



Bowmanville West

Major Transit Station Area Secondary Plan
STATUTORY PUBLIC MEETING
January 22, 2024

Project Team

Municipality of Clarington



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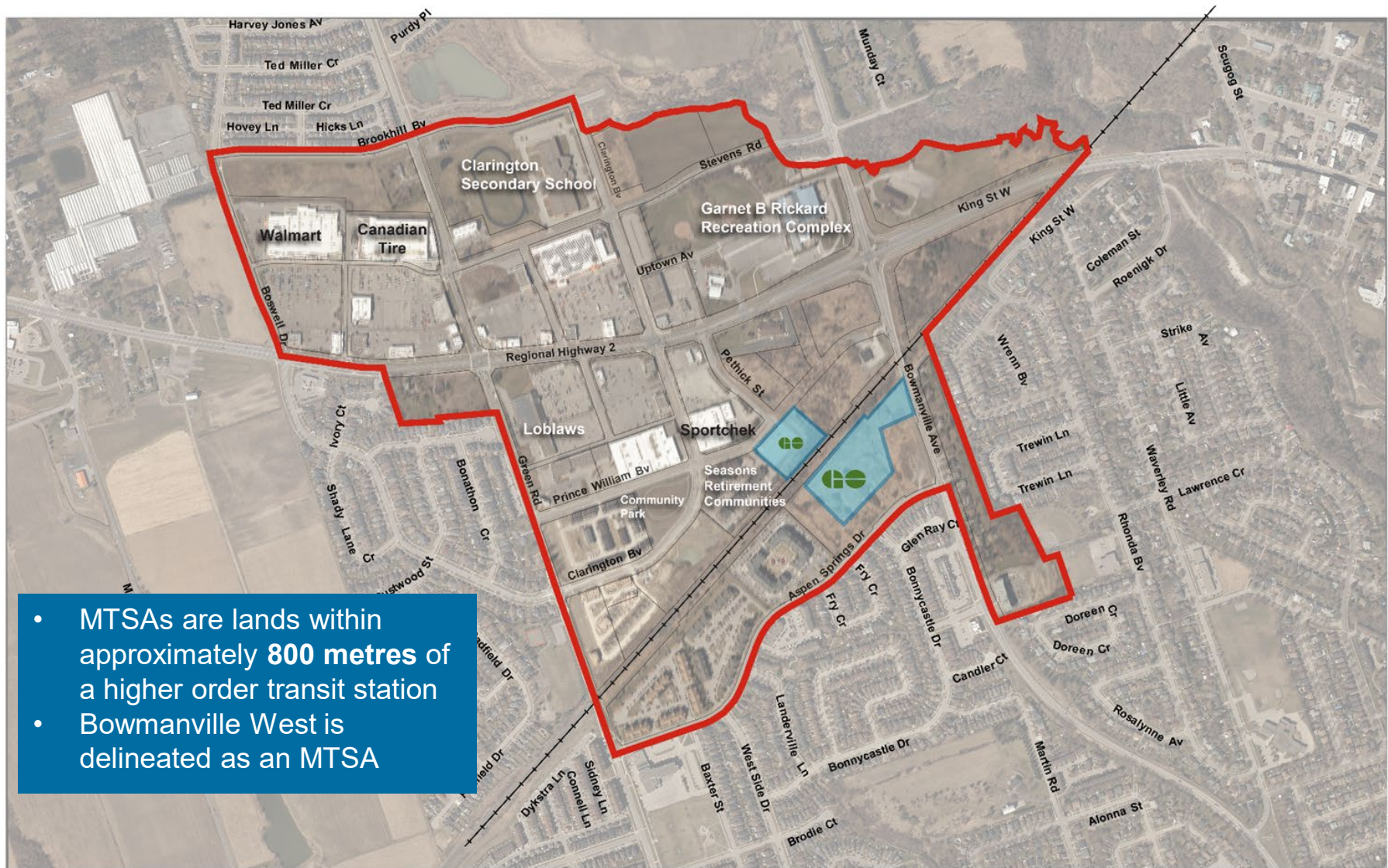
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Secondary Plan Context

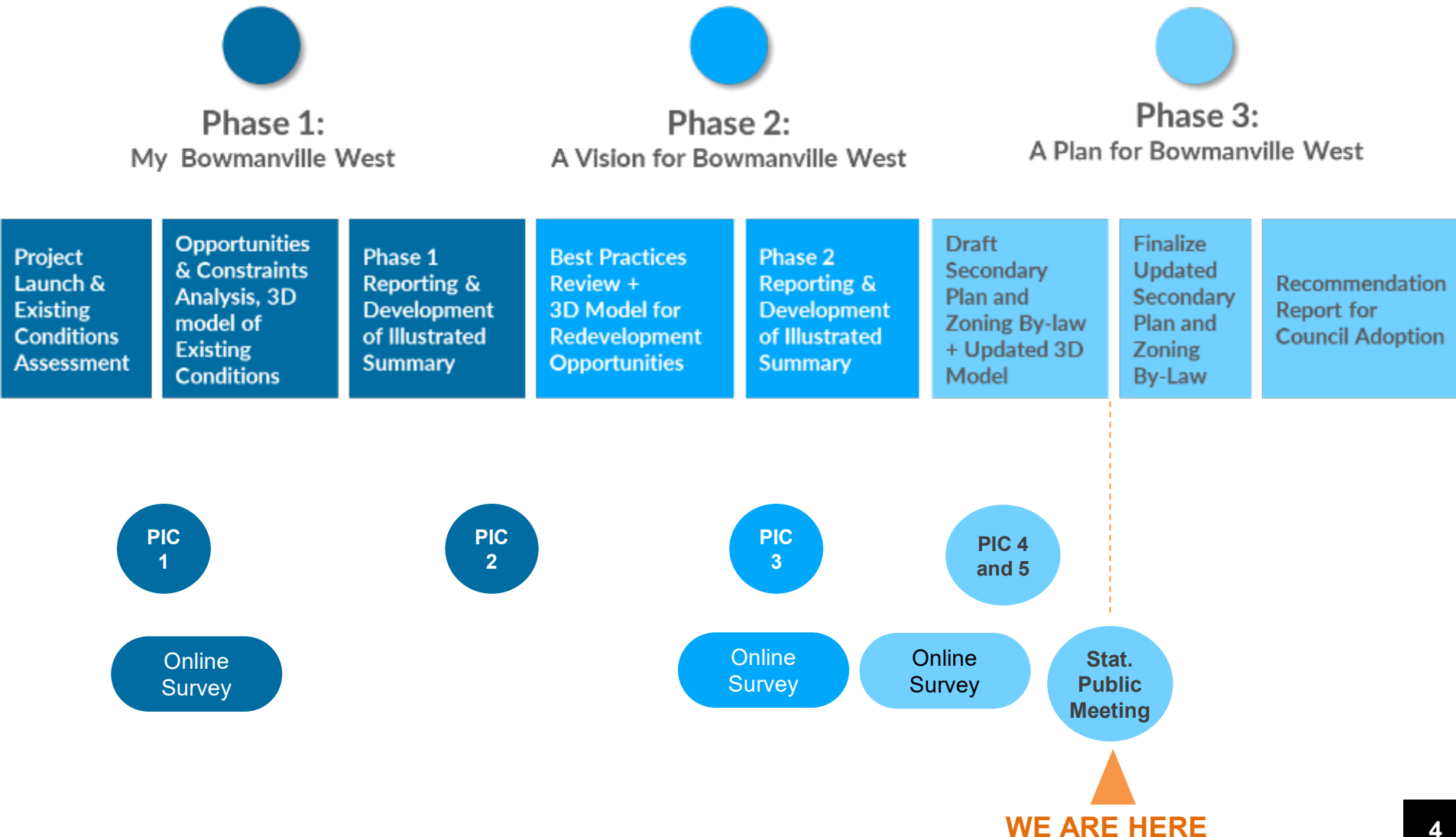
Secondary Plan Area



- MTSAs are lands within approximately **800 metres** of a higher order transit station
- Bowmanville West is delineated as an MTSA

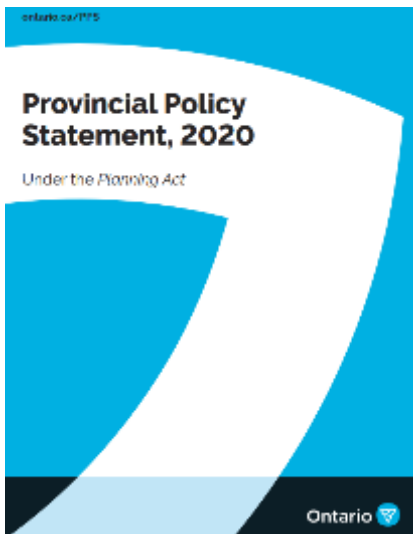
Where we are in the Process

The Secondary Plan Update Process



Policy Context

Alignment with Provincial Policy



- Secondary Plan has been prepared to conform to the policies of the current in force and effect Provincial Policy Statement (2020) and A Place to Grow, the Growth Plan for the Greater Golden Horseshoe (2020)
- Some highlights include:
 - Increased opportunities for intensification, housing diversity and transit-oriented development
 - Planned to achieve minimum density target of 150 people and jobs per hectare
 - Major Transit Station Area is planned for a diversity of uses, including opportunities for affordable housing
 - Provides for reduced parking standards within the MTSA
 - Prohibits land uses that would adversely affect the achievement of transit supportive densities

Policy Context

Alignment with Region of Durham Official Plan



- Region of Durham's Official Plan (as adopted) identifies Bowmanville West as a Protected Major Transit Station Area
- The Region's new Official Plan is not in full force and effect at this time
- The updated Secondary Plan has largely been prepared to conform to the policies of the adopted Official Plan (which are based on the PPS / P2G, 2020)
- However, further refinements may be needed as part of the Municipality's broader Official Plan update to address areas such as development phasing, station funding (Bill 131) and inclusionary zoning

GO Rail Context

GO Expansion: Lakeshore East Corridor

GO Expansion Construction Projects: Lakeshore East Corridor



Major Transit Station Area in Bowmanville West

How does a GO Station fit in the broader area?

- Mid and high-rise development around the GO Station;
- Diverse mix of land uses (including residential, major office and services)
- Access for travellers using all modes of movement in and around the Station;
- Enhanced connections to local transit;
- Active transportation infrastructure (sidewalks, bike lanes, bicycle parking facilities).



What We Heard

Engagement Feedback to Date

5
Public Events

450+
Community interactions

3
Online Surveys

300+
Comments received



What We Heard

Engagement Feedback to Date

Land Use and Intensification



- Support for mixed-use development over time
- Taller buildings: along major corridors and closer to the GO Station
- Adequate parking needed to limit overflow into adjacent neighbourhoods
- Management of noise and traffic impacts
- Housing diversity and affordable housing (including rental)
- Recreational facilities (e.g. parks) and personal services (e.g. medical)
- Transitions between taller buildings and existing homes

What We Heard

Engagement Feedback to Date

Placemaking and Urban Design



- Range of different types of gathering spaces
- Preserve existing green spaces
- Barrier-free access and design for people with disabilities is key

Mobility and Access



- Convenient access to the GO Station for all users
- Connected network of walking and cycling facilities
- Traffic calming along residential streets
- Pedestrian crossing improvements (e.g. intersection of Clarington Boulevard and Prince William Boulevard, along Green Road, and along Bowmanville Avenue.)

Secondary Plan

What is a Secondary Plan?

- Detailed plans and policies for a specific area to guide future land use change, private land development and public infrastructure investment
- Forms part of the Clarington Official Plan
- Directs zoning by-law

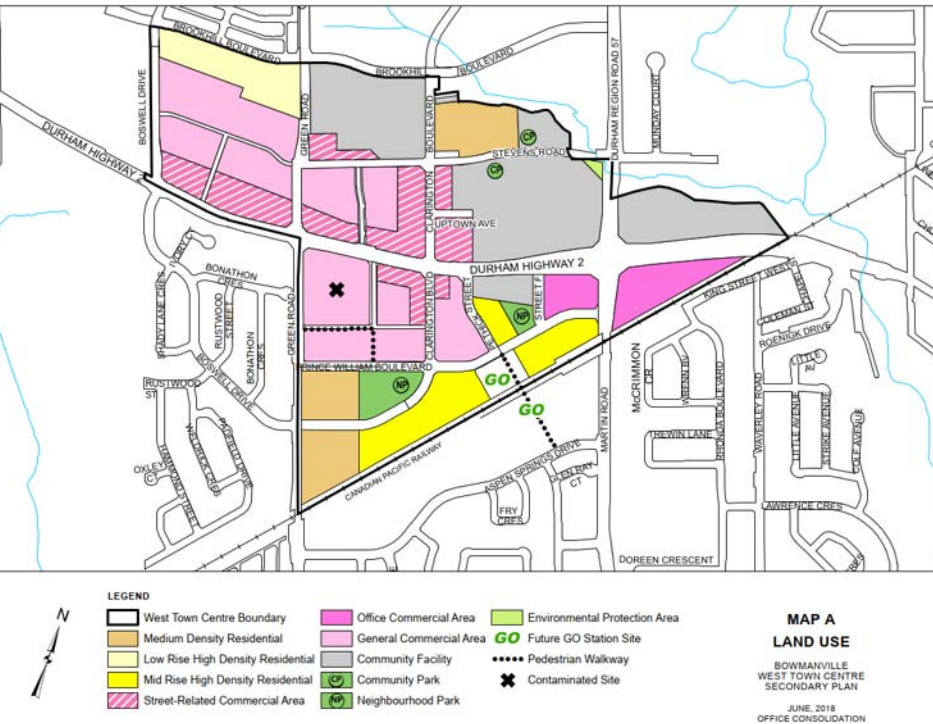


Following slides will cover core elements of the Plan :

- Vision and Objectives
- Land Use Plan
- Urban Design and Sustainability
- Mobility, Transportation and Implementation and Infrastructure

Secondary Plan

Historical and Current Context



Current Secondary Plan (1993, updated in 2006)

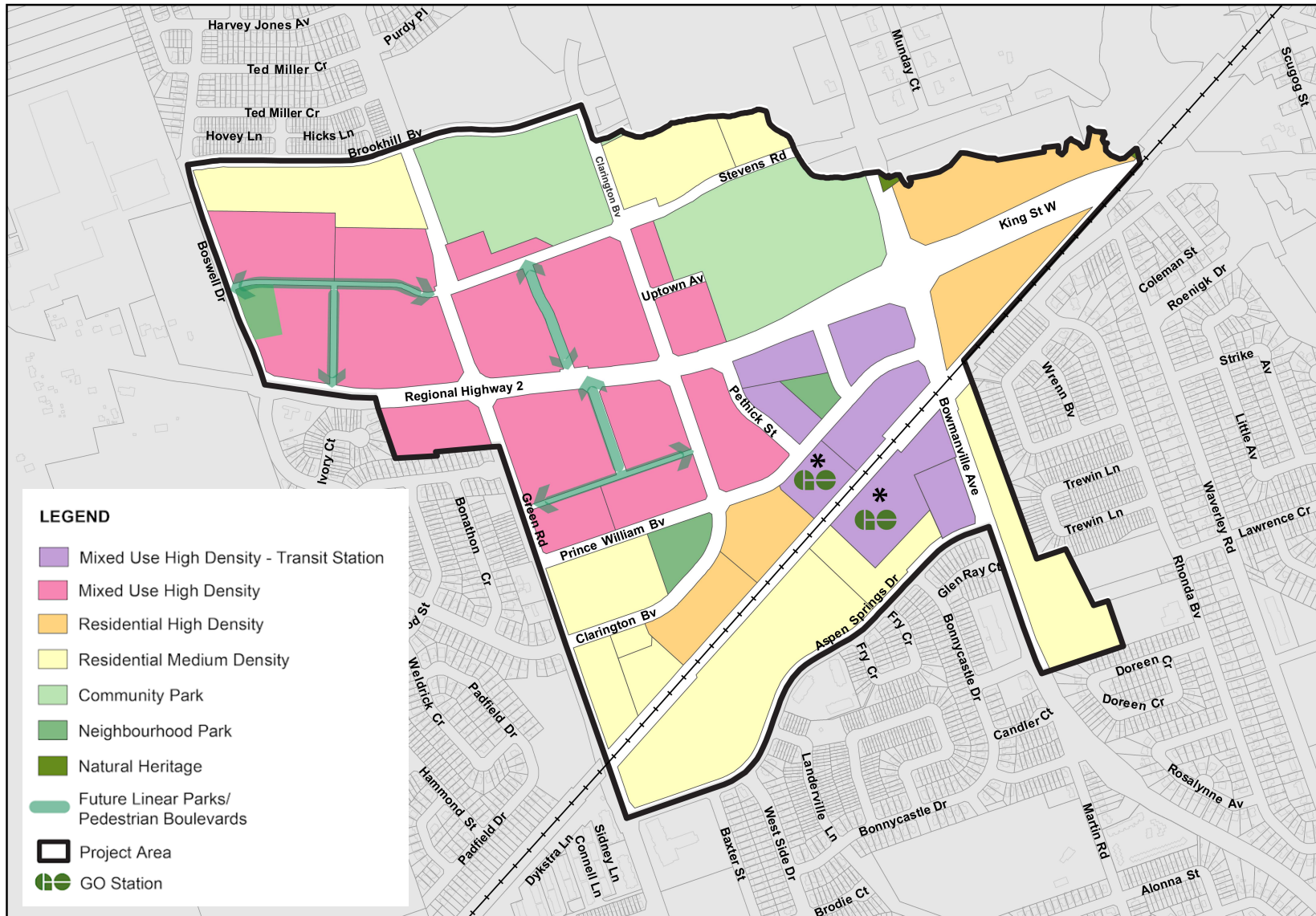
Demonstration Plan (2005)

Vision and Objectives

- Transit-oriented community offering a mix of high density opportunities
- Planned to accommodate the highest densities and widest variety of uses
- Promotes opportunities for affordable housing and diversity of housing
- Supported by a mix of vibrant, street-oriented commercial uses
- Facilitates multi-modal access in and around the GO Transit Station
- Includes network of complete streets and vibrant public spaces



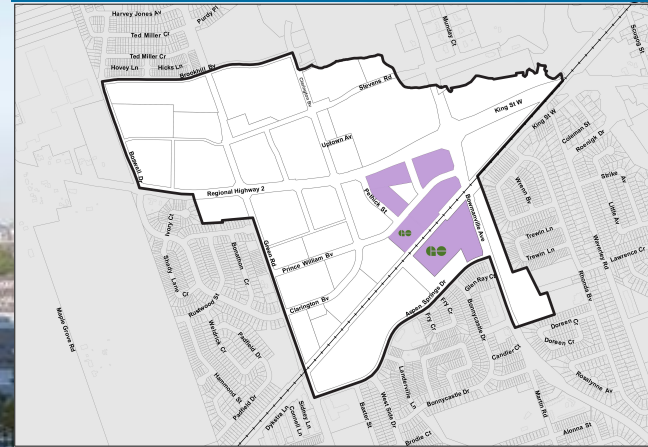
Land Use Plan





Mixed Use High Density-Transit Station

- Transit Station, Major Offices, Retail, Service Commercial, High Rise Residential, Institutional, Entertainment
- 12-18 storey buildings



Mixed Use High Density

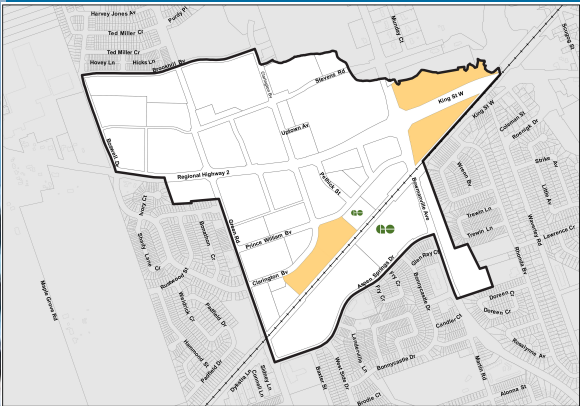
- Major Offices, Retail, Service Commercial, Mid Rise and High Rise Residential, Institutional, Entertainment
- 6-12 storey buildings





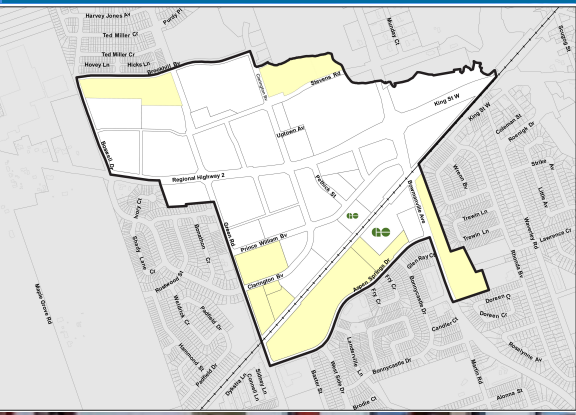
Residential High Density

- High Rise Residential, Mid Rise Residential
- 8-12 storey buildings

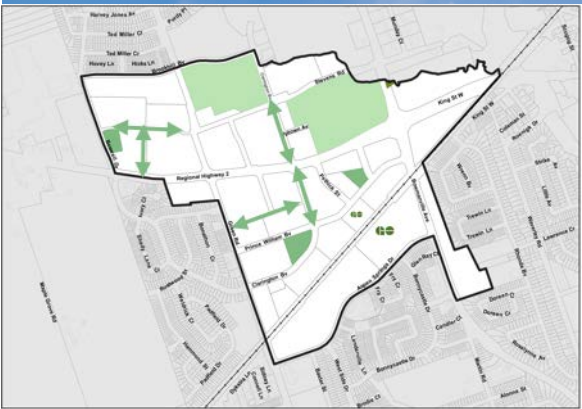


Residential Medium Density

- Mid Rise Residential, Stacked Townhouses
- 4-6 storey buildings

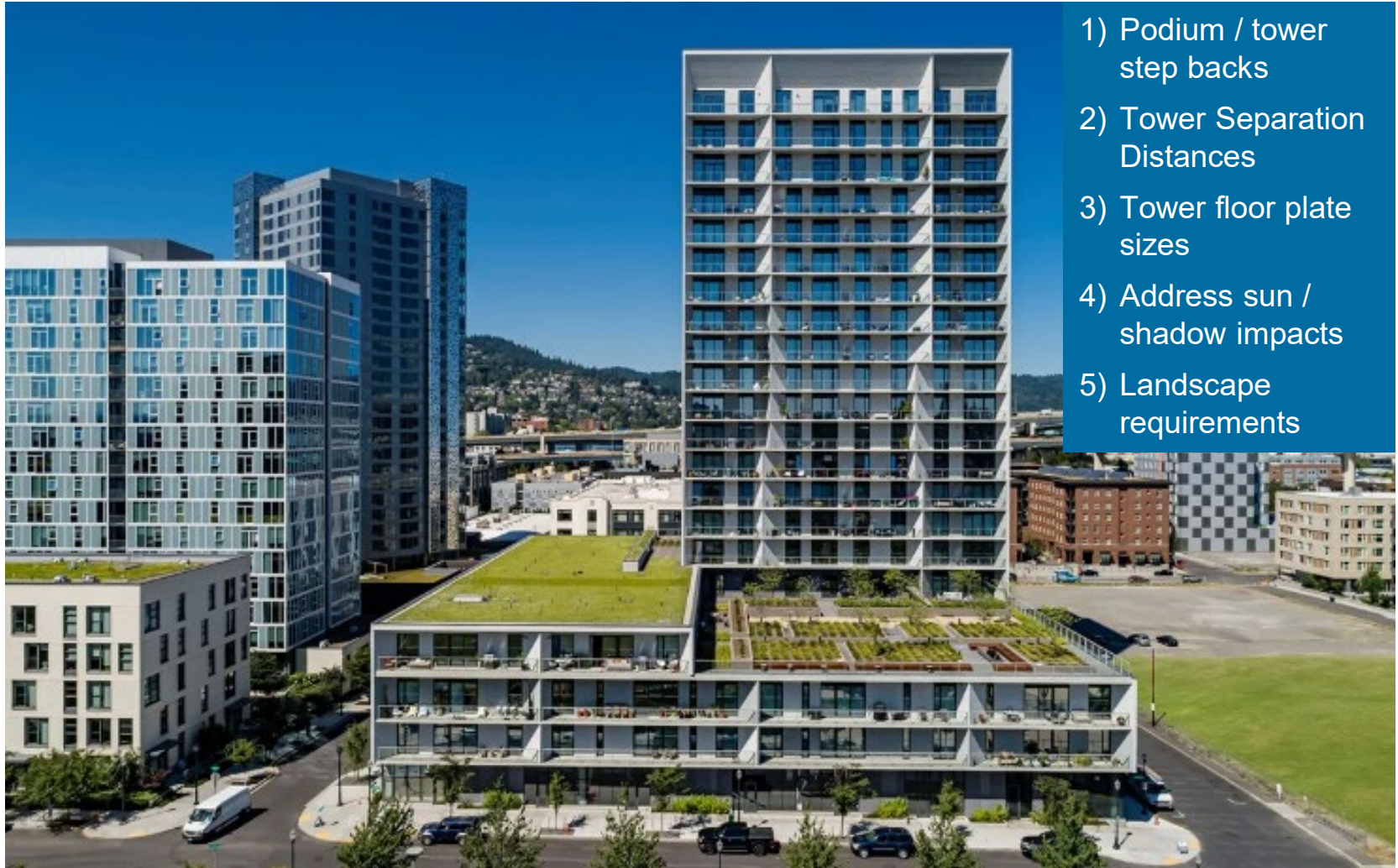


Parks/Community Facility



Urban Design Tools

Urban design policies and guidelines to address compatibility/promote high quality design



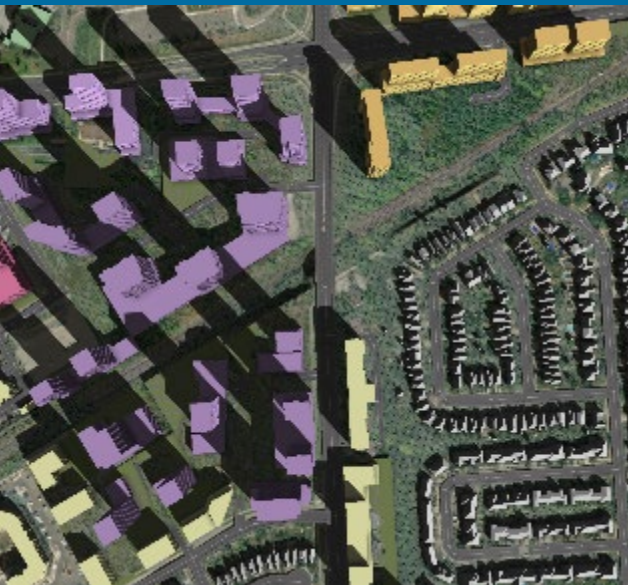
- 1) Podium / tower step backs
- 2) Tower Separation Distances
- 3) Tower floor plate sizes
- 4) Address sun / shadow impacts
- 5) Landscape requirements

Sun/Shadow Analysis

Review of planning building heights in the Secondary Plan area

- The full planned build out of the Secondary Plan was modelled for March 21st, featuring the maximum building heights to test sunlight and shadow impacts
- Key area of potential impact was identified along east side of Bowmanville Avenue

Bowmanville Avenue (March 21)



9 am



12 noon



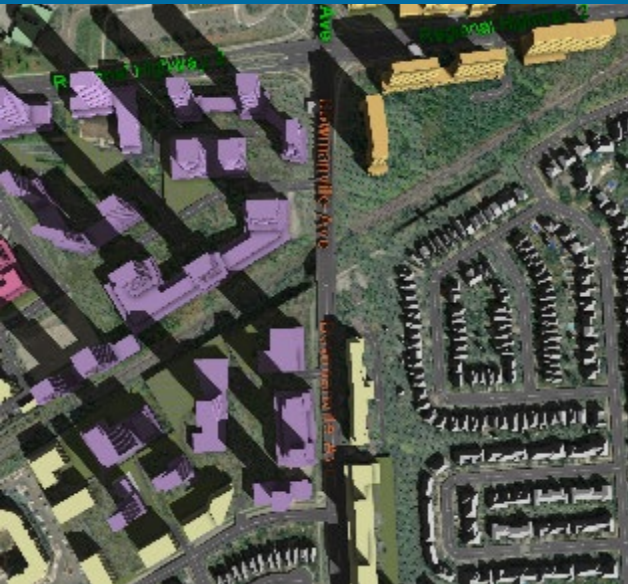
4pm

Sun/Shadow Analysis

Review of planned building heights in the Secondary Plan area

- Optimized for step backs, setbacks and massing
- Area-specific policy and zoning regulation to reduce building height fronting onto the west side of Bowmanville Avenue to 14 storeys to address sunlight and shadow impacts in this area

Bowmanville Avenue (March 21)



9 am



12 noon



4pm

Public Realm

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

1) Streetscape Improvement



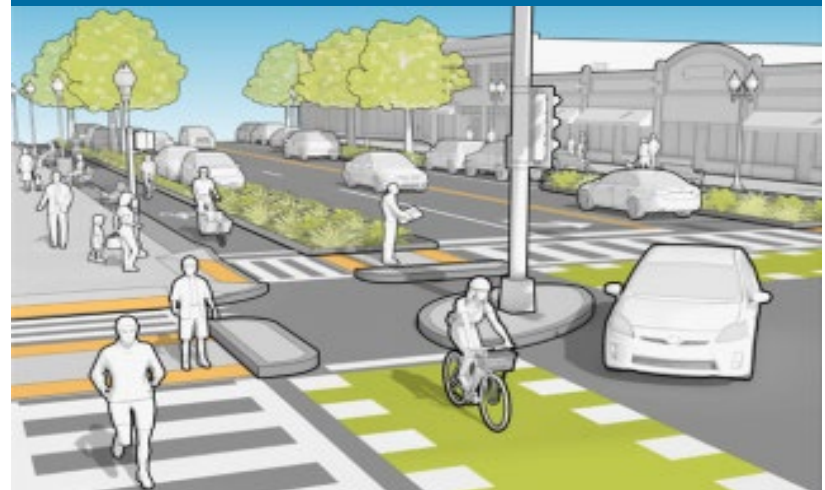
2) New Public Space



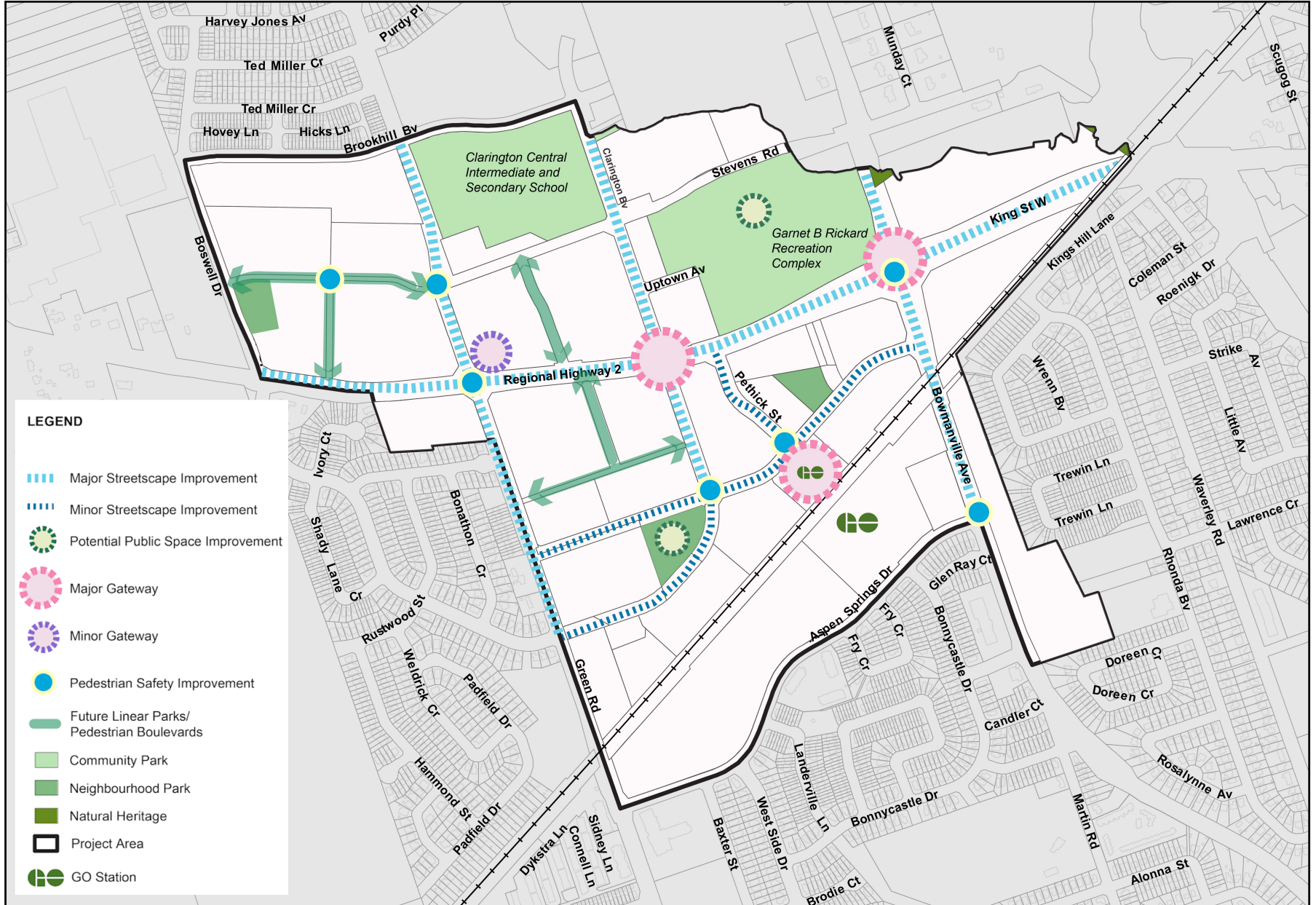
3) Gateway Areas



4) Pedestrian Safety Improvements



Public Realm Improvement Plan



Urban Design Directions

Healthy urban forest canopy / linear parks / pedestrian boulevards

Applies to new development and street design



Urban Design Directions

Buildings should frame the street and public spaces, with parking options located at the rear or underground

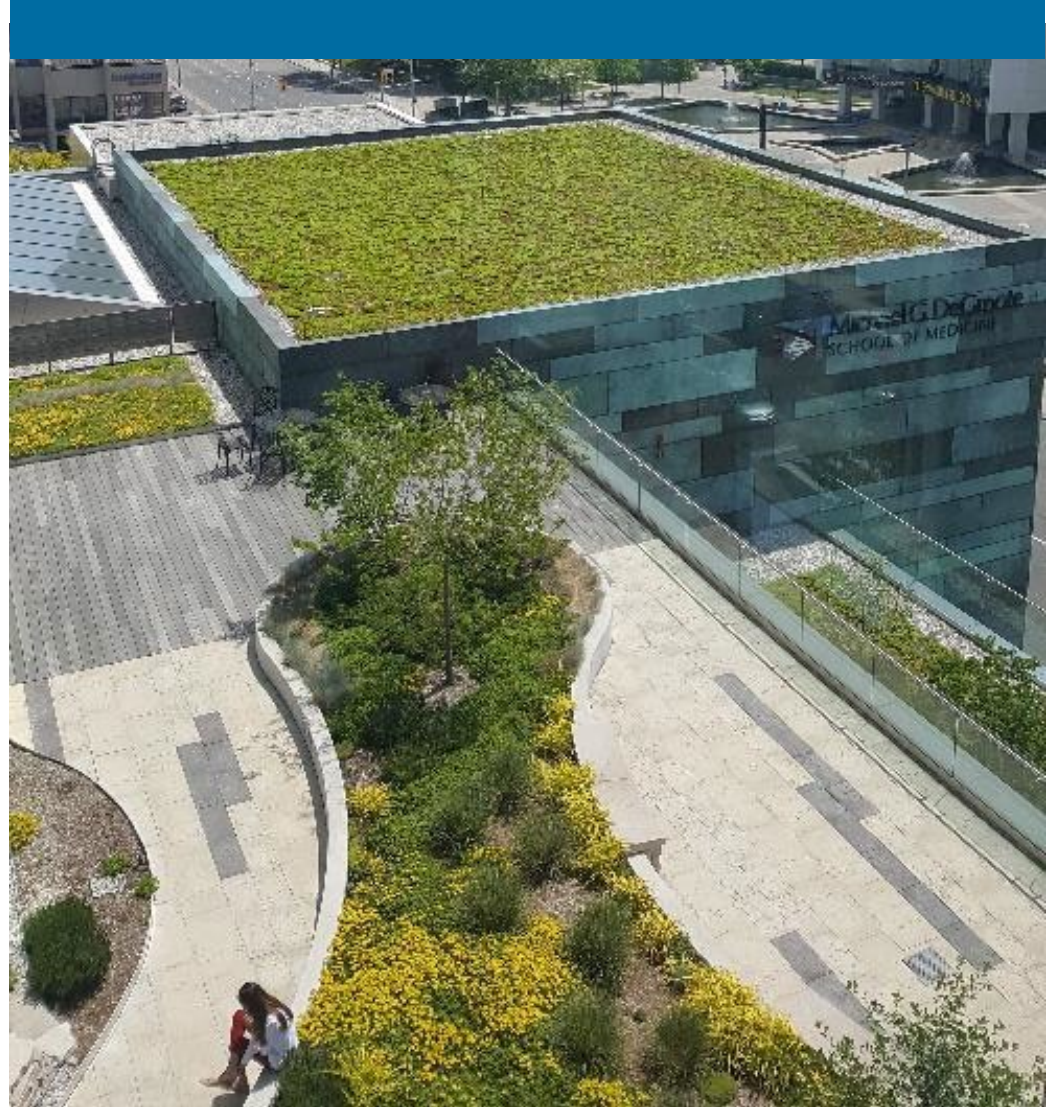
Applies to all new development



Urban Design Directions

Sustainable green building design

1) Rain gardens



3) Energy Efficient Buildings



Encourage for all new development

Mobility and Connections Directions











Safe, integrated mobility / complete streets design

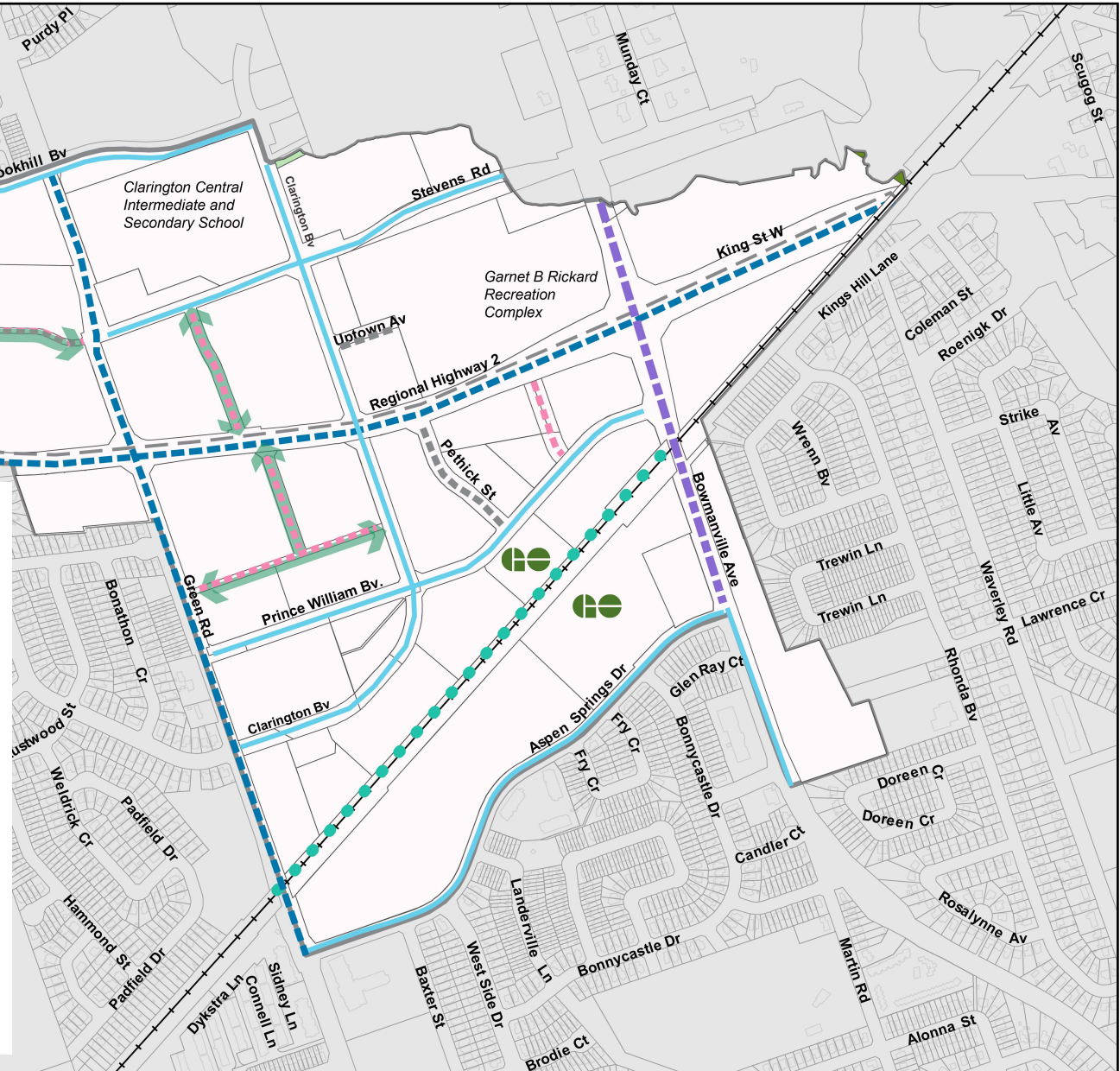
Applies to street design, all new development



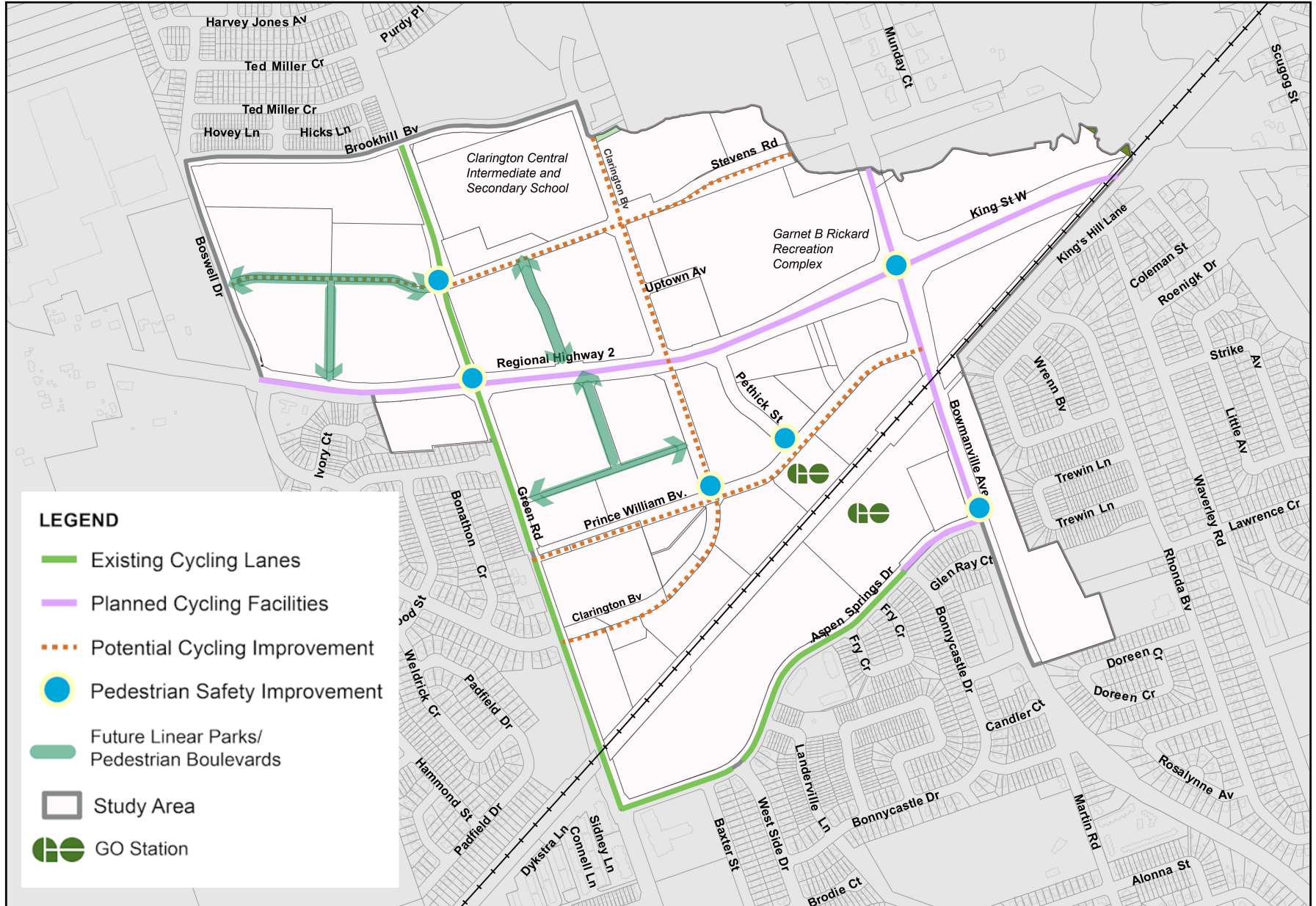
Mobility Network

LEGEND

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



Active Transportation Network

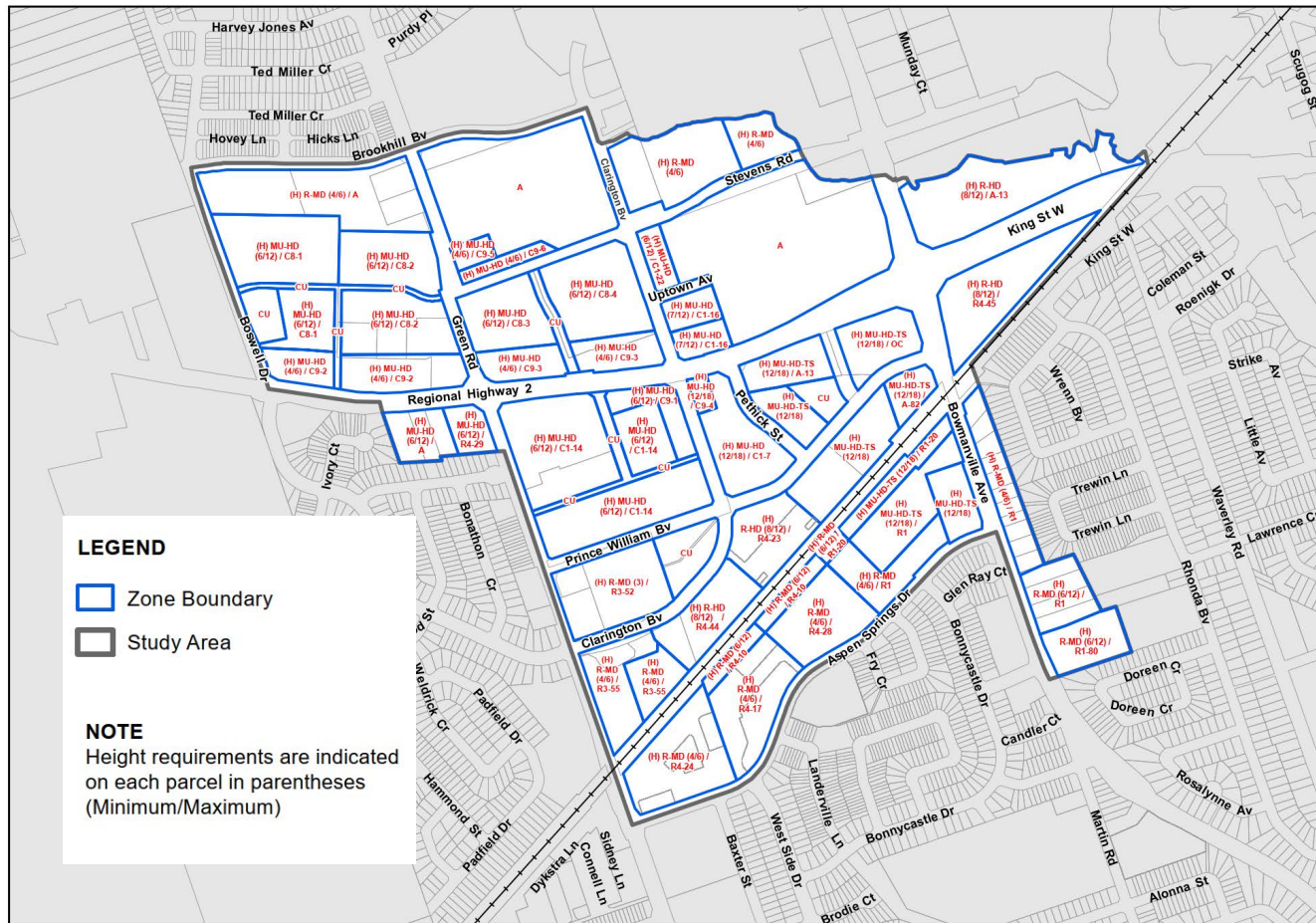


Implementation & Infrastructure

As part of the implementation program, a number of capital projects and improvements will be needed

- Confirm scope and timing for infrastructure studies/plans (e.g. drainage, transportation, etc.)
- Design and implementation for public realm improvements
- Regional Road improvements
- Local road improvements
- All local improvements intended to support development will be considered under the Municipality's Development Charges by-law

Draft Zoning By-law

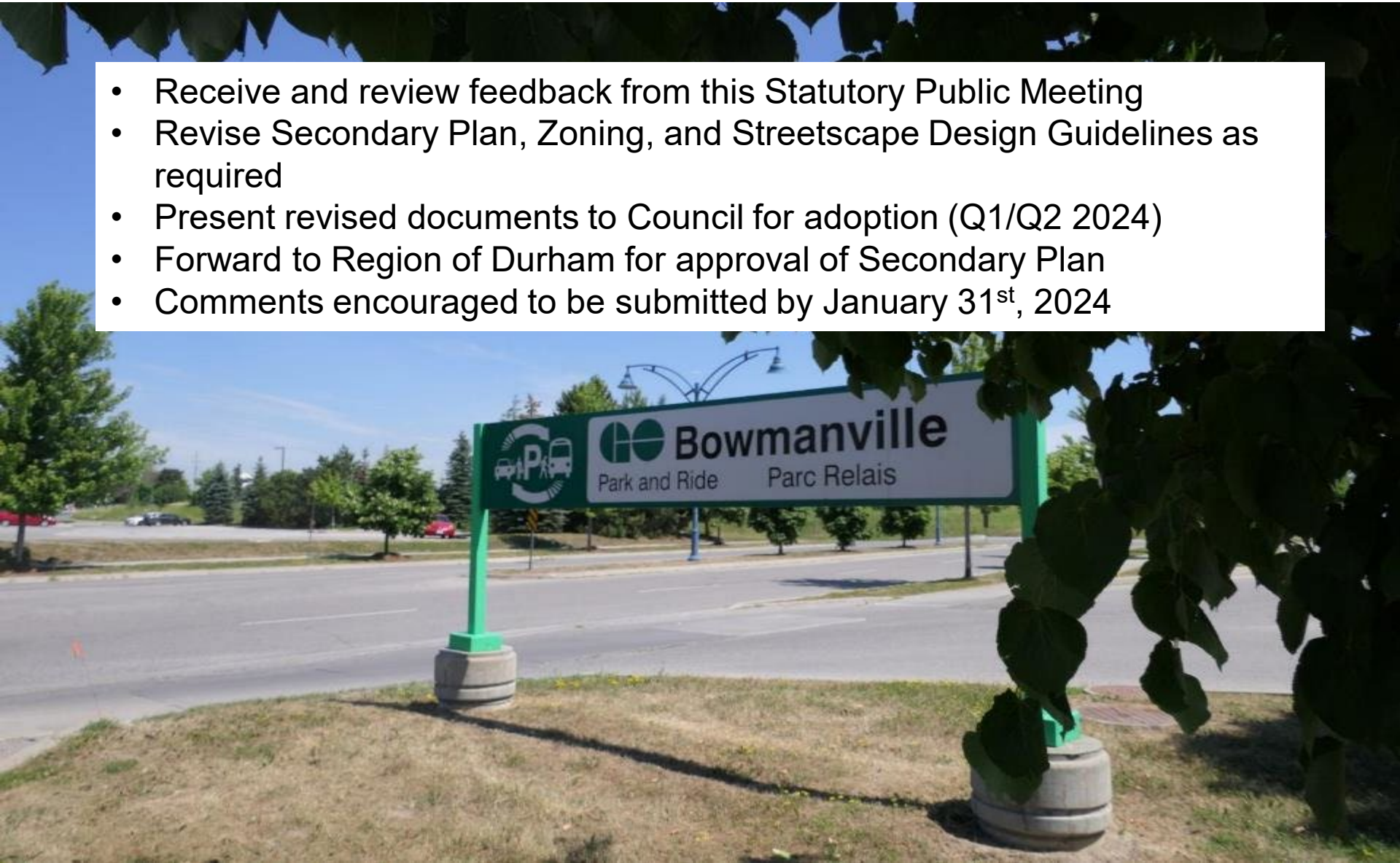


- Draft ZBA is intended to implement the Secondary Plan policies
- Includes more details on permitted uses, building heights, setbacks, step-backs, landscaping requirements and other land use and built form regulations
- Additional refinement to the ZBA will be required to ensure alignment with the final Secondary Plan / OPA

Next Steps on the Projects

Bowmanville West Secondary Plan

- Receive and review feedback from this Statutory Public Meeting
- Revise Secondary Plan, Zoning, and Streetscape Design Guidelines as required
- Present revised documents to Council for adoption (Q1/Q2 2024)
- Forward to Region of Durham for approval of Secondary Plan
- Comments encouraged to be submitted by January 31st, 2024



Thank you!

For more information, visit the project website or contact the project team:

Clarington.net/BowmanvilleWest

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