

# **Bowmanville East Urban Centre Secondary Plan**

Municipality of Clarington

August 2024

Bowmanville East Urban Centre Secondary Plan .....	1
1.0 Introduction.....	5
2.0 Vision, Principles & Objectives.....	6
2.1 Vision .....	6
2.2 Guiding Principles & Objectives.....	7
3.0 Community Structure & Character Areas .....	7
3.1 Community Structure .....	7
3.2 Historic Downtown Character Area.....	8
3.3 East Business District Character Area.....	9
3.4 Downtown Corridor Character Area.....	10
3.5 Residential Neighbourhoods Character Area .....	10
3.6 Goodyear Lands Character Area.....	11
4.0 Natural Heritage, Sustainable Development and Urban Resilience .....	11
4.1 Objectives .....	11
4.2 Environmental Protection Area.....	12
4.3 Climate Change and Urban Resilience.....	13
4.4 Sustainable Design.....	14
5.0 Land Use .....	16
5.1 Objectives .....	16
5.2 General Policies .....	16
5.3 Mixed Use Area .....	17
5.4 High Density Residential.....	19
5.5 Medium Density Residential.....	20
5.6 Low Density Residential.....	20
5.7 Institutional.....	21
6.0 Urban Design and Built Form .....	21
6.1 Objectives .....	21
6.2 General Policies .....	22
6.3 Placemaking and Streetscapes .....	22
6.4 Gateways and Prominent Intersections .....	24
6.5 Building Siting and Design .....	25

6.6	Active At-Grade Uses.....	25
6.7	Parking, Loading and Mechanical Structures .....	26
6.8	Built Form by Character Area .....	27
7.0	Parks and Community Facilities .....	29
7.1	Objectives .....	29
7.2	Parks .....	29
7.3	Privately Owned Publicly-Accessible Spaces .....	31
7.4	Schools.....	32
7.5	Community and Recreation Facilities.....	32
8.0	Housing.....	32
8.1	Objectives .....	32
8.2	General Policies .....	33
8.3	Affordable Housing.....	33
9.0	Mobility and Street Network .....	34
9.1	Objectives .....	34
9.2	Transportation Network.....	35
9.3	Arterial Roads .....	36
9.4	Collector Roads.....	37
9.5	Local Roads .....	38
9.6	Rear Lanes.....	38
9.7	Public Transit .....	39
9.8	Active Transportation Network.....	40
10.0	Servicing.....	41
10.1	Objectives.....	41
10.2	Municipal Services .....	41
10.3	Stormwater Management and Low Impact Development.....	42
10.4	Utilities .....	43
11.0	Cultural and Built Heritage .....	44
11.1	Objectives.....	44
11.2	General Policies.....	44
12.0	Implementation and Interpretation .....	45

12.1	Implementation .....	45
12.2	Interpretation .....	47

**SCHEDULE A – COMMUNITY STRUCTURE AND CHARACTER AREAS**

**SCHEDULE B – LAND USE**

**SCHEDULE C – TRANSPORTATION AND OPEN SPACE NETWORK**

**APPENDIX A – URBAN DESIGN GUIDELINES**

## 1.0 Introduction

Centered on the intersection of King Street East and Liberty Street, the 127-hectare Bowmanville East Urban Centre Secondary Plan area (“the Plan area”) encompasses a mix of land uses and a diverse built form. The Plan area includes a number of notable districts and destinations, including the traditional Downtown, the East Business District, the former Goodyear manufacturing lands, the Bowmanville Mall and the Lakeridge Health Bowmanville Hospital, and is home to a number of businesses, services and government offices. The Plan area includes portions of the two significant natural heritage assets – the Bowmanville Creek and Soper Creek and their associated valley lands – that define its western and eastern boundaries.

Furthermore, the Plan area contains the lands of the former Goodyear manufacturing plant (known as the “Goodyear Lands”). Located south of the Downtown and directly adjacent to the Bowmanville Creek, this approximately 15.5-hectare brownfield site represents the largest redevelopment site within east Bowmanville.

In the Clarington Official Plan, the majority of the lands are designated as Urban Centre, with the Goodyear Lands designated as Special Study Area #3. The Plan area functions as a focal point of activity, interest and identity for residents of the Municipality of Clarington. This Secondary Plan will build upon the existing condition of Bowmanville East by encouraging forward-thinking development which contributes to the future long-term prosperity and well-being of this complete community.

In conformity with the updated Clarington Official Plan, the Secondary Plan is rooted in four priorities as identified by Clarington’s Council:

- 1) **Sustainability and Climate Change** – the Secondary Plan will support the adoption of a “green lens” approach to development, with the intent of protecting and enhancing the natural environment, ensuring land use patterns promote sustainable living, and striving towards a net zero community.
- 2) **Urban Design** – the Secondary Plan will celebrate and enhance the history and character of the Bowmanville East Urban Centre, creating a sense of place through appropriate built form and high quality urban design.
- 3) **Affordable Housing** – the Secondary Plan will permit a variety of housing types and tenures to ensure there are ample and appropriate housing options for people of all ages, incomes and abilities.
- 4) **Community Engagement** – the Secondary Plan will be underpinned by a robust public consultation and engagement process to ensure an inclusive and welcoming planning process.

The policies of the Secondary Plan are in conformity with the Durham Region Official Plan. The purpose of the Secondary Plan is to provide planning and design policies to guide future development within the Bowmanville East Urban Centre. The directions of the Secondary Plan will be implemented through Plan of Subdivision, Zoning and Site Plan Control.

Development proposals within the Plan area will adhere to this Plan, ensuring that the Bowmanville East Urban Centre achieves the vision and guiding principles which were formulated during the planning process with input from key stakeholders and the broader community. This Plan is complemented by a set of Urban Design Guidelines (attached as Appendix A), which provide direction for its implementation.

## **2.0 Vision, Principles & Objectives**

### **2.1 Vision**

Bowmanville East will be a vibrant, livable and sustainable community. Bowmanville East will embody a unique identity, one which celebrates and values its historic character while evolving and adapting to meet the needs of future generations. It will maintain and build on the existing urban fabric, while accommodating opportunities for gradual growth and change.

The Plan area will feature a mix of uses of varying intensity, including residential, commercial, employment, open space and institutional uses, in order to meet the everyday needs of both existing and future residents. A variety of housing, businesses, and essential services will be located within the Plan area, helping shape Bowmanville East into a retail, tourism and civic destination—welcoming people of all ages, incomes and abilities to live, work and play.

New infill buildings will be developed at appropriate and complementary heights and densities and implement transitions to the existing built form. The redevelopment of the Goodyear Lands will provide an exciting opportunity to repurpose former industrial lands for the establishment of a new master-planned, higher-density mixed use community.

The Plan area will provide a cohesive and walkable public realm, comprised of a network of ecologically-rich parks, open spaces, and multimodal streetscapes. These will introduce additional opportunities for greenery, public art and active transportation, encouraging users to explore and interact with the community. The existing natural heritage system, including the valleylands adjacent to the Bowmanville and Soper Creeks, will be preserved, enhanced and connected to the broader Plan area.

Finally, Bowmanville East is envisioned as an inclusive and forward-thinking community. This Plan includes policies which support municipal affordable housing targets and encourage a wide range of housing options to meet the varied needs of residents. Development within the Plan area will be designed to minimize environmental impact, adopt sustainable building technologies and support greater urban resilience in pursuit of a post-carbon future.

## 2.2 Guiding Principles & Objectives

This Vision will be realized through the implementation of policy directions which are based upon the following seven key guiding principles and their associated objectives:

1. **Provide Housing Choice and Affordability** – to ensure that residents are able to access and maintain adequate, affordable and suitable housing which securely contributes to their sense of well-being and quality of life.
2. **Improve Connections** – to facilitate comfortable, direct and efficient connections for all modes of transportation in order to enable access between key destinations and promote mobility via active transportation methods.
3. **Diversify Open Space** – to create opportunities for parks, open spaces, and streetscapes which support recreational activities, social interaction and diverse programming for users of all ages and abilities.
4. **Maintain Historical Character** – to recognize the area’s unique pattern of historical development and to promote development which is complementary to the existing character and enables context-sensitive transitions in built form.
5. **Establish an Active Street Wall** – to support development which has appropriate and pedestrian-oriented scale and massing, and where appropriate locates active uses at-grade to support street-level activity.
6. **Promote a Sense of Place** – to strengthen and celebrate the unique characteristics of the area and encourage a built form and public realm which reinforces its key role as a destination within Clarington.
7. **Create a Sustainable Future** – to ensure a healthy environment for future generations through development practices which protect the natural environment and respond to climate change in the pursuit of a resilient, equitable and post-carbon future.

## 3.0 Community Structure & Character Areas

### 3.1 Community Structure

The community structure for the Bowmanville East Urban Centre organizes a distribution of land uses and intensities of development to achieve this Plan’s vision, principles & objectives. The Secondary Plan establishes five Character Areas across the Plan area which respond to existing urban conditions, define the identities of different areas within the Urban Centre, and

provide guidance in regards to the hierarchy and character of future redevelopment. As identified on Schedule A of this Plan, the key structuring elements of the Plan area include:

- 3.1.1 Character Areas: Five Character Areas are established to define and organize future development within the Plan area, including direction in regards to land use, building heights and public realm features. The five Character Areas include the Historic Downtown, East Business District, Downtown Corridor, Residential Neighbourhoods and Goodyear Lands. Sections 3.2 to 3.6 of this Plan describe the Character Areas.
- 3.1.2 King Street Corridor: As a Regional Corridor, King Street shall be the primary location for higher-density, mixed use areas which support higher-order transit services, pedestrian-oriented development, and a concentration of commercial and service uses to serve the community, in accordance with the Regional Official Plan.
- 3.1.3 Liberty Street Corridor: As a Local Corridor, Liberty Street shall be developed with mixed use areas with appropriate densities to support frequent transit service, in accordance with the Regional Official Plan.
- 3.1.4 Environmental Protection Areas: Environmental Protection Areas along the Bowmanville and Soper Creek valleys largely define the eastern and western boundary of the Plan area.
- 3.1.5 Parks and Open Space: The parks and open space network includes the existing Rotary Park, a Neighbourhood Park with an important civic and community role. Additional public parks and open spaces are anticipated to be developed through future development within the Plan area, including a parkette within the Goodyear Lands.
- 3.1.6 Gateways and Prominent Intersections: Gateways are key locations where high-quality architectural design and treatment will be applied. Gateways are located at the western and eastern terminus points of the King Street corridor, signifying points of entry into the Plan area. Prominent Intersections are key intersections that function as community focal points, where built form and special architectural and landscaping elements serve to emphasize the significance of the intersection.

## 3.2 Historic Downtown Character Area

### *Objective*

- 3.2.1 The Historic Downtown will continue to function as the social and commercial heart of the Bowmanville community, preserving the distinctive main street character and fine-grain streetscape which defines its status as a local destination for shopping, dining and public life.

### *Policies*

- 3.2.2 It is the Municipality's intent to maintain the Historic Downtown as the administrative and symbolic centre of Clarington. New civic, administrative and institutional uses are



encouraged to be located along Temperance Street, helping to entrench and expand the presence of existing municipal buildings and to establish a local hub for these functions.

- 3.2.3 King Street will continue to serve a primary commercial function, with retail and service uses located on the ground floor of mixed use buildings.
- 3.2.4 New development will be comprised of primarily mid-rise forms and will preserve the historic character and existing fine-grain streetscape of the King Street corridor. Context-sensitive intensification and redevelopment will be encouraged, which supports and enhances the historic streetscape along King Street while providing additional massing and height without negatively impacting the streetscape.
- 3.2.5 New development will provide for and be supported by a generous public realm including a western gateway, a newly established 'flex' shared street along Temperance Street, active uses along King Street, Division Street and Temperance Street, new connections to the Goodyear Lands and Bowmanville Creek, and new public parks and open spaces.

### 3.3 East Business District Character Area

#### *Objective*

- 3.3.1 The East Business District will continue to develop as a commercial and mixed use center while leveraging opportunities from existing anchor retail and institutional uses.

#### *Policies*

- 3.3.2 Medical clinics, offices, laboratories, and other supportive uses are encouraged to be located within the East Business District in order to create an expanded medical campus adjacent to the Lakeridge Health Bowmanville Hospital and deliver high-quality job opportunities.
- 3.3.3 The Bowmanville Mall is recognized as the major commercial anchor of the East Business District. Further development or redevelopment is encouraged to retain retail uses while locating buildings closer to the street to create a more direct relationship to King Street.
- 3.3.4 New development will be comprised of a mix of mid-rise and high-rise forms, with opportunities for high-rise buildings fronting King Street. Where new development abuts existing low density residential forms, a transition in built form will be required.
- 3.3.5 New development within the East Business District is encouraged to create a finer grained street network around Lakeridge Health Bowmanville Hospital and provide additional frontage for development.
- 3.3.6 New development will provide for and be supported by public realm opportunities including an eastern gateway, active frontages along King Street East and Liberty Street

South, potential new connections and views to Soper Creek, and new public parks and open spaces.

### 3.4 Downtown Corridor Character Area

#### *Objective*

- 3.4.1 The Downtown Corridor will act as a mixed use transition zone which cohesively links the East Business District and Historic Downtown.

#### *Policies*

- 3.4.2 New development will include a mix of mid-rise and high-rise forms, with the built form implementing a transition between the mid-rise character of the Historic Downtown and the high-rise buildings of the East Business District.
- 3.4.3 Development is encouraged to contribute to a cohesive, well-scaled and consistent street wall along King Street East between Division Street and Liberty Street.
- 3.4.4 New development will provide for and be supported by public realm opportunities including active frontages along King Street, potential new connections to the Goodyear Lands and Bowmanville Creek, and new public parks and open spaces.

### 3.5 Residential Neighbourhoods Character Area

#### *Objective*

- 3.5.1 The Residential Neighbourhoods will function as an extension of the existing low density residential areas to the north and south, introducing context-sensitive opportunities for new infill housing. Residential Neighbourhoods within the identified Regional Centre are planned to accommodate higher densities to support the planned function of the other Character Areas, while Residential Neighbourhoods within the remainder of the Plan area are intended to form an appropriate transition of built form and uses to those permitted in the surrounding Urban Residential areas outside of the Bowmanville East Secondary Plan.

#### *Policies*

- 3.5.2 New development will include a range of housing forms, typologies and tenures, to improve housing choice and supply.
- 3.5.3 Existing institutional uses in this Character Area will be encouraged to remain, with the potential to be incorporated into future site redevelopment.
- 3.5.4 Development within this Character Area will provide for and be supported by a public realm strategy that is consistent with and contributes to the predominantly residential uses, including the protection and retention of mature trees, where possible.

## 3.6 Goodyear Lands Character Area

### *Objective*

- 3.6.1 The Goodyear Lands will be planned and developed as a complete community which repurposes former industrial lands to create new housing units and jobs while creating accessible connections to the surrounding natural heritage system and traditional Downtown.

### *Policies*

- 3.6.2 New development will be comprised of a mix of mid-rise and high-rise forms, with high-rise buildings located at the core of the Character Area and a downwards transition to mid-rise towards the existing residential neighbourhoods to the east and north.
- 3.6.3 A network of new public streets will be established to improve the connectivity of the Goodyear Lands to its surrounding areas.
- 3.6.4 A new parkette will be established at the centre of the Character Area to provide active and passive recreational space.
- 3.6.5 New development will deliver new community facilities and services, including a potential school site, required to serve the needs of the new residential community, to be determined in consultation with the Municipality of Clarington and other stakeholders. A new school may be within the podium of a mixed use building.
- 3.6.6 New development will provide for and be supported by new public realm opportunities, including new connections to the Bowmanville Creek and the surrounding natural heritage network, enhanced streetscape treatments, and a new public plaza.
- 3.6.7 New development will have regard for the heritage value of existing industrial buildings on-site and is encouraged, where possible, to retain and adaptively re-use heritage properties.
- 3.6.8 New development is encouraged to incorporate active at-grade uses to generate pedestrian activity. Retail uses are encouraged at the core of the Character Area to support street animation and activity.
- 3.6.9 The industrial history of the Goodyear Lands will be incorporated into the design of the public realm through landscaping, lighting, signage, heritage interpretation installations, public art, and/or other appropriate forms.

## 4.0 Natural Heritage, Sustainable Development and Urban Resilience

### 4.1 Objectives

- 4.1.1 To provide for the protection, restoration and enhancement of the natural heritage system, including its ecological integrity and function.
- 4.1.2 To ensure that watercourses, sensitive species, and wildlife habitat, amongst other features, are not harmed by the effects of human activity.
- 4.1.3 To protect the natural heritage system from incompatible development.
- 4.1.4 To facilitate active transportation connections to the natural heritage system, where appropriate.
- 4.1.5 To facilitate development proposals which achieve sustainable development and building design principles.
- 4.1.6 To encourage development which supports improved outcomes in regards to climate change adaptation and mitigation, water conservation and management, energy conservation and management, urban tree canopy, biodiversity, and local food systems.

## 4.2 Environmental Protection Area

- 4.2.1 Environmental Protection Areas are recognized as the most significant components of the Municipality's natural environment. These areas and their ecological functions are to be preserved and protected from the impacts of human activity. Lands designated Environmental Protection Area are shown on Schedule A.
- 4.2.2 Environmental Protection Areas include natural heritage features, hydrologically sensitive features, lands within the regulatory flood plain of a watercourse, and hazard lands associated with valley systems, including slope and erosion hazards. Areas associated with Environmental Protection Areas support their ecological integrity and include vegetation protection zones and other natural heritage areas.
- 4.2.3 The delineation of the boundary of lands designated as Environmental Protection Area are approximate and shall be detailed through appropriate site-specific studies prepared as part of the review of development applications in accordance with the policies of this Secondary Plan and the Clarington Official Plan.
- 4.2.4 Any new development in proximity to the natural heritage system shall be required to complete an Environmental Impact Study (EIS) in accordance with the Clarington Official Plan. The purpose of EIS would be establishing the limits for development adjacent to the natural heritage features and/or natural hazards through identifying feature boundaries and applying appropriate Vegetation Protection Zones (VPZ) as per Clarington OP policies.
- 4.2.5 Development shall be subject to the policies of the Clarington Official Plan as it pertains to natural heritage system policies in Section 3.4, Watershed and Subwatershed Plans

policies in Section 3.5, the Hazards policies in Section 3.7, and the Environmental Protection Areas policies in Section 14.4.

- 4.2.6 The eastern portion of the Plan area includes lands within the Soper Creek subwatershed. The Municipality is undertaking the Soper Creek Subwatershed Study to develop the Soper Creek Subwatershed Plan, which will identify stormwater management and natural heritage strategies to protect, rehabilitate, and enhance the natural features within the watershed. Development within the Plan area shall be required to adhere to the recommendations of the Subwatershed Plan.
- 4.2.7 Notwithstanding Section 14.4 of the Clarington Official Plan, development and redevelopment on the Bowmanville Mall lands may be permitted to the defined top-of-bank of the Soper Creek provided provision is made for public access and connection to a valleyland trail system.
- 4.2.8 Notwithstanding the development policies in Sections 3.4, 3.7 and 14.4 of the Clarington Official Plan, it is recognized that the Vanstone Mill has historically been located within the valleyland of the Bowmanville Creek. Further development and redevelopment within the valleylands is permitted provided:
  - a) It is located outside of the floodplain;
  - b) Erosion control works are undertaken;
  - c) Environmental protection lands are dedicated to the Municipality; and
  - d) Arrangements are made to restore and enhance the natural features within the Bowmanville Creek corridor.

### 4.3 Climate Change and Urban Resilience

- 4.3.1 The Municipality's array of planning tools, including this Plan, the associated Urban Design Guidelines, as well as the Priority Green Development Program, will ensure development proposals meet increasingly rigorous standards of energy and water conservation, and reduce carbon emissions.
- 4.3.2 Development proposals should:
  - a) Demonstrate best practices in green building technologies, use of renewable and alternative energy sources, and employ other sustainable design measures to contribute to the achievement of the Region of Durham's greenhouse gas emissions target of 80% below 2007 levels by 2050;
  - b) Where feasible, utilize materials from sustainable sources for construction and infrastructure projects, and account for positive and negative life-cycle impacts of materials when assessing their contribution;

- c) Consider the climate risks and implement where feasible the primary adaptation measures outlined in the most recent version of the Durham Region Climate Resilience Standard for New Houses;
  - d) Utilize street alignments, building placement, and façade design to maximize potential for passive and active solar energy capture; and
  - e) Support the use of electric vehicles through the provision of charging infrastructure in the Mixed Use and High Density Residential areas and in on-street parking areas near parks. Engagement with utility companies early in the planning process is strongly encouraged.
- 4.3.3 In multi-unit residential, townhomes, and non-residential development with shared common onsite parking spaces, provide at least 20% of parking spaces with electrical vehicle charging stations. All remaining spaces will be designed to enable future charging station installation.
- 4.3.4 The Municipality will work with Durham Region, GO Transit, Metrolinx, and neighbouring municipalities to improve transit services, carpooling, and other traffic demand management measures in order to reduce greenhouse gas emissions from private automobile reliance.
- 4.3.5 Integrate climate change adaptation and mitigation strategies into development proposals through land use and development patterns that:
- a) Maximize vegetation and natural areas to support improved air quality, stormwater management, and carbon sequestration;
  - b) Reduce emissions of greenhouse gases, including embodied carbon, and other pollutants;
  - c) Maximize opportunities for the use of renewable energy systems; and
  - d) Promote active transportation.

## 4.4 Sustainable Design

- 4.4.1 Encourage development proposals that include water efficient building design and practices in all new buildings, including measures such as ultra-low flow fixtures, dual flush toilets, and rainwater harvesting.
- 4.4.2 The Municipality will support a variety of water conservation efforts through building technology, landscaping, and stormwater management.
- 4.4.3 Encourage development proposals that include energy efficient building design and practices in all new buildings.

- 4.4.4 Incorporate energy-saving measures in buildings such as window shading, daylight design, daylight sensors, heat recovery ventilation, high-efficiency mechanical equipment, and energy efficient appliances and lighting.
- 4.4.5 The following can be used to mitigate heat island effects:
- a) Green roof and cool roof strategies that use high albedo materials to reduce heat gain;
  - b) The strategic use of deciduous trees to help with evapotranspiration and shading of sidewalks and hard surface areas in summer;
  - c) Solar access in winter; and
  - d) Light-coloured paving materials with an initial solar reflectance of at least 0.33 at installation or a solar reflectance index of at least 29.
- 4.4.6 Buildings should be designed and constructed to achieve all mandatory measures of the most current version of ENERGY STAR for New Homes or comparable rating system. Buildings should be designed for solar readiness by accommodating connections to solar photovoltaics (PV) or solar thermal connections.
- 4.4.7 Public realm light fixtures should be LED, pedestrian-scaled, and conform with the Municipality's lighting standards.
- 4.4.8 Alternative energy systems and renewable energy systems are permitted and encouraged in accordance with Provincial and Federal requirements.
- 4.4.9 Encourage development and streetscape improvements which support biodiversity objectives by incorporating a wide variety of species at-grade and on rooftops, including native plant species, pollinator-friendly species, drought-resistant species and edible landscapes.
- 4.4.10 Protect the existing urban tree canopy by retaining mature trees, where appropriate.
- 4.4.11 All private development shall be supported by landscape plans which demonstrate how the development will contribute to the urban forest, improve the health and diversity of the natural environment, support other local plant and animal species, and further enhance the connectivity of the built environment to natural heritage features and hydrologically sensitive features.
- 4.4.12 Incorporate sufficient soil volume to ensure growth of large, healthy shade trees, and, where appropriate, other plantings, informed by design guidelines developed by the Municipality.
- 4.4.13 New development and public realm improvements are required to use native plant species wherever possible, particularly along rights-of-way and pedestrian trails.

- 4.4.14 A diversity of tree species shall be planted in parks and along rights-of-way to provide a healthy and more robust tree inventory that is less prone to insects and diseases. The selection of tree species within the Secondary Plan area will contribute to the Municipality's species diversity objectives.
- 4.4.15 Where trees and shrubs are destroyed or harvested pre-maturely prior to proper study and approval, compensation will be calculated at a 3:1 ratio.
- 4.4.16 Local food production and distribution is encouraged and supported by this Plan. Opportunities include:
- a) Community gardens;
  - b) Use of food-producing plant species;
  - c) Food co-ops and community food centres;
  - d) Food-related home businesses; and
  - e) Farmer's markets.

## **5.0 Land Use**

### **5.1 Objectives**

- 5.1.1 To contribute to the development of a complete community with a full range of housing, services and amenities to meet the daily needs of people of all ages and abilities.
- 5.1.2 To achieve an appropriate mix of commercial, residential, recreational, cultural, and institutional uses at densities appropriate for an urban downtown.
- 5.1.3 To permit levels of retail and service uses along King Street East and West to meet local needs and support the continued vibrancy of the Historic Downtown.
- 5.1.4 To achieve a transition in land use towards stable residential areas and the natural heritage system.

### **5.2 General Policies**

- 5.2.1 The development of the Bowmanville East Urban Centre will realize efficient and transit-supportive urban densities within the delineated Regional Centre by achieving a minimum target of 150 people and jobs per gross hectare, in accordance with the Regional Official Plan. The delineated boundary of the Regional Centre is shown on Schedules A and B.
- 5.2.2 Development will adhere to the distribution of land uses as indicated in Schedule B. Minor alterations that maintain the intent of this Plan's policies may occur without



amendment through the development approval process and in accordance with policies 24.1.2 and 24.1.3 of the Clarington Official Plan.

5.2.3 The following land use designations apply within the Secondary Plan area:

- a) Mixed Use Area;
- b) High Density Residential;
- c) Medium Density Residential;
- d) Low Density Residential;
- e) Institutional;
- f) Neighbourhood Parks and Parkettes; and,
- g) Environmental Protection Area.

5.2.4 Developments within the Regional Centre shall be planned to maximize permitted heights and massing in order to reach their highest potential transit-supportive density and walkability, where appropriate.

5.2.5 Home-based occupations are permitted as an accessory use to a residential dwelling for all land use designations within this Plan, to the extent that they are compatible with residential uses and are in accordance to Section 9.3.3 of the Clarington Official Plan.

5.2.6 Within all residential land use designations, small-scale service and neighbourhood retail uses are permitted to the extent that their nature, scale, design and location are compatible with residential uses. These uses are intended to serve the population within the immediate area and improve the walkability and concentration of local amenities, in accordance with Section 9.3.2 of the Clarington Official Plan.

5.2.7 Live-work units are defined as a single unit which can accommodate combined residential and personal service or office uses, as appropriate.

5.2.8 Mid-rise buildings are characterized as buildings between 4 to 6 storeys and high-rise buildings are characterized as buildings between 7 to 12 storeys, in accordance with the Clarington Official Plan's policy on urban structure typologies.

5.2.9 Existing uses within the Historic Downtown Character Area, which are not compatible with the historic character of the area or the future vision for street-related commercial redevelopment, such as auto-related sales and service, service stations, and commercial uses with outdoor storage, shall be encouraged to relocate to areas outside the Historic Downtown.

5.2.10 Drive-through facilities are not a permitted use in any land use designation.

### 5.3 Mixed Use Area

- 5.3.1 The Mixed Use Area designation allows for the greatest mix of uses including residential, office, retail, personal service, cultural, community, and institutional uses.
- 5.3.2 Development within the Mixed Use Area designation shall predominantly consist of street-oriented building forms with active retail and service uses at-grade, and residential and/or non-residential uses above.
- 5.3.3 Lands within the Mixed Use Area designation within the Downtown Corridor, East Business District and Goodyear Lands Character Areas shall, in aggregate, achieve a minimum density of 150 units per net hectare.
- 5.3.4 Lands within the Mixed Use designation within the Historic Downtown Character Area shall, in aggregate, achieve a minimum density of 75 units per net hectare.
- 5.3.5 The following uses shall be permitted within the Mixed Use Area designation:
  - a) Residential, in compliance with the dwelling types outlined in Policy 5.3.6;
  - b) Live-work uses;
  - c) Assisted and special needs housing;
  - d) Office uses, including professional and medical offices,
  - e) Commercial uses including retail stores, restaurants, and personal service uses;
  - f) Community uses such as libraries, community centers, schools, places of worship, daycare facilities, post offices, fire and police stations or similar uses designed to serve the community at large;
  - g) Parks and open spaces, including privately-owned public spaces;
  - h) Hotels, convention and events facilities; and
  - i) Arts and cultural establishments.
- 5.3.6 Permitted residential dwelling types include:
  - a) Dwelling units above the ground floor within a mixed use building; and,
  - b) Apartment buildings.
- 5.3.7 Notwithstanding Policy 5.3.6, townhouses may be permitted in the Mixed Use Area designation within the Goodyear Lands Character Area as part of a larger mixed-use development.
- 5.3.8 Notwithstanding Policy 5.3.6, townhouses may be permitted in the Mixed Use Area designation as part of a larger mixed use development which includes one or more of the residential dwelling types identified in Policy 5.3.6, to act as a transitional form to low density residential areas.
- 5.3.9 Standalone residential buildings are only permitted in the Mixed Use Area as part of a larger mixed-use development.

- 5.3.10 A concentration of community and institutional uses is encouraged to be located within the lands bound by Wellington Street, King Street, Silver Street and Division Street, in order to enhance and strengthen the existing civic and community center.
- 5.3.11 A concentration of medical-related uses, including medical offices, laboratories and pharmacies, is encouraged to be located within the lands on either side of King Street East between Liberty Street and Simpson Avenue in order to create a new medical campus around the Lakeridge Health Bowmanville Hospital.
- 5.3.12 Where Mixed Use Area lands abut Low Density Residential lands, proposed development is required to implement a gradual built form transition between high-rise and mid-rise forms and existing low density residential areas.
- 5.3.13 In the redevelopment of lands, the Municipality will:
- a) Encourage the consolidation of smaller land parcels;
  - b) Encourage development which enhances the pedestrian character of the streetscape, including appropriate setbacks to accommodate retail spill-out areas;
  - c) Encourage private laneway connections between properties to reduce the need for multiple access points onto major roads;
  - d) Encourage joint parking and street access between abutting properties; and
  - e) Encourage the preservation, renovation and reuse of historic buildings.

## 5.4 High Density Residential

- 5.4.1 The High Density Residential designation allows for predominantly residential uses within mid-rise and high-rise building forms to deliver a mix of housing types and tenures.
- 5.4.2 Development within the High Density Residential designation shall achieve a minimum density of 150 units per net hectare.
- 5.4.3 The following uses shall be permitted within the High Density Residential designation:
- a) Residential, in compliance with the dwelling types outlined in Policy 5.4.4;
  - b) Live-work uses;
  - c) Assisted and special needs housing; and
  - d) Community uses such as libraries, community centers, schools, places of worship, daycare facilities, post offices, art and cultural facilities, or similar uses designed to serve the community at large.
- 5.4.4 Permitted residential dwelling types include:

- a) Apartment buildings.

5.4.5 In addition to the uses permitted by Policy 5.4.3 and 5.4.4 of this Section, on the lands known for municipal purposes in 2024 as 258 King Street East, a single building may be constructed and used with a mix of residential uses and such commercial uses that Council considers to be appropriately limited in scale and type having regard to the capacity, operations and safety of King Street East and Galbraith Court and to the compatibility with adjacent residential uses provided that:

- a) A minimum of 50% of the gross floor area of the building is constructed and used for residential purposes; and
- b) Commercial uses do not exceed a maximum of 400 square metres.

## 5.5 Medium Density Residential

5.5.1 The Medium Density Residential designation allows for predominantly residential uses within mid-rise building forms to deliver a mix of housing types and tenures. Where appropriate, high-rise forms may also be permitted.

5.5.2 Development within the Medium Density Residential designation shall achieve a minimum density of 65 units per net hectare.

5.5.3 The following uses shall be permitted within the Medium Density Residential designation:

- a) Residential, in compliance with the dwelling types outlined in Policy 5.5.4;
- b) Live-work uses;
- c) Assisted and special needs housing; and,
- d) Community uses such as libraries, community centers, schools, places of worship, daycare facilities, post offices, or similar uses designed to serve the community at large.

5.5.4 Permitted residential dwelling types include:

- a) Apartment buildings; and,
- b) All forms of townhouses.

## 5.6 Low Density Residential

5.6.1 The Low Density Residential designation allows for predominantly residential uses within grade-related dwellings to deliver a mix of housing types and tenures.

5.6.2 Development within the Low Density Residential designation shall achieve a minimum density of 25 units per net hectare.

- 5.6.3 The following uses shall be permitted within the Low Density Residential designation:
- a) Residential, in compliance with the dwelling types outlined in Policy 5.6.4; and,
  - b) Community uses such as libraries, community centers, schools, places of worship, daycare facilities, post offices, or similar uses designed to serve the community at large.
- 5.6.4 Permitted residential dwelling types include:
- a) Street townhouses;
  - b) Semi-detached dwellings; and
  - c) Detached dwellings.
- 5.6.5 Private streets and private lanes are not permitted within the Low Density Residential Designation.

## 5.7 Institutional

- 5.7.1 Institutional includes uses such as government offices, museums/archives, hospitals and post-secondary education uses. The Institutional designation consists of lands used for the Municipal Administrative Centre and the Lakeridge Health Bowmanville Hospital.
- 5.7.2 The Municipality supports the retention and expansion of the existing Municipal Administrative Centre and the provision of other related institutional and civic uses within the Historic Downtown to strengthen its role as the administrative and symbolic centre of Clarington.
- 5.7.3 The Municipality supports the expansion of Lakeridge Health Bowmanville Hospital as required to meet the health care needs of existing and future residents. The Municipality encourages the attraction and retention of other uses supportive to the Hospital, including medical offices and long-term care facilities.
- 5.7.4 The Municipality supports the co-location of social, health, retail, cultural, educational, and recreational uses, services and resources. The opportunity to co-locate these uses shall be considered when contemplating the expansion or redevelopment of existing community facilities and spaces.

## 6.0 Urban Design and Built Form

### 6.1 Objectives

- 6.1.1 To create a high-quality public realm which is safe, comfortable, welcoming and beautiful.
- 6.1.2 To support urban design principles that will result in a cohesive and inviting pedestrian experience across both the public and private realms.

- 6.1.3 To establish a scale and form of development that is human-scale, contextually-sensitive and appropriately transitions to its surroundings, including defining a distinctive built form identity for each Character Area.
- 6.1.4 To prioritize the creation of vibrant and animated streetscapes through the establishment of enhanced streetscape design, active at-grade uses, landscaping, street furniture and public art, which supports heightened levels of pedestrian activity.

## 6.2 General Policies

- 6.2.1 The Urban Design Guidelines that accompany this Plan are to be used as guidance in the interpretation and implementation of this Plan's policies.
- 6.2.2 Development shall provide a variety of building types, heights and site configurations across the Plan area, and on lands that can accommodate multiple buildings.
- 6.2.3 Development shall distribute heights, densities and concentrations of varied uses as per the policies of this Secondary Plan to support a well balanced built environment with appropriate scale, form and transition.
- 6.2.4 Development shall contribute to a high-quality public realm which creates an integrated network of streets and open spaces and establishes pedestrian and cyclist friendly connections to support a growing residential and employment population.
- 6.2.5 Development shall provide appropriate transitions to adjacent low density residential areas, public parks and open spaces.
- 6.2.6 Streets and lanes are recognized as part of the public realm, in addition to their functional roles as access routes. They will provide linkages across Bowmanville East and support a connected and attractive public realm network together with other public spaces and areas.
- 6.2.7 Visually interesting streetscapes shall be created through variation in building typology, architectural detailing and massing.
- 6.2.8 Development shall be encouraged to integrate small-scale publicly-accessible open spaces, in the form of mid-block connections, sliver parks, forecourts, courtyards, mews and other micro spaces, in order to expand the public right-of-way and support finer grain pedestrian movement.

## 6.3 Placemaking and Streetscapes

- 6.3.1 Public art is encouraged to be incorporated into private development and public infrastructure to support placemaking, and should facilitate expressions of cultural and natural heritage, community history and local identity. The provision of public art shall be prioritized at Gateways and Prominent Intersections.

- 6.3.2 Development is encouraged to help enhance the experience of the community within its natural setting, including locating, siting and massing development to complement access and views to natural heritage features, and supporting extensions and improvements to the active transportation network.
- 6.3.3 King Street is recognized as the traditional main street and primary thoroughfare of the Bowmanville East Urban Centre. The environment along King Street will be designed to define and support its role as a commercial main street and vibrant urban place. An enhanced streetscape will be implemented through the following:
- a) Sidewalks on both sides of the street;
  - b) Planting and furniture zones adjacent to pedestrian sidewalks on both side of the street, which may include seating, street trees, decorative planters, and pedestrian-scaled lighting;
  - c) Retail spill out space within the setback area; and
  - d) Distinctive paving and wayfinding elements which highlight the civic prominence of the street.
- 6.3.4 Temperance Street is an important secondary corridor within the organizing structure of the Bowmanville East Urban Centre. Home to a number of public spaces and buildings, an enhanced streetscape along Temperance Street will be designed to define and support its role as a civic spine through the following:
- a) A shared 'flex' street treatment will be implemented along Temperance Street, between Wellington Street to Queen Street, by removing the formal distinctions between spaces dedicated to pedestrians, cyclists, and motorized vehicles.
  - b) Planting and furniture zones on both sides of the street, which may include seating, street trees, decorative planters, and pedestrian-scaled lighting; and
  - c) Retail spill out spaces within the setback area.
- 6.3.5 All streets should support a vibrant and attractive public realm, provide a safe pedestrian environment, and consider complete streets design principles, in line with direction provided within the Urban Design Guidelines.
- 6.3.6 The Municipality, in cooperation with local businesses, will promote the Historic Downtown as a point of tourist activity.
- 6.3.7 The Municipality will establish special signage standards to enhance the character of the Historic Downtown.
- 6.3.8 The Municipality will investigate feasibility for a heritage conservation district designation for the historic downtown of Bowmanville through the required studies and technical analysis.

6.3.9 The Municipality will consider a Master Streetscape Plan for the Plan area to guide decisions for enhancing downtown Bowmanville East's streetscape for the next generation, including opportunities to reimagine key public right-of-ways.

## 6.4 Gateways and Prominent Intersections

6.4.1 Gateways and Prominent Intersections represent special locations within the Plan area which will support a distinct sense of place and are subject to enhanced public realm treatments. Gateways are designed in accordance with the Clarington Official Plan's policies on Gateways.

6.4.2 Gateways are the primary entry points to the Bowmanville East Urban Centre, contributing to a sense of arrival and reflecting the identity of the area as a whole. Gateways are located at the western and eastern terminus points of the King Street corridor, at each end of the Plan area, and are identified in Schedule A.

6.4.3 Prominent Intersections shall serve as community focal points, both visually in terms of building height, massing and orientation, architectural treatment and materials, and landscaping, and functionally in terms of destination uses, public spaces and amenities. The following locations within the Plan area are identified as Prominent Intersections:

- a) Scugog Street and King Street;
- b) Temperance Street and King Street East/King Street West;
- c) Liberty Street and King Street East;
- d) Simpson Avenue and King Street East; and
- e) At the centre of the Goodyear Lands (as part of a new planned street network).

6.4.4 Gateways and Prominent Intersections should include distinctive building, landscape and streetscape treatments, including but not limited to planters, public art, special paving, signage, and street furniture, which help frame the public realm and serve as a marker for entry points into the Plan area. Privately-owned publicly-accessible spaces are encouraged to be located at Prominent Intersections to contribute to their visual prominence.

6.4.5 Where appropriate, buildings should be located and massed to create, frame, and contribute to memorable and identifiable views and vistas towards Gateways and Prominent Intersections, with built form strategies such as building setbacks, stepbacks and articulation, and high quality landscape treatments, as generally described in the Urban Design Guidelines.

6.4.6 Streetscape design elements within the public right-of-way should be coordinated with and enhance private development sites adjacent to Gateway and Prominent Intersection locations, to create a cohesive visual identity.



## 6.5 Building Siting and Design

- 6.5.1 Buildings will be sited and oriented to frame adjacent streets and public spaces and fit harmoniously within the existing context.
- 6.5.2 Access from sidewalks, other pedestrian facilities and public open spaces to primary building entrances shall be clearly visible, convenient and direct, with minimum changes in grade, and shall be accessible and barrier free.
- 6.5.3 Buildings on corner lots shall have articulated facades facing both streets.
- 6.5.4 Larger buildings shall break up the visual impact of their mass through setbacks to upper levels, recesses and projections, façade articulation, architectural detailing and changes in materiality, among others.
- 6.5.5 Development shall provide a transition, locating less dense and lower scale buildings in locations adjacent to lower density designations.
- 6.5.6 Buildings shall be sited to avoid front-to-back and/or overlook conditions. Where this cannot be achieved, impacts should be minimized with appropriate screening through architectural or landscape treatment.
- 6.5.7 Buildings shall be sited and designed to address shadow impacts on sensitive uses, including surrounding residential neighbourhoods and parks and open spaces. Where requested by Municipal staff, development applications may be required to submit a supporting Sun/Shadow Study.
- 6.5.8 Balconies shall be recessed and/or integrated into the design of the building façade.
- 6.5.9 Air conditioning units, utility metres and similar features should not be visible from the public realm (street/sidewalk) and should be well integrated into a building massing, recessed and screened.

## 6.6 Active At-Grade Uses

- 6.6.1 Active at-grade uses help support pedestrian activity at street level, increasing visual interest and animation which contributes to urban vibrancy. Active at-grade uses include retail storefronts, restaurants, personal and business services, office lobbies or entrances, institutional uses, and residential lobbies and amenity areas.
- 6.6.2 Active at-grade uses shall be located along both sides of King Street, between Scugog Street and Galbraith Court. Additional active at-grade uses are encouraged at key intersections with north-south streets that extend off King Street, including Temperance Street, Division Street, Ontario Street, Scugog Street, and Liberty Street.

- 6.6.3 Active at-grade commercial or institutional uses shall maintain a minimum ground floor height of 4.0 metres, provide glazing along all major frontages, and introduce weather protection features, where appropriate.
- 6.6.4 Active at-grade residential uses shall locate entrances to be accessible from the public sidewalk, feature prominent entryway features to clearly indicate entrance and exit points to the building, and incorporate landscaping features which contribute to a vibrant public realm.
- 6.6.5 Active at-grade use shall be encouraged where development fronts onto parks, open spaces and community facilities.
- 6.6.6 Buildings with active at-grade uses shall be built close to the street line with a continuous façade which contributes to a cohesive streetscape. Design features such as narrow building frontages, multiple entrances, and use of distinctive signage and pedestrian-oriented lighting on the ground floor façades are encouraged.
- 6.6.7 Front setbacks for buildings with active at-grade uses will generally feature hard landscaping to encourage access between building frontages and the sidewalk. These setbacks are encouraged to include commercial/retail spill-out zones or privately-owned public spaces which extend the public realm.

## 6.7 Parking, Loading and Mechanical Structures

- 6.7.1 The Municipality shall consider the implementation of a payment-in-lieu parking policy within the Regional Centre.
- 6.7.2 New development will remove and not retain large surface parking areas. Where feasible, parking is encouraged below grade or in structured solutions in limited circumstances, only where the ground floor has been activated by the permitted land use, as an ancillary use to maximize landscaping opportunities and optimize development sites.
- 6.7.3 New off-street parking will generally be screened from view of the public realm. Parking is to be provided within buildings where possible, in accordance with policy 6.7.2. Where it is not feasible to locate parking within buildings or structures, surface parking shall be located to the rear or side yard of buildings in order to preserve the frontage for a diversity of soft and hard landscaping.
- 6.7.4 Vehicular entrances to above or below-ground parking structures on public streets are encouraged to be integrated into the design of the building and located to reduce conflict with pedestrians. Design features such as distinctive pavement markings and appropriate lighting are encouraged to denote entrances to parking structures.
- 6.7.5 Shared vehicle parking facilities between adjacent properties is encouraged.

- 6.7.6 New parking facilities shall be designed to accommodate bicycle parking as well as reserved spaces for drivers of car-share / carpool vehicles and electric cars. Where on-street parking is permitted, curbside management strategies will be encouraged to maximize the efficiency and utility of on-street parking spaces.
- 6.7.7 The implementing zoning by-law shall establish minimum and maximum requirements for parking, including requirements for accessible parking spaces. Parking requirements shall seek to reduce minimum and maximum parking standards in order to encourage a shift toward sustainable modes of transportation and reflect the walking distance to transit and complementary uses.
- 6.7.8 Loading, servicing and other functional elements are encouraged to be integrated within the building envelope. Where this is not feasible, these elements should be located to the rear of the building and screened from view to avoid visual impact to the public realm or surrounding residential areas.
- 6.7.9 Mechanical penthouses, roof structures and roof fixtures, including satellite dishes and communications antenna, should be screened and, where feasible, integrated within the design of buildings. Parapets may be utilized to accommodate such screening.

## 6.8 Built Form by Character Area

- 6.8.1 Development will provide a mix of building types, variation of building heights, and transition in scale across the Plan area, and will support the built form vision for the Character Areas as outlined in Policies 6.8.2 – 6.8.6.
- 6.8.2 Development in the Historic Downtown will:
  - a) Permit buildings with a minimum height of 3 storeys and a maximum height of 6 storeys;
  - b) Locate the greatest heights within the Historic Downtown along Church Street and Scugog Street, with lower-scale development along King Street;
  - c) Maintain a minimum 1.0 metre front yard setback and/or match the front yard setbacks of adjacent buildings, where appropriate; and
  - d) Establish a minimum 3.0 metre stepback above the established streetwall.
- 6.8.3 Development in the East Business District will:
  - a) Permit buildings with a minimum height of 4 storeys and a maximum height of 12 storeys;
  - b) Locate the greatest heights within the East Business District along the King Street corridor;
  - c) For high-rise buildings, establish a minimum podium height of 7.5 metres;

- d) Maintain a front yard setback of a minimum of 1.0 metre and a maximum of 3.0 metres, where appropriate; and,
- e) Establish a minimum 3.0 metre stepback above the established streetwall.

6.8.4 Development in the Downtown Corridor will:

- a) Permit buildings with a minimum height of 4 storeys and a maximum height of 10 storeys;
- b) Locate the greatest heights within the Downtown Corridor along the King Street corridor, while acting as a transition zone between the Historic Downtown and East Business District;
- c) Maintain a front yard setback of a minimum of 1.0 metre and a maximum of 3.0 metres, where appropriate; and
- d) Establish a minimum 3.0 metre stepback above the established streetwall.

6.8.5 Development in the Residential Neighbourhoods will:

- a) Permit buildings with a maximum height of 4 storeys within the Regional Centre and a maximum height of 3 storeys outside of the Regional Centre;
- b) Maintain a minimum 3.0 metre minimum front yard setback, where appropriate; and
- c) Notwithstanding policy 6.8.5 a), for the lands bound by Silver Street, Wellington Street, Scugog Street and Church Street that are in the Residential Neighbourhoods Character Area, building heights shall be permitted to a maximum of 5 storeys. The maximum height of buildings located within 15 metres of Wellington Street shall be a maximum of 4 storeys in order to provide appropriate transition in building height to the north side of Wellington Street.

6.8.6 Development in the Goodyear Lands will:

- a) Permit buildings with a minimum height of 4 storeys and a maximum height of 12 storeys;
- b) Locate the greatest heights within the central core of the Goodyear Lands, with transitions towards existing residential low density forms;
- c) Limit buildings within 30 metres of the north and east lot line adjacent to the Residential Neighbourhoods Character Area to a maximum of 4 storeys;
- d) Establish a series of landmark buildings at the height peak;
- e) Where buildings demonstrate a clear landmark status and are of a high design quality, provide enhanced public realm benefit or community amenity, ensure comfortable thermal and wind conditions for surrounding pedestrian spaces, include green/sustainable design features, and do not significantly shadow

existing neighbourhoods or the public realm, building heights of over 12 storeys may be permitted;

- f) Maintain a front yard setback of a minimum of 1.0 metre and a maximum of 3.0 metres, where appropriate; and
- g) Establish a minimum 3.0 metre setback above the established streetwall for buildings greater than 4 storeys.

## **7.0 Parks and Community Facilities**

### **7.1 Objectives**

- 7.1.1 To provide adequate public park space to meet the recreational needs of future residents and visitors.
- 7.1.2 To provide privately owned publicly-accessible spaces (POPS) to support a broader network of open space areas which are designed to a high quality and integrated with the public realm.
- 7.1.3 To protect for a future school site to respond to anticipated growth within the Plan area, which may be within the podium of a mixed use building.
- 7.1.4 To ensure the provision of a full range of community services and facilities to serve the needs of residents of all ages and abilities.

### **7.2 Parks**

- 7.2.1 Development in the Plan area shall provide for a safe, welcoming and generous parks system that contributes to, enhances and connects to the broader parks, open space and natural heritage system.
- 7.2.2 The parks system for the Bowmanville East Urban Center consists of Neighbourhood Parks, Parkettes and Public Squares. The precise size and location of the Parkettes and Public Squares will be determined at the time of development review and approval, based on the parkland provision requirements of the Clarington Official Plan.
- 7.2.3 The park system, as a whole, shall provide a variety of opportunities for passive and active recreation and be comprised of well-designed spaces that contribute to the area's sense of identity and place.
- 7.2.4 Rotary Park is classified as a Neighbourhood Park in accordance with Section 18.3 of the Official Plan. Featuring walking paths, seating, lawn areas and a covered pavilion, Rotary Park provides a multi-functional green space for the community. It will continue to be maintained and enhanced to support the civic and recreational needs of the community.

- 7.2.5 The existing green space around the Clarington Museums and Archives currently serves as a passive green space within the Historic Downtown. Additional enhancements and amenities are encouraged to further improve the aesthetics and functionality of this space.
- 7.2.6 A new Parkette shall be located within the Goodyear Lands Character Area, with a conceptual location identified in Schedule C. It shall be centrally-located to maximize accessibility for residents and visitors.
- 7.2.7 Parkettes are intended to augment the recreation, leisure and amenity needs of a neighbourhood but will not contain sports fields. They are to be between 5,000 square metres (0.5 ha) and 10,000 square metres (1 ha) in size. Parkettes support passive recreation activities, additional green space and habitat for plants and wildlife.
- 7.2.8 Public Squares shall be delivered through development activity as new additions to the parks system within the Bowmanville East Urban Centre. Public Squares shall be distributed throughout the Plan area, with at least one encouraged in each Character Area. Though the precise location of these spaces will be determined through the development approvals process, the following have been identified as desirable locations for Public Squares:
- a) In the vicinity of King Street East and Simpson Avenue;
  - b) In the vicinity of King Street East and Liberty Street North;
  - c) In the vicinity of King Street East and Temperance Street; and,
  - d) Within the Goodyear Lands Character Area.
- 7.2.9 Public Squares are intended to enhance the public realm by providing defined spaces for social interaction. They are to be up to 10,000 square metres (1 ha) in size and shall be highly visible from the dominant frontage. They shall be designed to support activity year-round and can be used for cultural events, public art, farmers markets, and small scale outdoor activities.
- 7.2.10 The planning, design and development of parks and open spaces will be guided by the following design considerations to ensure the creation of a high-quality park experience:
- a) Connect and extend to streets, open spaces and natural areas in and surrounding the Plan area;
  - b) Be programmable and have a functional size, shape, configuration, and topography as determined by the Municipality,
  - c) Incorporate convenient, safe and visible pedestrian and/or trail connections to provide public access through the park;
  - d) Provide a place to rest, and social interaction and to seek shelter;
  - e) Provide shade through trees or shade structures;

- f) Meet accessibility standards for the design of public spaces;
- g) Ensure continuity with the design elements of the public boulevard
- h) Integrate public art or cultural features, including opportunities for heritage interpretation and commemoration to celebrate the cultural heritage of the area; and,
- i) Where possible, provide opportunities for expansion when adjacent properties redevelop.

7.2.11 Development adjacent to parks and open spaces will:

- a) Be set back to allow the building and any of its exterior features and amenities to be provided and maintained on the development site; and
- b) generally, not be permitted to locate loading and servicing areas adjacent to the park.

7.2.12 Dedication of lands for parks will be in accordance with Section 18 of the Clarington Official Plan. Areas conveyed for parkland purposes will be of a size and shape that they can be programmed with activities.

7.2.13 Environmental Protection Areas, associated vegetation protection zones and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements under the Planning Act.

### 7.3 Privately Owned Publicly-Accessible Spaces

7.3.1 In addition to the publicly owned lands that form the parks designation, development is encouraged to include privately owned publicly-accessible spaces that contribute to the sense of place in the community and the quality of the urban environment.

7.3.2 Privately owned publicly-accessible spaces will complement the parks and open space system and contribute to the urban environment by creating extra spaces for social interaction, adding to visual interest, improving mid-block permeability and complementing adjacent land uses. Among others, they can include mid-block connections, sliver parks, forecourts, walkways and passages, courtyards, mews, and other park-like spaces.

7.3.3 Public access to privately owned publicly-accessible spaces will be secured through the development approvals process.

7.3.4 Privately owned publicly-accessible spaces provided through development will be coordinated with active at-grade uses in adjacent buildings such as retail and community spaces to provide seating and gathering spaces within the public realm and avoid locating loading and servicing areas adjacent to privately owned publicly-accessible spaces.

## 7.4 Schools

- 7.4.1 The location of a potential future school site is shown symbolically on Schedule B and will be further delineated through the development review process or during site selection by a School Board. Schedule B does not preclude the selection of alternate school sites by a School Board. School sites will be developed in accordance with the relevant policies of the Clarington Official Plan.
- 7.4.2 The potential future school site is encouraged to be developed as an urban vertical school, which may include the co-location of school uses within mixed use, multi-storey buildings. The final design and specifications are subject to input from the respective School Board and Municipality and requisite standards from the Ontario Ministry of Education.
- 7.4.3 The co-location of the potential future school with other public amenities and services, such as day cares and community centres, is encouraged.
- 7.4.4 The potential future school shall be sited to promote accessibility and active transportation including, where feasible, adjacency to planned parks and open spaces.

## 7.5 Community and Recreation Facilities

- 7.5.1 The Municipality shall undertake an update of its plan for community and recreation facilities based on the projected population of the Plan area.
- 7.5.2 Future community facilities shall be located in highly accessible areas that can be accessed easily by pedestrians and cyclists, as well as by automobile.
- 7.5.3 Future community facilities should evoke a prominent civic presence, demonstrate design excellence, and contribute to placemaking objectives for the downtown.
- 7.5.4 Development that is phased should include required on-site facilities as part of the first phase of development, where feasible.

## 8.0 Housing

### 8.1 Objectives

- 8.1.1 To support the delivery of a variety of housing forms, sizes and tenures, that allow households of various sizes and incomes to find a home within Bowmanville East.
- 8.1.2 To encourage the provision and retention of affordable housing and rental housing for low and moderately-low income households.



- 8.1.3 To encourage the provision and retention of housing which serves the specialized support needs of residents, including supportive housing, assisted housing and seniors housing.

## 8.2 General Policies

- 8.2.1 Developments will deliver a range of building and unit types, sizes, configurations and tenures, including purpose-built rental housing and seniors housing, to accommodate a variety of individuals and households and deliver a broad spectrum of housing options.
- 8.2.2 A range of unit sizes, including those suitable for larger households, is encouraged within apartment and multi-unit buildings.
- 8.2.3 Residential units within apartments or multi-unit buildings will include operable windows and are encouraged to include storage space and balconies or terraces.
- 8.2.4 All development proposals should incorporate barrier-free, universal or flex design features in both common and living areas.
- 8.2.5 New multi-unit buildings with residential uses will be encouraged to include both indoor and outdoor amenity spaces, which are capable of hosting a variety of programming and are suitable for a range of household types.
- 8.2.6 Two additional dwelling units (ADUs) are permitted within a detached dwelling, semi-detached dwelling, or townhouse, and one ADU is permitted within a building or structure ancillary to a detached dwelling, semi-detached dwelling or townhouse, in accordance with the Clarington Official Plan and subject to the provisions of the zoning by-law and other relevant regulations.
- 8.2.7 Where possible, residential development should include Additional Dwelling Unit (ADU) ready design so that the owner can add an ADU, such as a basement suite.
- 8.2.8 Notwithstanding Policies 8.2.6 to 8.2.7, ADUs will not be permitted within hazard lands or in areas that have no safe access.

## 8.3 Affordable Housing

- 8.3.1 The Municipality will collaborate with public and non-profit housing providers to encourage a supply of affordable housing units within the Plan area.
- 8.3.2 Affordable housing, including subsidized non-market housing units, are encouraged to be integrated within neighbourhoods and combined within developments that also provide market housing to encourage mixed-income communities.
- 8.3.3 Where redevelopment involves the removal of existing affordable housing units, it shall replace the number of affordable units displaced within the new development.

- 8.3.4 Affordable housing is encouraged to locate near to existing and planned transit.
- 8.3.5 The provision of assisted and supportive housing by cooperative and non-profit housing associations is encouraged within the Plan area. The Municipality will work with Durham Region to identify opportunities and potential locations for assisted and supportive housing.
- 8.3.6 To facilitate the development of affordable housing units within the Plan area and in the Municipality, in accordance with Policy 8.3.2, developers shall provide either land or a contribution of funds to the Municipality for the development of affordable housing in the community. The Municipality may consider a reduction in contribution where affordable housing is provided as part of a development.
- 8.3.7 The contribution of funds will be facilitated through a contribution agreement between the Municipality and the developer. The agreement will be negotiated by Municipal staff prior to site plan approval. At the time of site plan approval, 50% of the funds will be paid, with the remaining 50% to be paid at the time of first building permit.
- 8.3.8 To support the provision of affordable housing units, the Municipality will explore other potential incentives such as reduced or deferred development charges, reduced application fees, grants, and loans, to encourage the development of affordable housing units. The reduction or deferral of development charges shall be done in consultation with the Region of Durham. The Municipality will also encourage Durham Region to consider financial incentives for affordable housing.
- 8.3.9 The Municipality will give priority to development approval applications which include affordable housing units, including those that are being funded by federal and provincial government programs or non-profit groups.

## **9.0 Mobility and Street Network**

### **9.1 Objectives**

- 9.1.1 To establish a well-designed, connected and accessible road network which enables safe, reliable and efficient movement throughout the community.
- 9.1.2 To foster an urban environment where walking, cycling and transit are viable and attractive alternatives to travel by automobile.
- 9.1.3 To support a fine-grained street grid pattern which appropriately defines development blocks, active transportation, and maximizes access to future transit.
- 9.1.4 To strengthen the active transportation network to encourage the uptake of more sustainable transportation methods, reduce greenhouse gas emissions and encourage a healthy and active lifestyle for residents.

9.1.5 To support a well-integrated transportation network which improves permeability of the urban fabric and supports connections to adjacent neighbourhoods and the surrounding natural heritage network.

## 9.2 Transportation Network

9.2.1 The transportation network will be developed generally as indicated on Schedule C. Development of the transportation network shall apply a complete streets approach, reflective of the planned Secondary Plan context of transit-oriented development and transit-supportive density with reduced automobile reliance.

9.2.2 The road network includes the following types of roads:

- a) Arterial Roads: Arterial Roads carry the highest volumes of traffic over long distances, are used as primary transit routes, and provide limited vehicular access to adjacent properties. Arterial Roads may be under the jurisdiction of the Region of Durham or the Municipality.
- b) Collector Roads: Collector Roads provide for key linkages between Local Roads and Arterial Roads and are designed to carry moderate amounts of traffic over short distances. Collector Roads are under Municipal jurisdiction.
- c) Local Roads: Local Roads carry lower volumes of vehicular traffic and facilitate access to individual properties. Local Roads are under Municipal jurisdiction.
- d) Rear Lanes: Rear lanes provide access to private garages, parking spaces, and loading and servicing areas at the rear of buildings (such as an apartment or mixed use building). Rear lanes may be under Municipal jurisdiction or privately owned.

9.2.3 Design roads as complete streets to ensure that all modes of mobility can move along and cross them in a safer and more comfortable manner: motorists, transit users, cyclists and pedestrians of all ages and abilities. Prioritize active modes of transportation and the quality of service for the most vulnerable users, including those with accessibility needs.

9.2.4 Design roads as significant public spaces such that they are enjoyable, comfortable and visually-appealing. Create environments which are human-scaled and inviting and can act as multifunctional public spaces that contribute strongly to a sense of place.

9.2.5 The existing grid of public streets shall be maintained and extended where possible. It is the Municipality's policy to implement the following extensions of the grid system as required by transportation need and when funding is budgeted. This includes the extension of Church Street East through to connect with Galbraith Court. In addition, the Municipality will investigate the possible construction of private roads on the hospital lands in any hospital expansion.

- 9.2.6 Promote the safety and visibility of vulnerable road users through the use of street lighting, crosswalks, materials, and speed control measures such as speed humps and intersection bump-outs, particularly around neighbourhood destinations.
- 9.2.7 Incorporate green infrastructure, such as perforated pipes, rain gardens and bioswales, on public right-of-ways.
- 9.2.8 Incorporate landscaping treatments, such as trees, plants and flowerbeds, within the public boulevards to support urban drainage and maintenance of biodiversity.
- 9.2.9 Design Arterial, Collector and Local Roads to include a vibrant and healthy tree canopy.
- 9.2.10 All new and improved roads, public or private, will be built to be consistent with the requirements of the road authority having jurisdiction.
- 9.2.11 The conveyance of land consistent with the widening of the right-of-way may be required to permit development adjacent to roads. Additional dedication for road widenings may be required, such as for grading, drainage and stormwater management, auxiliary turn lanes, transit provisions and utilities.
- 9.2.12 The Municipality may require completion of transportation and traffic impact studies to complement submitted Draft Plans of Subdivision and/or Site Plans, or for phases of the Goodyear development. The timing for the need of these studies, as well as the scope of work should be reviewed with Municipal staff to confirm the approach and assumptions, but it is generally noted that the work will include a comprehensive and detailed assessment of traffic conditions, demand forecasts, traffic impacts, Transportation Demand Management (TDM) measures, improvement needs (road widenings, auxiliary turn lanes, traffic controls, pedestrian and bicycle facilities, and transit provisions, as applicable), and basic design elements (e.g. turn lane storage lengths).
- 9.2.13 Wherever possible, development shall provide for joint parking and street access between abutting properties to facilitate the movement of vehicles and improve the supply of parking. In no case shall development preclude the possibility of shared parking and access being provided to adjoining properties at a future date.
- 9.2.14 To reduce traffic congestion, improve air quality, and enhance mobility options for residents and visitors, the Municipality shall review implementation of a Micro-mobility Program to permit single-person lightweight human- or electric-powered modes of travel, such as e-skateboards, e-bicycles, e-scooters and limited-speed motorcycles.

### 9.3 Arterial Roads

- 9.3.1 King Street and Liberty Street are classified as Type B Arterial Roads. Scugog Street north of King Street and Mearns Avenue are classified as Type C Arterial Roads.

- 9.3.2 Arterial Roads will be improved in accordance with Durham Region and Clarington requirements, as appropriate, and the policies of the Clarington Official Plan, including the Arterial Road design criteria.
- 9.3.3 Access directly onto King Street and Liberty Street will generally be prohibited. Access consolidation and joint accesses will be encouraged through development and redevelopment opportunities. Access from side streets and/or shared access with adjacent development should be provided.
- 9.3.4 The Municipality will implement various measures, subject to budgetary approval and in consultation with the Region of Durham, to enhance traffic operations, safety and capacity on King Street, and achieve the objectives of this Plan including:
- a) Improving road geometry, rationalizing lane arrangements, installing raised centre medians where appropriate and other design modifications;
  - b) Widening sidewalks and incorporating streetscape enhancements to improve the pedestrian environment;
  - c) Reviewing regulations for street parking;
  - d) Adding additional traffic signals and optimizing traffic signal timing;
  - e) Encouraging the relocation of undesirable private accesses;
  - f) Investigating the designation of King Street as a controlled access road under the Municipal Act, 2001, and the closing of undesirable private accesses; and,
  - g) Investigating of potential on-road or off-road cycling facilities along King Street East as identified on Schedule C.
- 9.3.5 Liberty Street South (Regional Road 14), from Baseline Road to King Street, is planned to be reconfigured from its current two-lane cross section to a three-lane cross section with a new centre two-way left-turn lane, as identified in Municipality of Clarington and Region of Durham Transportation Master Plans.
- 9.3.6 Intersection spacing on Arterial Roads is limited in accordance with Durham Region guidelines and the policies of the Clarington Official Plan.

## 9.4 Collector Roads

- 9.4.1 The following are classified as Collector Roads:
- a) Simpson Avenue;
  - b) Church Street and Queen Street, between Scugog Street and Liberty Street; and,
  - c) Scugog Street, between King Street and Queen Street.
- 9.4.2 Collector Roads will be designed in accordance with the Clarington Official Plan and the following standards:

- a) Provide a minimum of two through lanes and the road may include an auxiliary turning lane at junctions and intersections where required;
- b) Provide a multi-use path on one side of the road and a pedestrian sidewalk on the other;
- c) Landscaping and tree plantings are required within the right-of-way;
- d) Provide appropriate lighting to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm.
- e) Lighting should be downcast to reduce light pollution.
- f) Incorporate passive and physical traffic-calming measures where appropriate to reduce speeds and improve safety.

## 9.5 Local Roads

9.5.1 Local Roads shall be established in a modified rectilinear grid pattern to realize high levels of connectivity and permeability across the Plan area. Cul-de-sacs are generally not permitted.

9.5.2 Local Roads will be designed in accordance with the Clarington Official Plan and the following standards:

- a) Connect to Collector Roads and Local Roads. Permit direct connections to Type B and C Arterial Roads only if such intersections do not affect the operating conditions of the Arterial Road;
- b) Provide sidewalks as part of the right-of-way;
- c) Limit long blocks (over 250 metres), where possible, to facilitate walkability;
- d) Provide appropriate lighting to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm.
- e) Lighting should be downcast to reduce light pollution.
- f) Incorporate passive and physical traffic-calming measures where appropriate to reduce speeds and improve safety.

## 9.6 Rear Lanes

9.6.1 Rear lanes will be located to provide access to a private garage or parking space at the rear of residential and commercial lots. They may be considered where it is either not desirable or possible to have driveways and garages fronting directly onto a road.

9.6.2 Rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan.

- 9.6.3 In addition to their vehicular functions, rear lanes can serve as alternative pedestrian and cyclist routes which may supplement the more formalized active transportation network.
- 9.6.4 Public utilities may be located within rear lanes subject to functional and design standards established by the Municipality. Public rear lanes may provide access to service and maintenance vehicles for required uses and may include enhanced lane widths and turning radii to accommodate municipal vehicles as deemed necessary by the Municipality and the Region.
- 9.6.5 Within the East Business District, an integrated system of private rear lanes is encouraged to be provided through redevelopment to permit movement of passenger vehicles between adjoining commercial properties. The Municipality will encourage the transfer of easements by private land owners to secure access between abutting properties on internal lanes.

## 9.7 Public Transit

- 9.7.1 Public transit will help reduce automobile reliance and associated greenhouse gas emissions, facilitate the uptake of active transportation choices, enhance local and regional connectivity, and encourage the adoption of healthy and active lifestyles within the Bowmanville East Urban Centre.
- 9.7.2 The location and design of streets, buildings and the public realm will consider the operation of public transit vehicles, and the ability for pedestrians and cyclists to have safe, convenient access to surface transit stops and designated waiting areas.
- 9.7.3 The location and design of transit stops should optimize pedestrian access to building entrances and community amenities, where possible.
- 9.7.4 Transit stops should accommodate appropriate amenities including transit shelters, street furniture, bike racks, and pedestrian-oriented lighting. Where feasible, the integration of transit waiting areas in buildings located adjacent to transit stops shall be considered to support existing and growing transit ridership.
- 9.7.5 The transit system, including transit stops and shelters, shall be planned and designed to be barrier free in order to be accessible to people with disabilities in accordance with the Accessibility for Ontarians with Disabilities Act (AODA).
- 9.7.6 Future public transit routes will generally follow the Arterial and Collector Road network as illustrated on Schedule C. Therefore, the delineation of Local Roads will facilitate easy and convenient connections for pedestrians and cyclists to these streets.
- 9.7.7 The Municipality shall continue to work with Durham Region and transit agencies to expedite the planning, design and construction of regional transit improvements, including monitoring future growth and service demand needs, planning for additional

transit routes along the Arterial and Collector road network, and ensuring that sufficient space is protected for transit stops as part of Arterial rights-of-way.

- 9.7.8 The Municipality is supportive of the introduction of higher-order transit along the King Street, which is designated as a Regional Transit Spine under the Clarington Official Plan.

## 9.8 Active Transportation Network

- 9.8.1 The active transportation network will be improved by introducing additional improvements to pedestrian and cycling routes to expand mobility options and offer alternative modes of transport to move to and through the Bowmanville Urban Center, including connections with the surrounding neighbourhoods and natural heritage network.
- 9.8.2 The active transportation network includes both on- and off-street facilities including trails, multi-use paths, sidewalks, and cycle tracks and on-street bicycle lanes to accommodate all abilities and facilitate all self-powered forms of mobility and provide alternatives to automobile transportation lanes. The active transportation network will be delivered as shown on Schedule C.
- 9.8.3 The active transportation network shall prioritize connectivity to destinations such as natural heritage areas, parks, schools, community or institutional uses and high-traffic streets outside the Plan area boundaries.
- 9.8.4 A number of extensions to the cycling network are proposed throughout the Bowmanville Urban Centre. The preferred type and configuration of cycling facilities shall be subject to further study to determine their feasibility and shall be subject to the applicable Municipal and Regional technical design standards and Ontario Traffic Manual Book 18 Guidelines. These future extensions are identified in Schedule C.
- 9.8.5 Schedule C identifies a number of locations for Planned Cycling Infrastructure, where routes are currently under study or design development by the Municipality. This includes:
- a) King Street East between Ontario Street and Liberty Street;
  - b) King Street East between Liberty Street and Mearns Avenue; and
  - c) Liberty Street South south of King Street East.
- 9.8.6 A number of extensions to the trail network are proposed to enhance connectivity with existing trails within both the Bowmanville Creek and Soper Creek valleylands. Trails serve as a key form of off-street connectivity and provide opportunities for a range of recreational activities. These future extensions are identified in Schedule C.
- 9.8.7 Trails shall be designed to allow for comfortable, two-way pedestrian passage, have multiple entry points, and be supported by a suite of amenities including, but not



limited to, washroom facilities, benches and seating areas, signage and waste receptacles.

- 9.8.8 Certain proposed trail extensions fall within lands owned or regulated by the Central Lake Ontario Conservation Authority (CLOCA). The design and implementation of these facilities should be coordinated with the CLOCA and subject to requisite environmental and engineering studies to determine appropriate locations and design.
- 9.8.9 A number of extensions to the existing sidewalk network are proposed to supplement gaps within the existing pedestrian network, improve mobility and safety, and facilitate an increased walking mode share within the Plan area for trips to and from residences, institutions and local businesses. These future extensions are identified in Schedule C.
- 9.8.10 Any new street shall incorporate a sidewalk.
- 9.8.11 Owners of abutting properties are encouraged to provide pedestrian easements along mutual property lines to help establish a publicly-accessible network of mid-block connections.
- 9.8.12 Development should minimize conflicts between pedestrians and other road users through signage, appropriate grades, paved surface, surfacing width and delineation of rights-of-way, and well-designed transitions where facilities merge with roads.

## **10.0 Servicing**

### **10.1 Objectives**

- 10.1.1 To ensure all servicing and utility infrastructure complies with applicable Municipal and Regional standards, and that adequate servicing is available to support the intensification and development envisioned within the Plan area.
- 10.1.2 To ensure that stormwater management systems minimize stormwater runoff and mitigate the potential adverse impacts on natural environments through the use of low impact development (LID) principles and other quality and quantity control measures in accordance with Municipal, Regional and Provincial requirements.

### **10.2 Municipal Services**

- 10.2.1 All new development within the Bowmanville East Urban Centre will be serviced by municipal water and sewer services and storm water management facilities.
- 10.2.2 Development will not exceed the capacity of existing municipal servicing infrastructure within and external to the Plan area. Where improvements and/or upgrades to existing municipal infrastructure, or new municipal servicing infrastructure, is planned for implementation, timing and/or phasing of development will be coordinated with such

planned new, improved and/or upgraded infrastructure so as to streamline the land use planning, infrastructure planning and infrastructure investment process.

- 10.2.3 New development will proceed based on the sequential extension of full municipal services in accordance with the municipal capital works program.
- 10.2.4 Where infrastructure capacity is inadequate to support proposed and planned growth, development will be required to provide upgrades and/or improvements to municipal servicing infrastructure, and new municipal servicing infrastructure, where appropriate, to provide adequate capacity. Landowners will be required to work with the Municipality and the Regional Municipality of Durham to develop a plan for the phasing of extensions to existing services at the time an application for draft plan of subdivision is submitted.
- 10.2.5 The upgrades and/or improvements to, or new, municipal servicing infrastructure may be secured in a servicing agreement entered into between various landowners to identify cost-sharing obligations, coordination on construction of such infrastructure, cost and implementation.
- 10.2.6 Development proponents and the Municipality will seek to incorporate infrastructure and utilities in a manner that is sensitive to the quality of the public realm and reduce the impact of development on hydrologic and ecological systems.
- 10.2.7 Wherever possible, watermain extensions to the existing systems should be designed in grid patterns. Dead-end watermains should be avoided for improved water quality. Watermain looping will be required either through public streets or servicing easements.
- 10.2.8 Sanitary collection system shall be designed, constructed and commissioned by incorporating best practices to reduce infiltration and inflow into the sewers.

### **10.3 Stormwater Management and Low Impact Development**

- 10.3.1 Proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural systems shall be assessed during the development approval process to determine the impact on the natural heritage system and environmental features.
- 10.3.2 Development will be encouraged to use Low Impact Development (LID) measures intended to minimize stormwater runoff and to manage stormwater on-site.
- 10.3.3 The submission of the following plans and reports are required to determine the impact of stormwater quality/quantity, erosion and water balance of the proposed development:
  - a) Stormwater Management Report and Plan;

- b) Erosion and Sediment Control Plan;
- c) Servicing Plans;
- d) Grading Plans;
- e) Geotechnical reports;
- f) Hydrogeologic reports; and
- g) Other technical reports as deemed necessary.

10.3.4 The Stormwater Management Report and Plan identified in Policy 10.3.3 will apply a range of stormwater management practices including Low Impact Development (LID) techniques to ensure water quality control, baseflow management, water temperature control and the protection of aquatic habitat. The Stormwater Management Report and Plan shall explore and consider the feasibility of, and opportunities to, implement such LID measures as:

- a) Permeable hardscaping;
- b) Bioretention areas;
- c) Exfiltration systems;
- d) Bioswales and infiltration trenches;
- e) Third pipe systems;
- f) Vegetation filter strips;
- g) Green roofs (multi-unit buildings);
- h) Rainwater harvesting systems; and
- i) Other potential measures.

10.3.5 Stormwater management plans shall adhere to the targets and requirements outlined in the Soper Creek Subwatershed Study and the Bowmanville / Soper Creek 2020 Watershed Plan Update, where applicable.

10.3.6 Stormwater management for all development will be undertaken on a volume control basis and demonstrate the maintenance of recharge rates, flow paths and water quality to the greatest extent possible. Peak flow control and the maintenance of pre-development water balance will be demonstrated.

10.3.7 Development proposals will demonstrate the use of an adequate volume of amended topsoil or equivalent system to improve surface porosity and permeability over all turf and landscaped areas beyond 3 metres of a building foundation and beyond tree protection areas.

## 10.4 Utilities

10.4.1 The Municipality will participate in discussions with utility providers such as hydroelectric power, communications/telecommunications facilities and utilities,

broadband fibre optics, and natural gas to ensure that sufficient infrastructure is or will be in place to serve the Plan area.

- 10.4.2 The Municipality will promote utilities to be planned for and installed in common trenches, where feasible, in a coordinated and integrated manner in order to be more efficient, cost effective, and minimize disruption.
- 10.4.3 Telecommunications/communications utilities, electrical stations or sub-stations, mail boxes or super mail boxes and similar facilities should be incorporated and built into architectural and landscaping features, rather than being freestanding. Where feasible, these will be compatible with the appearance of adjacent uses and include anti-graffiti initiatives, and not be located in a municipally owned park.
- 10.4.4 Future development shall consider the visual impact and location of existing above and below-grade utilities including telephone, hydro, water and natural gas.
- 10.4.5 Future development is encouraged to implement buried utilities.
- 10.4.6 Utilities, infrastructure and servicing shall be located so as not to interfere with existing trees, mature tree growth or landscaping.

## **11.0 Cultural and Built Heritage**

### **11.1 Objectives**

- 11.1.1 To promote a culture of conservation that recognizes the significance of cultural and built heritage resources and their contribution to the character of the Bowmanville East Urban Centre.
- 11.1.2 To incorporate cultural heritage resources into community design and development.

### **11.2 General Policies**

- 11.2.1 Where possible, the Municipality will seek the retention, conservation and/or rehabilitation of cultural heritage resources in their original locations and for their original uses within the Plan area, as appropriate. Where it is not possible to retain the original uses, adaptive re-use of heritage buildings shall be encouraged.
- 11.2.2 New development should achieve a compatible relationship with cultural heritage resources in their context through consideration of elements such as urban scale, building height, massing, materiality, profile and architectural character and expression.
- 11.2.3 Development on or adjacent to a cultural heritage resource identified on the Municipality's Heritage Resource List is subject to evaluation through a Heritage Impact Assessment to the satisfaction of Municipal staff.

- 11.2.4 Development within the Goodyear Lands shall aim to retain the industrial heritage character of the former factory complex. Where possible, adaptive re-use of the existing factory buildings is encouraged.
- 11.2.5 The industrial and commercial history of the Bowmanville East Urban Centre should be incorporated into the design of the public realm through landscaping, lighting, signage, heritage interpretation installations, public art, and other appropriate forms.

## **12.0 Implementation and Interpretation**

### **12.1 Implementation**

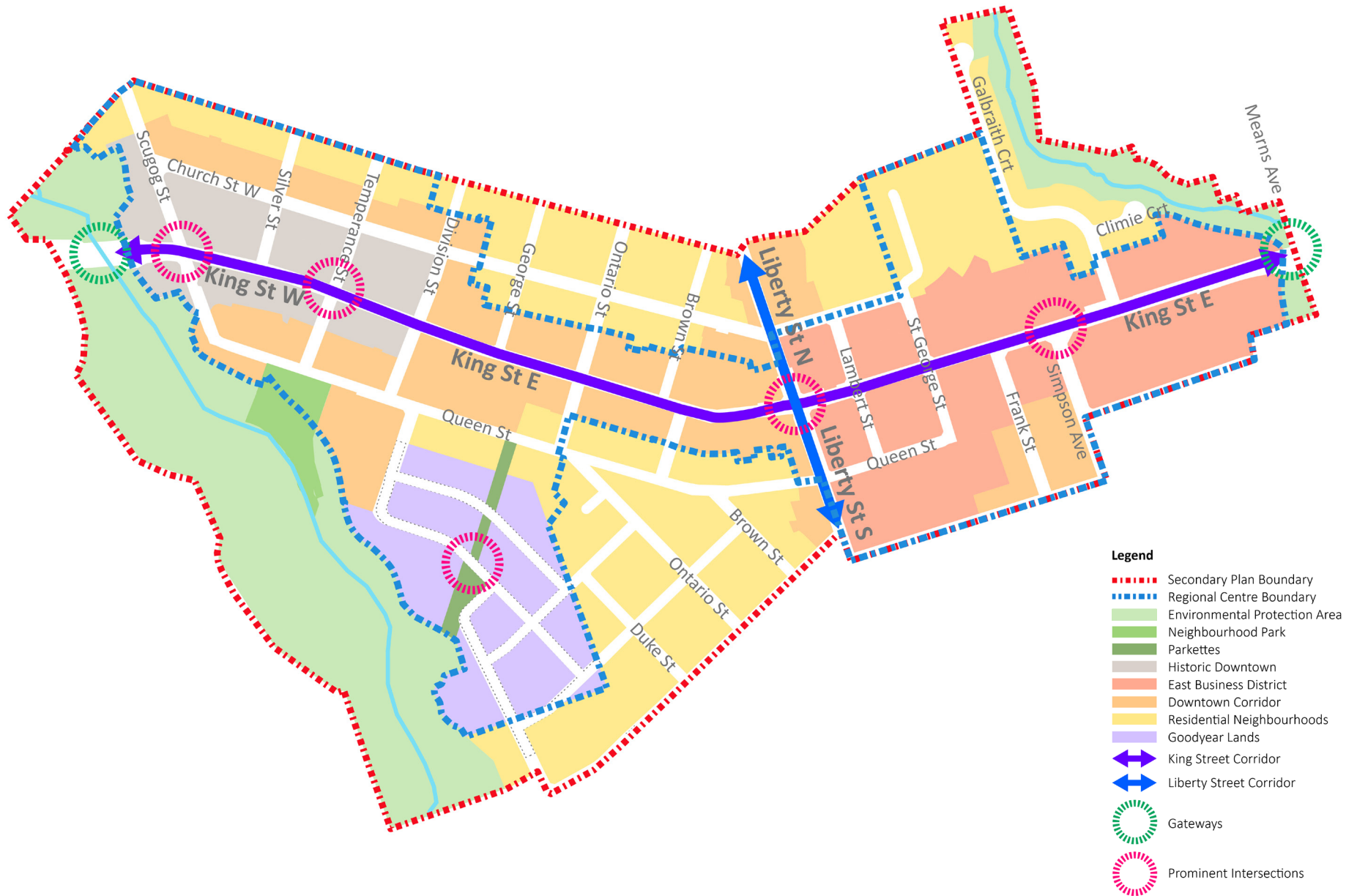
- 12.1.1 The policies of this Plan will inform decisions related to development of the lands within the Bowmanville East Urban Centre Plan area. The policies of this Plan will be implemented by exercising the powers conferred upon the Municipality by the Planning Act, the Municipal Act and any other applicable statutes, and in accordance with the applicable policies of the Clarington Official Plan.
- 12.1.2 A Zoning By-law will implement the policies of this Plan.
- 12.1.3 The Municipality will monitor the policies of this Secondary Plan as part of the regular Official Plan review and propose updates as deemed necessary.
- 12.1.4 An existing use of land, building or structure which is lawfully in existence prior to the passage of the implementing Zoning By-law and which does not conform to this Secondary Plan, but continues to be used for such purposes, shall be deemed to be legal non-conforming.
- 12.1.5 Non-conforming uses, legal or otherwise, shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Secondary Plan and the provisions of the implementing Zoning By-law.
- 12.1.6 Inherent to this Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in accordance with the Clarington Official Plan in the interpretation of the policies, regulations and numerical requirements of this Plan except where this Plan is explicitly intended to be prescriptive, such as those regarding minimum densities and minimum and maximum heights.
- 12.1.7 No development is permitted within the Goodyear Lands Character Area until a Record of Site Condition has been provided to the satisfaction of the Municipality of Clarington. A holding provision shall be included within the implementing zoning by-law.

- 12.1.8 Any proposed development within a 1000 metre radius of the Lakeridge Health Bowmanville Hospital with a proposed building height taller than 9 storeys or the height of the rooftop heliport, whichever is less, may be required by Municipal staff to include, as part of a complete application, a report prepared by an Aeronautical expert which assesses impacts of the proposed development on heliport flight paths.
- 12.1.9 A Sustainability Report is required to be submitted along with any development applications for lands in the Secondary Plan area. The report should indicate how the development meets the sustainable development principles and policies of this Plan, the Clarington Official Plan, and the Priority Green Development Standards, and should address sustainable community, site, and building design.
- 12.1.10 The Urban Design Guidelines are contained as an appendix (Appendix A) to this Plan. The Urban Design Guidelines provide guidelines for both the public and private sectors. They indicate the Municipality of Clarington's expectations with respect to the character, quality and form of development in the Bowmanville East Urban Centre community. The Demonstration Plan illustrates one manner of implementing the planning principles of the Secondary Plan. The Urban Design Guidelines and Demonstration Plan have been approved by Council, however, do not require an amendment to implement an alternative design solution, or solutions at any time in the future.
- 12.1.11 Engineering infrastructure must follow the schedule within the Municipality's and Region's capital budget.
- 12.1.12 Development applications for lands abutting the Arterial Roads shown in Schedule C shall require that lands be dedicated for road widenings, as determined by the Municipality and the Region.
- 12.1.13 Approval of development applications are conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works will be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Municipality of Clarington.
- 12.1.14 Approval of development applications are conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works will be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Municipality of Clarington.
- 12.1.15 Development applications which require an archaeological study are required to consult and engage First Nations in the Stage One Archaeological Assessment process and to notify First Nations expeditiously if archaeological artifacts are discovered.

## 12.2 Interpretation

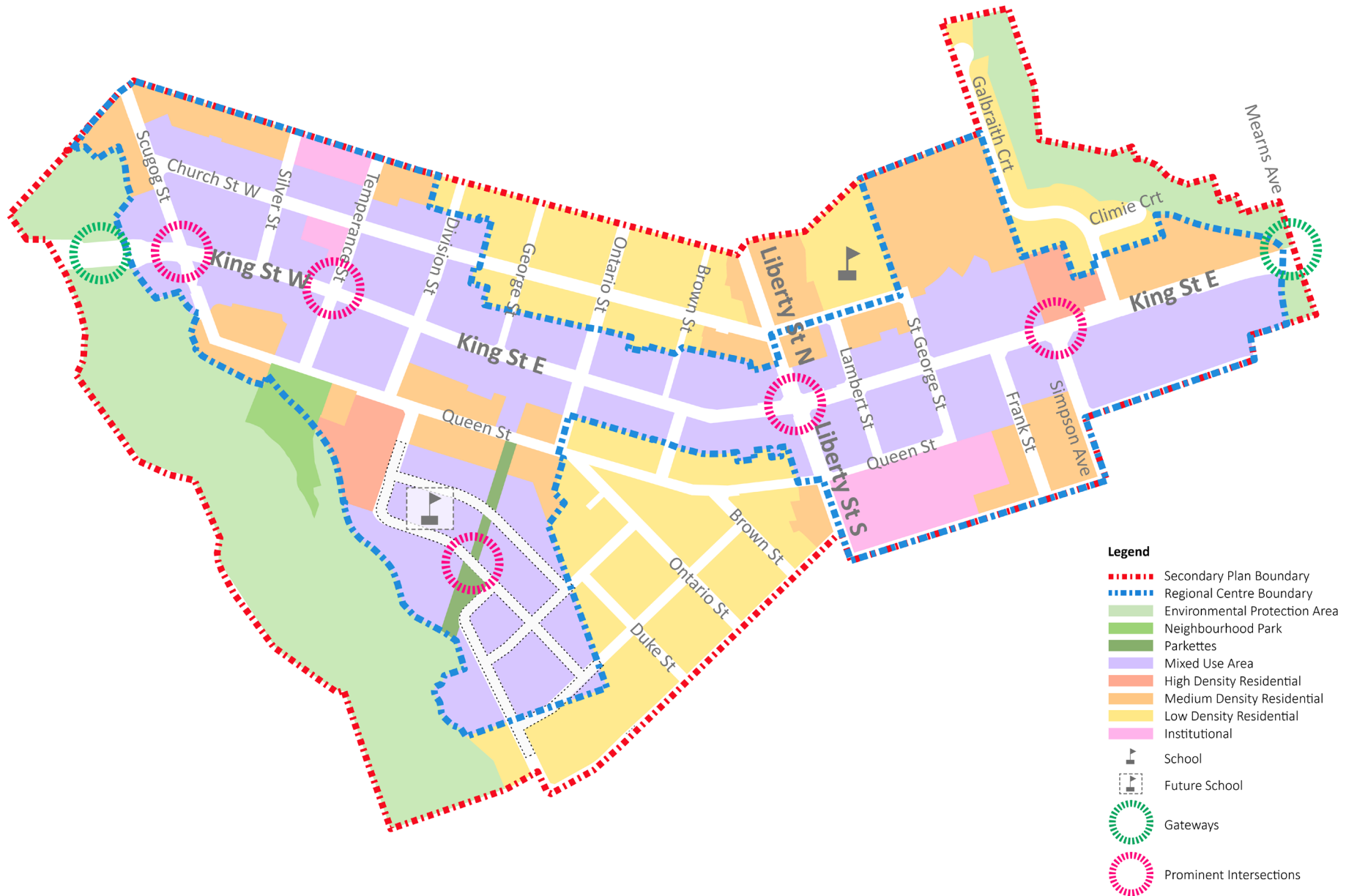
- 12.2.1 The Bowmanville East Urban Centre Secondary Plan aligns with the policies of the Clarington Official Plan. The policies of this Plan, along with Schedules and Appendices must be read and interpreted in conjunction with the policies of the Clarington Official Plan.
- 12.2.2 In the event of a conflict between the Clarington Official Plan and this Plan, the policies of this Secondary Plan prevail.
- 12.2.3 The boundaries shown the Schedules to this Plan are approximate, except where they meet with existing roads, valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Municipality, minor boundary adjustments will not require an amendment to this Secondary Plan.
- 12.2.4 Where examples of permitted uses are listed under any specific land use designation, they are intended to provide examples of possible uses. Other similar uses may be permitted provided they conform to the intent and all applicable provisions of this Secondary Plan.

# Schedule A: Community Structure and Character Areas

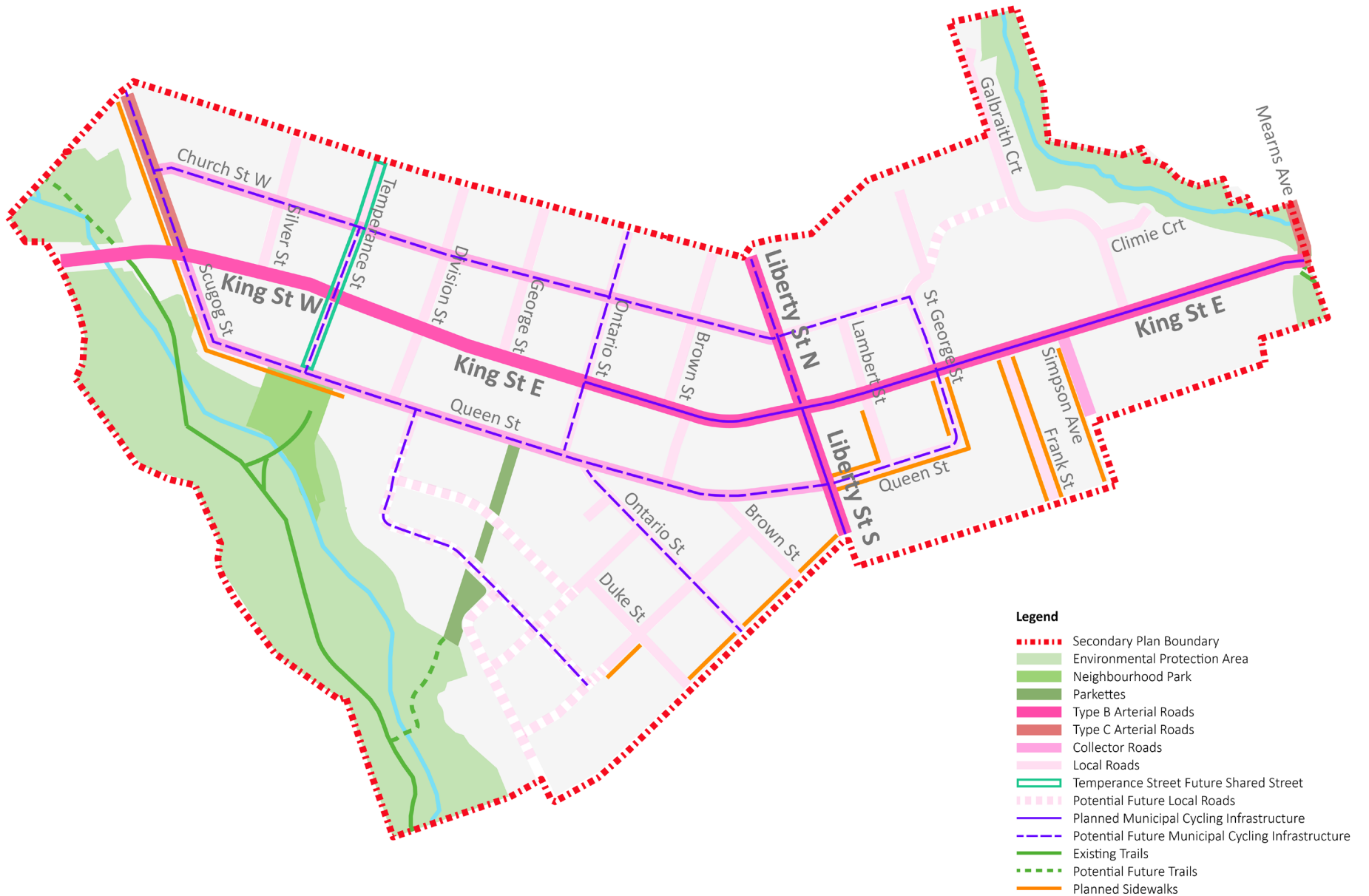




# Schedule B: Land Use



# Schedule C: Transportation and Open Space Network



- Legend**
- ⋯ Secondary Plan Boundary
  - Environmental Protection Area
  - Neighbourhood Park
  - Parkettes
  - Type B Arterial Roads
  - Type C Arterial Roads
  - Collector Roads
  - Local Roads
  - ▬ Temperance Street Future Shared Street
  - ⋯ Potential Future Local Roads
  - ▬ Planned Municipal Cycling Infrastructure
  - ⋯ Potential Future Municipal Cycling Infrastructure
  - ▬ Existing Trails
  - ⋯ Potential Future Trails
  - ▬ Planned Sidewalks