

Public Comments Summary Table

Submission Number	Details of Submission	Staff Response
<p>S-1 Andrew Rice</p>	<p>Acknowledges importance of creating a medical district but suggests a transition plan to achieve it is necessary and should be shared for public input.</p> <p>Requests a meeting with the Municipality to discuss how development plans from 2019 can conform with the Secondary Plan.</p>	<p>The East Business District Character Area is envisioned to continue to develop as a commercial and mixed-use centre. The Plan encourages medical clinics, offices, laboratories and other supportive uses to be located in the East Business District in order to create an expanded medical campus adjacent to Lakeridge Health Bowmanville.</p> <p>However, the Plan also permits an array of uses within the Mixed Use Area, such as commercial uses, including retail stores, restaurants and personal service uses, office uses, community uses, and hotels/event facilities.</p> <p>Policy 12.1.4 speaks to existing uses that may be legal non-conforming within the Secondary Plan area. Existing non-conforming uses are encouraged to relocate or redevelop over time (Policy 12.1.5).</p> <p>Requested meeting held.</p>
<p>S-2 Maya Staresinic</p>	<p>Concerned about strain on infrastructure, particularly road infrastructure and bottlenecks getting into town. Suggests Bowmanville is growing too quickly, and roadways are lacking support to accommodate the population projection of 10,500 people. Clarington should invest in roadway infrastructure before moving forward with this Plan. More highway access points would greatly benefit the town.</p>	<p>A Transportation Impact Study for the Goodyear Lands as part of the Secondary Plan process was completed by AECOM to investigate traffic impact on the existing road network. As part of a future development application, the developer will be required to submit a Transportation Impact Study that will assess the development's impact on the transportation network. Ultimately, it will be the developers' responsibility to extend the existing road network and implement road improvements as a result of increased traffic from new development.</p>
<p>S-3 Kailey Sutton (McMillian LLP) on</p>	<p>Requests additional clarity on key terms and provisions in the Draft SP, particularly concerning permitted uses in "Mixed Use" areas. Highlights the lack of definitions for</p>	<p>The Mixed Use Area designation permits commercial uses, including restaurants, retail stores and personal service uses.</p>

<p>behalf of Bank of Montreal</p>	<p>terms like "commercial uses" and "personal service uses," causing confusion about whether certain businesses, like restaurants, fall under these categories.</p> <p>Concern about the strict requirement for buildings in Historic Downtown and East Business District areas to be a minimum of 3 storeys, which could discourage various commercial uses and go against the intent of accommodating responsible growth.</p>	<p>Both the Secondary Plan and the Clarington Official Plan speak to existing uses that may be legal non-conforming within the Secondary Plan area. Existing non-conforming uses are encouraged to relocate or redevelop over time. However, existing uses or buildings are also permitted to extend or be enlarged subject to specific criteria (Policy 23.5.3 of the Clarington Official Plan).</p> <p>New development will be required to conform to the Secondary Plan policies regarding height (minimum 3-storeys in the Historic Downtown and 4-storeys in the East Business District).</p>
<p>S-4 Paul Wirch</p>	<p>4.3.3/ Climate Change/ Urban Resilience Suggest adding "...non-residential development with shared..." to policy.</p>	<p>Revised policy "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."</p>
<p>S-4</p>	<p>4.4.3/ Sustainable Design: How to prioritize development applications that include energy efficient building design with Bill 109?</p>	<p>Revised policy "4.4.3 Encourage development proposals that include energy efficient building design and practices in all new buildings."</p>
<p>S-4</p>	<p>4.4.4/Sustainable Design: How will this policy regarding incorporating energy-saving measures in buildings be enforced?</p>	<p>Through the development application process a Sustainability Plan is required to be submitted to demonstrate how sustainable development principle and polices of Secondary Plan, Clarington Official Plan, and Priority Green Standards are addressed.</p>
<p>S-4</p>	<p>4.4.7/Sustainable Design: Clarify which Municipal standards public realm light fixtures will be required to conform to.</p>	<p>Municipal lighting standards are anticipated to be included in an update to Municipal standards currently being amended. Until this time, Staff would recommend a product that is satisfactory through the development application process.</p>
<p>S-4</p>	<p>5.1.4/ Land Use: Suggest 'buffer' and not transition to natural heritage.</p>	<p>Transition is the appropriate language to describe intent of policy.</p>

S-4	5.2.3g)/ Land Use: Clarify Environmental Protection Area or Areas? Note discrepancy with Schedules.	Schedules revised.
S-4	5.2.5/ Land Use: Suggest adding "...in accordance with Section 9.3.2 of the COP."	Revised policy (now policy 5.2.6) "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."
S-4	5.2.6/ Land Use: Live-work is built form more than land use. If mixed use is permitted, what is gained from permitting live-work?	Added policy that defines 'live-work' use to provide clarity.
S-4	5.3.3c)/ Mixed Use Area: Clarify what is the definition of Assisted and special needs housing. Does it include Long term care?	Special needs and assisted housing is defined in the Clarington Official Plan. Long term care facilities are included as special needs housing.
S-4	5.3.7/Mixed Use Area: Recommend transition from property line to include right-of-way as transition.	Intent of policy is to require transition between high-rise and mid-rise forms and existing low density residential areas where the Mixed Use Area immediately abuts Low Density Residential lands. The Urban Design Guidelines provide examples of appropriate transition.
S-4	5.3.8/Mixed Use Area: Encourage private laneway connections between properties to reduce the need for multiple access points onto major roads	Revised policy (now policy 5.3.13) to add "c) Encourage private laneway connections between properties to reduce the need for multiple access points onto major roads"
S-4	5.5.4/ High Density Residential: Suggest revise policy year reference from "2004" to "2024".	Revised.
S-4	5.6.4/ Low Density Residential: Clarify reasoning for policy. Concerned that Engineering may object to increased number of driveways this will cause.	Policy removed.
S-4	6.3.2/ Placemaking and Streetscape: Formatting of policy.	Revised policy to correct formatting.

S-4	7.2/ Parks: Should be parks provided that are less than 5,000 sq. m.? There are no public squares shown on Schedule C.	The size of public squares can be up to 1ha (10,000 square metres) as outlined in the Clarington Official Plan. Desirable locations for public squares are listed in Policy 7.2.8. However, the precise location of these squares will be determined through the development approvals process.
S-4	7.2.10/ Parks: Is this policy necessary?	Policy aligns with the Clarington Official Plan regarding considerations for planning, design, and development of parks and open spaces.
S-4	8.2.5/ Housing: Suggest revision to policy "...will be encouraged..."	Revised policy added 'be' before encouraged.
S-4	8.2.6/ Housing: Clarify whether accessory dwelling units are envisioned in stacked townhouses.	Accessory Dwelling Units (ADUs) are permitted in townhouses in urban areas, such as in the Bowmanville East Secondary Plan area.
S-4	Schedule A: Suggest adding more contrast between orange colours. Clarify why is there a prominent intersection in the Goodyear lands.	Orange colour used to identify Downtown Corridor and red colour used to identify East Business District. Prominent intersection identified in Goodyear Lands due to intersection of green spine/connection and Queen Avenue extension.
S-4	Schedule B: Should the former Edna Thomson daycare be designated Institutional? Is high density realistic south of Climie Court?; Is Vincent Massey school not Institutional?; Recommend less mixed-use space on Goodyear lands to reduce competition with downtown.	Mixed Use Area designation permits community uses, which is appropriate for Shaw House (former Edna Thomson daycare). Revised land use designation of lands on the southside of Climie Court to Low Density Residential. Vincent Massey school identified with a school symbol with Low Density Residential designation underneath, as schools are permitted in any Residential Area. The Goodyear Lands are located in the Regional Centre, where mixed use development is encouraged.
S-4	Figure 3/ Urban Design Guidelines: Note that colours in legend appear to be different from map colours.	Revised colours in Figure 3 to match legend.

<p>S-4</p>	<p>Figure 23/ Urban Design Guidelines: Clarify why the tall building element is required to be so far away from the residential building in this scenario than in Figure 21? The buffer provided by the road should allow the taller element to be closer to the street while still maintaining the same separation from the residence.</p>	<p>Urban Design Guidelines provide examples of how transition can be achieved. However, alternative design solutions do not require amendments to be plan (Policy 12.1.10).</p>
<p>S-4</p>	<p>Raised concerns on the discrepancy in the park sizes between Bowmanville East and Bowmanville West Secondary Plans:</p> <p>Note discrepancy between the park sizes in plans. Suggest there should be another scale of park below 5,000 sq.m. Sliver Parks are discussed in the Urban Design Guidelines but are not carried forward into the Secondary Plan. Clarify where in Bowmanville East Secondary Plan the expectation is to create Public Squares or Parkettes that take up an entire city block.</p>	<p>Clarington Official Plan policies reference 'up to 1 hectare or 10,000 square metres'. A public square in Bowmanville East Secondary Plan would be sized appropriately for the context.</p>
<p>S-5 Bryce Jordan (GHD) on behalf of Vanstone Mill Inc., Gerard and Steven Gervais</p>	<p>Unclear if all Vanstone Mill Inc lands are included in the Secondary Plan and are opposed their inclusion. Request that the Secondary Plan boundary line be more clearly drawn to exclude the Vanstone Mill lands west of Bowmanville Creek.</p> <p>Requests modification to policy 4.2.7 to extend the exception to 14.4 to include Section 3.4 of the Clarington Official Plan.</p> <p>Opposes policies 8.3.6 and 8.3.7 regarding affordable housing. These policies are not mandated in the Planning Act or Development Charges Act.</p>	<p>Removed Vanstone Mill lands west of the creek from Secondary Plan boundary.</p> <p>Revised policy to include reference to Sections 3.4 and 3.7 of the Clarington Official Plan.</p> <p>Affordable housing contribution is direction of Council based on past Secondary Plan approval. Contribution to affordable housing is a Council direction as per previous Secondary Plan approvals. Specific reference to contribution per unit amount was removed from 8.3.7.</p>

<p>S-6 Stacie Kolpak-Field</p>	<p>Are there plans to expropriate residential properties within the business district to implement the plan?</p>	<p>There are no plans to expropriate residential properties. Through the development approvals process, there may be expansions to the road right-of-way.</p>
<p>S-7 Andrew Rice</p>	<p>Drive throughs are particularly important for fast food revenue. Concern that 12-car driveway is required for drive throughs, which is above the average need.</p> <p>Requests more information about density.</p> <p>Request meeting with Staff regarding medical precinct implementation.</p>	<p>The Clarington Official Plan states that drive-through facilities are not desirable in Urban Centres, which is identified in the Bowmanville East Secondary Plan (Policy 10.4.5). The Bowmanville East Secondary Plan does not permit drive-through facilities.</p> <p>Minimum densities for each designation were added to the Secondary Plan.</p> <p>Requested meeting held.</p>
<p>S-8 Ryan Guetter (Weston Consulting) on behalf of property owner of lands located between Wellington, Church and Scugog Streets, Janet and Andrew Rice</p>	<p>Request for a meeting with Staff to clarify several policies. Questions about policy related to segment of land between Church, Scugog and Wellington and the removal of commercial permissions/neighbourhood scale commercial. Concerned with height pertaining to some designations, should be able to accommodate additional height through transitions on the site. Clarification about supportive commercial retail and permitted uses. Clarification on permitted townhouse types. Clarity on flexibility in the Guidelines related to built form and setbacks. Suggest there is an opportunity to laneway housing. Requests policy framework to accommodate.</p>	<p>Additional comments submitted March 8, 2024, see responses S-20.</p>
<p>S-9 Bill Grainger</p>	<p>Concerns with adequate consultation with seniors, suburbs near highway interchanges.</p> <p>Concerns with potential impact of development on the nearby retirement residence. Concerned</p>	<p>Retirement Residence was circulated notice of Statutory Public Meeting, which is required to be posted in a common area such as the lobby of the building for all residents to view.</p> <p>As part of development application process, a Traffic Impact Study will be prepared to assess impacts on road</p>

	<p>with traffic, noise concerns, dangerous road conditions, height of buildings. Requests sustainable, family friendly development.</p>	<p>network. A Noise Study may also be required at time of development. Sustainability policies are included in the Secondary Plan to promote green development. Maximum building heights are outlined in each land use designation, in order to provide for increased density within the plan area while also providing the appropriate transition.</p>
<p>S-10 David Crofton</p>	<p>Policies 5.3.3 and 5.3.4/ Mixed Use Area: Will Semi-detached homes, like the ones currently existing at the southwest corner of Liberty and King Street continue to be a permitted use in Mixed Use Area designation?</p> <p>9.3.3/ Arterial Roads: 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. Does this access prohibition include residents of the semi-detached units on the SW corner of King and Liberty? What is the timeline for this prohibition coming into effect?</p> <p>9.3.5/Arterial Roads: Liberty Street South (Regional Road 14), from Baseline Road to King Street, is planned to be widened 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</p>	<p>The proposed Secondary Plan currently envisions a Mixed Use designation in this area, which doesn't permitted semi-detached dwellings. However, these semi's would be legal non-conforming and can remain.</p> <p>Access directly onto King St and Liberty will generally be prohibited for new development or where a new access is proposed. Existing access will be maintained.</p> <p>Please note that the Liberty Street road widening is a Region of Durham project. At this time staff have received the preliminary design for the road widening from the Region which staff are reviewing. The preliminary design indicates that the east side of Liberty will be widened to accommodate a right turn lane. The curb on the west side of Liberty is not changing except where it turns into Queen Street. Construction is estimated to start in 2027.</p>

	<p>Clarrington and Region of Durham Transportation Master Plans</p> <p>Will this 3rd lane come out of the Staples lot? Or will it come out of the boulevard on which the residents of the semi-detached units on the SW corner of King & Liberty park their vehicles? Please note these semi's do not have driveways, with the exception of the two end units, which have driveways and room for two vehicles each. The town's paved boulevard is the only place we can park. There is nowhere else.</p>	<p>There will be future public information sessions held by the Region of Durham for this project.</p>
<p>S-11 Mark Jacobs (Biglieri Group) on behalf of property owner of Goodyear Lands, Lifelong Developments</p>	<p>Developer is committed to revitalize the Goodyear site.</p> <p>Concerns with transition in height policies as it relates to the Goodyear Lands, request 4 storeys as transitional zone.</p>	<p>Revised policy 6.8.6 c) regarding height limits of development in the Goodyear Lands within 30 metres of Residential Neighbourhood Character Area from maximum 3-storeys to 4-storeys.</p>
<p>S-12 Brent Cavalry</p>	<p>Schedule C: Concern with lack of room for sidewalks at Church and Brown due to lack of setbacks of existing homes.</p>	<p>Sidewalk along east side of Brown Street shown in error, Schedule C has been revised to remove the sidewalk.</p>
<p>S-13 Kristi Sawyer</p>	<p>Requests clarification on right of way passage adjacent to Rotary Park and existing treelines.</p> <p>Issues with flooding currently from the Retirement home development, concern with more issues with the Goodyear development.</p> <p>Requests advanced notice for demolition.</p>	<p>Access would not be removed to private property through the Secondary Plan. Currently there is an easement in favour of 119 Queen Street over municipal land.</p> <p>A Stormwater Management Report would be required as part of redevelopment of the Goodyear Lands to assess and address stormwater issues as a result of the development.</p> <p>Demolition permit has currently not been issued for buildings on the Goodyear Lands.</p>

<p>S-14 Ron Hooper</p>	<p>Request for communication to current businesses as Plan develops. Are individual businesses contacted?</p>	<p>Individual businesses received notice of the Statutory Public Meeting through Canada Post bulk mail service. Owners of the buildings also received mail notice of the Statutory Public Meeting held in January 2024.</p> <p>Draft Secondary Plan presented at the Bowmanville Improvement Area (BIA) meeting in February 2024.</p>
<p>S-15 Krysta Dudley</p>	<p>Report incorrectly shows intersection of Scugog and King and the configuration of turn lanes. This intersection is dangerous in its current configuration. Request that the map be updated to reflect conditions so that concerns can be properly documented and resolved.</p>	<p>Revised Transportation Impact Study (TIS) Figure 2.1 to match the current configuration of the intersection of Scugog and King, which has recently been repainted.</p>
<p>S-16 Mark Jacobs (Biglieri Group) on behalf of property owner of Goodyear Lands, Lifelong Developments</p>	<p>In support of the proposed designations on Scheduled B. Supportive of most of the policies for the Goodyear Lands Character Area and Mixed-Use designation.</p> <p>Suggest reclassifying all properties on Queen Street between Ontario Street and Queen Avenue as Downtown Corridor.</p> <p>6.8.6c: Revise maximum building height for buildings within 30 metres of Residential Neighbourhood Character Area from 3 to 4 storeys.</p> <p>8.3.7: Affordable housing units provided as part of a development application should be credited and exempt financial contribution. Amount of credit to be determined through preparation of the contribution agreement.</p>	<p>Acknowledged.</p> <p>Residential Neighbourhood Character Area is appropriate for the properties along Queen Street.</p> <p>Revised policy 6.8.6 c) regarding height limits of development in the Goodyear Lands within 30 metres of Residential Neighbourhood Character Area from maximum 3-storeys to 4-storeys.</p> <p>Revised Policy 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 a contribution of funds to the Municipality for the development of affordable housing in the community. <i>The Municipality may consider reduction in contribution where affordable housing is</i></p>

	<p>9.2.5 Add Hunt Street from Albert Street to Durham Street as a local road to extend in the Municipality's grid system.</p> <p>Suggest that the B3 Community Improvement Plan be updated at the same time that the Goodyear Lands are brought into the BEUC Secondary Plan area.</p>	<p><i>provided as part of a development.</i>" Policy 8.3.7 revised to remove the specific amount of contribution.</p> <p>Hunt Street cannot connect to Albert St. due to private property.</p> <p>CIP not anticipated to be updated at the same time as the Secondary Plan.</p>
<p>S-17 Kevin Nesbitt</p>	<p>Commends the planning department for their efforts on the Bowmanville East Secondary Plan project but expresses concerns about the developer of the Goodyear Lands conduct and potential risks to the community.</p> <p>Requests oversight to protect residents from harm, including pre-construction surveys for adjacent property owners, careful demolition to mitigate pollutants, and consideration for wildlife habitat. The suggestion of a community liaison is proposed to facilitate communication between residents, the city, and the developer.</p> <p>Emphasizes that while residents support the project, there's a general distrust of the developer and a desire for close monitoring by the city.</p>	<p>A Holding Provision will be put on Goodyear lands through a zoning by-law amendment in association with the Secondary Plan that would not permit development on the lands until a record of site condition has been provided (Policy 12.1.7).</p> <p>A demolition permit is required for demolition of buildings on Goodyear Lands. Staff typically do not require as-built surveys on existing homes for truck hauling, the route is usually approved by the Municipality and the road is generally built to handle the load of the vehicles. However, for the demolition part of the work, a site alteration permit will be required for any material moved off-site. Through the site alteration permit, the Municipality will ask for the Developer to have their consultant establish a line of influence and those houses will be given the opportunity to have a pre-construction survey done on the house.</p> <p>Acknowledged.</p>

<p>S-18 Tim's Rent-All Ltd, Nancy and Susan Coffey</p>	<p>Concerns with traffic control and creating an unsafe intersection (Highway 2 and Scugog Street) for pedestrians and vehicles which will be exacerbated by larger traffic volumes.</p>	<p>Acknowledged. Staff will continue to monitor intersection, and improvements will be made if warranted. Timing of improvements is dependent on redevelopment of existing property.</p>
<p>S-19 Bryce Jordan (GHD), on behalf of Vanstone Mill Inc., Gerard and Steven Gervais</p>	<p>As stated in previous comments, maintain that Vanstone Mill lands located on the west side of Bowmanville Creek should not be included in the Secondary Plan boundary. If the lands are included, policies must recognize the existing permissions.</p> <p>Below are the changes needed to the Plan if the property is included: Schedule A should be revised to include the property into the Residential Neighbourhood character area. Schedule B should show the property as High Density Designation. Schedule C should show King St W south of the subject property and the subject property should be in white with a green between the parcel and the creek. An exception to Section 4.2 policies should be incorporated to reflect the provisions of the R4-13 zoning. A new policy after 6.8.5 should be created to recognize that 5 storeys is permitted on this parcel.</p>	<p>Removed Vanstone Mill lands west of the creek from Secondary Plan boundary.</p>
<p>S-20 Ryan Guetter (Weston Consulting) on behalf of property owner of lands located between Wellington, Church and Scugog Streets, Janet and Andrew Rice</p>	<p>Draft Official Plan Amendment policy 23.3.5: Acknowledge and support proposed policy.</p>	<p>Acknowledged.</p>

S-20	3.1.1/ Community Structure: Understand that Character Areas are distinct from land use designations.	Correct.
S-20	3.4.2/ Downtown Corridor Character Area: Confirm this policy is referring only to built form, not permitted uses.	Correct.
S-20	3.5.2/ Residential Neighbourhoods Character Area: Confirm that this policy is not requiring various building forms on a single site but is referencing housing diversity across the Plan area.	Correct.
S-20	4.4.10/ Sustainable Design: Propose modification from "possible" to "appropriate" to recognize that it may not be appropriate to retain trees in all circumstances to achieve good planning.	Revised Policy 4.4.10: "Protect the existing urban tree canopy by retaining mature trees, where appropriate."
S-20	5.2.1/ Land Use: Requesting site-specific density policy for properties located between Wellington, Church and Scugog Streets	Revised Land Use Schedule to designate the lands along the north side of Church Street from Medium Density Residential to Mixed Use Area. Staff opinion is that the revised Secondary Plan policies, which now include minimum densities for each land use designation (150 units per net hectare, in aggregate Mixed Use Area (Downtown Corridor Character Area) and 65 units per net hectare in Medium Density Residential, provides for flexibility as there are no maximum densities included. A site-specific policy is not necessary.
S-20	5.2.4-6 / Land Use: Request for more explicit permission for small-scale service and neighbourhood retail within the Medium Density Residential designation. Request small scale service and retail be permitted without prescribed floor area or parking, access and other use limitations.	Policy revised to reference the Official Plan policy 9.3.2. that speaks to criteria for small scale service/retail.
S-20	5.5.2/Medium Density Residential: Request that Small scale service retail, Retail, and Neighbourhood Retail be added as permitted	Small scale service and retail / neighbourhood retail permitted in all residential land use designations, under policy 5.2.5. However, this permission is subject to

	uses in the Medium Density Residential Designation	compatibility with residential uses in terms of nature, scale, design and location as outlined in Official Plan policy 9.3.2.
S-20	5.5.3/ Medium Density Residential: Request confirmation that all forms of townhouses includes: street townhouses, laneway townhouses, back-to-back townhouses, stacked townhouses, and back-to-back stacked townhouses. If this is not the case, request revised policy to all these forms.	Correct, all forms of townhouses are permitted in the Medium Density Residential designation.
S-20	6.2.1/Urban Design and Built Form: Request revision to explicitly recognize that the Urban Design Guidelines (UDG) are not policy. Also request policy expresses that UDGs are one expression of the policy, but that other means could achieve policy outcomes.	Further clarification provided in Section 12: Implementation of the Secondary Plan. Specifically, policy 12.1.10 which states: "The Urban Design and Sustainability 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."
S-20	6.5.7/ Building Siting and Design: Suggest revision: "Buildings shall be sited and designed to address appropriate shadow impacts on parks and open spaces"	Revised policy "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."
S-20	6.5.8/Building Siting and Design: Suggest this policy regarding balconies is too prescriptive, should be removed or revised for increased flexibility.	Policy regarding balconies is flexible as policy provides option for recessed balconies and/or a balcony design that is integrated into the design of the building façade.
S-20	6.6.3/Active At-Grade Uses: Suggest specific metric of minimum 4.0 metres for ground floor height of commercial or institutional uses be removed.	Minimum 4.0 metre height is appropriate.
S-20	6.8.4: a)/ Built Form by Character Area: Suggest revision to a maximum of 12 storeys; suggest c) and d) be removed, such that specific setbacks are set out in the zoning by-law	Maximum 10-storey height in the Downtown Corridor Character Area is appropriate, as it provides a transition zone to link the Historic Downtown and East Business District.

		Front yard setback range and step back provided to help establish a consistent street wall. Revised policy “6.8.4 c) Maintain a front yard setback of a minimum of 1.0 metre and a maximum of 3.0 metres, where appropriate;”
S-20	6.8.5: b)/ Built Form by Character Area: Do not recommend specific setbacks in the policy. Should be in the Zoning by-law.	Front yard setback minimum provided to ensure consistency along the street. Revised policy “6.8.5 b) Maintain a minimum 3.0 metre minimum front yard setback, where appropriate.”
S-20	9.2.2/ Transportation Network and 9.6.1/ Rear Lanes: Request additional flexibility to allow private roads and rear lanes regardless of applicable designation.	Private streets and lanes are not permitted in Low Density Residential designation. Through the development review process, staff will review each application on its own merit in regard to private roads and rear lanes.
S-20	12.1.6/ Implementation: Support this policy and reiterate specific requests for flexibility.	Policy 12.1.6 provides for flexibility: “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.”
S-20	12.1.10/ Implementation: Request policy be more aligned with the proposed policy in the Bowmanville West Secondary Plan, Policy 7.1.2.	Policy 12.1.6 references flexibility of the Secondary Plan which is similar to Bowmanville West Secondary Plan policy 7.1.2. Policy 12.1.10 is specific to implementation of Urban Design Guidelines and provides flexibility as well.
S-20	8.3.3, 8.3.6, 8.3.7/ Affordable Housing: Do not support these policies as drafted. Suggest increased flexibility to allow for greater supply of housing. Unclear as to the basis of the authority to require contributions. Support policy 8.3.8.	Revised Policy “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 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.”

		Contribution to affordable housing is a Council direction as per previous Secondary Plan approvals. Specific reference to contribution per unit amount was removed from 8.3.7.
S-20	Suggest a site-specific policy: "The lands designated Medium Density Residential on Schedule B, which are municipality known as 139 and 151 Wellington Street, 194-196, 198, 200, 204 and 208, 2010-212 Church Street and 35 Scugog Street shall be permitted a maximum density of 150 units per net hectare and the building height within 15 metres of Church Street shall be a maximum of 12 storeys and the building height within 15 metres of Wellington Street shall be a maximum of 4 storeys. Building heights beyond the immediate frontage of either Church Street or Wellington Street may vary in height between 4 and 12 storeys.	<p>The Downtown Corridor designation allows maximum 10-storeys. Including a site-specific policy to allow up to 12 - storeys along the north side of Church Street is not supported, as the Downtown Corridor Character Area height permissions apply across the entire Secondary Plan area and is intended to act as a transition area.</p> <p>Minimum densities have been added to the Secondary Plan for each designation. Applying a maximum density of 150 units per net hectare may unnecessarily limit development on the site as the Plan does not include maximum densities.</p>
S-20	Urban Design Guidelines/ Figure 2: Advise that this figure is not consistent with Schedule A. Request it be revised for consistency.	Revised Figure 2 to match Schedule A.
S-21 John McDermott on behalf of property owners at SW corner of King St E & St. George St, Janet and Andrew Rice	Section 5.3.6/ Mixed Use Area: Policy is more prescriptive as to what uses are permitted than the Mixed Use Area designation on the subject property. The feasibility and necessity of implementing a medical campus on the property is questioned. Requests the reference to a medical campus be deleted to allow greater certainty surrounding the permitted uses on site.	<p>Policy 5.3.6 regarding a medical campus encourages medical related uses surrounding the hospital. Other uses, such as commercial (retail, restaurants, personal service), offices are permitted in Mixed Use Area designation.</p> <p>The term medical campus is used as a description for this long-term vision, however, it is not intended to be prescriptive and limit other uses surrounding the hospital.</p>
S-21	Clarification requested on the proposed design right of way width of St. George St and Queen St given the proposed enhancements on Schedule C.	Staff advise that a St. George Street is intended to be a 18.0m right-of-way, to match row design north of King. This would mean a 2.0m road widening on west side of St. George. Queen Street is intended to be a 18.0m right-of-way to accommodate the type of vehicles accessing

		Queen Street, this would mean 4.0m road widening on each side.
S-21	3.3.5 / East Business District: Clarification requested regarding implementation of policy 3.3.5 and the provision of finer grained street network in the East Business District. Request that possible future improvements and extensions of the road network in this area be delineated on Schedule C.	Finer grained street network encouraged around the Bowmanville Hospital in Policy 3.3.5. Policy 9.2.5 states that the Municipality will investigate the possible construction of private roads on the hospital lands in any hospital expansion.
S-21	12.1.8/ Implementation: Clarification requested on the proposed location and height of the heliport referenced in 12.1.8 as well as applicable restrictions by Transport Canada.	Revised policy based on new information provided Lakeridge Health Bowmanville regarding helipad: "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."
S-21	Suggests lack of interim forms of land use discourages private investment. Suggest adding policy which provides for a change in an existing use if it is similar in nature.	Mixed Use Area designation allows for a wide range of permitted uses, such as residential (dwelling units above ground floor within a mixed use building, apartment buildings, and townhouses subject to criteria), commercial (retail, restaurants, personal service), office uses, live-work, community uses, and hotels/event facilities. Clarington Official Plan Policy 23.5.3 speaks to extension or enlargement of legal non-conforming uses, buildings or structures. This includes change of use to a similar use. Existing policy outlines criteria for approval for these requests.
S-21	Suggests considering the introduction of a public parking facility. Suggests revising 6.7.1 to also refer to the East Business District.	Revised Policy 6.7.1: "The Municipality shall consider the implementation of a payment-in-lieu parking policy within the Regional Centre"

<p>S-21</p>	<p>Suggests potential future cycling infrastructure over the proposed easterly extension of Church Street, east of St. George St to Galbraith Court and south to King Street East, to directly link to the Soper Creek valleylands over Climie Court.</p> <p>Also suggest enhancing the cycling network south of King Street East.</p>	<p>Extension of Church Street is shown as a potential future local road. Local roads have implied shared facilities, with a sidewalk on one side.</p> <p>Planned Municipal cycling infrastructure on Liberty Street South, and potential for future municipal cycling infrastructure along Queen Street and St. George to connect to King St East.</p>
<p>S-22 Scott Horn</p>	<p>While I appreciate how the plan for Goodyear Lands was designed to hide the taller buildings in the centre, it is not actually the visual aspects of the plan that I'm concerned with, it is more so the density and associated traffic concerns. Zoning the land as low density would negate the need for a buffer as it would be in keeping with the existing neighbourhood. This would also address my traffic concerns, as the roads clearly aren't adequate for supporting higher density.</p>	<p>The Goodyear Lands are located in a Regional Centre, which is identified at the Regional scale to be the focus for accommodating intensification and high-density mixed uses. The vision for the Goodyear Lands, as part of the Bowmanville East Secondary Plan, aligns with this direction by permitting mixed use development at higher-densities and heights. The Transportation Impact Study (TIS) completed for the Goodyear Lands as part of the Secondary Plan process indicates that build-out of the Goodyear Lands does not significantly affect the road network operations.</p> <p>As part of a future development application, the developer of the Goodyear Lands will also need to submit a Transportation Impact Study (TIS) which will assess impacts of the proposed development on the transportation network, as well as mitigation measures. If improvements are required, the developer will need to make these changes to support the development.</p>
<p>S-23 Ryan Guetter (Weston Consulting) on behalf of property owner of lands located between Wellington, Church and Scugog Streets, Janet and Andrew Rice</p>	<p>Requested that a site-specific policy be included to permit a transition between the Downtown Corridor Character Area at the south of the site and the Residential Neighbourhoods Character Area along Wellington Street: "Notwithstanding any other policies to the contrary, the lands designated Medium Density Residential and Mixed Use Area on Schedule B, which are municipally</p>	<p>Added Policy 6.8.5c) to permit up to 5 storeys in the block containing these parcels to carry forward permissions granted in a 1990 OMB decision: "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</p>

	<p>known as 139 and 151 Wellington Street, 194-196, 198, 200, 204 and 208, 210 -212 Church Street and 35 Scugog Street shall be permitted a density of between 150 and 200 units per net hectare and the building height within 15 metres of Church Street shall be a maximum of 10 storeys and the building height within 15 metres of Wellington Street shall be a maximum of 4 storeys. Building heights beyond the immediate frontage of either Church Street or Wellington Street may vary in height between 4 and 10 storeys.”</p>	<p>maximum of 4 storeys in order to provide appropriate transition in building height to the north side of Wellington Street.”</p>
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