Municipality of Clarington

Bowmanville East Urban Centre Urban Design Guidelines

May 2024

Clarington SvN AECOM

Contents

1.0 Introduction

Purpose of the Guidelines

The purpose of the Guidelines is to provide urban design standards and expectations for public and private development in the Bowmanville East Urban Centre. The Guidelines articulate a 'how-to' for the vision and policies of the Secondary Plan. The Guidelines promote new development that achieves the following:

- Protects and enhances the natural heritage system and celebrates those features within the community;
- Maintains, enhances and expands a vibrant, walkable and complete community;
- Ensures buildings, streets, parks, and open spaces are of a high design standard contributing to memorable public and private realms; and
- Promotes health and safety by prioritizing active transportation as the primary, day-to-day choice for moving around.

The Guidelines will be used to guide and evaluate public and private development initiatives. They will be used by:

- Municipal council and committees to evaluate if an application meets the Municipality's vision for development in Bowmanville East Urban Centre;
- Municipal staff and external agencies when reviewing private development applications, and, as a framework to guide Municipal studies and projects;
- The development industry, including but not limited to landowners, developers, and consultants, to guide and shape development proposals; and
- The public to understand the vision for the Bowmanville East Urban Centre, and the benefits of urban design in their community.

Interpretation

The Guidelines provide further elaboration and guidance of the policies of the Clarington Official Plan (Official Plan) and the Bowmanville East Urban Centre Secondary Plan as they relate to matters of urban design, including community structure, public realm, site design, and built form. The Guidelines are to be read in conjunction with:

- The Official Plan, particularly Section 5: Creating Vibrant and Sustainable Places and Section 9: Livable Neighbourhoods;
- The Bowmanville East Urban Centre Secondary Plan;
- The Clarington Zoning By-law;
- The Clarington General Architectural Design Guidelines;
- The Amenity Guidelines for Medium and High-Density Residences;
- The Landscape Design Guidelines;
- The Lighting Guidelines; and,
- Priority Green Development Framework and The Implementation Plan.

These Guidelines establish good general urban design practices applicable across the Bowmanville East Urban Centre and all of its conditions, with a focus on infill, redevelopment and intensification. The Clarington General Architectural Design Guidelines will be more applicable to low-rise, house-form development in the Residential Neighbourhoods Character Area.

The Guidelines will be used as a tool to guide and evaluate planning applications including draft plan of subdivision, zoning, site plan control, and minor variance, at the discretion of the Municipality of Clarington, to ensure that high levels of urban design are achieved.

2.0 Vision and Guiding Principles

Vision

Bowmanville East Urban Centre 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 Bowmanville East Urban Centre 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 Urban Centre, 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 higher-density, mixed use community.

It 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 natural heritage system, including the valleylands adjacent to the Bowmanville and Soper Creeks, will be preserved, enhanced and connected.

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

Guiding Principles

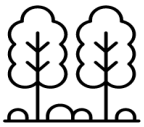
The following principles form the core tenets of the Bowmanville East Urban Centre Secondary Plan. Together with the vision, these principles will guide decision-making as the Secondary Plan is prepared and implemented.

Provide Housing Choice and Affordability

Maintain Historical Character

Improve Connections

Establish An Active Street Wall



Diversify Open Spaces

Promote a Sense of Place

Create a Sustainable Future

3.0 Community Structure

This section provides an overview of the key urban design drivers that shape the overall approach to the physical character and form of the Bowmanville East Urban Centre. The structuring elements, below, include:

- King Street – Main Spine
- Character Areas
- Parks and Open Spaces
- Gateways and Visually Prominent Intersections

An overview of the key objectives of each structuring element is provided to show, at a high level, how it shapes design responses. They should be read in conjunction with the other Guidelines.

3.1 King Street – Main Spine

King Street is the traditional main street of Bowmanville. It has been, and will continue to be, the principal thoroughfare and the retail/civic heart of the community. At its western end, the historic blocks of the downtown are characterized by a 2 to 3 storey street wall continuously along the street edge, ground floor retail, mixed uses above, and tree-lined pedestrian-friendly sidewalks. This successful model will be continued to the east, presently characterized by auto-oriented development, so that over time, the entire length of King Street will become an active, walkable main spine lined by great buildings.

The King Street corridor is the focal point for higher densities and mixed uses, which are key ingredients of a compact, complete community. An enhanced streetscape environment is envisioned to support active transportation, create a vibrant and attractive public realm, and provide connectivity to Bowmanville and Soper Creeks.

Key Objectives

- Focus the greatest mix of uses, highest densities, and tallest buildings towards King Street.
- Provide for frequent pedestrian linkages to King Street, through a finely scaled grid pattern of streets, mid-block connections and direct building entrances.
- Development facing King Street shall be of the highest design and architectural quality, with a focus on active uses at ground level and pedestrian scale street edges.
- Public realm landscaping will provide wide sidewalks supporting large street trees and places for retail to spill out, with beautiful paving and furniture.

3.2 Character Areas

The urban areas outside of the creek valleys have been classified into different development typologies, or Character Areas, based on existing conditions and development forms, as well as on planned character, role and function. The Character Areas provide a general framework for the continued evolution of the Bowmanville East Urban Centre. Some Character Areas are intended for significant revitalization, some allow for modest change and intensification that maintains the existing identity, and some will not see significant change. While the principles of good urban design set out in these Guidelines apply across all Character Areas, there are some specific guidelines that apply to individual Character Areas.

East Business District

Currently typified by low density, automobile-oriented uses, this area can accommodate the greatest intensification, accompanied by investment in a high quality public realm that provides the outdoor amenity space for the new population.

Key Objectives

- Re-orientation of new buildings to line King Street, with retail at ground level and other uses above. Parking is screened from view.
- New Parkettes, Public Squares, Sliver Parks, Mid-block Connections, and streetscape enhancements will be sprinkled throughout, providing recreational amenities. One larger Public Square is intended to function as a neighbourhood focal point and gathering area.

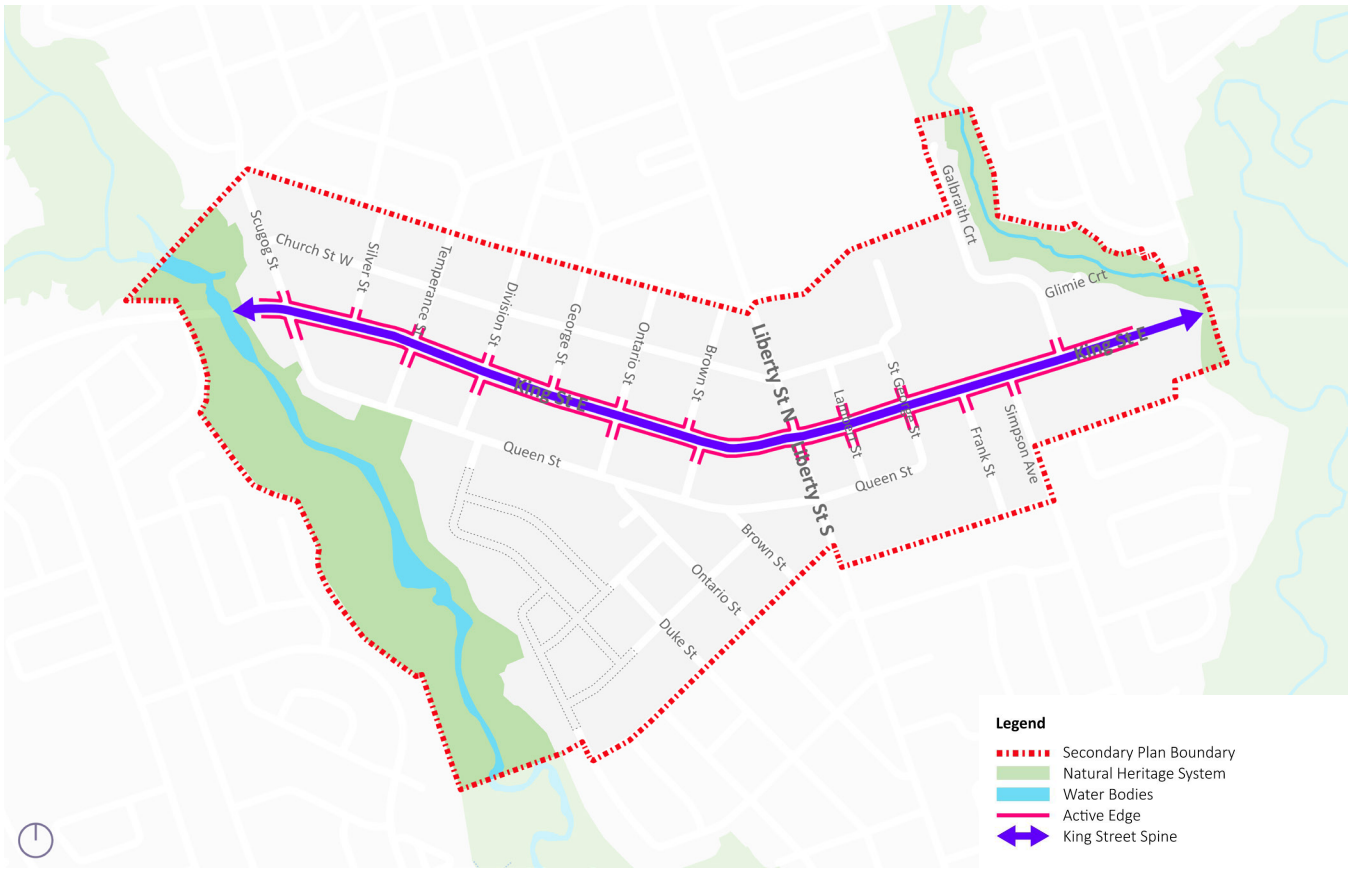


Figure 01: King Street - Main Spine

- Potential redevelopment of the Lakeridge Health Centre supports great streetscapes and provides a supportive community anchor.
- Potential redevelopment of the Bowmanville Mall should create a complete new neighbourhood, with a fine-grained grid of streets, new public parks, and a mix of retail, residential and other uses.

Downtown Corridor

Currently a mix of street related and automobile-oriented uses, this area is a transition between the Historic Downtown Character Area and the East Business District Character Area. Sensitive infill and redevelopment will preserve the best of the street related buildings while adding density.

Key Objectives

- Re-orientation of new buildings to line King Street, with retail at ground level and other uses above. Parking is screened from view.
- New Parkettes, Public Squares, Sliver Parks, Mid-block Connections, and streetscape enhancements will be sprinkled throughout, providing recreational amenities. One larger Public Square is intended to function as a neighbourhood focal point and gathering area.
- Preservation of historic and character-defining buildings along King Street wherever possible.
- Sensitive transitions to historic and surrounding low-rise buildings.

Historic Downtown

A vibrant, cohesive and continuous historic streetscape will be preserved. New development is encouraged to support the diversity of business and cultural destinations, but must maintain the heritage character. Overall building heights will be lower.

Key Objectives

- New development will infill street wall gaps and maintain the street wall heights. Building additions will be stepped back from the street edge and have a compatible architectural character that maintains the focus on historic streetscapes.
- Investment in King Street, Temperance Street and the Clarington Museum and Archives site will create new amenities for the area and flexible civic gathering areas.
- Sensitive transitions to historic and surrounding low-rise buildings.

Residential Neighbourhoods

The Residential Neighbourhoods Character Area captures established low rise communities around the edges of the downtown and King Street. They are primarily residential with some small scale retail. These areas can accommodate modest intensification and a greater diversity of housing forms in low rise building forms while maintaining their existing character.

Key Objectives

- Infill development will maintain a low rise character at the street edge.
- Additions will maintain house form massing along the streetscape, with taller elements set well back.

Goodyear Lands Character Area

The Goodyear Lands Character Area has tremendous potential to develop as an exciting district within the Bowmanville East Urban Centre, complementing the downtown, while being a complete community unto itself.

Key Objectives

- New street and block pattern ties into existing streets and blocks to create a seamless integration with the urban fabric.
- A central public open space spine Parkette links Queen Street with the Bowmanville Creek and is the focal point for the district, enhancing the connectivity of the park network for the Bowmanville East Urban Centre.
- New retail at the district's heart creates lively streets and supports local residents.
- A mix of building forms, with taller buildings located closer to the Bowmanville Creek at the heart of the district transitions to lower buildings adjacent to the existing surrounding neighbourhood.
- The site's industrial heritage is celebrated through appropriate preservation and interpretive strategies.

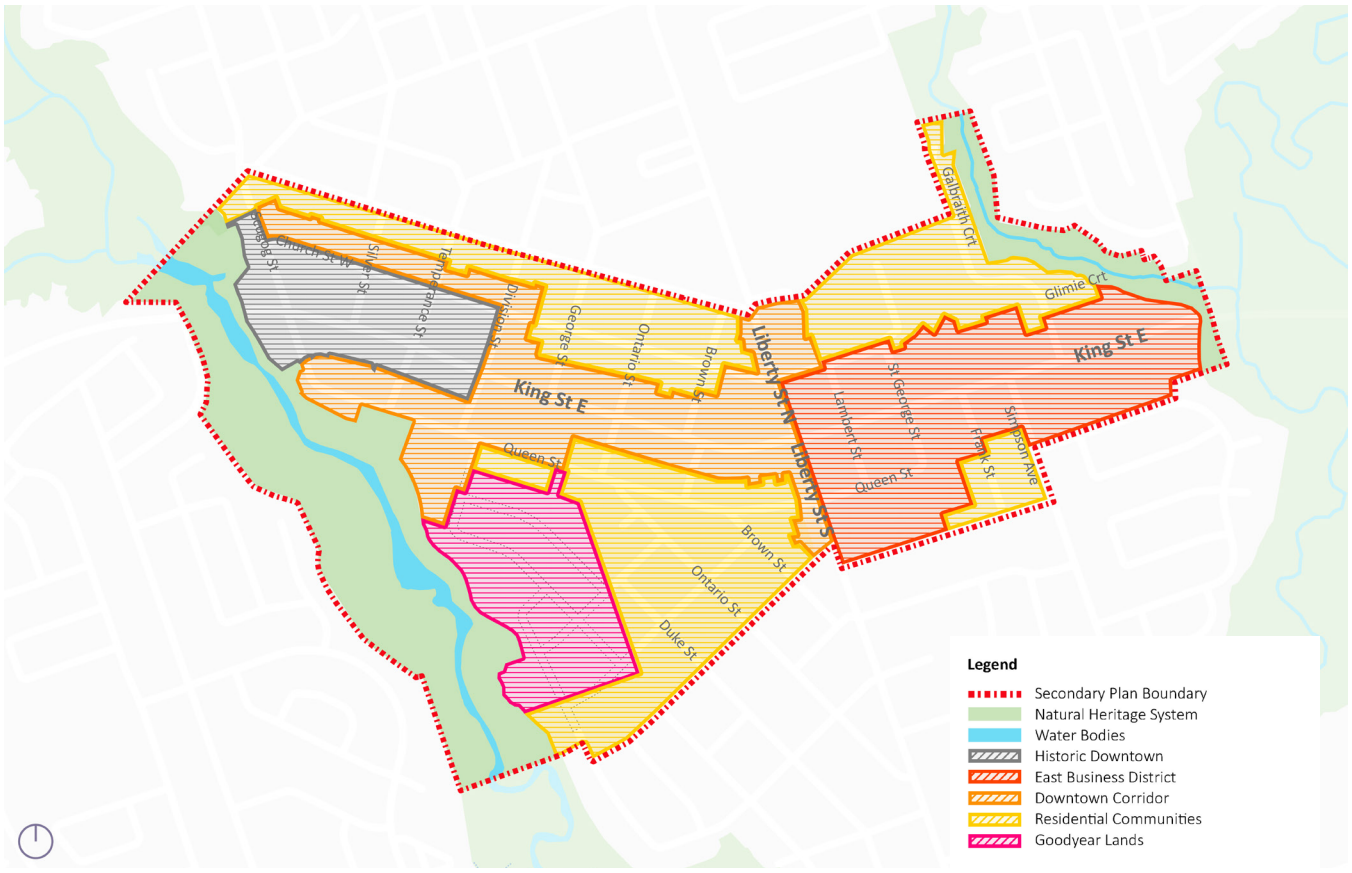


Figure 02: Character Areas

3.3 Parks and Open Spaces

Parks and open spaces include the Bowmanville and Soper Creek valleys, as well as existing and future formal parks and plaza spaces. They are highly accessible to the community through the well-connected grid pattern of streets. They support community gathering and recreation as well as ecological and hydrological functions. They are green lungs that complement the urban character of the community.

Key Objectives

- Each Character Area (other than the Residential Neighbourhoods Character Area) is intended to have a central public open space and gathering area, each with a unique role and character.
- New Parkettes and other open spaces will be established through new development. As such, their locations will be opportunistic and proceed at the pace of new development.
- New open spaces will be located along streets where they are highly visible and accessible to the community.
- New development will front, face and feature open spaces.
- Open spaces will be designed and programmed to promote accessibility and usage for all. Together, the network of open spaces will provide a diversity of experiences and recreation.

3.4 Visually Prominent Locations and Gateways

Visually prominent locations are unique and special because the public realm and buildings at these locations has an important role to play in defining the overall image and character of the Bowmanville East Urban Centre. Because they are so visible, the quality of design should be elevated, creating memorable landmarks and experiences.

Gateways mark the threshold of the Bowmanville East Urban Centre along King Street, the primary spine of the community. The Bowmanville Creek and Soper Creek valleys bookend the Bowmanville East Urban Centre, and the passage through the valleys, over the bridges, and into a pedestrian-scaled, urban environment establish special gateway experiences unique in Clarington.

There are several locations along King Street where it intersects with other busy or important streets that create visually Prominent Intersections, where it is appropriate for buildings to have enhanced architectural features and for the public realm to provide enhanced pedestrian amenities.

The alignment of the street network, including the interface of different street grid orientations, creates View Terminus sites that are focal points of long views. Because of their visual prominence, these locations should also have enhanced built form and public realm features.

Key Objectives

- Create gateways along King Street at each end of the Bowmanville East Urban Centre. The gateway experience should include the streetscape experience transitioning from the creek valleys into the downtown area.
- Gateways and visually prominent locations should feature landmark characteristics in building design and landscape, for example through enhanced planting, decorative paving, additional seating and street furniture, taller building elements, main building entrances that are aligned to view corridors, active uses, and location of public open spaces.

Figure 03: Parks and Open Spaces

Figure 04: Gateways and Visually Prominent Locations

4.0 Built Form

The following guidelines apply to the lots and parcels that make up the residential, commercial, employment and institutional uses of the Bowmanville East Urban Centre. They include guidance on overall site layout inclusive of building location, site access and circulation, as well as on building design, with the goal of creating attractive, interesting and pedestrian-scaled streetscapes. The core principles of the Built Form guidelines should also be applied to the development of publicly owned buildings such as schools, halls, community centres and the like.

4.1 Siting and Orientation

- The primary facade of buildings should be located at or close to the street line (right of way) and generally be parallel to it, creating a well-defined street edge.
- In the Residential Neighbourhoods Character Area, buildings should be set back consistently with the predominant setback on the block.
- Where public open spaces are provided, such as Public Squares, Parkettes, forecourts, or patios, buildings should be sited to define the edges of the public space.
- Buildings shall be oriented to and address public streets and urban open spaces with a frontal appearance inclusive of windows and building entrances. Where buildings front onto more than one public street or open space, all building facades shall have a frontal appearance.
- Along King Street, buildings should be continuous along its frontage.
- Locate taller buildings to minimize overlook and shadow impacts on public open space and the Residential Neighbourhoods Character Area.

Figure 05: Buildings are sited to define street edges. The mid-rise building has retail at ground level and is located beside the sidewalk (right). The townhouse units have small front yard zones (left). A small setback (bottom) provides a public space at the building entrance and for retail spill-out.

Figure 06: Buildings line the street edge. Over time, as properties redevelop, a continuous street wall will be created.

Figure 07: Buildings can be set back from the street edge where they create public spaces or amenities.

4.2 Building Design and Articulation

- Building massing should be articulated through vertical and horizontal recesses or projections, datum lines, and changes in plane, materials, texture or colour.
- A rhythm of vertical elements, such as bays, columns, window alignments, entrances and/or datum lines should be provided for all buildings with over 12 metres of frontage to create a fine-grained character and human scale.
- All facades facing public streets and open spaces should be consistent in their design and materials. No blank walls or reduced material quality is permitted facing streets.
- Building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, longevity, sustainability and ease of maintenance.
- Change of materials should coincide with defined architectural elements such as projections, datum lines, and bays in the facade. Materials should wrap corners.

Building design should incorporate distinct base, middle and top portions in order to visually break up vertical massing and help establish pedestrian scale. The scale of the base, middle and top may vary; the design principles are equally applicable to a 2 storey building or a tall building.

Base Portion

Provide visual interest through the materials, colours, fenestration, articulation and architectural detailing in order to reinforce a pedestrian scale environment at street level and mark a distinct base or transition to ground level.

Middle Portion

The middle portion of the building is usually the largest component. Variation in the design and articulation of this portion of the building should promote visual interest and contribute to the overall streetscape.

Top Portion

The top portion of the building, which may include the upper storeys as well as the roof profile, should contribute to the visual identity of the building and create a cap at the skyline. Rooftop mechanical systems should be integrated with the primary façade expression or concealed into the roof design.

Figure 08: Base, Middle and Top

4.2.1 Entrances

- Primary building entrances should address primary streets and should be clearly articulated and expressed in the façade composition. Secondary entrances are encouraged on all streets.
- Emphasize entrances with architectural forms and detailing such as changes in height and massing, projection, shadow, punctuation, materials, and change in roofline. Modest variation in height, setback and/or step backs are appropriate.
- Ensure main entrances to public buildings, offices, and residential lobbies are weather protected through use of canopies, awnings or recesses.
- Ensure the grading of entrance areas and transitions from inside to outside are barrier free and accessible.

Figure 09: The main entrance is emphasized through massing, roof profile, and material expression in the facade, with a forecourt in front.

Figure 10: The main building entrance is emphasized through a central, taller massing element clad in an accent material. The entrance is a double height volume, and recessed for weather protection.

Figure 11: The building entrance is covered, with a small forecourt. The architectural expression above (balconies, brick) changes.

4.2.2 Street Activation and Ground Level Design

- Provide active uses at ground level to promote indoor-outdoor activity. Prioritize retail, commercial or institutional uses that generate pedestrian activity.
- Commercial frontages, and all frontages along King Street, shall have a minimum ground floor height of 4.5 metres.
- Animated ground level facades shall be created through substantial transparency and frequent entrances.

Retail

- Retail uses are preferred along King Street, and within the heart of the Historic Downtown and Goodyear Lands Character Areas. Refer to the Priority Retail Frontages diagram (Figure 12).
- Retail uses shall incorporate a minimum of 75% transparency along their frontages.
- Retail display windows shall be located as close to the street line as possible. Avoid deep columns, recesses or building projections that screen retail windows from view along the sidewalk.
- If a building is setback from the street line, the setback zone shall be designed as an extension of the public sidewalk, and may include an additional row of street trees and street furniture as space permits. Retail or café spill out is encouraged.

Residential

- Units at ground level shall be designed with individual entrance doors from the unit to the street, and their individuality expressed in the façade design.
- The setback zone in front of ground level units shall be designed as a traditional front yard area, with a walkway, porch or stoop, low walls and landscaping, and other elements to create a semi-private transition.
- A generous pedestrian connection should be provided from the street edge to residential lobbies. Seating and planting framing the entrance area is encouraged.
- Live-work zoning is encouraged.

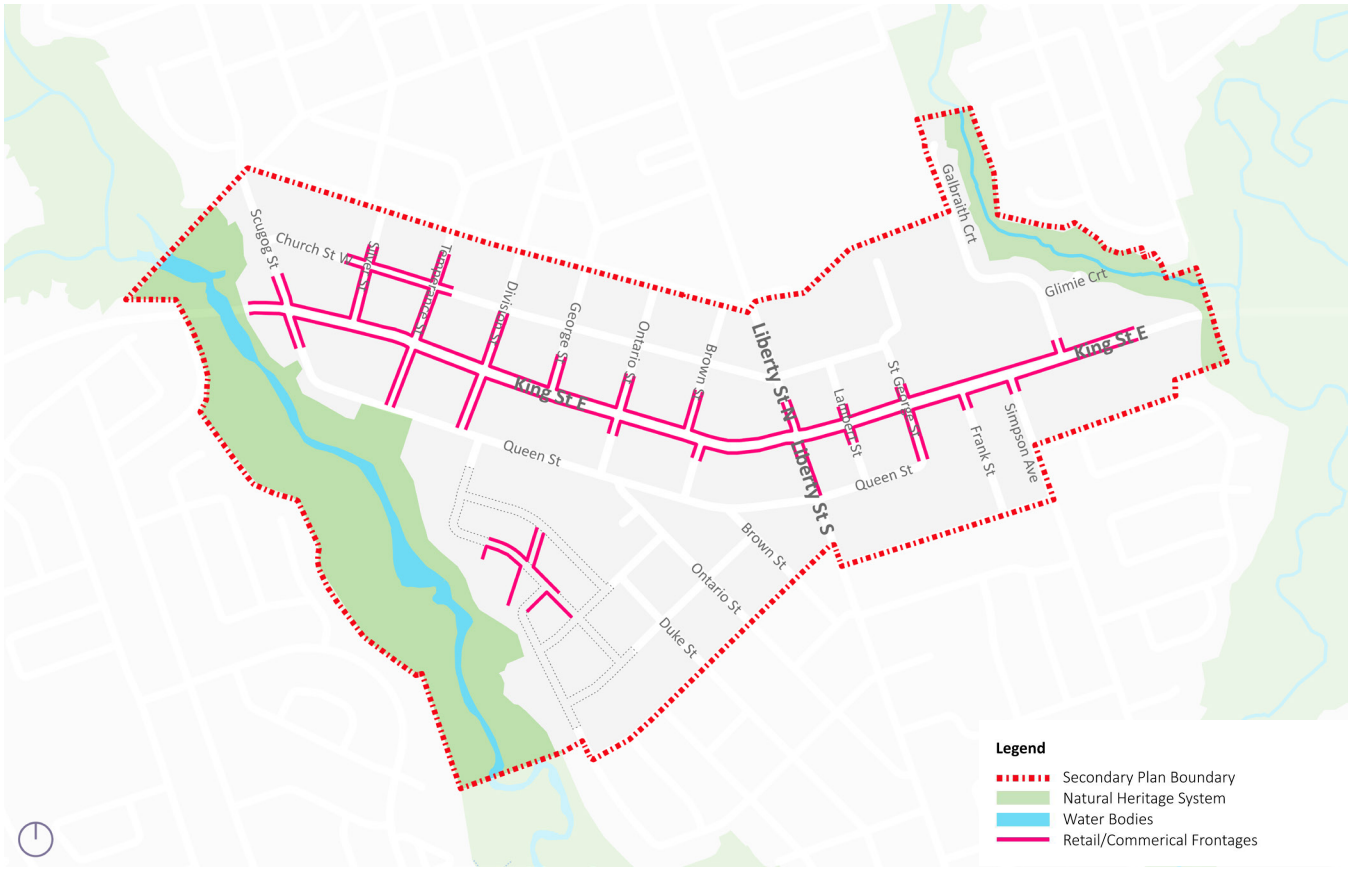


Figure 12: Priority Retail Frontages

Figure 13: The retail uses extend along the street edge, with a high degree of transparency.

Figure 14: Ground level units are individually articulated in the architectural expression. Each has a direct entrance to the adjacent sidewalk with a small front yard transition zone.

4.2.3 Podium/Street Wall

New development should establish a consistent street edge definition adjacent to the public realm. With the exception of the Residential Neighbourhoods Character Area, this will be a continuous street wall along street frontages, where each development is built to the lot line or to public spaces such as mid-block connections or parkettes. Taller buildings will be designed with a podium to create the street wall.

Downtown Corridor, East Business District, and the Goodyear Lands Character Areas

- For buildings greater than 4 storeys, provide a minimum 3.0 metre step back to taller portions of the building above the 3rd to 4th storey,.

Historic Downtown Character Area

- For buildings greater than 3 storeys, provide a minimum 3.0 metre step back to taller portions of the building above the 2nd or 3rd storey.

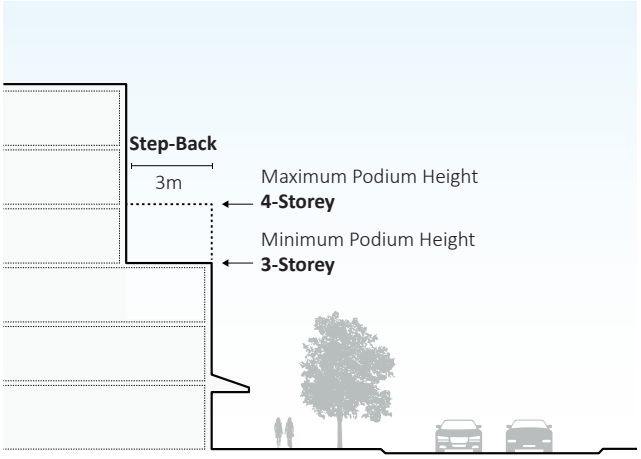


Figure 15: Podium Street Wall in the Downtown Corridor, East Business District and Goodyear Lands Character Areas

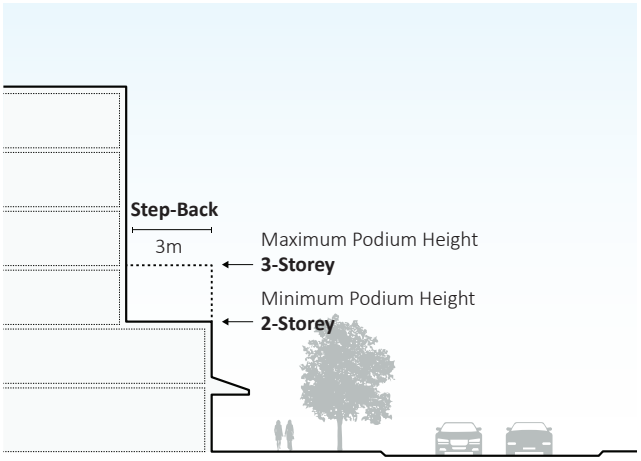


Figure 16: Podium Street Wall in the Historic Downtown Character Area

Figure 17: This building has a 4 storey podium. Above the podium the building is stepped back. This is appropriate for the Downtown Corridor, East Business District and Goodyear Lands Character Areas.

Figure 18: In the Historic Downtown Character Area, podiums should be 2 to 3 storeys in height to match the existing context. Above the podium the building is stepped back.

4.2.4 Tall Buildings (9+ storeys)

Tall buildings have a responsibility to ensure their design qualities benefit the Bowmanville East Urban Centre. The increased population that tall buildings provide must be served by public realm benefits such as new open space, high quality streets with amenities, and increased material quality. Taller buildings must mitigate their height and bulk to maintain sky view and sunlight access to surrounding streets, open spaces and properties.

- The tower portions of tall buildings shall be separated by a minimum of 25 metres.
- Tall buildings shall provide a minimum of 12.5 metres of separation to the property lines of adjacent sites with development potential.
- Tower floorplates of residential buildings shall not exceed 750 square metres in area.
- Variation in the podium massing and articulation is encouraged, for example, to express the massing of the tower element to ground level.
- The top level(s) of the building must contribute to the creation of an attractive skyline through massing, materials and architectural treatment
- Mechanical penthouses should set back 5 metres from the edge of the building and incorporate a high-quality architectural expression, or where not set back, be designed to be fully integrated with the primary façade massing, expression and materials.

Figure 19: Mechanical penthouses set back from the egde of the building have an architectural expression different from, but consistent with, the facade, while contributing to an interesting skyline.

Figure 20: This mechanical penthouse is fully integrated with the architectural expression to create a dynamic skyline profile.

4.2.5 Transition

New development should provide a transition to Residential Neighbourhoods Character Areas, to avoid abrupt changes in scale and significant overshadowing, and to provide privacy and sky view for those properties. There are a variety of design strategies that can be employed, such as:

- Locate the tallest buildings away from Residential Neighbourhoods Character Areas.
- Shadows from new development should not adversely impact the rear yards of Residential Neighbourhoods Character Areas.
- Where new development is located with a flankage (side yard) relationship to Residential Neighbourhoods Character Areas within the Regional Centre, the massing of new development should be 3-4 storeys adjacent to those areas, with taller massing set back. This provides a compatible scale along the streetscape.
- Where new development is located with a flankage (side yard) relationship to Residential Neighbourhoods Character Areas outside of the Regional Centre, the massing of new development should be 2-3 storeys adjacent to those areas, with taller massing set back. This provides a compatible scale along the streetscape.
- Where new development backs onto the rear yards of Residential Neighbourhoods Character Areas, a buffer should be provided:
  - Spatial buffer: a separation between the property line and the new building massing should be provided. The separation should include a landscape buffer (below), but could also include driveways, parking, or outdoor amenity space;
  - Landscape buffer: an opaque fence and buffer landscaping, inclusive of groundcover, shrub and small or large tree planting should be provided.
- New development that fronts onto a street with a Neighbourhood Residential Character Area across the street could be up to 4 storeys in height, with taller massing set back. This provides a compatible scale across the streetscape while allowing for an increase in scale for the development site.
- Provide architectural design features in the podium that reference the design of the Residential Neighbourhoods Character Areas, such as setbacks, materiality (e.g. brick), and datum lines.

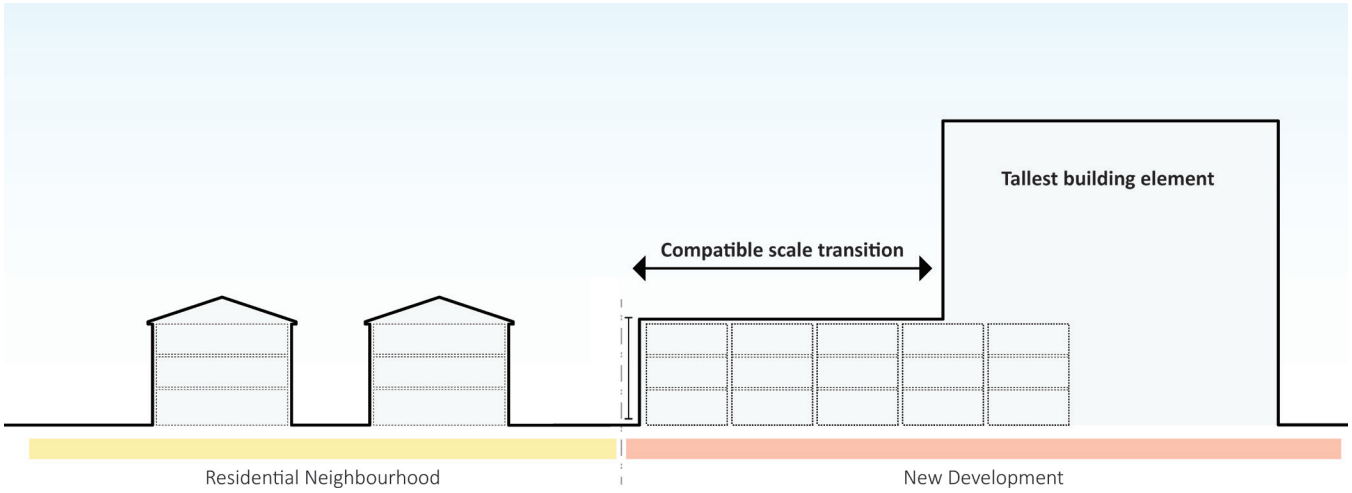


Figure 21: Built Form Transition for Flankage Conditions

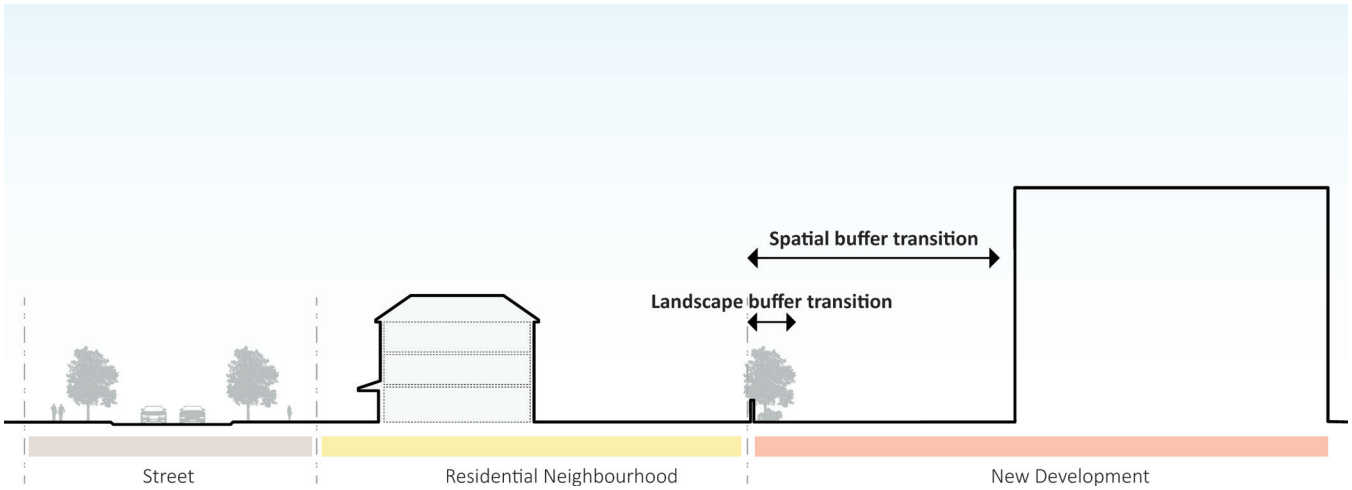


Figure 22: Built Form Transition for Rear Yard Conditions

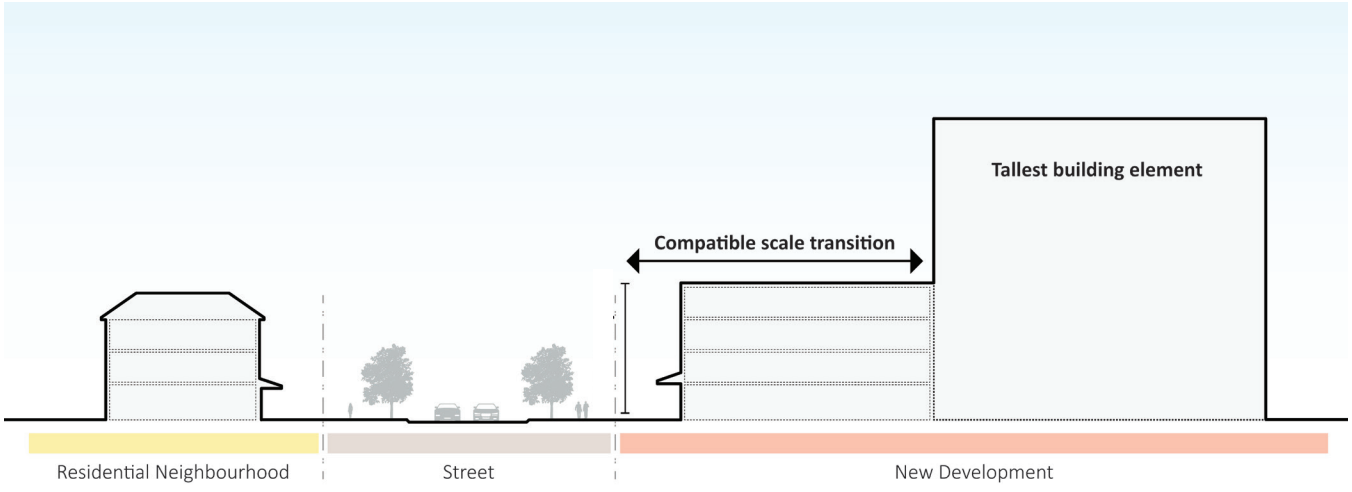


Figure 23: Built Form Transition for Frontage Conditions

4.3 Visually Prominent Locations

Visually prominent locations include Gateways, Prominent Intersections, and View Terminus sites, as well as the edges of other important locations such as public open spaces and natural features, that because of their high visibility and role in defining the public realm, have increased importance in contributing to the image and character of the Bowmanville East Urban Centre. As such, the design of the public and private realm should be enhanced.

- New development and landscaping will frame rather than block public views of prominent natural features, view termini, landmark buildings, public art and other prominent downtown features.
- At Prominent Intersection sites, develop both street facing facades as front elevations with pronounced entrances oriented to the corner and/or the primary streets.
- Taller building elements at Prominent Intersections and View Terminus locations are encouraged, such as small towers, rotundas, porticos, change in building plane, special rooflines, public art, and street wall height exceptions, where those elements exhibit:
  - compatibility with adjacent context, including appropriate scale;
  - compatibility with the principal building expression; and,
  - Design excellence.
- Along King Street, at Prominent Intersections and View Terminus sites, podium height at the focal point may be up to 6 storeys for a distance of 10 metres along both street frontages. Taller architectural features are encouraged.
- Enhanced quality of materials and detailing is encouraged.
- Surface parking lots visible from the street edge are not appropriate.

Figure 24: The building addresses both streets with a frontal appearance. The round architectural form at the corner creates a landmark appropriate for Prominent Intersections.

Figure 25: Taller building elements are encouraged at visually prominent locations.

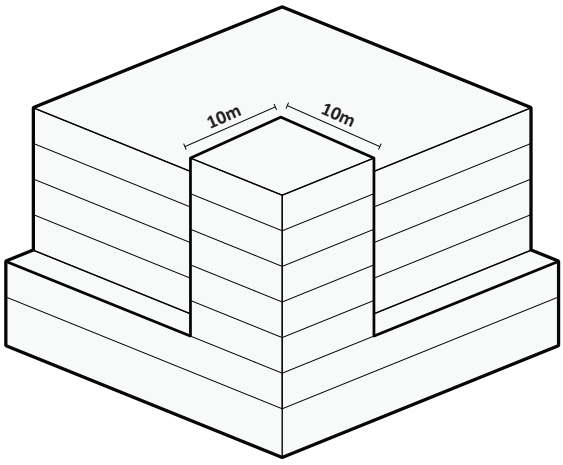


Figure 26: Increased podium heights are encouraged at visually prominent locations to provide distinctive architectural features.

4.4 Pedestrian Circulation

- Pedestrian circulation networks should be clear, direct and barrier-free and incorporate pedestrian amenities where appropriate.
- Clear and accessible pedestrian walkways should be provided from the sidewalk to the main entrance of each building.
- Pedestrian walkways should be well defined and provide direct connection to public open spaces, parking areas, other building entrances, transit shelters and adjacent developments.
- Pedestrian walkways (may include public sidewalks) should be provided along the full length of the building along any façade including consolidated residential lobbies, individual at-grade residential unit entrances, and along any façade abutting parking areas.
- Internal pedestrian walkways should be distinguished from driving surfaces through the use of concrete or special paving to enhance pedestrian safety and the attractiveness of the walkway.

4.5 Vehicular Access, Loading, Storage and Waste Areas

Access, loading, storage and waste areas are important building functions, but they should be subordinate to the quality of streetscapes and the public realm.

- Vehicular entrances should be consolidated and shared wherever possible.
- Vehicular entrances should be located on lower order side streets or lanes, and minimize impacts on adjacent properties.
- Loading, service, storage and garbage areas should be integrated into the building design or placed away from street frontages and screened from view. Specifically, for a garbage collection enclosure, a fully enclosed/roofed building that is screened with a privacy fence or landscaping and integrated with the architectural style of the main building or incorporated within the main building is required.
- Curb cuts and driveways should be minimized in radii and width.
- Garbage storage should be centralized indoors, and at the rear of the building.
- Loading and service areas should be buffered visually and as necessary for noise impacts, especially when located adjacent to Residential Neighbourhood Character Areas. Enclosures should be constructed of materials to match or complement the building material.
- Outside storage should not be visible from any public street or open space.
- Utility meters, transformers and HVAC equipment should be located away from public view and / or screened.

4.6 Vehicle Parking

The design of vehicle parking areas, whether surface or structured, should prioritize pedestrian circulation, and should incorporate appropriate siting, orientation and screening.

- Surface and above-grade structured parking should be located at the side or rear of buildings and screened from public view. Parking shall not be located between buildings and the street line.
- Surface parking spaces adjacent to streets should have landscaped edges incorporating low planting and hard elements (e.g. fencing, walls) that screen vehicles but maintain clear views at eye level.
- Pedestrian movement should be given priority in the design of all parking facilities. Clearly marked, direct and safe pedestrian routes should be provided.
- Lighting for parking should be oriented to limit visual impact on adjacent properties.
- Landscaping and site organization should prioritize managing stormwater quality and quantity on-site, wherever possible.

5.0 Public Realm

The public realm encompasses all of the outdoor spaces within the Bowmanville East Urban Centre which are visually or physically accessible to the general public. It includes publicly owned land, such as streets and parks, as well as Privately Owned Public Space (POPS) that is publicly accessible, such as forecourts and mid-block connections. The public realm is a vital component of the Bowmanville East Urban Centre. It forms the communal 'living room' for the community, provides access to its diverse land uses and destinations, and together with the built form, defines its character and image.

The design of the public realm should reflect a high standard of quality and relate to the surrounding context, land uses, and landmarks. The public realm should create an interlinked network of streets and public open spaces that facilitate social and civic interactions. A successful public realm provides:

- A functional, safe, accessible, sustainable and enriching environment;
- Well-articulated streetscapes that are beautiful and comfortable;
- A network of streets that supports multi-modal choices for pedestrians, cyclists, transit users and motorists;
- Pedestrian linkages that connect people to destinations, including adjacent commercial and mixed use uses;
- Diverse open spaces that provide a wide spectrum of environments and experiences, from passive natural spaces to actively programmed urban spaces;
- Amenities, furnishings, wayfinding, and public art that provide orientation, identity and a sense of place.

5.1 General Public Realm Guidelines

- To support the health and development of the urban forest, provide 30 cubic metres of soil volume for each large canopy tree. Soil volumes may be continuous, and achieved through street boulevards, landscaped areas, open planters, or soil cells.
- Select species that are adapted to their condition with a preference for native species that provide SWM and habitat/pollinator benefits
- The pattern of tree planting should provide options for both sunny and shaded areas, depending on time of year and day.
- Consider permeable paving, rain gardens, and other low-impact development strategies.

5.2 Streets

The streets network provides for safe and convenient movement for pedestrians, cyclists, transit users and motorists throughout the Bowmanville East Urban Centre to support accessibility. As an established urban area, the Bowmanville East Urban Centre has a well-defined and -connected hierarchy of streets that function as the backbone of the community. The grid pattern, the high frequency of street intersections, the small scale of blocks, and the integration of different street grid orientations, are fundamental structuring elements that have shaped, and should continue to shape, the evolution of the community.

In order to support road network functions, enhance the public realm and establish a strong visual identity for the Bowmanville East Urban Centre, streetscape design should be a high priority. The streetscape includes the configuration of elements within the right of way such as travel lanes, cycling facilities, pedestrian zones, and landscaping, as well as how the adjacent buildings frame the street edges and support street activity. As the Bowmanville East Urban Centre continues to intensify and support walking as a primary means of transportation, street design should prioritize wide sidewalks and a generous street tree and furniture zone.

5.2.1 General Street Guidelines

- Streets should be designed to reflect complete street design principles, in order to balance the needs of pedestrians, cyclists, transit users and motorists.
- Streets should provide a continuous canopy of street trees at maturity.
- New sidewalks should be provided for existing streets without sidewalks on at least one side.
- All new streets should have sidewalks on both sides, in order to accommodate increased pedestrian movement as a result of intensification.
- New streets should be designed and laid out based on a grid pattern, including extensions of and connections to existing surrounding streets.
- Where new streets are created, block lengths should generally be short, 175 metres or less as measured from intersection to intersection.

Figure 27: Streets should provide for the needs of pedestrians and cyclists while balancing their vehicular function. All streets should provide a wide sidewalk, as well as a generous zone for street trees and furniture.

5.2.2 King Street

King Street is the heart and soul of downtown Bowmanville and the main spine of the Bowmanville East Urban Centre. As the community evolves, King Street will continue to play its role as the main street. The highly walkable, attractive and active character of King Street through the historic downtown will be extended through the entire Bowmanville East Urban Centre. It will have a dual function both as a destination for shopping and civic life, as well as a connector that links the Bowmanville Creek valley in the west with the Soper Creek valley in the east, and all points in between. King Street will be the highest priority for streetscape enhancements and quality.

- Provide wide sidewalks on both sides of the street that feature:
  - Special paving that references the rich history of Bowmanville, with distinct colour and textures;
  - Public art, particularly at visually prominent locations, as stand-alone elements or integrated with the streetscape furnishings;
  - Wayfinding that creates a distinct identity for the Bowmanville East Urban Centre, and provides orientation for area destinations and businesses;
  - A coordinated family of street furniture and elements, such as poles, lighting, and seating; and
  - Low level planting along the sidewalks wherever space permits, e.g. in bump-outs and tree planters.
- Provide street trees on both sides of the street, with preference for soil cells to provide the needed soil volumes under sidewalks.
- Continue the streetscape character exhibited by the historic downtown through the Downtown Corridor and East Business District, including provision of narrow vehicular travel lanes, on-street parking, wide sidewalks, and streetscape enhancements such as decorative paving, seating and pedestrian-scaled street lighting. New streetscaping should be compatible with the historical-themed streetscaping in the historic downtown without needing to be the same, i.e. it may reflect the contemporary nature of surrounding new development.
- Ensure pedestrian sidewalks are a minimum of 1.8 metres on both sides of the street.
- Provide clear and direct connections to existing and planned trails within the creek valleys at each end of Bowmanville East Urban Centre.
- Enhance the gateway experience of the creek valleys as thresholds to the Bowmanville East Urban Centre through streetscape enhancements, public art, lighting, and planting design.

Figure 28: Special streetscaping elements are appropriate for King Street to create a pedestrian-friendly environment, including high-quality paving, well-defined crosswalks, decorative pedestrian ligthing, seating, planting, and street trees.

5.2.3 Temperance Street

Temperance Street is an important cross street to King Street in the downtown. It forms a civic spine, connecting Rotary Park, City Hall and its plaza, the Library, Clarington Museum and Archives, and two churches. To reinforce this symbolic role, Temperance Street should have an enhanced streetstcape that expands the function of the public spaces along it and provides new opportunities for programming and events in the historic downtown.

- Create a shared street treatment along some or all of Temperance Street that features:
  - A continuous decorative hard surface encompassing driving, cycling and walking zones. A mountable curb to permit flexibility in programming when the street is closed for events;
  - Wayfinding that creates a distinct identity, and provides orientation for adjacent civic buildings, public spaces, and businesses;
  - A coordinated family of street furniture and elements along it, such as poles, lighting, and seating; and
  - Street elements such as benches, planters, trees, bollards, and bike parking that provide definition within the shared space and delineate vehicular travel zones from pedestrian- and cycling-only areas.
- Provide street trees on both sides of the street, with preference for soil cells to provide the needed soil volumes under sidewalks.
- Provide direct connections to adjacent public spaces, including design continuity between City Hall plaza and Temperance Street,
- The shared street treatment should be prioritized between Church Street and King Street, linking City Hall with Bowmanville's main street. This streetscaping can be extended to link Rotary Park and Wellington Street.

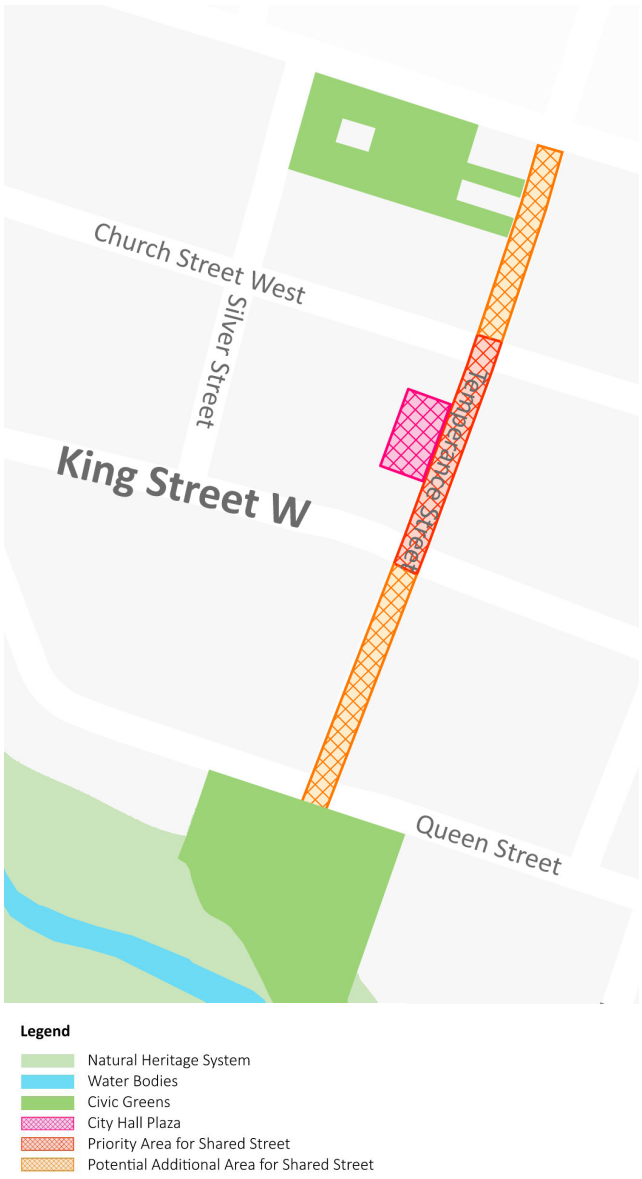


Figure 29: Temperance Street as Shared Street

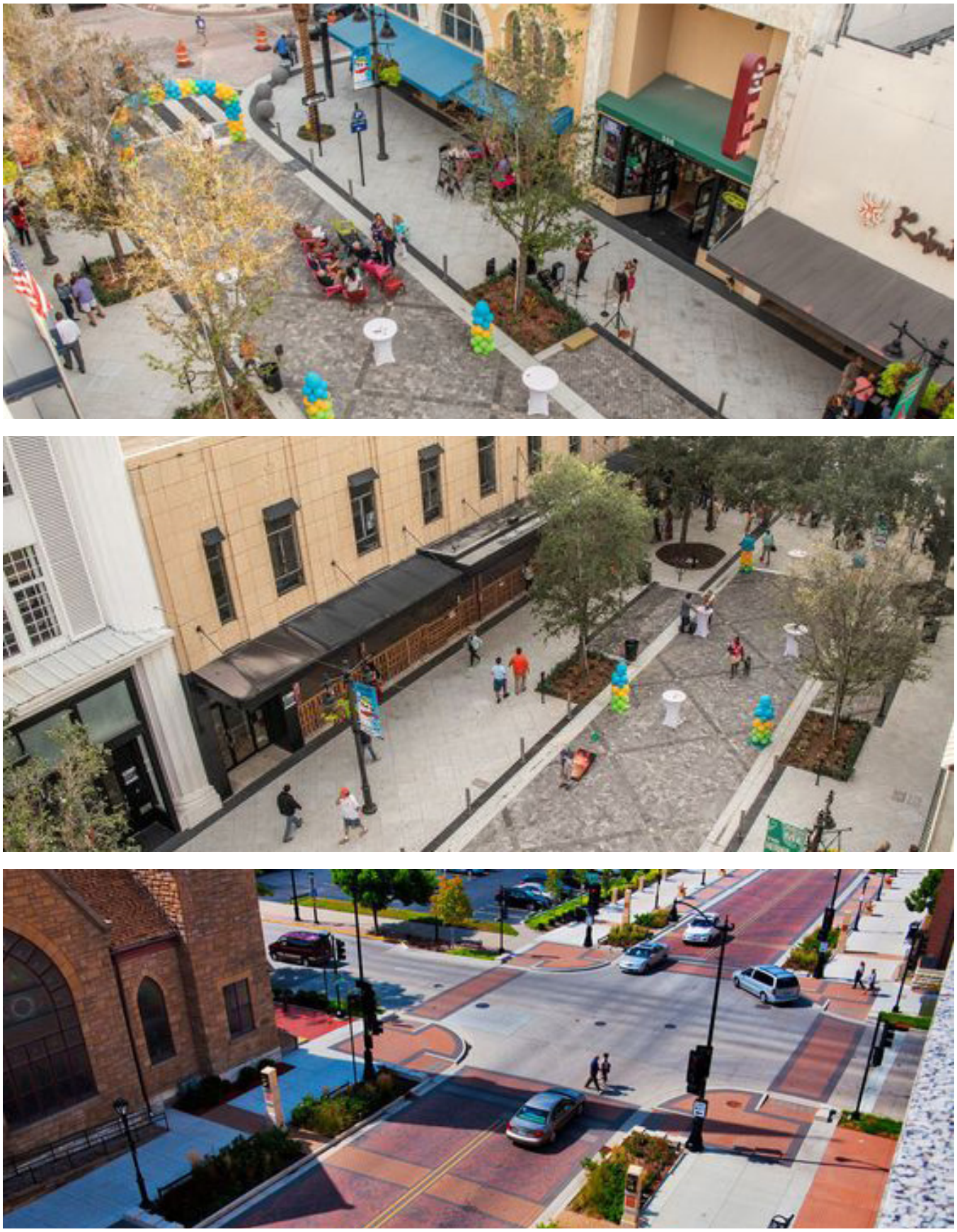


Figure 30: Shared street designs provide pedestrian-oriented streetscaping elements across the entire right-of-way, from building face to buliding face. While accommodating vehicles and/or parking, the shared street design prioritizes active transportation. It can be closed to vehicular traffic during events or seasonally, providing a flexible urban plaza for gathering and activities.

5.2.4 Streets with Active Transportation Links

Many streets in the Bowmanville East Urban Centre are planned for active transportation links. This means that cycling is encouraged. The design configuration will need to be determined through further study, for example, whether uni- or bi-directional cycle tracks, multi-use paths, or signed bike routes are most appropriate. It will be important to also maintain generous pedestrian sidewalks on these streets; space for active transportation facilities is preferred to come from the vehicular zone through a 'road diet.'

- Prioritize separated and protected cycling facilities with buffering to vehicular traffic inclusive of grade differential and spatial separation.
- Ensure signage and pavement markings clearly identify cycling zones, including, at intersections, both cycling and pedestrian crossings.
- Provide cycling signalization where warranted, for example at major streets with high traffic volumes.
- Ensure continuity and safe turn movements between other cycling facilities and off-road trails.

Figure 31: Example of on-street painted bicycle lanes with bike boxes and cross-ride.

Figure 32: Example of a protected bicyle facility, separated by physcal buffers to the vehicular and pedestrian portions of the right-of-way.

5.3 Public Open Spaces

There is a diversity of existing and planned public spaces within the Bowmanville East Urban Centre that will create a wide range of recreational opportunities. Public spaces will be linked by the street system to create an interlinked public realm network.

New public open spaces may be publicly owned, or they may be Privately Owned Public Spaces (POPS), at the discretion of the Municipality of Clarington. The following guidelines apply to both; there is no difference in design intent based on ownership.

5.3.1 General Public Space Guidelines

- Open Spaces should be visible to and accessible from adjacent streets.
- Sidewalks, trails and multi-use paths should provide direct connections to open spaces.
- Viewing opportunities to the Natural Heritage System should be provided.
- Apply Crime Prevention Through Environmental Design principles.

5.3.2 Civic Green Parks

Rotary Park is a traditional green civic park that provides a multi-functional green space for the community, and includes walking, seating, viewing, covered areas, lawn areas, decorative landscaping, and trees. Rotary Park provides access to the Bowmanville Creek Valley at the southern end of Temperance Street. At the northern end of Temperance Street, the green area around the Clarington Museum and Archives has a similar character, with walking, seating, picnic, landscaping and treed areas. Together, these Civic Green Parks anchor each end of the Temperance Street spine.

- Maintain the green character through extensive soft surface and planted areas.
- New amenities and facilities should be compatible with their passive recreational character.
- Consider enhancements to the Clarington Museum and Archives, such as:
  - Expanding amenities by providing, seating, additional pathways, a pavilion, interpretive signage, or small games; and
  - Creating strong linkages to Temperance Street, on each side of the Clarington Museum and Archives (62 Temperance Street), with outdoor walkways incorporating a shade structure, seating, public art or other landscape elements.

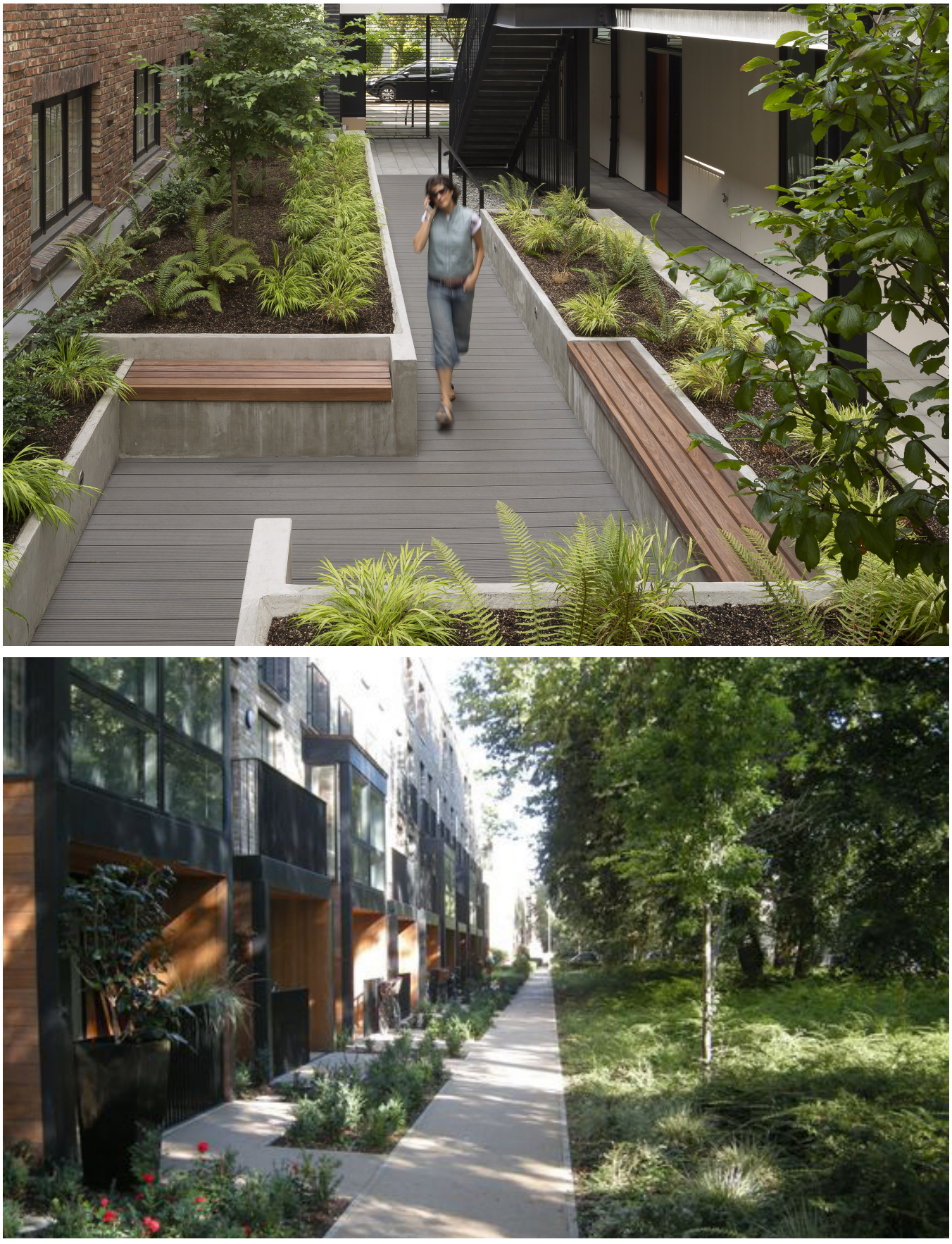


Figure 33: Enhanced pedestrian walkways along the Clarington Museum and Archives building can link Temperance Street with the open space amenities interior to the block.

5.3.3 Public Squares and Parkettes

As the Bowmanville East Urban Centre intensifies, it is important that new public open spaces are provided to keep pace with the growth of new residents, employees and visitors. Public Squares and Parkettes will be the primary new public open spaces, located and designed in conjunction with new development.

Public Squares and Parkettes are small open spaces that have a concentrated variety of amenities within them that attract a full range of users. They are more urban in character than typical suburban parks, and will be sprinkled throughout the highly walkable urban fabric. They complement surrounding retail and residential uses by providing a place for those uses to spill out into in the form of both passive recreation and small-scale active recreation. Public Squares and Parkettes will range in size and amenities based on the size of development. It is a goal to provide a large Public Square or Parkette within each Character Area as a focal point. Other Public Squares and Parkettes will be provided in conjunction with development at the discretion of the Municipality of Clarington.

- In the Bowmanville East Urban Centre, Public Squares will typically range from approximately 400 square metres to 3,500 square metres, and may be up to 10,000 square metres. Parkettes will range from 5,000 to 10,000 square metres.
- Public Squares and Parkettes should have a minimum frontage of 20 metres along public streets. Larger Public Squares and Parkettes should have longer street frontages. Generally, the ratio of street frontage to depth should not exceed 1:1.5. An exception to this ratio would be a linear Parkette that connects multiple development blocks with a continuous public realm experience.
- Adjacent uses should address the Public Squares and Parkettes with a frontal appearance inclusive of windows and doors. Public Squares and Parkettes shall not be located adjacent to loading areas, garbage areas or blank walls.
- Public Square and Parkette design should consider or be inclusive of the adjacent public right of way.
- Prioritize locating Public Squares and Parkettes in locations that receive sunlight in the afternoon hours during shoulder seasons.
- Public Squares that are located along King Street and are the focal points of Character Areas should be located with a minimum of 30 metres of frontage along King Street where possible.
- At a minimum, Public Squares and Parkettes should provide trees, seating, a hard surface walkway or plaza area, waste/recycling receptacles, bicycle facilities, lighting, and at least one other amenity. Larger Public Squares and Parkettes will provide more amenities.
- Public Squares and Parkettes should incorporate a range of active and passive recreational amenities, such as Multi-Use Paths, children's play structures, multi-purpose play courts, water play, shade structures, gathering areas, public art, and/or unprogrammed flexible space for patios or small events.
- Features and amenities within specific Public Squares and Parkettes will vary depending on need and context. Consider providing alternative amenities to those of nearby existing and planned Public Squares and Parkettes so there is a diversity of options within the Bowmanville East Urban Centre.
- Public Squares and Parkettes should provide direct connections to street sidewalks, trails, Multi-Use Paths, and all adjacent building entrances.
- Public Squares and Parkettes should incorporate special paving treatments at formal entries, seating areas, and patio/event spaces.

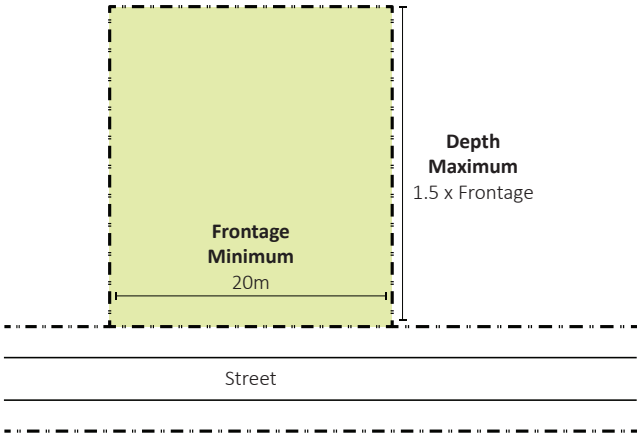


Figure 34: Parkette Diagram

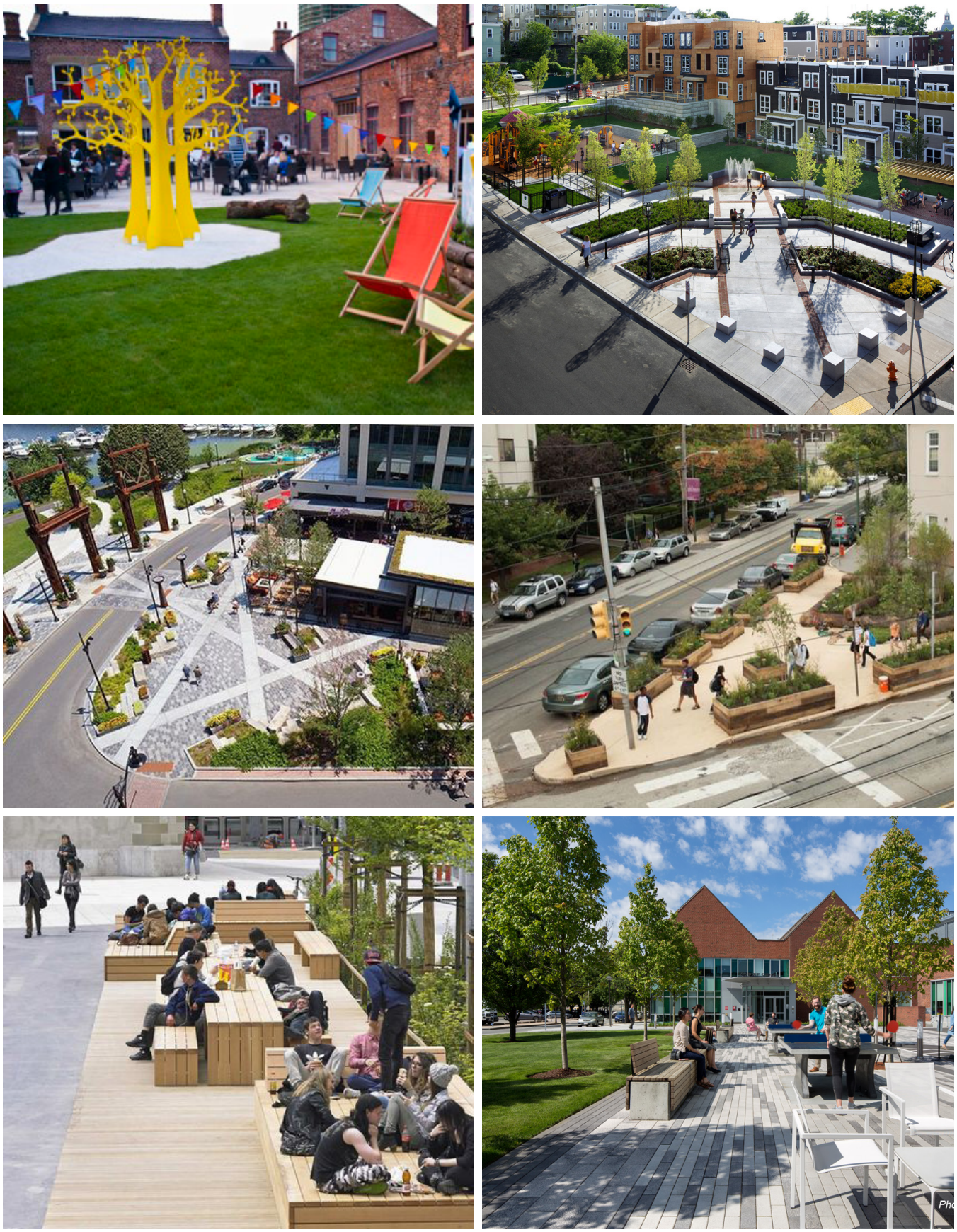


Figure 35: Parkettes and Public Squares will have a variety of shapes, sizes and locations, and their design and amenities should respond to their adjacencies. In retail contexts, they should include flexible plaza spaces, seating, and public art. In residential contexts, they will be more passive with a higher proportion of green space.

5.3.4 Slivers and Connections

The Bowmanville East Urban Centre is an urban setting that prioritizes walkability, and there will be many small public open spaces that complement the primary open space system, such as mid-block connections, sliver parks, forecourts, courtyards, mews and other micro spaces. These types of spaces will be provided where the size of development, and therefore the corresponding size of the public realm, is small. They have a variety of functions, including as miniature Parkettes, as enhancements to the public right of way (e.g. wider sidewalks, additional street trees), providing finer grain pedestrian movement, or as moments of landscaped beauty.

- Adjacent uses should address Slivers and Connections with a frontal appearance such as with windows or doors.
- Slivers and Connections should provide a clear link with or extension of the adjacent public right of way.
- Provide appropriate surfaces and landscaping. Generally, their small size will require a hard surface that functions as an extension of the sidewalk.
- Where space permits, provide trees and seating. Consider additional amenities such as public art, shade structures, and planting beds.
- Ensure clear sight lines and path of travel to all adjacent building entrances and the public sidewalk.
- Planting and amenities should have a consistent design, landscape and material palette with the adjacent right of way or public space.
- Ensure Slivers and Connections are adequately lit by pedestrian scale lighting or from the surrounding streets.

Figure 36: Forecourts and sliver parks can augment the sidewalk by providing small places to sit or gather.

Figure 37: Courtyards and interior block spaces can provide a quieter form of public space. They should be visible and accessible from the surrounding street network.

Figure 38: Mid-block connections provide pedestrian porosity through the centre of blocks and can be small amenity spaces in themselves.

5.4 Multi-Use Paths

Over time, a network of shared pedestrian/cycling routes may be implemented in the Bowmanville East Urban Centre in the form of Multi-Use Paths. Their function is to enhance active transportation within the Urban Centre and to adjacent active transportation systems. Multi-Use Paths may be located within road rights-of-way, or within public open spaces such as the valley lands. They complement the street network.

- Multi-Use Paths should be planned and located to extend the active transportation network beyond the existing street network including frequent connections with the street network.
- Separate Multi-Use Paths from vehicular travel through horizontal and/or vertical offsets.
- Multi-Use Paths should be a minimum of 3 metres in width.
- Ensure the surface of Multi-Use Paths is a hard surface, with continuous flush grading at intersections and driveways.
- Ensure street crossings are marked and signed.
- Provide trees and landscaping on both sides of Multi-Use Paths, space permitting.
- Where Multi-Use Paths are located adjacent to pedestrian-only zones such as sidewalks or public open spaces, ensure there is appropriate separation and buffering, including design elements such as bollards, planting, buffer strips, signage, pavement markings, and/or small grade separations (e.g. raised curb).

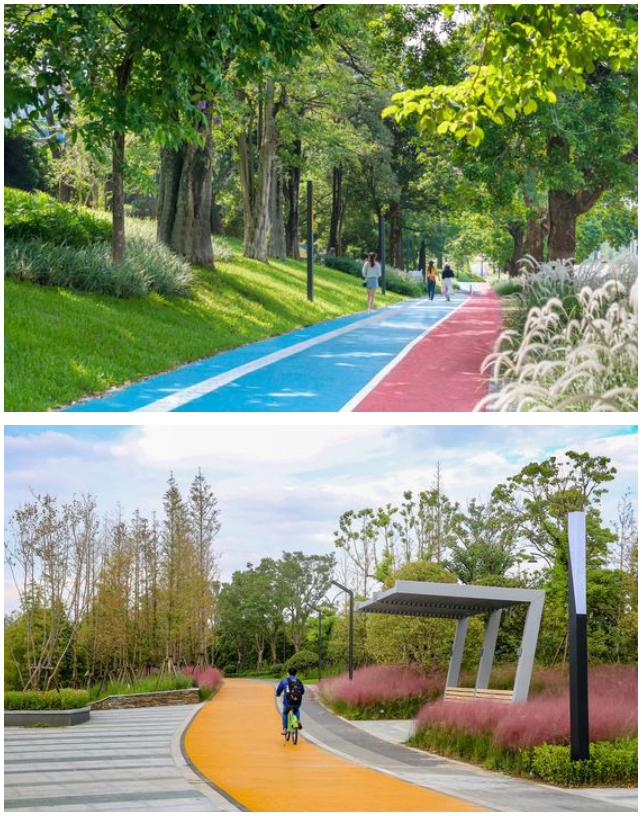


Figure 39: Multi-use paths can be provided in the valley land areas, incorporating amenities such as seating, shelters and lookouts.

Figure 40: Multi-use paths along rights-of-way should be separated from vehicular travel lanes, for example, by planting buffer and grade shifts.

5.5 Schools

The Bowmanville East Urban Centre is well served by schools that are within or immediately adjacent to it, which can be reached easily on foot. As the population continues to grow, there may be a need for additional school space, either within the existing sites or in a new site. As an intensifying downtown, it is anticipated that additional school capacity within the Bowmanville East Urban Centre will take on an urban character. School sites and buildings will be designed to have a compact footprint, and may be mixed vertically or horizontally with other compatible uses. The following guidelines are primarily intended for new school sites in a mixed-use context.

- Schools shall be located within a 5-minute walking distance to most residents. Locations south of King Street are preferred, where they will have better spacing from the existing schools to the north of the Bowmanville East Urban Centre.
- School sites will be compact and may consider shared uses, such as co-location with public parks to share facilities, and/or shared parking.
- Schools shall be accessible by various modes of transportation, including transit, walking and cycling. School bus drop off zones, if required, should minimize space needs, such as by being located along public streets as layby lanes.
- School sites and adjacent streets should prioritize pedestrian and cycling access and safety through:
  - Visibly marked and signed bicycle routes and pedestrian crosswalks, with appropriate lighting; and,
  - Visibly marked pedestrian crosswalks with appropriate lighting and signage.
- Multi-storey school buildings are preferred, to provide compact footprints that minimize space usage. They may be integrated with other uses and development, such as within the podium level of residential buildings.
- School buildings shall have one or more dedicated, highly visible and well-articulated entrances facing public street(s) for the exclusive use of the school. Entrance design shall provide for student comfort and amenity through:
  - Large canopy or other weather protection over the main doors;
  - Forecourt space for student gathering, including seating and planting; and,
  - Proximity and direct sidewalk connection to bus drop off and/or transit.

Figure 41: Urban-scaled mixed-use schools. Precedents: Crosstown Elementary School in Vancouver and Jean Lumb Public School / Canoe Landing Community Centre in Toronto

6.0 Natural and Cultural Heritage

6.1 Natural Heritage/Valleyland

The Bowmanville Creek is the primary natural feature within the Bowmanville East Urban Centre boundary. It will function as the primary passive recreational resource for the community, providing a place to walk, sit, enjoy nature and escape from the urban environment. There is a tributary of Soper Creek within the eastern edge of the Bowmanville East Urban Centre boundary, which provides connectivity to the main Soper Creek Valley. The Soper Creek tributary has a similar, though lesser, role as Bowmanville Creek.

- Provide visual and physical connections to the creek valleys from adjacent sidewalks, trails and active transportation facilities.
- Provide seating and viewing opportunities along trails within the valley areas.
- Existing healthy native vegetation and natural areas should be preserved. Areas with degraded environmental conditions should be restored.
- Planting within the valleys and their buffers should be native, non-invasive and self-sustaining with a priority to habitat creation.
- Adjacent development should match grades between properties to minimize retaining wall requirements.

Bowmanville Creek

- Extend the existing trail within the valley to the north with, at King Street, a direct connection to the King Street multi-use trail.
- Provide a major new trail connection to Bowmanville Creek from the Goodyear Lands Character Area, with a bridge crossing of the creek.

6.2 Cultural Heritage

These guidelines inform the design of new structures on or adjacent to properties of heritage value. The principles and objectives are applicable to all scales, from additions to low rise residential buildings to the significant redevelopment of large sites incorporating one or more heritage buildings.

The principles of design exhibited by historic buildings can be separated from the style of their architectural expression and detailing. The following guidelines do not promote the mimicry of historic styles. Contemporary building expressions are preferred for their ability to be compatible with heritage resources, as they avoid being derivative, and their materials and detailing contrast, thus emphasizing the unique qualities of the heritage resource.

- New development shall not destroy historic materials, features, and spatial relationships that characterize a property or site.
- New development should be visibly differentiated from the old, achieving compatibility primarily through harmonious scale, massing, façade articulation and materiality.
- New development shall reference the street wall height of adjacent heritage buildings by matching street wall heights or by providing a strong cornice line or other datum line in the façade design.
- New development shall reference the heights and proportions of adjacent and surrounding heritage buildings in:
  - First floor height;
  - Sign band height;
  - Window height, size and proportion in the street wall;
  - Entrance frequency, position and height; and,
  - Vertical rhythm in the street wall as articulated in architectural bays, window alignments, or columns.
- New development should provide a minimum 10 metre setback or step back to existing, distinct architectural features such as towers and cupolas.

Figure 42: New development references datum lines in the heritage building, including roof lines, eave lines, and vertical proportions. The new development creates a sense of separation and distinctness from the heritage building through a recess (shadow line) where it is joined, and by using a distinctly different material (glass).

Figure 43: The heritage building reads as a distinct expression while being framed by new development that has similar massing and articulation.

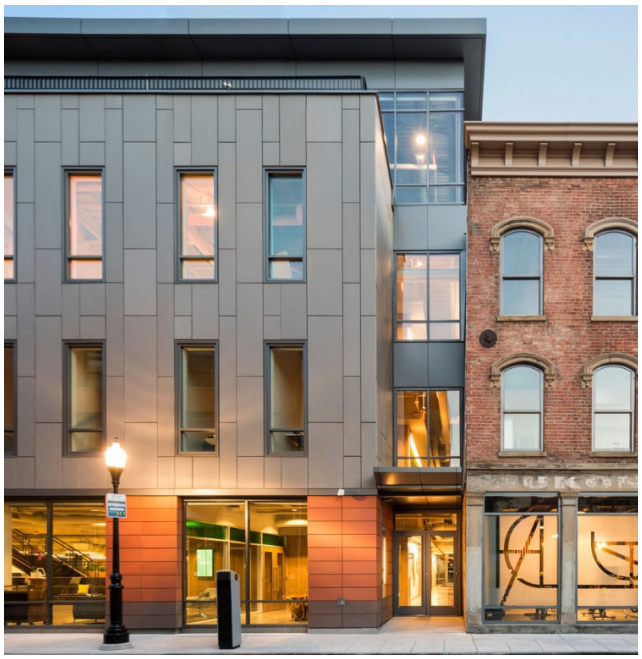


Figure 44: New development maintains a similar street wall height as the heritage building, with taller elements of the new development stepped back. The rhythm of punched windows with vertical orientation references the heritage facade. Where they join, the recess and high quality but contrasting materials does not compete with the heritage building, and allows each to contribute to a high quality street frontage.

Figure 45: Taller components of new development are stepped back from the primary heritage facade.

7.0 Character Areas

7.1 Goodyear Lands Character Area

The Goodyear Lands Character Area will be a new mixed use district within the Bowmanville East Urban Centre, replacing a former industrial use. In contrast to the broader Urban Centre, the streets, blocks, and public spaces of the Goodyear Lands Character Area will be created from scratch. This affords the opportunity to implement best practices for urban design and placemaking. New development shall have regard for the design guidelines in this document, with a particular focus on:

- Creating a safe, attractive, and connected public realm that comprises the street network, new public open spaces, and the Bowmanville Creek.
- Maximizing connectivity between the Goodyear Lands Character Area and the existing urban fabric.
- Ensuring streetscapes and new public open spaces have a high quality of design inclusive of paving, seating, street furniture, lighting, and planting.
- Establishing a pedestrian scaled street wall, with active uses facing all public streets and spaces.
- Providing a distinct sense of character within the precinct, inclusive of landmark elements in the built form or landscape.

A demonstration plan has been prepared to illustrate how the design guidelines could be applied to the Goodyear Lands Character Area.

The following guidelines provide additional design requirements specific to the Goodyear Lands Character Area.

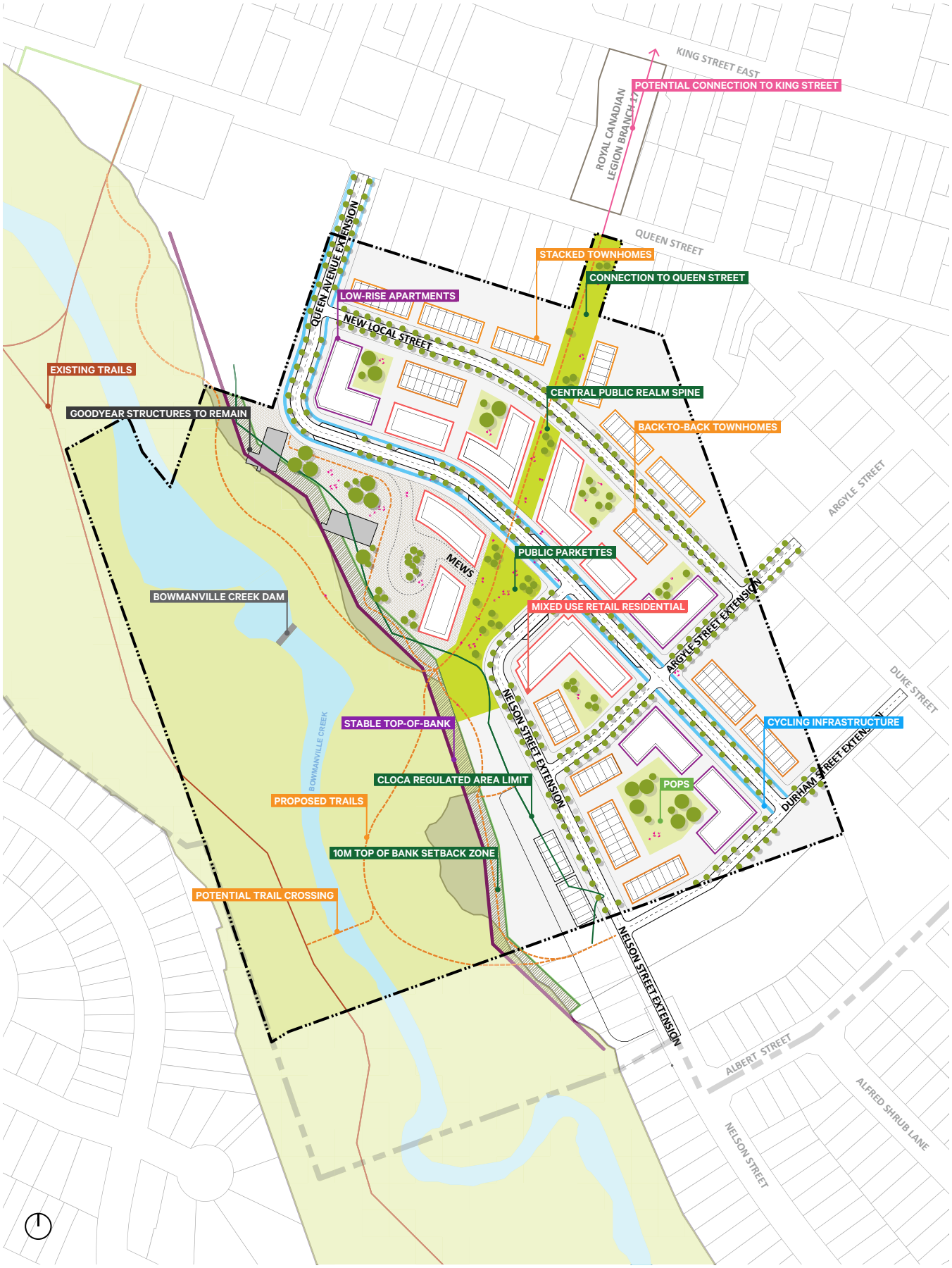


Figure 46: Demonstration Plan for the Goodyear Lands Character Area

7.1.1 Street and Block Network

- Create a grid network of new streets that provides connectivity throughout the Goodyear Lands Character Area, including providing access to the Bowmanville Creek.
- Link new streets to Queen Avenue, Nelson Street, and Durham Street.
- Prioritize the safety and experience of pedestrians within the streetscape design by providing:
  - a minimum 1.8 metre pedestrian sidewalk on both sides of the street;
  - street furniture distributed throughout the district inclusive of seating and bicycle lock up;
  - street trees on both sides of the street, ensuring 30 cubic metres of soil volume per tree; and,
  - crosswalks at all intersections.
- Provide cycling facilities within the Goodyear Lands Character Area that provides continuous links from north to south, including to the Bowmanville Creek valley.

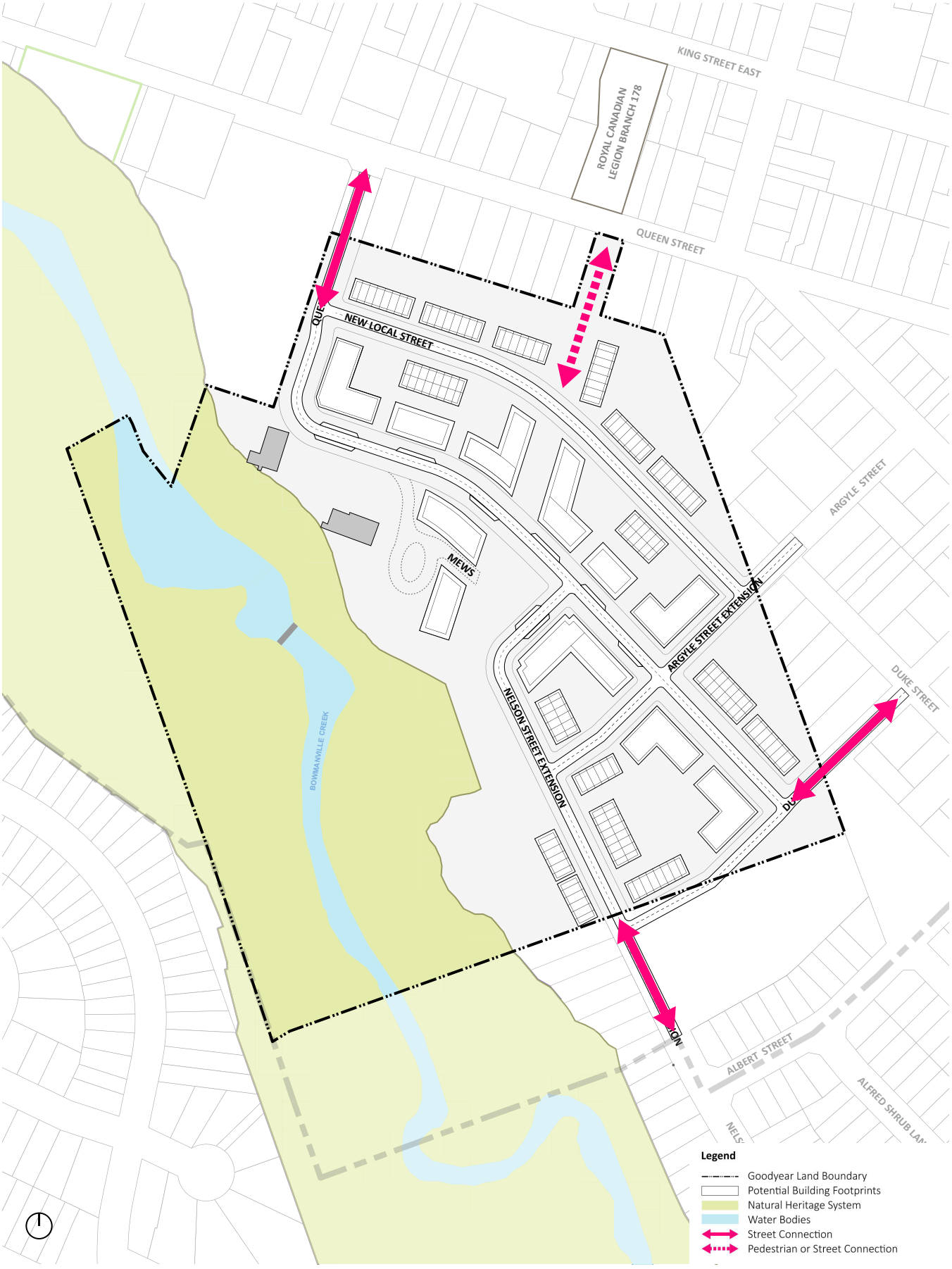


Figure 47: Goodyear Lands Character Area Location for New Connections

7.1.2 Parks and Open Space Network

- Create a central public realm spine linking Queen Street, via Devitts Lane, to the Bowmanville Creek valley. The spine can take a variety of forms such as promenades along streets or lanes, wide mid-block connections, one or more linked Parkettes, or a high quality shared street. Design characteristics shall include the following:
  - Provide a continuous pedestrian and cycling connection within the spine, linking the sidewalk on Queen Street with the trail in the Bowmanville Creek valley;
  - Provide amenities along the spine such as seating, pubic art, patio spaces, and children's play; and
  - Create a larger Parkette at the terminus of the spine adjacent to the Bowmanville Creek valley, with a trail head to the valley trail.
- Provide placemaking within the public realm that celebrates the site's heritage through interpretive signage and landscape elements.

Figure 48: Examples of linear public spaces that have a variety of amenities including passive recreation, playgrounds, plazas and seating.

Figure 49: Placemaking elements within the public realm can celebrate the industrial heritage of the Goodyear Lands Character Area by landscape references to former artifacts and uses, and by interpretive signage.

7.1.3 Built Form

- Building heights should be tallest nearest the Bowmanville Creek valley, in the centre of the site. Building heights shall decrease towards existing low-rise residential. Buildings, or portions thereof, within 30 metres of existing low-density residential should generally be a maximum of 4 storeys in height. Note this does not apply along the southern edge of of the Goodyear Lands property, where a future development, adjacent to the Goodyear Lands, will provide a transition to the existing low-rise residential.
- Increased building heights above that permitted by the Secondary Plan may be considered, provided that taller development:
  - Is located near the Bowmanville Creek valley, away from nearby existing low rise neighbourhoods;
  - Does not have significant visual, privacy or shadow impacts on existing neighbourhoods;
  - Is of exceptional design quality, with landmark architectural treatment; and,
  - Provides enhanced public realm benefits such as plazas, mid-block connections, parkettes, public art and/or community amenities such as daycare or community space.
- Buildings shall face all new streets and public spaces internal to the Character Area (i.e, all open spaces except the Bowmanville Creek Valley) with a frontal expression inclusive of windows, doors, balconies, stoops, and other architectural elements.
- A minimum of 50% of the Bowmanville Creek valley shall be visible to and accessible from new public roads, without building frontage.
- Provide retail and/or commercial opportunities at the heart of the neighbourhood, clustering around the principal street(s) and public spaces including the spine.
- In addition to the stepback requirements of these Guidelines, buildings within the Goodyear Lands Character Area of 9 or more storeys in height should incorporate an additional 1.5 metre minimum step back within the top two storeys where they face public streets or public spaces.

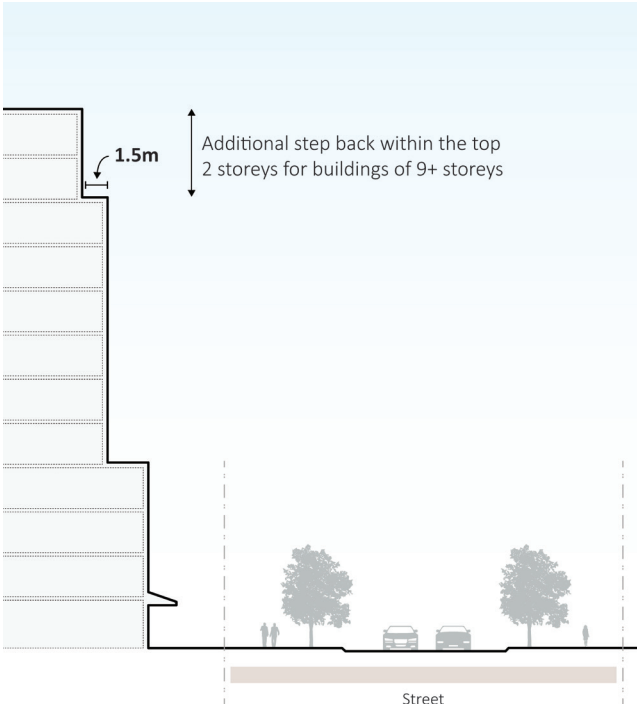


Figure 50: Additional Step-back for Tall Buildings within the Goodyear Lands Character Area

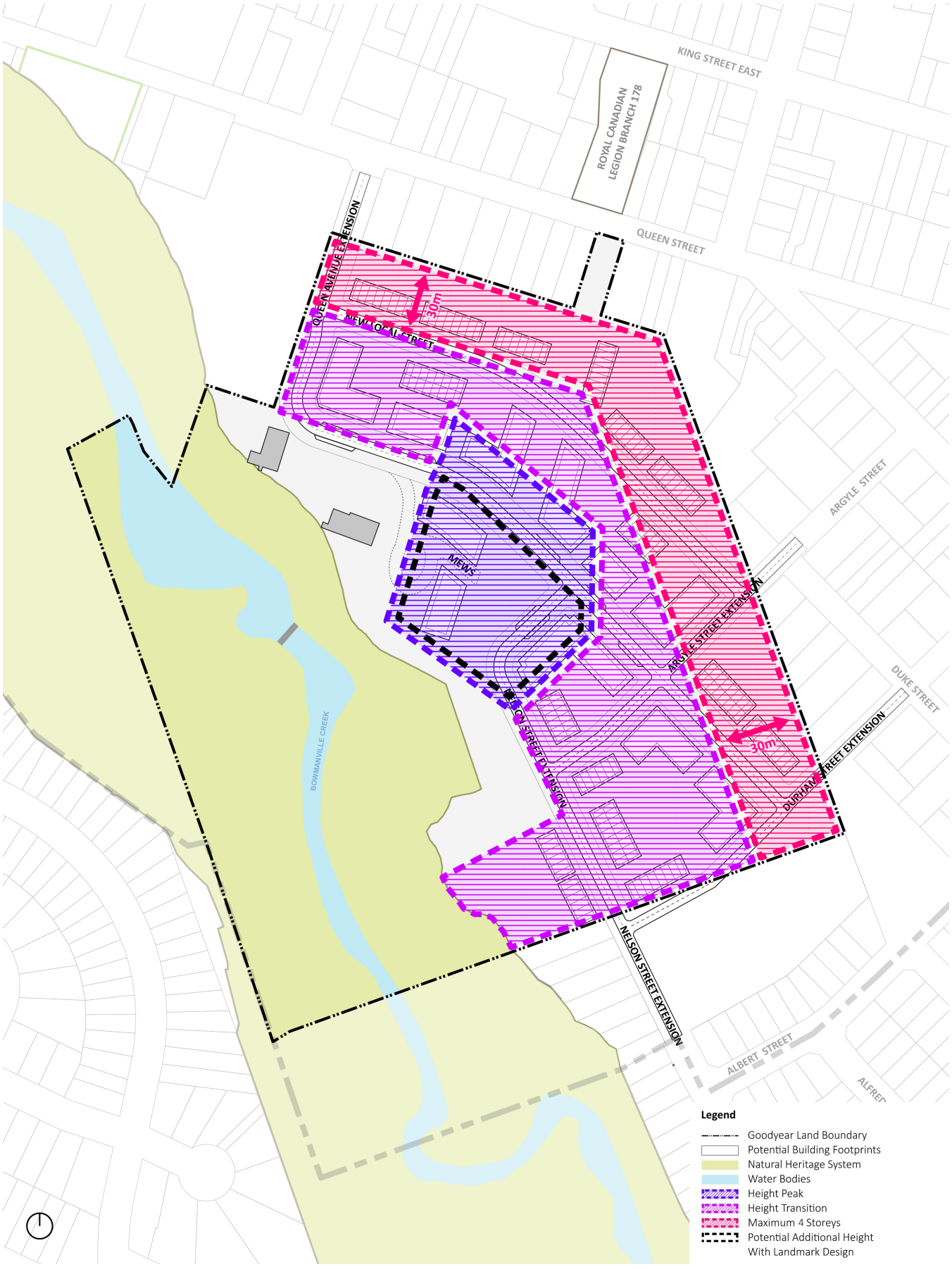


Figure 51: Goodyear Lands Character Area Building Heights and Transition

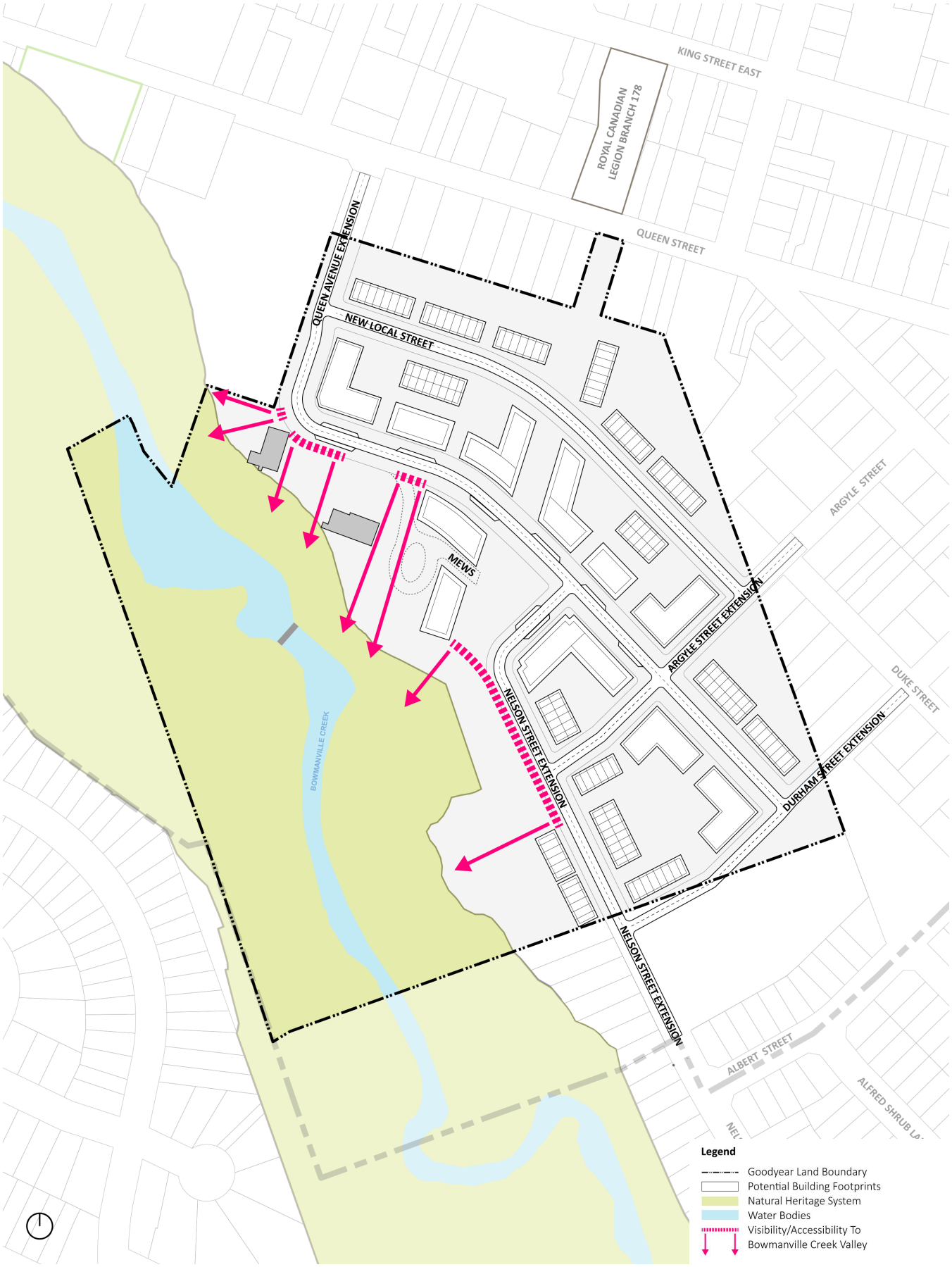


Figure 52: Goodyear Lands Character Area Bowmanville Creek Valley: Minimum 50% Visibility and Accessibility

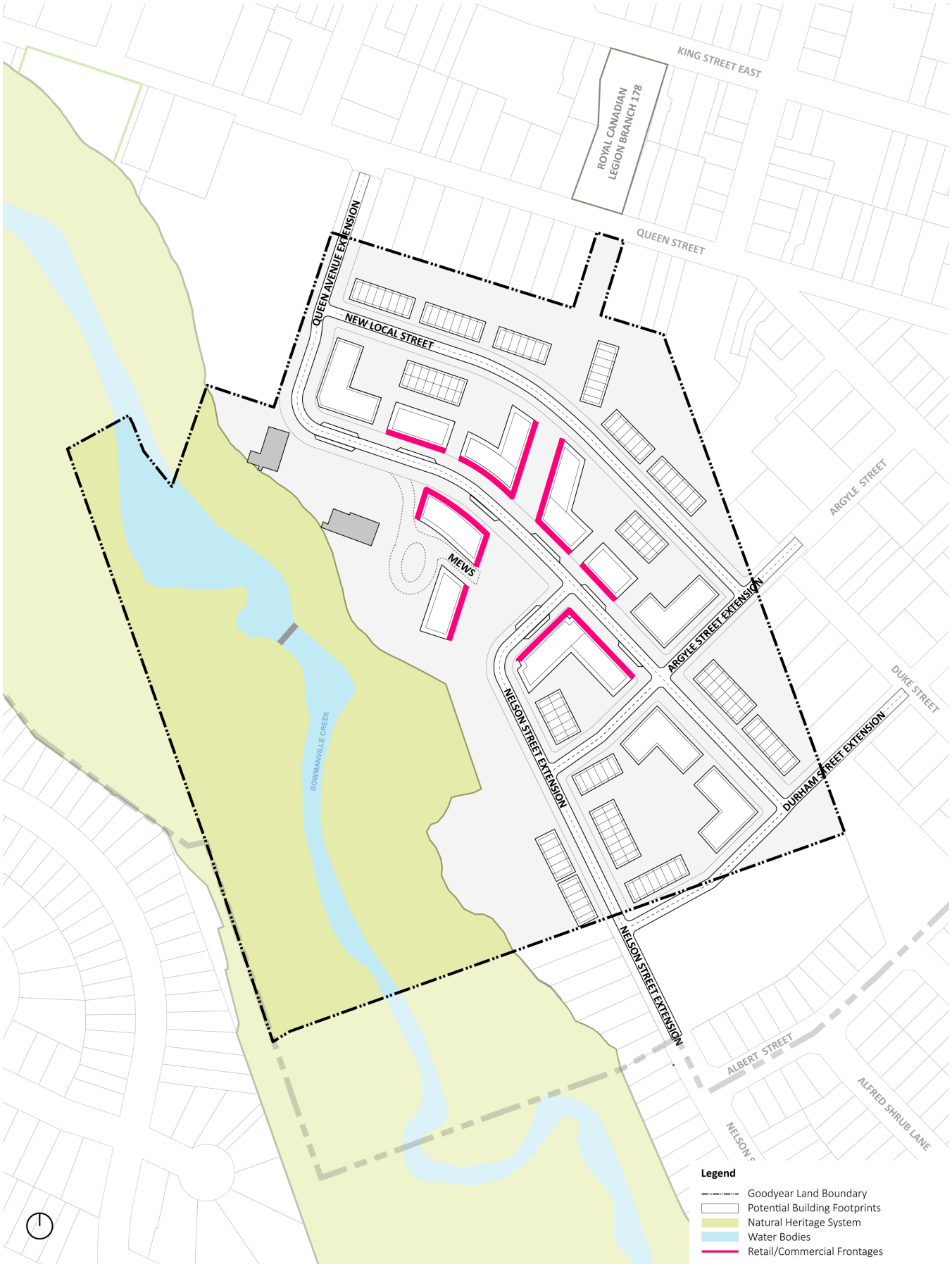


Figure 53: Goodyear Lands Character Area Retail/Commercial Frontages

7.2 Residential Neighbourhoods Character Area

The following guidelines apply to significant changes to sites within the existing Residential Neighbourhoods Character Area, including infill redevelopment, replacement dwellings, major additions, additional dwelling units on a lot, and major façade remodeling. New development in Residential Neighbourhoods Character Areas shall have regard for the general design guidelines in this document and the Clarington General Architectural Design Guidelines.

7.2.1 Siting and Organization

- Buildings should be placed in relation to the streetscape and immediate neighbours. New development should have a set back consistent with the predominant set back along the street.
- Generally, locate new development close to the street edge to frame streetscapes.
- Site new development to preserve existing trees.

7.2.2 Building Design and Articulation

- Ensure the massing of new buildings is generally consistent with the massing of other buildings along the streetscape as seen from the street edge. Taller building elements should be located with greater set back from the street edge.
- Building massing and architectural design should reference the architectural treatment of existing buildings along the streetscape or in the immediate neighbourhood. The objective is to ensure new development is compatible with existing buildings by incorporating similarities in design language, not to replicate existing buildings. Building references can include similarities in:
  - Building shape;
  - Roof lines and profile;
  - Principal massing elements such as bays, projections, floor heights, and entrance treatments;
  - Architectural features such as porches, stoops, chimneys, columns, frieze boards and other details;
  - Datum lines such as cornices, base courses, bays, and window alignments;
  - Proportions; and,
  - Materials.

7.2.3 Vehicular Access and Parking

- Parking, including garages, should be designed and located to minimize their impact on the streetscape. Parking should be located at the side or rear of principal buildings.
- Front-facing garages attached to the main building should not occupy more than 50% of the building's width.
- Driveways should be located and spaced to reinforce the rhythm of the streetscape including the ability to provide street trees in the boulevard.

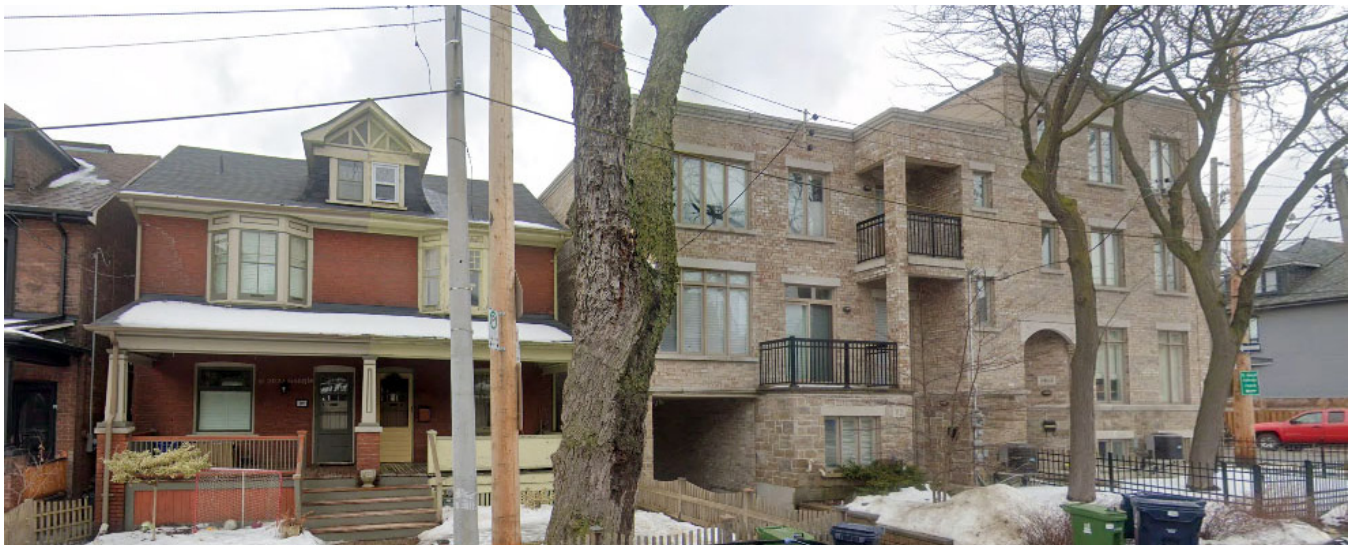


Figure 54: The multi-unit infill building (right) maintains the street character through similar setback to the the existing homes. Taller elements of the infill building are located at the corner, and parking is located behind the building.

Figure 55: The new dwelling, while modern, references many characteristics of the existing buildings along the streetscape including massing, setback, prominent entry, and roof form.

Figure 56: This infill project preserves a single detached house while intensifying with row housing that has a compatible scale and character with the existing streetscape.