

**Agency Comment Summary Table**

Agency	Details of Submission	Staff Response
Hydro One	Requests to continue to be informed as more information is available on this project, so as to advise of conflicts with Hydro One infrastructure and potential mitigation options.	Acknowledged.
Alderville First Nation	Alderville First Nation and other First Nations in the Williams Treaties have harvesting rights in the area. Requests a file fee of \$300 for project consultation services. Outlines consultation process and requests to be notified expediently if archaeological artifacts are discovered.	<p>Provided follow up with Alderville First Nation to clarify that no archaeological studies completed as part of the Secondary Plan. Archaeological studies will be completed as part of private development applications.</p> <p>New Policy added “12.1.15 Development applications which require an archaeological study are required to consult and engage First Nations in the Stage One Archaeological Assessment process and to notify First Nations expediently if archaeological artifacts are discovered.”</p>
Lakeridge Health Bowmanville	A rooftop heliport will be located on the roof of Floor 6, or the equivalent of the roof of a standard 9 storey building. This may require that buildings in the flight path be limited to 10 storeys. The flight path is not yet determined and more details are not available until the design process is underway.	Revised policy 12.1.8 to 9-storeys from 6-storeys based on this new information.
	Request that the proposed plan be revised to show the three residential properties along Prince Street on the hospital lands designated institutional instead of residential to align with future development plans.	Revised Schedules to show three residential properties along Prince (#18, #20, and #22) as institutional to reflect additional hospital properties.
Durham Region Planning	Require the preparation of a land budget. To allow an assessment of the population and employment forecasts to full build out.	Land budget has been prepared to ensure Plan can achieve minimum 100-150 people and jobs per hectare, as required for Urban Centres not located on rapid transit corridors.

	<p>Request additional information to understand how the area will achieve the minimum density target without minimum density provisions by land use designation.</p>	<p>Added minimum densities to each land use designation (Policies 5.4.2, 5.5.2 and 5.6.2).</p>
	<p>Draft policies may permit and encourage development patterns that would not lead to transit supportive densities and a mix of land uses.</p>	<p>Acknowledged. Land use policies have been revised based on land budget.</p>
	<p>Section 1.0/ Introduction: Add additional information/policy language to demonstrate how the Plan is in conformity with the current and new Regional Official Plan. The paragraph at the bottom of the page starts with “The policies of the Secondary Plan are in conformity with the Durham Region Official Plan”, however it is not clear how this plan conforms to or implements the policies of section 5.2, particularly regarding planning for the achievement of the long-term transit supportive density target for Strategic Growth Areas, which is of particular importance for the function of the Regional Centre.</p> <p>The following matters need to be addressed in the policy in order for Regional Staff to be able to confirm that the plan conforms with the new Council adopted ROP goals regarding Strategic Growth Areas:</p> <ul style="list-style-type: none"> <li>• Minimum residential density limits for each land use area within the Regional Centre, which would result in the achievement of the minimum density target for the Regional Centre even if developed to their minimum permitted densities; and</li> <li>• Policies prohibiting the reduction of minimum density limits, if these would negatively impact the achievement of the minimum density target for the Regional Centre.</li> </ul>	<p>This Secondary Plan is in conformity with the Durham Region Official Plan. Specific revisions to address conformity include adding minimum densities to each land use designation which would result in achievement of minimum density target for the Regional Centre if developed to minimum permitted densities.</p>
	<p>5.3.4 c)/ Mixed Use Area designation: Object to allowing all forms of townhouses. Townhouses will lessen the ability to achieve the minimum target densities and provide a mix of uses as directed by the new ROP. Suggest removing townhouse permissions or identifying specific areas where they would be permitted.</p>	<p>Revised policy to remove townhouses from list of standard permitted uses (now policy 5.3.6).</p> <p>New policy added “5.3.7 Notwithstanding Policy 5.3.6, townhouses may be permitted in the Mixed Use Area</p>

		<p>designation within the Goodyear Lands Character Area as part of a larger mixed-use development.”.</p> <p>New policy added “5.3.8 Notwithstanding Policy 5.3.6, townhouses may be permitted in the Mixed Use Area designation as part of a larger mixed use development which includes one or more of the residential dwelling types identified in Policy 5.3.6, to act as a transitional form to low density residential areas.”</p>
	<p>5.3.7 / Mixed Use Area designation: Object to removal of policy 5.3.7. Single use residential development, particularly townhouses should not be permitted as it will lessen the ability to achieve minimum target densities and provide a mix of uses. Policy could be added to permit standalone residential uses within a larger mixed use development proposal. Additional policy could add flexibility by permitting both residential and non-residential on the ground floor of a podium building.</p>	<p>New policy added “5.3.9 Standalone residential buildings are only permitted in the Mixed Use Area as part of a larger mixed-use development.”</p>
	<p>6.8.6 c)/ Goodyear Lands Character Area: Suggest Maximum height be revised to 4 storeys as proposed maximum height in Residential Neighbourhoods is higher than in this area of the Goodyear Lands.</p>	<p>Revised policy “6.8.6 c) Limit buildings within 30 metres of the north and east lot line adjacent to the Residential Neighbourhoods Character Area to a maximum of 4 storeys”</p>
	<p>3.2.4 and 3.2.5/ Historic Downtown Character Area: Suggest combining polices 3.2.4 &amp; 3.2.5 and clarify that increase in height and density over existing built form is not prevented.</p> <p>“3.2.4: New development will be comprised of primarily mid-rise forms and will preserve the historic character and existing fine-grain streetscape of the King Street corridor. Context-sensitive intensification and redevelopment will be encouraged, which supports and enhances the historic streetscape along King Street while providing additional massing and height without negatively impacting the streetscape.”</p>	<p>Revised policy “3.2.4 New development will be comprised of primarily mid-rise forms and will preserve the historic character and existing fine-grain streetscape of the King Street corridor. Context-sensitive intensification and redevelopment will be encouraged, which supports and enhances the historic streetscape along King Street while providing additional massing and height</p>

		without negatively impacting the streetscape.”
Section 3.4/ Downtown Corridor Character Area: Suggest revising policy to ensure minimum density targets can be reached. Allowing townhouses throughout the majority of the Regional Centre may not conform with the new Regional OP.		Added minimum densities to each land use designation.  Revised policy in Mixed Use Area designation to remove townhouses from list of standard permitted uses (now policy 5.3.6).
Section 3.5/ Residential Neighbourhood Character Area: Clarification required. Residential Neighbourhood Character Areas are still shown within the Regional Centre, as Medium Density Residential Areas. This is considered acceptable so long as new low-density residential uses are not permitted.		Residential Neighbourhoods Character Areas in the Regional Centre are planned to accommodate higher densities. The Medium Density Residential designation only permits townhouses and apartments.
Section 5.1/ Land Use: Transitional policies should not limit the achievement of transit-supportive density or walkability within the Regional Centre based on existing under-developed (pre-designated or pre-zoned) lots which are intended to intensify over time in accordance with the Official Plan. A policy may be required to explicitly state that development planning is intended to maximize the potential density and walkability within the Regional Centre.  Suggest adding policy “5.1.5 Developments within the Regional Centre shall be planned to maximize permitted heights and massing in order to reach their highest potential transit-supportive density and walkability.”  Draft policies don't demonstrate how the density targets will be met. A land budget is required.		New policy added to Section 5.2 Land Use, General Policies: “5.2.4 Developments within the Regional Centre shall be planned to maximize permitted heights and massing in order to reach their highest potential transit-supportive density and walkability, where appropriate.”  Added minimum densities to each land use designation.
5.2.1/ General Policies: Additional policy language may be required to describe how density target achievement will be monitored, evaluated and enforced.		Added minimum densities to each land use designation.
5.2.6 / General Policies: proposed definition may inadvertently restrict compatible uses and impact flexibility. Suggest revisions: "Live-work units are defined as a single unit which can accommodate <del>consisting of</del>		Revised policy (now policy 5.2.7) “Live-work units are defined as a single unit which can accommodate combined

	<p><del>both a commercial, retail, and/or office component <u>non-residential</u> and/or a residential component <u>uses</u> that is occupied by the same resident(s)."</del></p>	<p>residential and personal service or office uses, as appropriate."</p>
	<p>5.3.4 / Mixed Use Area designation: This policy could permit/encourage low densities in the mixed use areas which would negatively impact the achievement of transit supportive densities and a mix of land uses in the Regional Centre. It is recommended that the Municipality reverse the revision that permits stand alone townhouses in the mixed use areas or identify which specific areas this would be suitable.</p>	<p>New policy added "5.3.7 Notwithstanding Policy 5.3.6, townhouses may be permitted in the Mixed Use Area designation within the Goodyear Lands Character Area as part of a larger mixed-use development."</p> <p>New policy added "5.3.8 Notwithstanding Policy 5.3.6, townhouses may be permitted in the Mixed Use Area designation as part of a larger mixed use development which includes one or more of the residential dwelling types identified in Policy 5.3.6, to act as a transitional form to low density residential areas."</p> <p>New policy added "5.3.9 Standalone residential buildings are only permitted in the Mixed Use Area as part of a larger mixed-use development."</p>
	<p>5.7.1 /Institutional designation: This policy includes government uses, but could also encourage post-secondary education uses. Suggest adding permissive language that support and encourage these uses where appropriate.</p>	<p>Revised policy "5.7.1 Institutional includes uses such as government offices, museums/archives, hospitals and post-secondary education uses. The Institutional designation consists of lands used for the Municipal Administrative Centre and the Lakeridge Health Bowmanville Hospital."</p>
	<p>6.2.5/ Urban Design and Built Form: Suggest adding additional policy language to clarify that transitional policies are not intended to apply to low-rise residential areas adjacent to the Regional Centre, but to areas outside of the SP area. This is to prevent the erosion of development potential of the Regional Centre</p>	<p>Revised policy "6.2.5 Development shall provide appropriate transitions to adjacent low density residential areas, public parks and open spaces."</p>

	<p>lands.</p> <p>Suggested: “Buildings shall provide appropriate transitions to adjacent low-rise residential areas, public parks, and open spaces, and low-rise residential areas located outside of the Secondary Plan area.”</p> <p>Elsewhere, a policy may be required to explicitly state that development planning is intended to maximize the potential density and walkability within the Regional Centre.</p> <p>“Developments within the Regional Centre shall be planned to maximize permitted heights and massing in order to reach their highest potential transit-supportive density and walkability. To that end, transitional policies are intended to apply based on the planned use of adjacent parcels, not the existing use of adjacent parcels.”</p> <p>Implementation of the density targets requires prescribed minimum densities per land use area, greater minimum height requirements, and a land budget demonstrating that these will result in the density target being achieved across the Regional Centre even in a minimum permitted density scenario.</p>	<p>Revised policies 3.3.4 and 6.8.6a) to replace “low rise” residential with “low density” residential.</p> <p>New policy added to Land Use, General Policies: “5.2.4 Developments within the Regional Centre shall be planned to maximize permitted heights and massing in order to reach their highest potential transit-supportive density and walkability, where appropriate.”</p> <p>Added minimum densities to each land use designation, based on land budget (Policies 5.4.2, 5.5.2 and 5.6.2).</p> <p>Revised policies to increase minimum heights in Downtown Corridor, East Business District and Goodyear Lands from 3-storeys to 4-storeys.</p>
	<p>6.7.2/ Parking Loading and Mechanical Structures: Consider adding language that shows integrated parking is preferable to surface parking. Eg: “New off-street parking will generally be screened from view of the public realm. <u>Parking is to be provided within buildings where possible, in accordance with policy 6.7.3. Where it is not feasible to locate parking within buildings or structures, surface parking shall</u> <del>Parking will be encouraged to be located to the rear or side yard of buildings in order to preserve the frontage for a diversity of soft and hard landscaping.</del>”</p>	<p>Revised policy “6.7.2 New development will remove and not retain large surface parking areas. Where feasible, parking is encouraged below grade or in structured solutions in limited circumstances, only where the ground floor has been activated by the permitted land use, as an ancillary use to maximize landscaping opportunities and optimize development sites.”</p>
<p>Durham Region Planning</p>	<p>6.7.7/ Parking Loading and Mechanical Structures: Replacement of “establish” with “consider” was added; please confirm whether this means maximum parking requirements will be established, as required.</p>	<p>Revised policy “6.7.7 The implementing zoning by-law shall establish minimum and maximum requirements for parking, including requirements for accessible</p>

		<p>parking spaces. Parking requirements shall seek to reduce minimum and maximum parking standards in order to encourage a shift toward sustainable modes of transportation and reflect the walking distance to transit and complementary uses.”</p>
	<p>6.8.2/ Historic Downtown Character Area: Suggest additional policy similar to 6.8.6e to permit additional height where street level visual impact is minimized. Cultural heritage considerations should be balanced with supporting the intensification and ultimate functioning of the Regional Centre.</p>	<p>Policies allow for intensification in the Historic Downtown along King Street, but direct highest heights to Church and Scugog Streets.</p>
	<p>6.8.6/ Goodyear Lands Character Area: Suggest changing the height limit within 30 metres of the Residential Neighbourhoods Character Area to 6 storeys, to spread density across the site, achieve minimum densities, and implement transition policies. Goodyear Lands should permit increased height and density relative to surrounding permitted built form. A maximum of no less than 6 storeys is recommended, in order to represent a transition of built form, while maximizing the potential of the redevelopment lands to provide the density necessary to support the Regional Centre.</p> <p>The Residential Neighbourhood character area adjacent to the Goodyear lands within the Regional Centre has been revised to Medium Density Residential. Height limits in the Goodyear lands abutting these areas should not be lower than the maximum permitted in the MDR.</p>	<p>Revised policies to increase minimum heights within the Goodyear Lands Character Area:</p> <p>“6.8.6 a) Permit buildings with a minimum height of 4 storeys and a maximum height of 12 storeys”;</p> <p>“6.8.6 c) Limit buildings within 30 metres of the north and east lot line adjacent to the Residential Neighbourhoods Character Area to a maximum of 4 storeys”</p>
	<p>9.2.10/ Transportation Network: There appears to be a phrase missing; it should read: “All new and improved roads, public or private, will be built to be consistent with the <u>requirements of the</u> road authority having jurisdiction.”</p>	<p>Revised policy “9.2.10 All new and improved roads, public or private, will be built to be consistent with the requirements of the road authority having jurisdiction.”</p>
	<p>Consider adding definition for high-rise and mid-rise in the OP as these terms are used throughout.</p>	<p>Added policy “5.2.8 Mid-rise buildings are characterized as buildings between 4 to 6 storeys and high-rise buildings are characterized as buildings between 7 to</p>

		12 storeys, in accordance with the Clarington Official Plan's policy on urban structure typologies."
	Schedule A: Regional Staff concur with a suggested revision of the lands south of Queen between Division and Ontario to be "Downtown Corridor"	Character Area remains Residential Neighbourhood to provide appropriate transition in height from the Goodyear Lands to existing historic homes.
	Schedule C: Please revisit ways to show Bowmanville Creek parking area and laneway.	Schedule C revised for clarity.
	Schedule C: A trail connection to the west of the Secondary Plan area should be shown, or alternatively, policy should be added to require identification and implementation of the trail connection if identifying the specific location is beyond the scope of this current study.	Identifying future trail connection to the west on Schedule C is beyond the scope of this study.
	Section 4.2.5 / Fig 21, 22, 23 in Urban Design Guidelines regarding Transition: Transition policies should consider the proposed maximum height of 4 storeys in Residential Neighbourhoods. Existing transition policies would require massing of 2-3 storeys abutting Residential Neighbourhoods, regardless of whether those areas were built to the maximum permitted height of 4 storeys. Transition policies should not unreasonably reduce the development potential of land with higher permitted heights and densities.	Revised maximum height in Residential Neighbourhoods to 3-storeys, with the exception of the Regional Centre where maximum height remains 4-storeys.  Updated Figures 21, 22 and 23 in Urban Design Guidelines to reflect this change.
	Retail frontages in Goodyear Lands: In response to Karmina comment on retail frontages; If revisions are intended to permit residential frontage in Mixed Use areas, staff could consider policies to promote and protect active at-grade uses where appropriate. The Municipality should also consider how at-grade uses could be built to allow for both residential uses and conversion to commercial uses in the future.  This could include transferring the identified retail/commercial frontage areas in Fig. 12 to Secondary Plan schedules and including supportive policy language.	Policy 5.3.2 address this comment: "5.3.2 Development within the Mixed Use Area designation shall predominantly consist of street-oriented building forms with active retail and service uses at-grade, and residential and/or non-residential uses above."  New policy added to Goodyear Lands Character Area "3.6.8 New development is encouraged to incorporate active at-grade uses to generate pedestrian activity. Retail uses are encouraged at



		the core of the Character Area to support street animation and activity.”
	Figure 51 in Urban Design Guidelines: Max height at the north and east edge of the Goodyear lands has a lower permitted height than the surrounding residential neighbourhood. Consider increasing the height to reflect a gradual increase in permitted heights.	Updated Figure 51 to reflect change in Secondary Plan policies regarding heights within 30 metres of Residential Neighbourhood Character Area to the east and north of the Goodyear Lands.
Durham Region, Works	Staff have no comments related to water and sanitary servicing but reiterated comments on background work.	Acknowledged.
	There are existing operational issues related to traffic in the study area that will worsen with development. Operational improvements will provide some relief, but policies from the TIS must be implemented to reduce the dependence on car use, as outlined in the study.	Transportation Impact Study (TIS) provides mitigation measures and recommendations to address transportation network and traffic impacts.
	Section 1.2 of Transportation Impact Study (TIS) for Goodyear Lands: Highway 57 should be Regional Road 57.	Revised.
	Section 3.3 of TIS: Description of the GO Station Services should align with Metrolinx's current plans related to frequency, and timing of infrastructure.	Revised.
Durham Region, Transportation	Section 2.1 of TIS: King street is under the jurisdiction of the Municipality between Bowmanville Ave and Haines. Baseline Road is also under jurisdiction of the Municipality.	Revised.
	Routes 501 and 506 are no longer in operation. Now served by routes 502, 507, and 902	Revised.
	Section 3.1 of TIS: should be rephrased to state: "To the east of the BESP study area, Lambs Road has been identified as a potential future interchange location on Highway 401 by the Region of Durham and Municipality of Clarington (refer to Figures 3-1 and 3-2), which is acknowledged by MTO but was not included as part of the preliminary design in the Highway 401 EA Study, Courtice Road to East Townline Road (2014)." Should also clarify that the subject TIS does not assume the Lambs Road interchange as part of the 2041 future conditions.	Revised.
	Section 3.3 of TIS: add sentence to clarify that GO Train Service is assumed in the 2041 horizon.	Revised.
	Section 3.7 of TIS: should be reworded to "Continue to monitor and improve signal timing co-ordination..."	Revised.

	Section 3.8.2 of TIS: Shared parking should be added as a strategy to support TDM.	Added discussion of shared parking as parking management strategy.
	Section 4 of TIS: typo, Goodyer, instead of Goodyear	Revised.
Durham Region Transit	From a transit perspective, the Durham Region Transit has no comments.	Acknowledged.
Bell Canada	Requests notice of all development applications in the area. Requests that Bell Canada be circulated as early as possible in future development proposals so that appropriate services can be provided.	Acknowledged.
Central Lake Ontario Conservation Authority (CLOCA)	Section 3.6/ Goodyear Lands Character Area: The Bowmanville Creek, dam, fish ladder, and trail are unique and well-used features of this community. Suggest more emphasis on these features should be included in the characterization of the area. A long term plan for the dam structure will be outlined as part of the Goodyear lands redevelopment. Recommend adding a requirement for an EA to evaluate alternatives for the future of the dam.	Environmental Assessment (EA) requirements are changing. If an EA is required, an EA will be undertaken by the property owner.
	Section 4.2 / Environmental Protection Area: A policy item on EIS, hazard delineation and VPZ requirements similar to Bowmanville West can be added after Section 4.2.3.  Conservation Authority approval requirements should also be mentioned. "Any new development in proximity to environmentally significant and sensitive areas and natural heritage features shall be required to complete an Environmental Impact Study (EIS) in accordance with the Clarington Official Plan. The purpose of EIS would be establishing the limits for development adjacent to the natural heritage features and/or natural hazards through identifying feature boundaries and applying appropriate Vegetation Protection Zones (VPZ) as per Clarington OP policies".	Policy added "4.2.4 Any new development in proximity to the Natural Heritage System shall be required to complete an Environmental Impact Study (EIS) in accordance with the Clarington Official Plan. The purpose of EIS would be establishing the limits for development adjacent to the natural heritage features and/or natural hazards through identifying feature boundaries and applying appropriate Vegetation Protection Zones (VPZ) as per Clarington OP policies."
	4.2.7/ Environmental Protection: Clarify that any new development not associated with the historical aspect of the mill (ie. Residential) must be located out of natural hazards. The restoration of the mill and conditions associated with the OMB decision must be referenced.	Revised policy (now 4.2.8) to include reference to Sections 3.4 and 3.7 of the Clarington Official Plan: "4.2.8 Notwithstanding the development policies in Sections 3.4, 3.7 and 14.4 of the Clarington Official Plan, it is recognized that the Vanstone Mill has historically

		<p>been located within the valleyland of the Bowmanville Creek. Further development and redevelopment within the valleylands is permitted provided:</p> <p>a) It is located outside of the floodplain;  b) Erosion control works are undertaken;  c) Environmental protection lands are dedicated to the Municipality; and  d) Arrangements are made to restore and enhance the natural features within the Bowmanville Creek corridor.</p> <p>OMB decision regarding the Vanstone Mill doesn't need to be referenced.</p>
	<p>8.2.5-7/ Housing: Additional policy should be added that notwithstanding these policies, ARUs will not be permitted in flood or slope hazards or in areas that have no safe access</p>	<p>Added policy "8.2.8 Notwithstanding Policies 8.2.5 to 8.2.7, ADUs will not be permitted within hazard lands or in areas that have no safe access."</p>
	<p>9.8.6/ Active Transportation: Concerned with proposed trail on the east side of Bowmanville Creek next to the Goodyear lands due to contamination and steep valley slopes. Staff instead recommend a trail connection from the east side of the creek to the existing trail on the west side.</p>	<p>Acknowledged. No detail design has been created for the potential future trail connection. The intention is to show a conceptual new trail connection from the Goodyear lands, the exact location of this may be refined.</p>
	<p>10.3.1/ Stormwater Management: Recommend further study on the impacts of the proposed land use plan on Bowmanville Creek. Recommend an update to CLOCA's watershed model as part of the study</p>	<p>Acknowledged. Watershed model not intended to be updated as part of this study.</p>
	<p>10.3.3/ Stormwater Management: Recommend erosion assessments consider existing erosion sites identified through past studies. Assessments should determine appropriate development triggers for mitigation/stabilization works and impact of increased runoff from future intensification.</p>	<p>Policy 10.3.3 g) referenced "other technical reports as deemed necessary". This would cover erosion assessments if needed at development application stage.</p>

	<p>10.3.5./Stormwater Management: Section references the Soper Creek Subwatershed Study, but this Secondary Plan is out of the scope of the SWS. SWS will not assess the impacts of the proposed land use updates. Recommend that the SWS scope be expanded to evaluate impacts on Soper Creek.</p>	<p>The eastern portion of the Bowmanville East Secondary Plan is in the Soper Creek Subwatershed Study (SWS).</p> <p>Revised policy “10.3.5 Stormwater management plans shall adhere to the targets and requirements outlined in the Soper Creek Subwatershed Study and the Bowmanville / Soper Creek 2020 Watershed Plan Update, where applicable.”</p>
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