

BOWMANVILLE WEST MAJOR TRANSIT STATION AREA

STREETSCAPE DESIGN GUIDELINES: UPDATE TO THE STREETSCAPE
IMPLEMENTATION PLAN (2007)

MUNICIPALITY OF CLARINGTON

JANUARY 2024

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Bowmanville West Major Transit Station Area: Streetscape Design Guidelines

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1 INTRODUCTION

1.1 Context and Purpose

This Guidelines Document was developed to support implementation of the Bowmanville West Major Transit Station Area Secondary Plan (2024), and provide more updated guidance to replace relevant sections of the Bowmanville West Town Centre Streetscape Implementation Plan (Brook McIlroy Inc., 2007).

The Guidelines provide concept illustrations to help demonstrate how compliance with the Secondary Plan can be achieved, and support understanding on how accessibility, mobility, and climate-sensitive design can be incorporated into the design and development of roadways and connections in Bowmanville West as the area grows.

1.2 Key Updates to the Streetscape Implementation Plan (2007)

The following guidelines were developed to align with the Mobility Objectives of the Secondary Plan:

- a. Provide a variety of mobility choices for people living and working in the area, as well as people who are moving through the area or accessing the GO Station or other amenities in the area;
- b. Provide accessibility for all road users;
- c. Plan for integrated mobility;
- d. Improve road safety for all users; and
- e. Establish a connected system of complete streets that creates multiple direct routes throughout the area.

The Guidelines focus on the key areas to be updated in the Streetscape Implementation Plan (2007), including the following:

- Design for a complete cycling and pedestrian network, considering the roadway function in the design of infrastructure;
- Improvements to pedestrian safety particularly at intersections, to provide greater accessibility and comfort for all road users;
- Identify additional connections through the Secondary Plan area.

1.3 Existing Street Hierarchy








The existing street network in Bowmanville West consists of a network of arterial, collector and local roads. While there is some congestion moving through the area during peak periods, the existing level of service for the current road network is within acceptable standards. The area is defined by Highway 57/Bowmanville Ave running north-south as the primary Type A Arterial Road. Type A Arterial Roads are designed to efficiently move larger volumes of traffic at moderate to high speeds over relatively long distances. There are two bisecting Type B Arterial Roads. These include Highway 2 and Green Road running east-west and north-south respectively. Type B Arterial Roads are designed to move significant volumes of traffic at moderate speeds from one part of the municipality to the next. Collector roads running through the area include Clarington Boulevard and Stevens Road. Collector roads are under the jurisdiction of the Municipality and are designed to move moderate volumes of traffic over short distances. The primary function of a collector road is to collect and distribute traffic from surrounding neighborhoods.

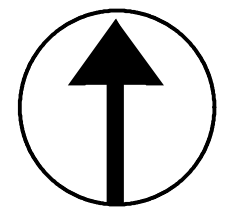
BOWMANVILLE WEST URBAN CENTRE

EXISTING ROAD NETWORK



LEGEND

-  Type 'A' Arterial Road
-  Type 'B' Arterial Road
-  Collector Road
-  Signalized Intersection
-  Existing GO Station
-  Future GO Station
-  Study Area

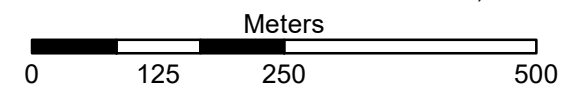


NORTH

MAP PREPARED BY: JES / PFM
 DILLON CONSULTING
 CHECKED BY: PJK
 DILLON CONSULTING

October 03, 2018

Scale 1:7,500



2 STREETScape VISION

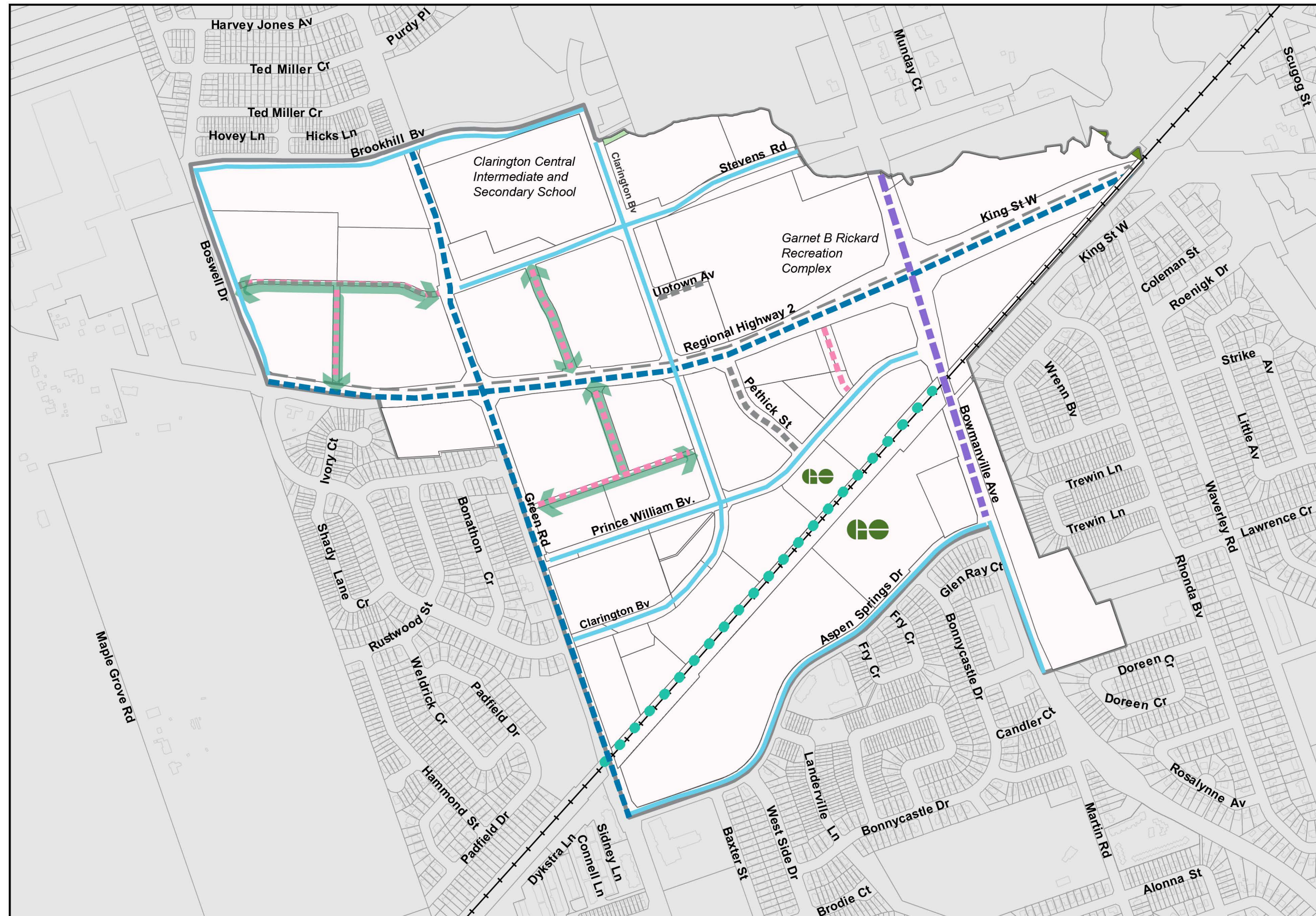
The streetscape vision for Bowmanville West is to create a network of green, multimodal, and functional streets. Ultimately, complete streets in Bowmanville West should support an enhanced multimodal experience that includes provisions and amenities for pedestrian circulation. This can be achieved through the enhancement to the natural environment, pedestrian amenities such as street furnishings and improved widths for pedestrian and active transportation. Improving the pedestrian experience will promote retail activity by creating a beautiful and functional streetscape that will allow pedestrians to easily move between sites. It is also important to create an identity for streets in Bowmanville West. This can be achieved through a common language of materials, plantings and street furnishings that will flow throughout the different street types. The identity for the streetscapes of Bowmanville West should express the existing character of the area and promote unity between different areas. Finally, complete streets in Bowmanville West should promote safe multimodal forms of transportation that can exist in tandem with vehicular traffic.

The planned street hierarchy for Bowmanville West includes a distribution of Type A Arterial Roads, Type B Arterial Roads, Collector Roads and Local Roads. Highway 57/Bowmanville Avenue running north-south will remain as the primary Type A Arterial Road running through the area. Highway 2 and Green Road will remain classified as Type B Arterial Road. Clarington Boulevard running north-south and Stevens Road moving east-west will remain classified as collector road with the addition of the east-west corridor of Prince William Boulevard. Clarington Boulevard will be extended to connect to Green Road. Stevens Road will also be extended further west to meet Boswell Drive. Finally, there are a number of local roads proposed within the area primarily connecting arterials to collectors which will carry lower volumes of vehicular traffic, facilitate access to individual properties and promote walking and cycling.



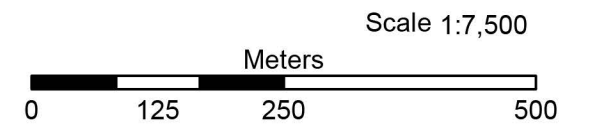
BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

SCHEDULE C-1 MOBILITY NETWORK



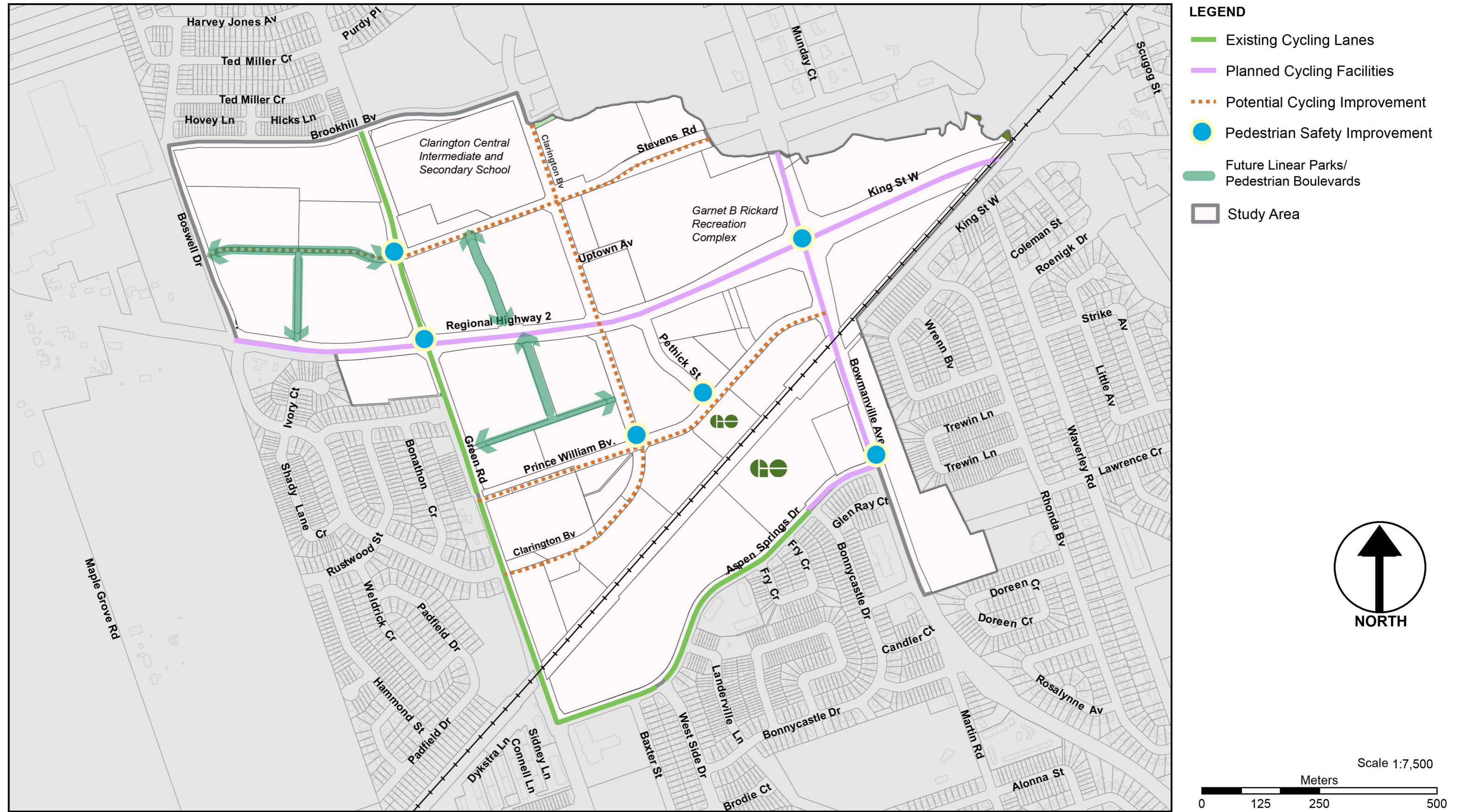
LEGEND

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



BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

SCHEDULE C-2 ACTIVE TRANSPORTATION NETWORK





3 STREETScape CONCEPTS

3.1 Arterial Road, Highway 2

Highway 2 is a main east-west corridor running through Bowmanville West. Highway 2 has a continuous landscaped median stretching from Bowmanville Avenue to Boswell Drive signifying the arterial road as a destination. There is currently a continuous sidewalk running along the majority of Highway 2 and provided on both sides of the street. A landscaped edge runs along the corridor and provides some separation between the sidewalk and vehicular traffic. The road right of way includes 6 lanes and accommodates a high volume of vehicular traffic.

Improvements to the streetscape for Highway 2 will include 4 lanes of traffic, the introduction of a separated and raised cycle track, landscape and lighting enhancements to the boulevard, improved landscape and planters as buffer between the street and sidewalk, and an improved pedestrian sidewalk. Common streetscape elements are proposed including seating, transit shelters, bicycle racks and waste receptacles. The enhanced landscape will include planters, increased street tree coverage and stormwater management measures. The streetscape will also enable the installation of public art, banners and other special treatment that will establish placemaking along this main thoroughfare.

Bowmanville West Major Transit Station Area: Streetscape Design Guidelines

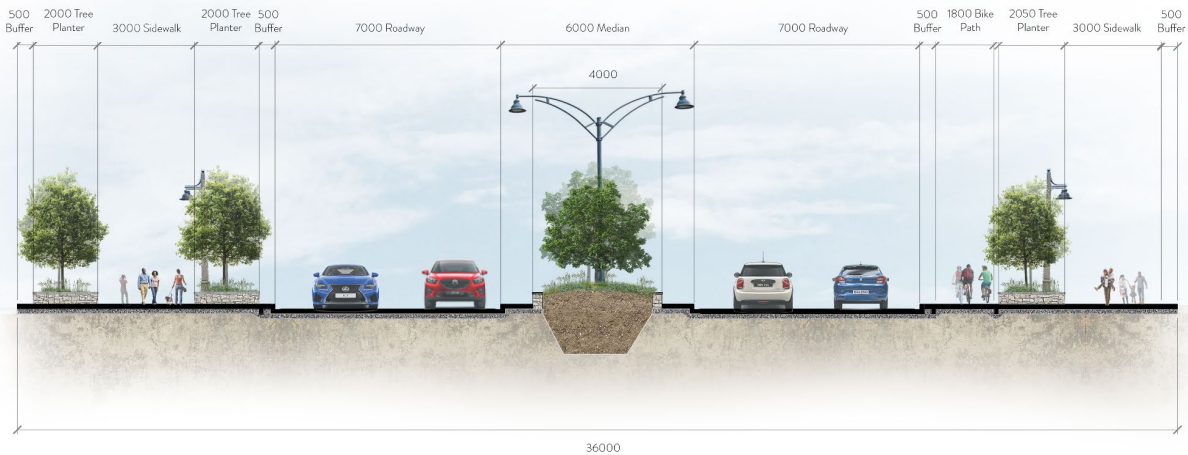


Figure 3-1 Arterial Road Cross Section: Highway 2

3.2 Collector Road, Clarington Boulevard

Clarington Boulevard is a commercial collector road running north-south through West Bowmanville and connecting to the future GO Station. The street has a continuous sidewalk running the entire length of the street within the study area. Sidewalks are located on both sides of the street and are wider in more commercial areas. Clarington Boulevard has intermittent medians running its entire length. Some of the boulevards are landscaped and include street lamps with a distinctive style. Clarington Boulevard is classified as a collector which serves to carry traffic from regional roads to local roads. Collectors generally have lower speeds and lower volumes which make them accommodating for active transportation. Ideally collector roads have infrastructure for cycling to provide safety and comfort for active transportation.

Clarington Boulevard should ultimately function to successfully emphasize movement between destinations via a variety of travel modes. The proximity of Clarington Boulevard to the future GO station means that any enhancement to the street should include safe and walkable connections for pedestrians. Clarington Boulevard should provide 4 lanes for vehicular traffic, a landscaped median with distinctive lighting, wide sidewalks for pedestrians and dedicated cycling track with barrier as part of a larger network. Pedestrian amenities such as benches and shelters will be enhanced where possible and establish a unified identity for the street.

Bowmanville West Major Transit Station Area: Streetscape Design Guidelines

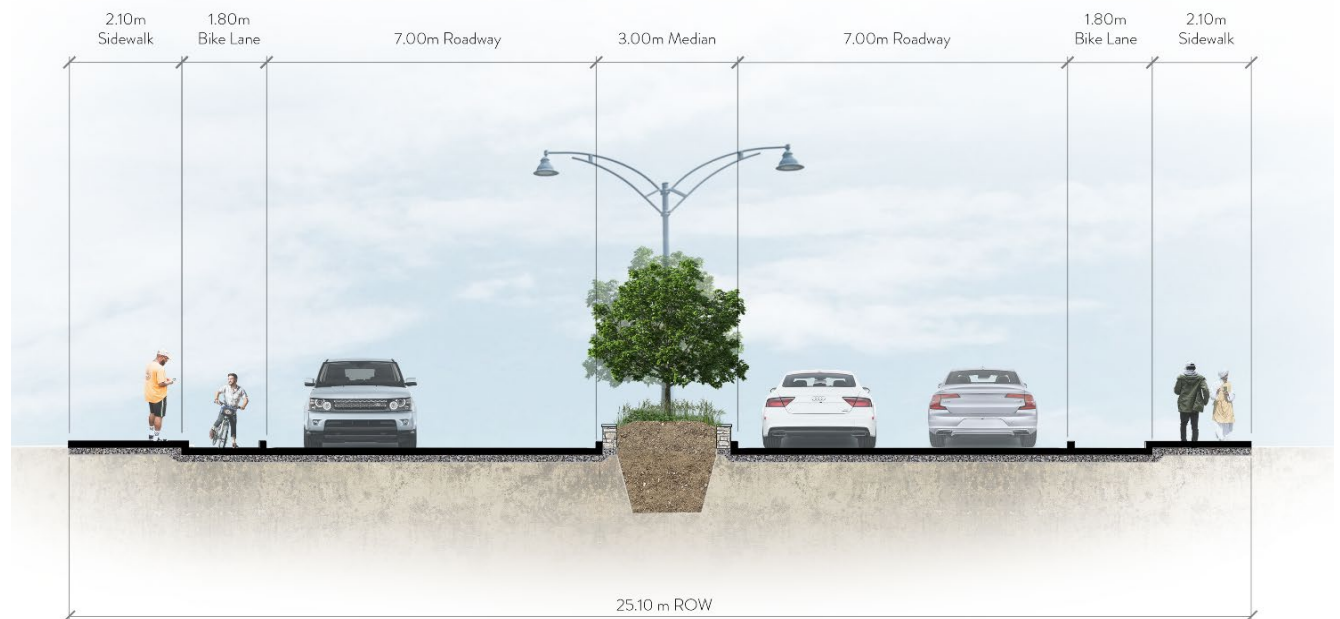


Figure 3-2 Collector Road Cross Section: Clarington Boulevard

3.3 Local Roads

West Bowmanville has a number of local roads within the study area. These local roads often include sidewalks and bicycle lanes alongside landscaped areas with street trees, transit stops, and wayfinding signage. Local roads in West Bowmanville can be classified as those roads that carry traffic from arterials and collectors through to individual properties. Local roads are heavily used by pedestrians and cyclists.

Local Roads in West Bowmanville should provide enhanced vegetation, opportunities for cycling and pedestrian movement as well as traffic calming measures. Cycling will have their own dedicated lanes and cyclist safety and comfort will be prioritized. Curb extensions or chicanes on local roads can provide traffic calming measures alongside opportunities for landscaping. A dedicated parking lane should also be included. Sidewalks will provide ample space for pedestrian comfort. Finally, improvements to landscaping will include increased street tree canopy coverage and stormwater management opportunities.

4 IMPLEMENTATION

The implementation of the Streetscape Guidelines is intended to be undertaken as part of the design of new development and redevelopment in Bowmanville West, including through:

- Investments in the public realm, planting, and lighting;
- Redevelopment of arterial and connector roads; and
- Development of new local roads and boulevard connections.

The cross sections indicated are for conceptual purposes, with more specific widths and arrangements for specific roadway components to be identified through the appropriate Municipal Class Environmental Assessment and road engineering processes.