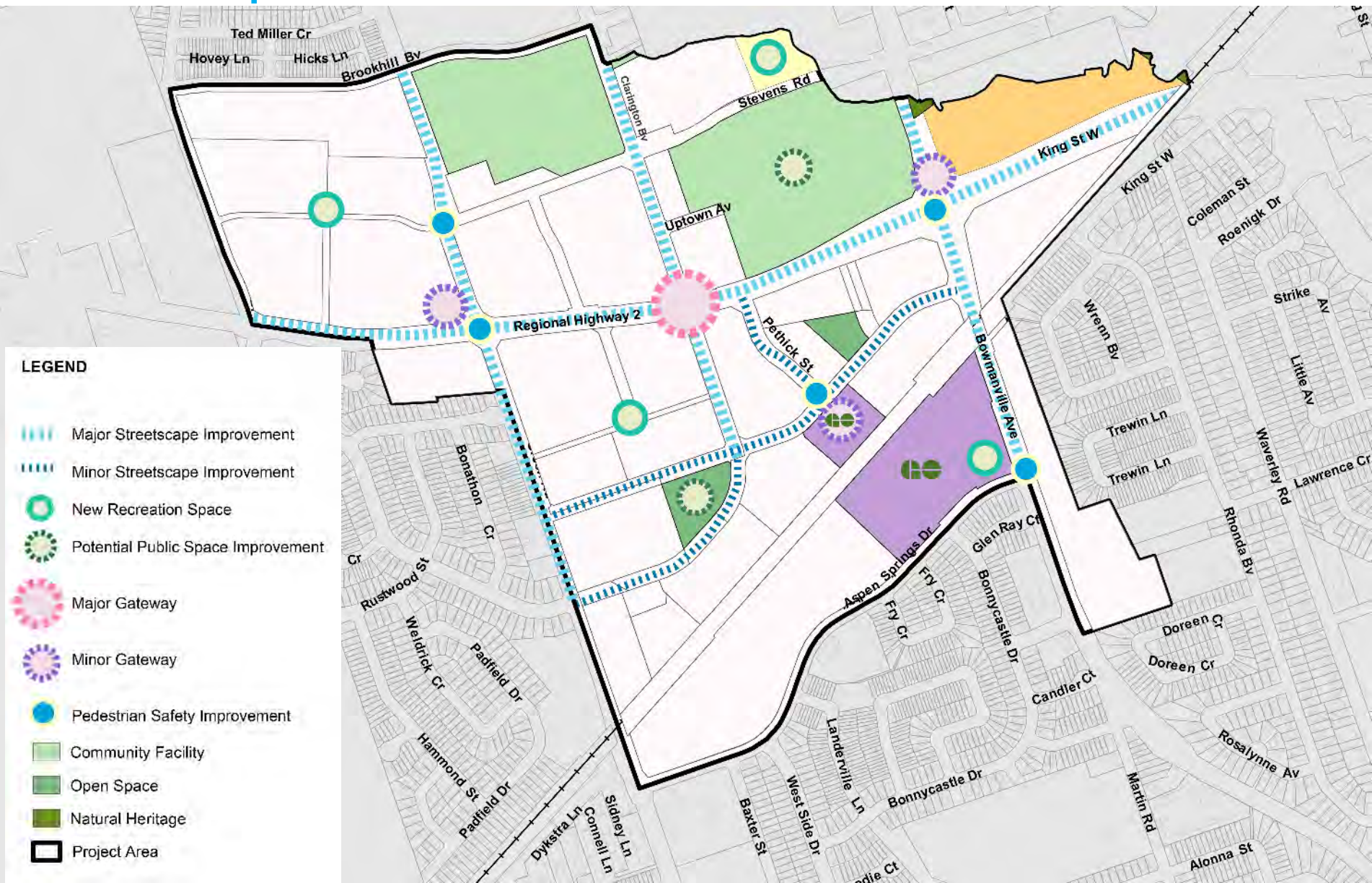
2) New Public Space



4) Pedestrian Safety Improvements



Preliminary Public Realm Design Concept Plan





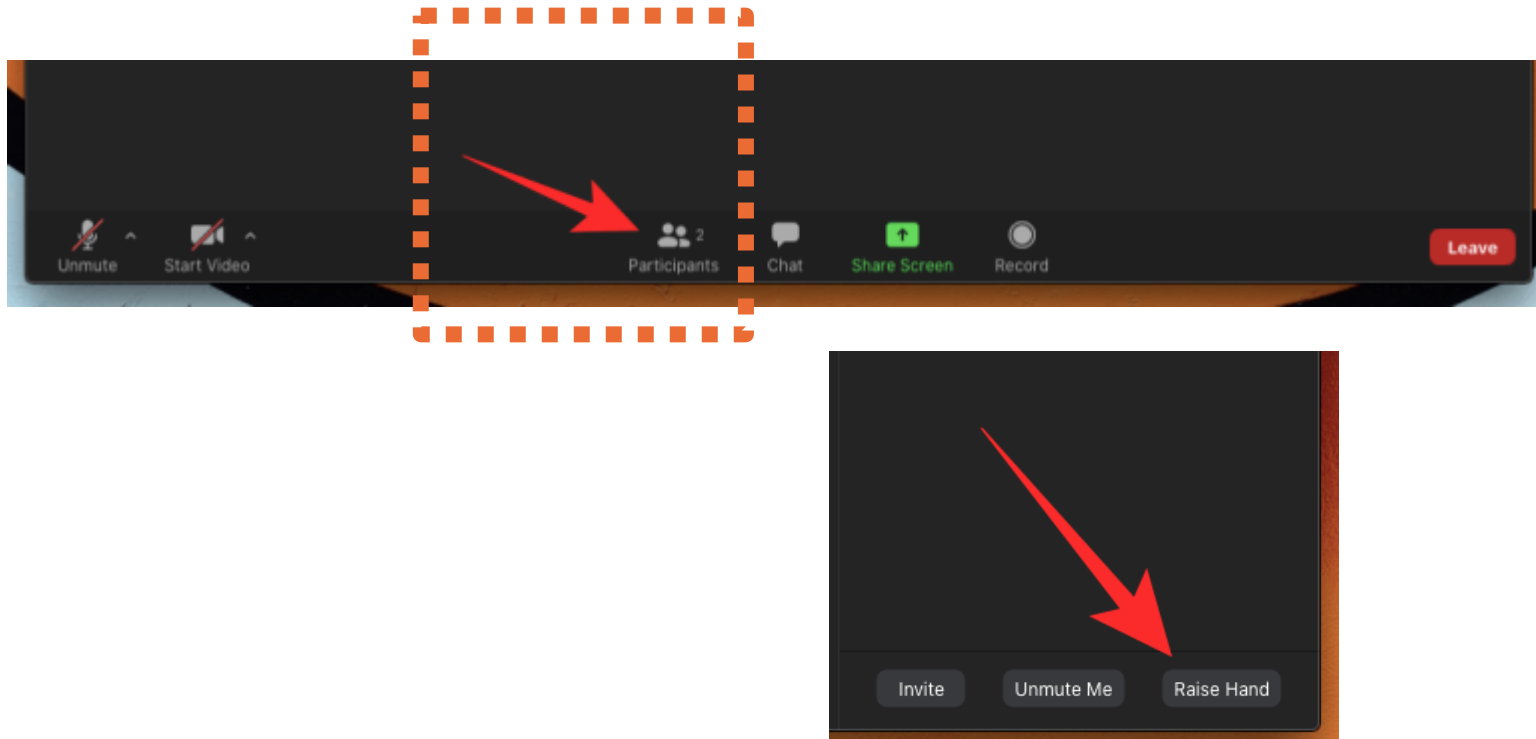
Part 4

Q&A

Paul Wirch – Municipality of Clarington and
Paddy Kennedy – Dillon Consulting Limited



Use the 'Raise Hand' function...



...or send us a chat using the option at the bottom of your screen

Q&A





RETURNING AT 7:45PM

BREAK



Part 5

BREAKOUT GROUP ACTIVITIES

Key Questions

Land Use & Building Height

- Where does the mix and placement of land uses need to be modified?
- Where should building heights be reconsidered?

Public Realm

- Where else could improvements be made to add or improve open space?
- What features could be included in these open spaces to make them worthwhile?



Part 6

NEXT STEPS

Paul Wirch – Municipality of Clarington

Next Steps on the Project

Bowmanville West Urban Centre



Phase 1:

My Bowmanville West



Phase 2:

A Vision for Bowmanville West



Phase 3:

A Plan for Bowmanville West

Project
Launch &
Existing
Conditions
Assessment

Opportunities
& Constraints
Analysis, 3D
model of
Existing
Conditions

Phase 1
Reporting &
Development
of Illustrated
Summary

Best Practices
Review +
3D Model for
Redevelopment
Opportunities

Phase 2
Reporting &
Development
of Illustrated
Summary

Draft Updated
Plans and
Zoning By-Law
+ Update 3D
Model

Finalize
Updated
Plans and
Zoning
By-Law

Phase 3
Reporting &
Development
of Illustrated
Summary

- Integration of community feedback to:
 - Prepare 3D model showing what the revised concept plans could look like
 - Prepare Phase 2 Report and Summary
- Develop the Draft updated Secondary Plan and Zoning By-law