

Clarington

BOWMANVILLE WEST URBAN CENTRE & MAJOR TRANSIT STATION AREA

Secondary Plan Update

Public Information Centre #3: October 1st, 2020

Virtual Engagement Event: Zoom Meeting

Event & Online Survey Summary





Acknowledgements

Municipality of Clarington Project Team

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Table of Contents

1.0 Project Purpose	1
2.0 Engagement Process	3
3.0 Meeting Overview	4
4.0 Question & Response Session Summary.....	6
5.0 Interactive Activity & Online Survey Responses	9
6.0 Next Steps	10

APPENDIX A: Social Pinpoint Survey Results, October 2020

APPENDIX B: Public Information Centre #3 Notice

APPENDIX C: Public Information Centre #3 Presentation



1.0 Project Purpose

The Municipality of Clarington (the Municipality) is undertaking an update to the Bowmanville West Urban Centre Secondary Plan (the Project), first adopted in 1993. The Plan is being updated to proactively plan for the intensification and redevelopment around the future GO rail station. The project

goal is to update the Bowmanville West Urban Centre Secondary Plan in order to guide its transformation into a high density, mixed-use centre and realize its status as a mobility hub and the retail heart of Clarington.

Context
What is a Secondary Plan?

- A Secondary Plan provides detailed plans and policies beyond for a specific area
- Includes plans/policies for adoption into the Official Plan

Major Transit Station Area in Bowmanville West
What Will it Look Like?

- High-rise development around the station;
- Diverse mix of land uses (including residential, major office and services)
- Multi-modal access in and around the station;
- Enhanced connections to local transit;
- Active transportation infrastructure (sidewalks, bike lanes, bicycle parking facilities),



Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update



Figure 1: Bowmanville West Urban Centre Secondary Plan Update Project Area



2.0 Engagement Process

The engagement process has been designed to support the Bowmanville West Secondary Plan Update by informing, engaging, and encouraging maximum participation from a diverse range of stakeholders across the community. Input from community members and stakeholders is important towards representing the views and needs of the population and obtaining meaningful feedback.

The project is being rolled out over three phases, and includes online and in-person consultation and engagement opportunities throughout. The project commenced in April 2018, and is currently in the early part of Phase 2, as shown in **Figure 2**. The first Public Information Centre (PIC) was held in June 2018, and an online survey was run during September of 2018. A second PIC was held in June 2019.



Figure 2 Project Timeline



3.0 Meeting Overview

The third Public Information Centre was held on October 1st, 2020 as a virtual event hosted on Zoom from 7-8:30pm. The virtual format was adopted to comply with current public health guidance in place during the COVID-19 pandemic, and to accommodate the maximum possible number of participants. A total of 96 participants attended the meeting. The purpose of the session was to present concept plans and obtain input for the proposed land uses, building heights, and public realm improvements for the Bowmanville West Urban Centre Secondary Plan Area. The comments received will assist with the refinement of these concept plans and inform the 3D modelling to be undertaken as part of Phase 2 of the Project.

The event included a presentation delivered by the consulting team, Dillon Consulting Limited. This was followed by a question-and-response (Q&R) session, and concluded with the main portion of the event featuring an interactive virtual exercise to discuss two key concept maps:

- Land Use and Building Heights Concept Plan
- Public Realm Improvements Concept Plan

A number of themes and concepts were discussed in the presentation:

- History and policy context of the Bowmanville West Urban Centre Secondary Plan, including potential future directions for intensification and mixed-use development surrounding the GO rail station
- Description of the future Major Transit Station Area in Bowmanville West, which will include:

- High-rise development around the station
- Diverse mix of land uses
- Multi-modal access in and around the station
- Enhanced connections to local transit
- Active transportations infrastructure
- Housing affordability and sustainable design
- What we heard at the Public Information Centre #2 held in June 2019, related to the key themes of land use and intensification, placemaking and urban design, and mobility and access (see [report here](#))
- Preliminary design concepts for:
 - Land Use and Intensification
 - Building Typologies and Height
 - Urban Design and the Public Realm



Figure 3: Example of Mixed Use



A Social Pinpoint survey was set up for the PIC event. Five breakout rooms in Zoom were facilitated by the Project Team, with facilitators sharing their screens and adding comments to the two concept maps based on feedback from participants. Each breakout room was set up, with approximately five participants. The discussion on both concept maps was held for approximately 30 minutes, with a number of key questions identified to be discussed as follows:

Land Use and Building Heights Concept Plan

- **Community Needs:** Does the mix and placement of uses represent the range of needs in the community?
- **Land Use:** Are there any areas where you think a different use should be considered?
- **Taller Buildings:** Where do you think taller buildings should be considered?
- **No Taller Buildings:** Where should taller buildings be avoided?

Public Realm Improvements Concept Plan

- **What needs improving?** Are there any areas where additional public realm improvements are needed? What would those be?
- **What are your ideas?** For the public realm improvements shown, let us know if you have any ideas that will help guide the design of these spaces.

A summary of the feedback heard on each of these two concept plans is provided in **Section 5** of this report.



Figure 4: Existing Park-and-Ride and Future GO Station Area



4.0 Question & Response Session Summary

The following is a summary of the Q&R session held after the presentation during the PIC along with additional information.

Question: Currently there is a parking issue at Oshawa Go and this causes riders to drive further down the line (to Whitby, Ajax, etc.) to get parking. What will be done to avoid this issue in Bowmanville? Being that this will be the last stop this station will require more parking not less for people to use this station.

Response:

- Providing sufficient parking on the GO station site is the responsibility of Metrolinx. As Metrolinx moves forward with a more detailed design exercise for the Bowmanville GO Transit Station, the exact number and configuration of parking spaces will be determined.
- Addressing potential for parking demand issues off site will be a component of the Secondary Plan, as the plan will need to include policies to guide the evolution of parking demand/supply as the area changes over time.
- The station's location near the centre of Bowmanville will allow it to be more accessible for people using active transportation (walking and cycling), local transit as well as kiss-and-ride.
- Utilizing carpooling opportunities will continue to be a useful consideration for users.
- Based on recent experience, it would appear that Metrolinx will likely price parking in such a way as to motivate users towards alternative means of travel to and from the station.

- It is also important to remember that this will be one of four new stations that will be constructed. Adding additional stations will also help in distributing users along the line.

Question: Currently CN rail honks its horn every time it passes the Sidney Lane area (up the street from the new Go station). What will be done to stop this from happening when Go transit comes?

Response:

- The residential development on Sidney Lane was designed to conform with the Ministry of Environment requirements for noise levels next to a train track. All new developments will need to conform with the same requirements.
- With that said, the disturbance from train whistling has been considered by Clarington Council in recent months. Council recently approved \$750,000 to pay for railway safety improvements to stop train whistles at Cobble Dick Road and Bennett Road crossings (see [report here](#)).
- Over time, the built form around the station site will also buffer some of the noise impacts.



Question: How will traffic be managed on Aspen Springs Drive and up Green Road? It is busy already with all the condos.

Response:

- Traffic and transportation management is a key aspect of the technical work being undertaken to support the development of the Secondary Plan. There are plans currently being implemented to improve the road network extending from Bowmanville West, and a complete review of mobility within the Secondary Plan Area will also be undertaken.

Question: Will there be a plan to ensure age friendly communities for an aging population? Will developers be encouraged to build multigenerational homes like a duplex or bungalows which is high in demand for large families and seniors. These types of homes are hard to find in Durham Region.

Response:

- The development of communities where people are able to age in place and have comfortable access to amenities like a complete sidewalk network designed for all ages and abilities (from 8 to 80 years old), are key aspects of the planning for Clarington. These considerations can be embedded in the Design Guidelines for the Plan, as this document would provide guidance for developers and the Municipality on the design of age-friendly amenities and infrastructure.

Question: The plan looks like it has a high rise focus and this borders on a subdivision of low-rise houses who did not plan to move next to a high-rise area.

Response:

- Since Bowmanville West is considered a Major Transit Station Area the concept plans provide one example of how the density target for the area can be achieved to conform with the Provincial Growth Plan. The Project Team is keen to receive feedback from the community and identify where modifications need to be made to support a mix of heights and gentle density adjacent to existing residential neighbourhoods.

Question: The land at the southwest corner of Green Road and Highway 2, have been shown as potentially containing 7-12 story mixed use structures, despite being adjacent to the back yards of low density housing, What is your plan to ensure this doesn't threatens local privacy?

Response:

- The concept plans show where the various types of land uses and heights of buildings could be located. Your feedback is important to continue to refine these plans. Design guidelines are going to be developed that would highlight how landscaped buffers and the transition of heights adjacent to existing residential neighbourhoods would need to be incorporated, in order to reduce impacts to privacy, shadows, and other key considerations.



Question: Where will the main access to the parking lot for the Bowmanville GO Transit Station be? Will it be off Aspen Springs/Bowmanville Ave (Hwy 57), or from Prince William Boulevard?

Response:

- There will need to be a diversity of access for a diversity of transportation modes, including people arriving by bus, on foot, and by bicycle. Metrolinx owns land that fronts onto both Aspen Springs and Bowmanville Avenue, so there will be a range of options for how the entrance and exit points are designed to support all modes of transportation.

Question: There is not enough space on Bowmanville Avenue to provide the type of traffic, bike lanes and sidewalks that is being proposed. How will this be addressed?

Response:

- Bowmanville Avenue is a Regional Road, and the Region is currently undertaking a widening of this roadway to four lanes. This is being implemented through a phased approach, with the first phase scheduled for 2021/2022 from the CPR Bridge through to Stevens Road. This would include the intersection of Bowmanville Avenue and Highway 2. In addition to the widening, multi-use trails and other safety improvements will be installed along the corridor.



5.0 Interactive Activity & Online Survey Responses

The following is a summary of the key comments and feedback received through the interactive portion of the PIC, and through the Social Pinpoint survey that was open for public comment from October 2, 2020 to October 19, 2020. Appendix A presents the mapped results of the survey and the complete comment record.

Community Space

- Participants agreed with the proposed locations for improved green space/community gathering spaces and recommended more community gathering space in a number of areas such as small park amenities, open spaces, areas for active transportation and improved pedestrian safety along King Street West and in close proximity to the proposed tallest buildings.
- The design of new spaces will need to focus on accessibility, and also provide buffering between low density residential areas and higher built form across the area.
- Locations for pedestrian improvements and traffic calming were identified at the intersection of Clarington Boulevard and Prince William Boulevard, along Green Road, and along Bowmanville Avenue.
- Access to the GO Station for all modes of transportation was raised as a key priority.

Future Land Uses

- Parking was a common concern for residents in the area, particularly at the GO Station. The number of parking spaces will determine impacts to adjacent roadways and neighbourhoods.

- There was general agreement on the main areas identified for mixed-use development. Specific comments were given for suggested commercial or office uses that would benefit the community such as a mix of retail to meet every day needs, small businesses, and entertainment.
- Traffic and noise were raised as key concerns for areas where mixed use development would abut residential neighbourhoods.
- Affordable housing and a diverse supply of housing types that allow for mixed family arrangements and aging-in-place was identified as an important component of the residents' vision for the area.

Taller Buildings

- The particular sections of the Secondary Plan Area where taller buildings would be welcomed include:
 - Directly adjacent to the GO Station
 - Along Highway 2
 - North of Highway 2 and east of Clarington Boulevard.

Lower Buildings

- Residents expressed concern about tall buildings located adjacent to existing low density residential neighbourhoods, including:
 - Along the south side of Brookhill Boulevard
 - Southwest corner of Highway 2 and Green Road
 - Southeast corner of Bowmanville Avenue and Highway 2/King Street West
 - On the east side of Green Road, south of Regional Highway 2.



6.0 Next Steps

What does this feedback mean for the Secondary Plan?

In summary, the comments that were received supported the overall vision for the Secondary Plan but did highlight a need to re-evaluate certain areas. It was understood that taller buildings would be a necessary part of future development and that they should be located in areas where they can transition in height down to the level of the existing homes in the surrounding area. In addition, higher density development needs to be balanced with an appropriate amount of green space and school capacity.

Important points were made about the relationship between the proposed land use plan, densities and the transportation network. Getting people to and from the GO Station while at the same time maintaining traffic patterns through the Secondary Plan area and ensuring pedestrian safety will be vital.

Useful comments were also made about ensuring that the Secondary Plan take into account accessibility for all ages and abilities. In addition, it was noted that the Secondary Plan needs to have a coherent plan for achieving housing affordability as part of the new development.

What should you anticipate next?

Based on the comments provided, the concept plans will be further revised and developed into a 3D map that illustrates the future vision for the Secondary Plan. In addition, part of the workplan in this stage of the project will include a review of best practices from other GO Station areas (MTSAs). This information will help to inform the final concept plan that will be presented at a future Public Meeting.

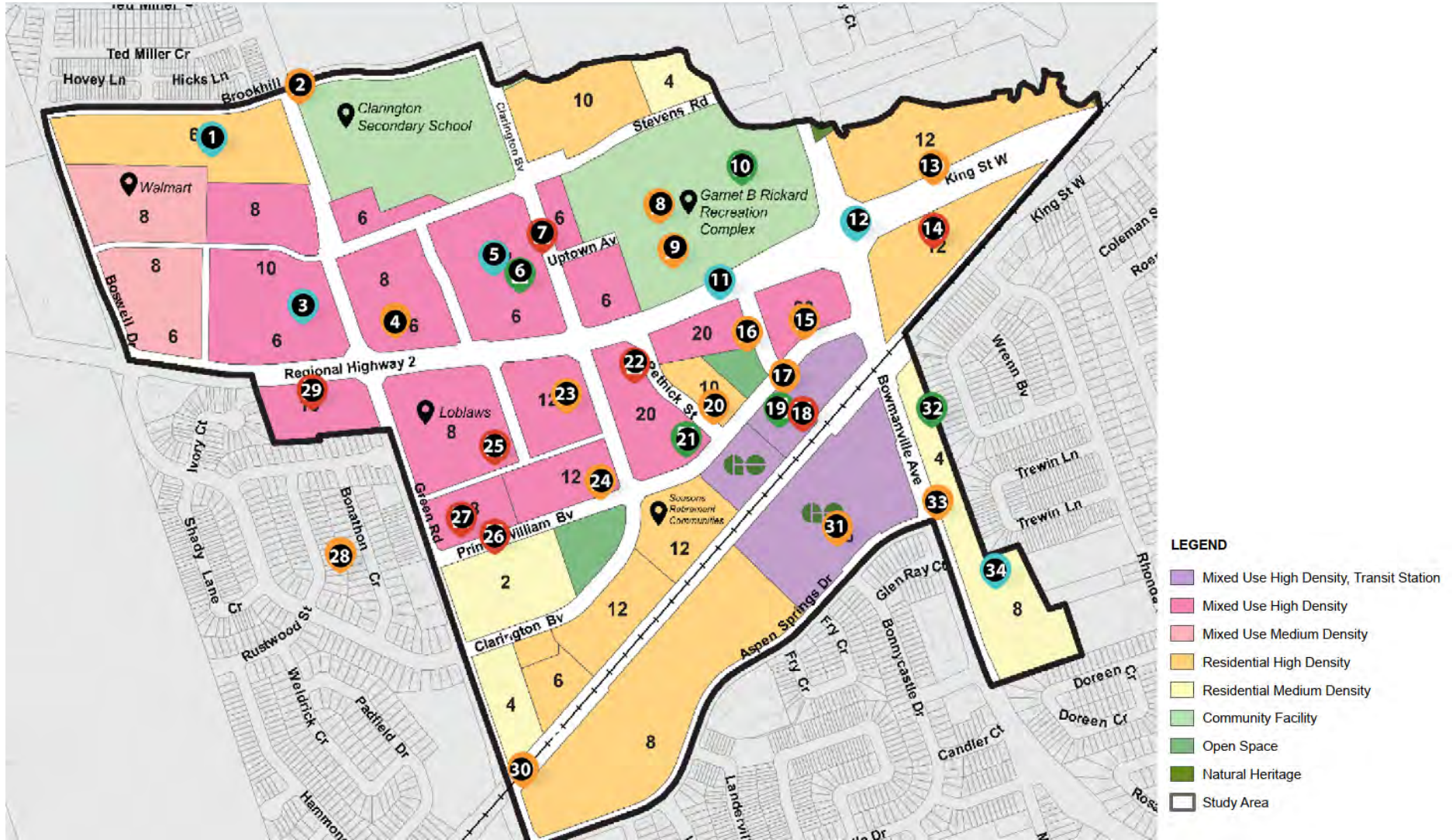


Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

APPENDIX A: Social Pinpoint Survey Results, October 2020



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update



- LEGEND**
- Mixed Use High Density, Transit Station
 - Mixed Use High Density
 - Mixed Use Medium Density
 - Residential High Density
 - Residential Medium Density
 - Community Facility
 - Open Space
 - Natural Heritage
 - Study Area

Figure A-1 Social Pinpoint Survey Reference Map 1: Comments 1 – 34

PIN LEGEND: Blue = Community Space; Orange = Future Land Uses; Green = Taller Buildings; Red = Lower Buildings



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Community Space	1	Area is already heavily populated with not enough green space
Community Space	1a	Why is medium density the lowest option? Why is there no low density?
Community Space	1b	Really needs some development, maybe small park amenities. Trail for bikes, area to walk your dog? Massive development nearby, green is needed...
Future Land Uses	2	Traffic and noise from the commercial areas to be separated from the surrounding residential.
Community Space	3	All of this retail area needs to have green space added to it. Many empty retailers on the south side so the need for more retail stores is not there. An example is the weedy mess beside the dollar store it could easily be a parkette for residents who walk/bus to the shops. They can have a breather and enjoy the area. Now with COVID and such it would be a better green space with picnic tables as people will need to eat there fast foods outside more often.
Future Land Uses	4	Commercial uses will be dependent on the demand. Less need for retail, less use for retail (shift to online shopping).
Community Space	5	More green spaces incorporated!
Taller Buildings	6	Put the bigger buildings in the middle of the new development and transition to lower buildings away from there as they approach existing housing areas.
Lower Buildings	7	Density - preferred to have buildings lower in height.
Future Land Uses	8	mix of uses (residential and office)
Future Land Uses	9	Library branch
Taller Buildings	10	6-12 stories
Community Space	11	We need to show a transit/transportation network improvements, including how people are to access the GO station before we finalize the land use plan
Community Space	11a	These 2 comments are right on. I do not understand how one can plan the land use, before one plans how people will access this GO station. Where are the HOV lanes/separated bike lanes/safe pedestrian spaces? If you need more land to make the transit accessible you have to know that now.
Community Space	11b	There needs to be more thought put into the design of roadways leading in and out of the proposed Go station. The roads barely seem capable for the volume that travels them now. Add in the GO station and it will be a commuter nightmare.
Community Space	12	HOV lanes could be used to help improve access to the station area.
Future Land Uses	13	Agree with heights for this area, with appropriate amenity space for residents.



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Lower Buildings	14	Lower and plan for transitions
Lower Buildings	14a	This space is great for taller buildings. Easy access to town/Go train/ 57 & 401. Wasted green space as it is now, just a pile of weeds. Far better site than the suggested building at the top of the hill on 57 and flooding out all the residence to the east.
Lower Buildings	14b	I think this is a good location for tall, high density buildings.
Future Land Uses	15	Agreed that density adjacent to GO site is good planning
Future Land Uses	16	Ensure appropriate parking requirements and standards for the high rise buildings.
Future Land Uses	17	Protection for transit users in waiting areas to consider inclement weather
Lower Buildings	18	Think about a range with incentives to go higher
Taller Buildings	19	Taller buildings around GO. 20+
Taller Buildings	19a	We need taller building around GO station. This will build ridership for GO transit and will make this a profitable transit stop. Moreover taller buildings accommodate and large number of people decrease ownership cost and result in affordable housing. More density is required for survival of small businesses around transit hub.
Future Land Uses	20	Family housing in the central south for safety of children, and better walkability. Better established communities. Scarborough Town Centre an example - high rise surrounding the GO station.
Future Land Uses	20a	To add to family housing in the central south, adding additional schools (primary/middle school level) would be desired.
Taller Buildings	21	Where higher densities are proposed, the taller building developments should incorporate multi-use areas (e.g. courtyards, greenspaces)
Lower Buildings	22	Density - preferred to have buildings lower in height.
Future Land Uses	23	could benefit with well-planned commercial that benefit the future residential
Future Land Uses	24	Most of this area coded "Mixed Use High Density" is now parking lots, and the buildings are nearly all a single story. Is there actually a plan to turn this to high-density uses? That would be a big improvement, and would make it much more attractive to non-motorists to work, do business or live near transit.
Lower Buildings	25	Less density - or an understanding of amount of density
Lower Buildings	25a	This seems ideal for mixed use high density, especially as you move away from houses across Green Rd.



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Lower Buildings	26	Lower buildings here because of single family dwellings directly across Green Rd. I think a gradual increase to high density is more appropriate (north of Prince William)
Lower Buildings	27	See the comment for the tag to the right (marker 26)
Future Land Uses	28	What is the plan/policies for affordability?
Lower Buildings	29	Should be a 4-6
Lower Buildings	29a	I agree. This is immediately adjacent to single family dwellings and there doesn't seem to be space for a setback or a gradual increase in density or building height.
Future Land Uses	30	Update train crossings to eliminate need for honking / horns
Future Land Uses	31	Ensure adequate parking otherwise people may park along the road or at the adjacent condos causing issues. Also, as this is the end of the line (currently) keep in mind that people who don't use Go now may start to as they shift working into the city due to new transit options.
Future Land Uses	31a	Having a GO parking lot next to residential will increase the amount of vehicle traffic on residential roads that are not designed for it. With schools nearby and lots of pedestrian traffic crossing these roads, there will be a increased safety concern.
Taller Buildings	32	6-8 stories
Taller Buildings	32a	"We are residents of McCrimmon and we already have significant water issues because of the lay of the land. Putting a building here regardless of how they will be mandated to deal with their own water will cause bigger issues (we know they will plow the snow back to the fence, draining into our yards).
Taller Buildings	32b	Did we not learn anything from the new building on 57? It is elevated at least 50 ft above the streets to the east. I live on Rhonda, since the new building went up on 57 recently we have had a lot of water issues. The Montessori school property on Rhonda has major flooding issues when it rains. We are lucking the school yard and field sop up some of the water. The people living on Trewin and the other adjacent streets without a schoolyard between them will see serious flooding.
Future Land Uses	33	Traffic and noise to be separated from the surrounding residential. Could any traffic be diverted from Aspen Springs?
Community Space	34	Mixed green space behind the baseball diamond leading to 57. It would be great if the streets to the east could access 57, especially once the Go train is there.



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

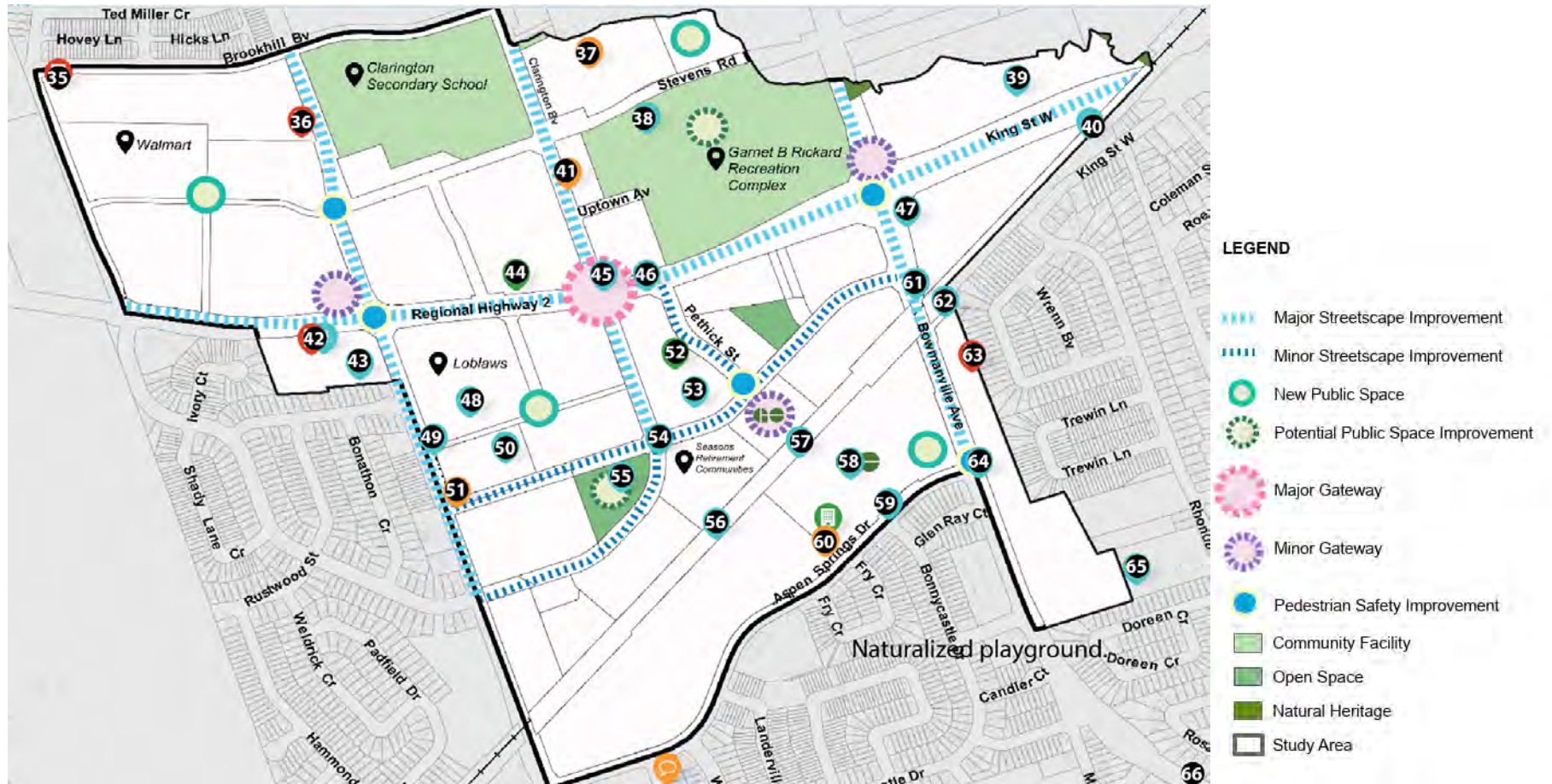


Figure A-2 Social Pinpoint Survey Reference Map 2: Comments 35 - 65

PIN LEGEND: Blue = Community Space; Orange = Future Land Uses; Green = Taller Buildings; Red = Lower Building



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Lower Buildings	35	This is not the place to put 6-8 story buildings. Adding to the tax base at the expense of existing neighbourhood home owners.
Lower Buildings	36	This is not the place to put 6-8 story buildings. Adding to the tax base at the expense of existing neighbourhood home owners.
Future Land Uses	37	More entertainment/retail
Future Land Uses	37a	Bowmanville is a small town. Not a sprawling metropolis. It has a good mix of retail/entertainment now. No more big-box development.
Community Space	38	Naturalized park space.
Community Space	38a	Please no more housing developments.
Community Space	39	Open space/ amenity area/trees, built into future development
Community Space	40	The large elevation differential between track level and a pedestrian overpass over Hwy#57 / Martin Road / Bowmanville Ave (60 feet?) will result in a major impediment for people. The walkway and bike path should go under Bowmanville Ave at track level. With a connection to McCrimmon and a Kiss and ride at Kings Hill Lane and Waverly. Similarly a walkway on the north side of the tracks is the most level route down to the parklands and downtown,
Community Space	40a	This is an excellent idea to encourage walking to the GO Station from the neighbourhoods to the east of #57. The additional Kiss and ride idea makes a great deal of sense for commuters who are not living inside the Bowmanville West plan area.
Community Space	40b	Snow removal for the trail and parking area, here and at Baseline Road. As for all the garbage left behind at certain times of year by a lot of fisherman, no fishing between 401 and highway 2 would see a lot of benefits.
Community Space	40c	Mapping of park spaces
Future Land Uses	41	General for the entire area: ensure enough sidewalks are provided to encourage walkability in the area. Ensure they're wide enough to accommodate physical distancing. We need to learn from the pandemic that green spaces should be provided. Perhaps more pockets of green space/neighbourhood parks scattered around the area.
Lower Buildings	42	These lots are directly adjacent to private back yards. In order to retain the personal privacy of residents any building should not be capable of peering into these spaces
Lower Buildings	42a	Very important point to mention



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Community Space	42b	Bike paths in the whole west end
Community Space	43	Linear park, buffer the existing residential subdivision to the south
Taller Buildings	44	Good to have density close to Go Station
Taller Buildings	44a	True, but how will the rest of Bowmanville access the GO station when there is 1/4 of the parking normally at GO stations?
Community Space	45	Overall green space needs to be added anywhere you can
Community Space	46	Overall necessity for the public realm: accessibility
Community Space	47	Traffic circle - could that be considered, looked in to? Current light is dangerous - something to consider.
Community Space	48	Open space, parkettes, trees, areas to play (children)
Community Space	49	Well-lit crosswalks and speed bumps.
Community Space	50	Splash pads, shaded area, trees
Future Land Uses	51	To help encourage walkability and safety for residents, enough lighting is necessary for safety and assurance - especially kids and families.
Taller Buildings	52	Good to have higher density close to go station.
Community Space	53	policies need to include TDM measures
Community Space	54	Pedestrian Safety Improvement needed
Community Space	55	Naturalized playground.
Community Space	56	There used to be an old tunnel under the tracks used as a farm crossing. This was very useful to walk between residents on Aspen Springs to the shopping to the north. I understand there will be a pedestrian walkway to cross over at the GO Station, but a wide secondary tunnel would be very useful again and can be constructed for an all-access route (i.e.: wheelchairs, bicycles, strollers and pedestrians). A multi-use path can be constructed on the edge of the rail corridor to join private lands.
Community Space	57	Consider a bridge(s) or underpass(es) to better connect pedestrian routes and the heavy vehicle traffic that exists and will come around the GO Station area.
Community Space	57a	First off when will you be making 57 a 4 lane road. All the traffic needs to move and Bowmanville has a go slow road system. This is why industry is not moving here. Look at Mississauga and there road system. We need to improve ours.
Community Space	58	GO Station should be shown as public infrastructure



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Category	Map Marker #	Comment
Community Space	58a	The land use drawings do not clearly show 770 parking spaces. I assume they are still planned for as the need for parking spaces has always far exceeded planners projections. Aspen Springs onto 57 / Bowmanville Ave will be a major choke point. Consider a traffic circle at that point so that traffic can enter directly from the parking lot onto Bowmanville Ave. If not directly then also a traffic circle to enter from the lot onto Aspen Springs.
Community Space	59	To help calm traffic (and the already high volume here), adding speed bumps and other traffic control measures. It gets busy with the school nearby.
Future Land Uses	60	Perhaps provide alternative access ways to minimize traffic for all modes because the only access to the GO Station is from Aspen Springs.
Community Space	61	Additional traffic lights are needed on 57.
Community Space	61a	Need to make this more walkable and safe.
Community Space	62	The large elevation differential between track level and a pedestrian overpass over Hwy#57 / Martin Road / Bowmanville Ave (60 feet?) will result in a major impediment for people. The walkway and bike path should go under Bowmanville Ave at track level. With a connection to McCrimmon and a Kiss and ride at Kings Hill Lane and Waverly. Similarly a walkway on the north side of the tracks is the most level route down to the parklands and downtown,
Lower Buildings	63	This is not a suitable place for taller buildings. The lay of the land will allow any buildings 3 stories or more to look directly down and into the windows of homes backing onto this location, a serious privacy concern for residents.
Community Space	64	Given the 770 parking spaces adjoining it Aspen Springs onto 57 / Bowmanville Ave will be a major choke point. Consider a traffic circle at that point so that traffic can enter directly from the parking lot onto Bowmanville Ave. If not directly then also a traffic circle to enter from the lot onto Aspen Springs.
Community Space	65	Accessible access to existing green spaces.
Community Space	65a	I don't understand what is going here. Is this the school yard on Rhonda? Are they suggesting access thru to more green space??
Community Space	66	Pathway from Alonna to Rosalynn needs to be updated/improved.

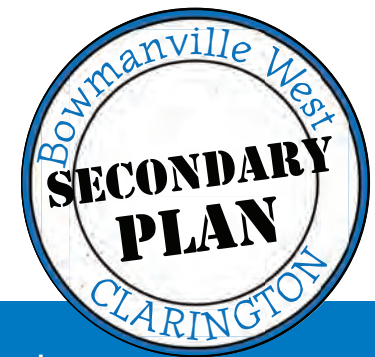


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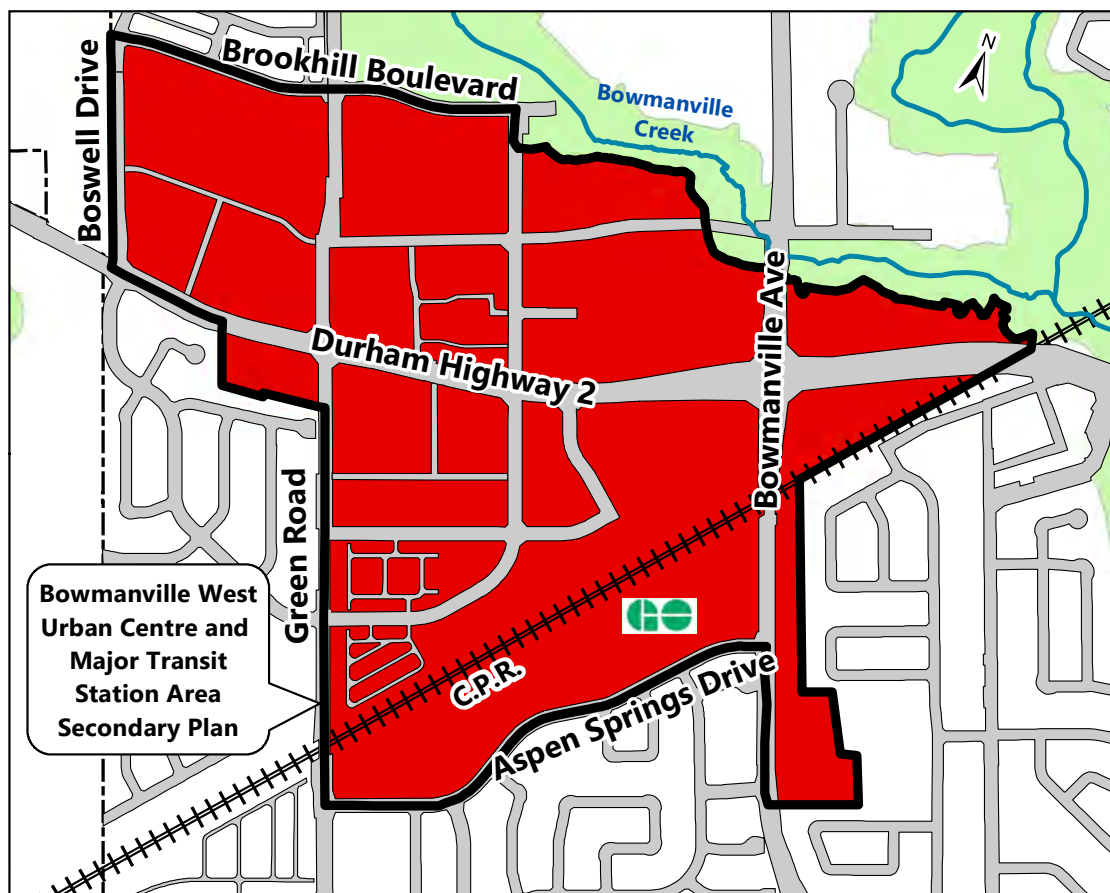
APPENDIX B: Public Information Centre #3 Notice

Bowmanville West Urban Centre and GO Station Area

Join us at **Public Information Centre #3** to share your ideas and vision for this growing area.



Thursday, October 1, 2020, starting at 7 p.m., join online or by phone.



The Bowmanville West Urban Centre is being planned as the main concentration of commercial and mixed-use development in Clarington.

The new GO Train station, and the related transit-oriented development (TOD), is a key driver of change for this area.

In February 2020, Metrolinx chose Bowmanville West as the destination for GO train service to Bowmanville.

Join us for an online Public Information Centre to learn what this will mean for the development of Bowmanville West. Share your ideas on how to balance higher density growth with new green spaces.

Register in advance for this meeting at

[www.clarington.net/
BowmanvilleWestPIC](http://www.clarington.net/BowmanvilleWestPIC)

For more information, contact Paul Wirch and Carlos Salazar at 905-623-3379 or at BowmanvilleWest@clarington.net.

Follow the project online at

www.clarington.net/BowmanvilleWest.



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

Appendix C: Public Information Centre #3 Presentation



Bowmanville West

Urban Centre and Major Transit Station Area Secondary Plan



Dillon Consulting Limited

Public Information Centre #3

Virtual Meeting

October 1, 2020
7pm – 8:30pm

Tonight's Agenda

- Welcome and Introductions (7:00 - 7:05)
- Presentation (7:05 – 7:25)
- Q&A (7:25 – 7:40)
- BREAK – 5 Minutes
- Breakout Activities (7:45 – 8:30)
- Wrap Up

Meeting Guide



Update on the project



Please stay on mute



Q/A and Activity Session for a more focused discussion



Use the chat bar to ask questions



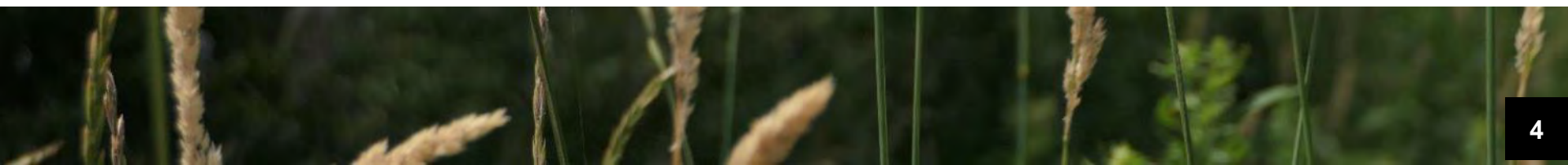
Background and new material on preliminary concept plans



Part 1

CONTEXT

Paddy Kennedy - Dillon Consulting Limited



Context

Secondary Plan Area (126 hectares)



Context

The Secondary Plan Update Process



Phase 1:

My Bowmanville West



Phase 2:

A Vision for Bowmanville West



Phase 3:

A Plan for Bowmanville West

Project Launch & Existing Conditions Assessment

Opportunities & Constraints Analysis, 3D model of Existing Conditions

Phase 1 Reporting & Development of Illustrated Summary

Best Practices Review + 3D Model for Redevelopment Opportunities

Phase 2 Reporting & Development of Illustrated Summary

Draft Updated Plans and Zoning By-Law + Update 3D Model

Finalize Updated Plans and Zoning By-Law

Phase 3 Reporting & Development of Illustrated Summary



WE ARE HERE

Context

Why are we updating the Secondary Plan?

Updated Clarington Official Plan



GO Train to Bowmanville



Context

What is a Secondary Plan?

- A Secondary Plan provides detailed plans and policies beyond for a specific area
- Includes plans/policies for adoption into the Official Plan



1. Vision,
Goals/Objectives

2. Land Use



3. Transportation

3. Urban Design



5. Implementation
Tools

Context

History and Policy Context



Future Mixed Use



Current Retail



GO Train

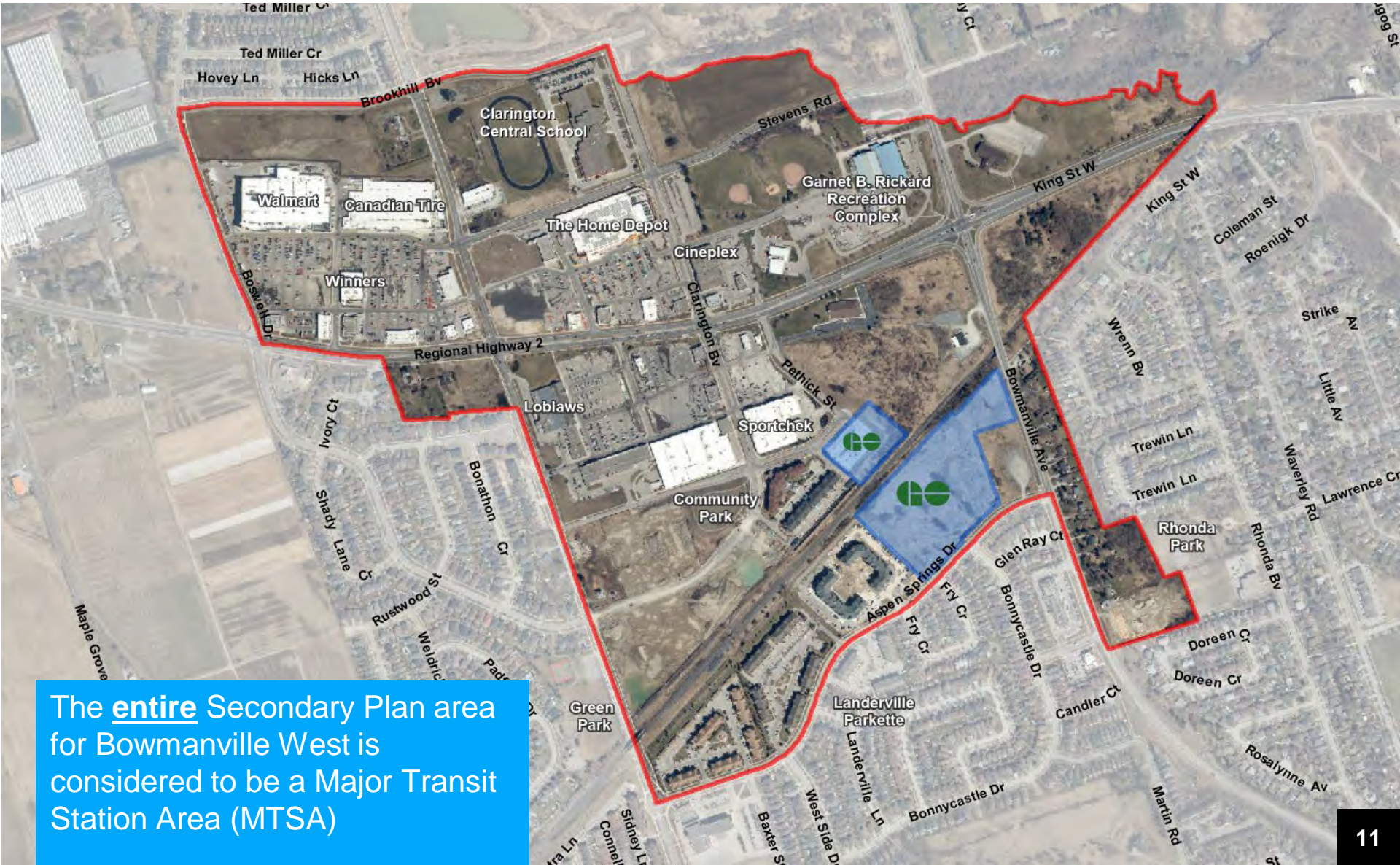
Context

Why is Planning Around Station Areas Important?



Context

Secondary Plan Area (126 hectares)



The entire Secondary Plan area for Bowmanville West is considered to be a Major Transit Station Area (MTSA)

Context for Bowmanville

History and Policy Context



2005 Secondary Plan Update Concept Plan



2017 Transportation Hubs Study Concept Plan

There has been a considerable amount of work already completed on the future opportunities for transit oriented development in the Bowmanville West.

Illustrative Concept: 2021 – 2070 Forecast



Source: SvN Architects

Source: Analysis of the Proposed Lakeshore East GO Transit Rail Extension Alignment Options and Business Case Analysis by N. Barry Lyon Consultants

Illustrative Concept: 2021 – 2070 Forecast



Source: SvN Architects

Concept by others - Not for development

Source: Analysis of the Proposed Lakeshore East GO Transit Rail Extension Alignment Options and Business Case Analysis by N. Barry Lyon Consultants

Context

New Direction for Station Area Funding

- Metrolinx has shifted direction on the development of GO Stations:
 - Partner with developers to integrate the Station into transit oriented development
 - Providing developers opportunities to build commercial and residential development with a significant attraction of a GO Station on site



Context

What Does This Mean for Bowmanville West?

- Developers build the new station in exchange for transit-oriented development rights
- Planned land use, density and height permissions are a major element for investment attraction
- Shift from focus on parking provision at Station



Major Transit Station Area in Bowmanville West

What Will it Look Like?

- High-rise development around the station;
- Diverse mix of land uses (including residential, major office and services)
- Multi-modal access in and around the station;
- Enhanced connections to local transit;
- Active transportation infrastructure (sidewalks, bike lanes, bicycle parking facilities).

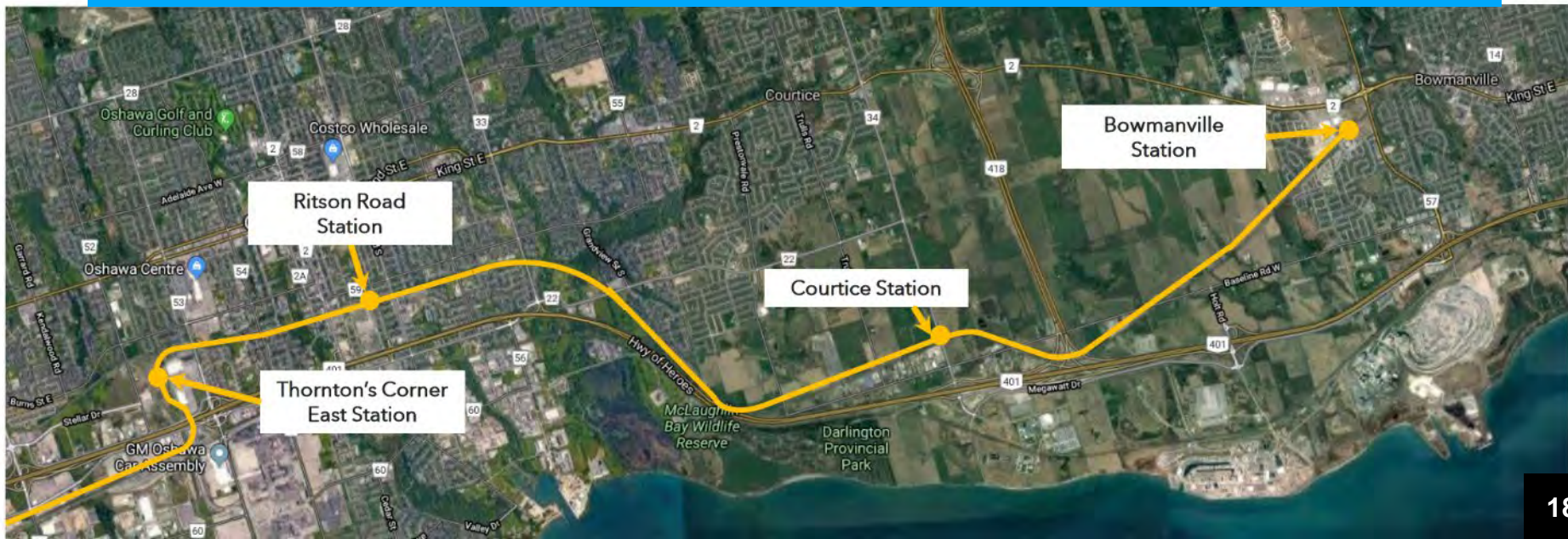


Context

GO Rail Update

- In February 2020, Metrolinx completed an update to its Initial Business Case analysis
- The Bowmanville location was selected as the best of several options for extending the GO Lakeshore East rail service to Clarington
- Metrolinx has advanced to the Preliminary Design Business Case stage of the process

Alignment Option 2 – Bowmanville Rail Service Extension Initial Business Case Update



Context

Next Steps for Bowmanville West

1. Develop a concept plan that meets Provincial and Regional goals for growth.
2. Develop a concept that transitions to the existing neighbourhoods.
3. Provide Clarington Council and the public with the policy tools that will support TOD and the GO Station.





Part 2

WHAT WE HAVE HEARD

Zahra Jaffer - Dillon Consulting Limited

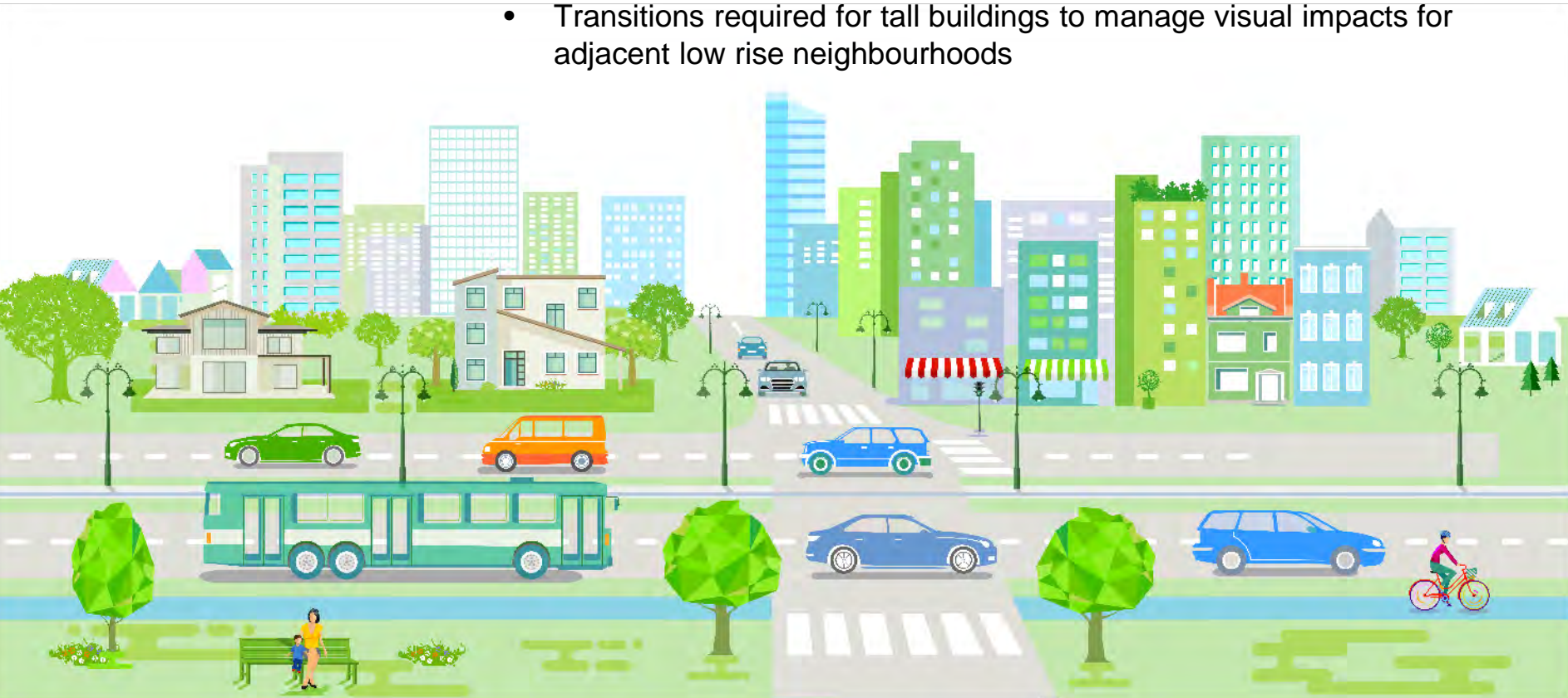


What We Heard

PIC#2 Engagement Feedback

Land Use and Intensification

- Support for mixed-use development over time
- Taller buildings to be located along major corridors and closer to the GO Station
- Provide facilities and amenities required to support additional development (e.g. medical services, rental housing, etc.)
- Transitions required for tall buildings to manage visual impacts for adjacent low rise neighbourhoods

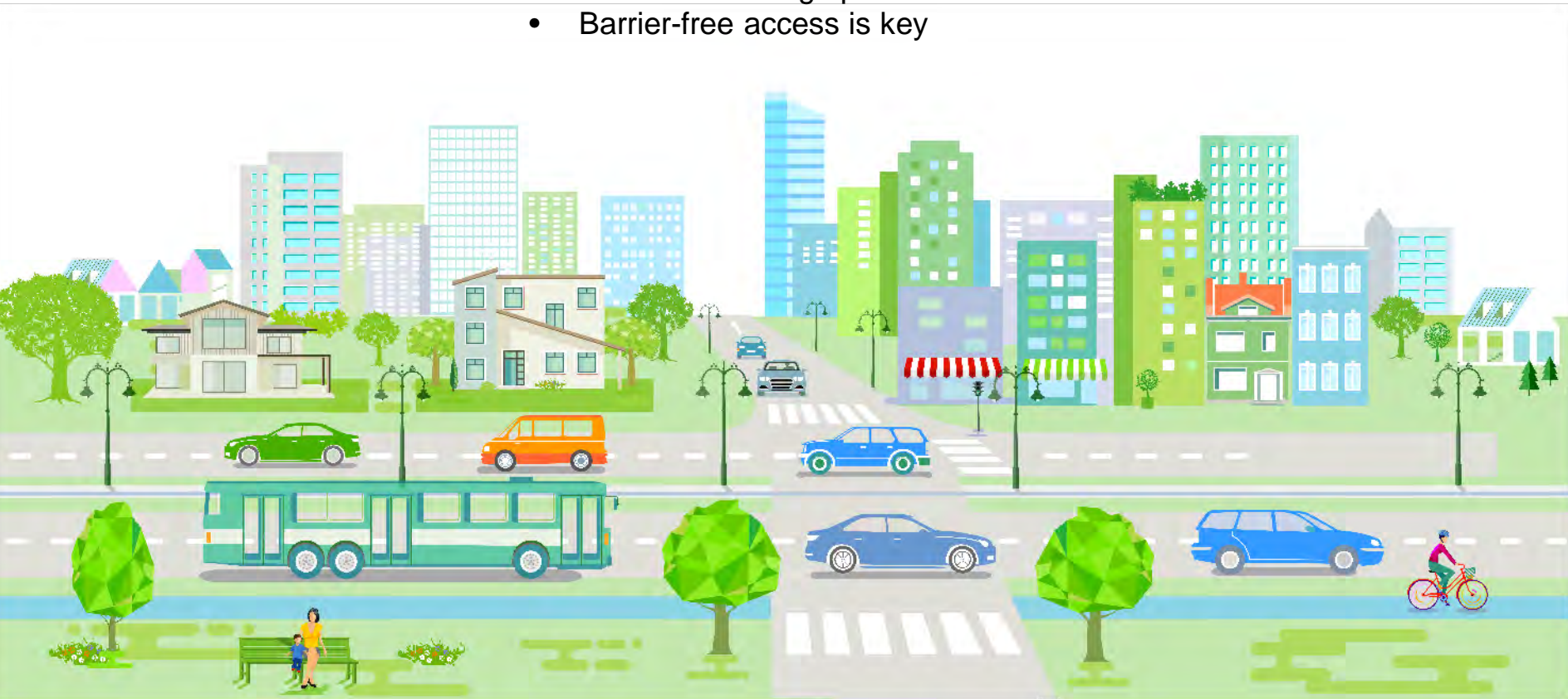


What We Heard

PIC#2 Engagement Feedback

Placemaking and Urban Design

- Integrated and diverse types of gathering spaces needed e.g. new parks and gathering spaces to serve mid and high rise developments
- Preserve existing spaces
- Barrier-free access is key

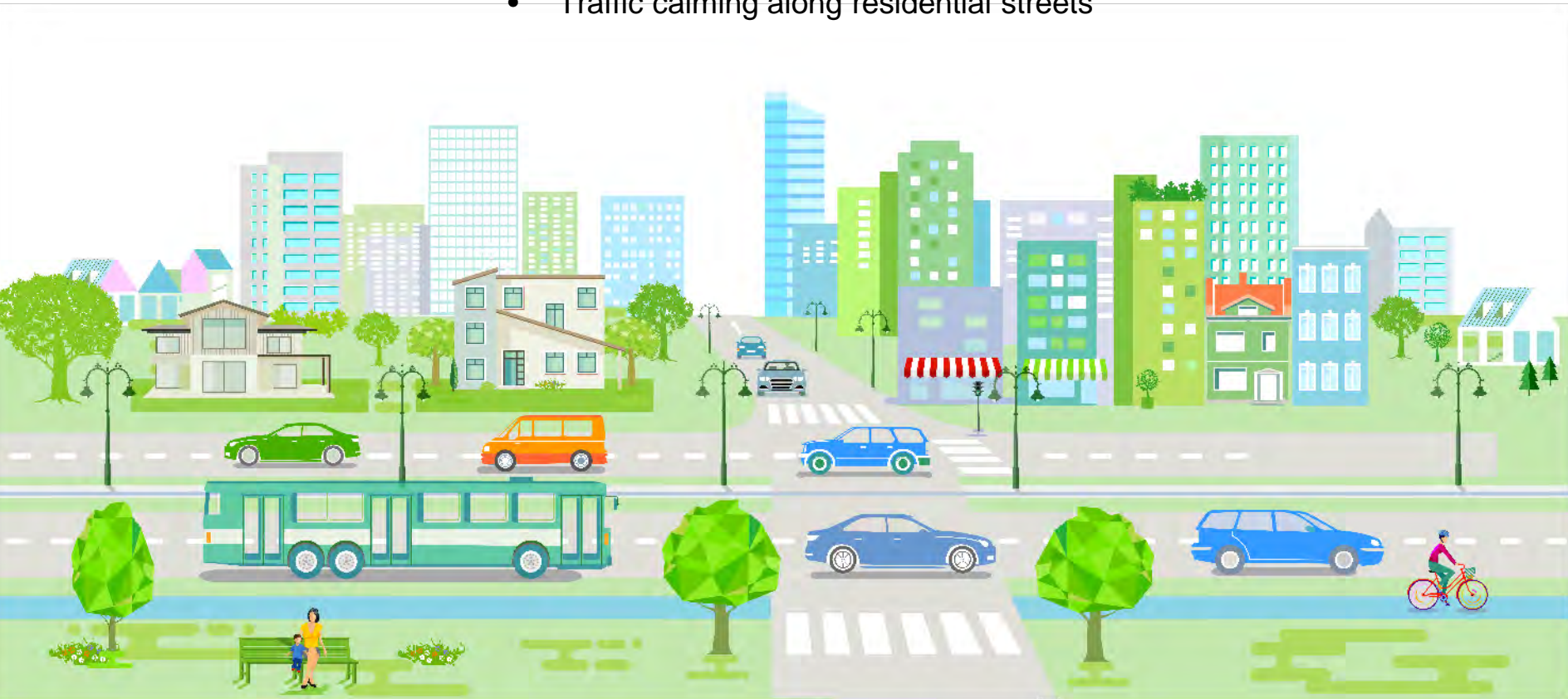


What We Heard

PIC#2 Engagement Feedback

Mobility and Access

- Safe and convenient access to the GO Station needed for all users
- Pedestrian safety a key concern along Highway 2 and Bowmanville Ave.
- A connected network of safe walking and cycling facilities and routes are needed throughout the area
- Traffic calming along residential streets





Part 3

PRELIMINARY CONCEPTS FOR BOWMANVILLE WEST

Paddy Kennedy - Dillon Consulting Limited

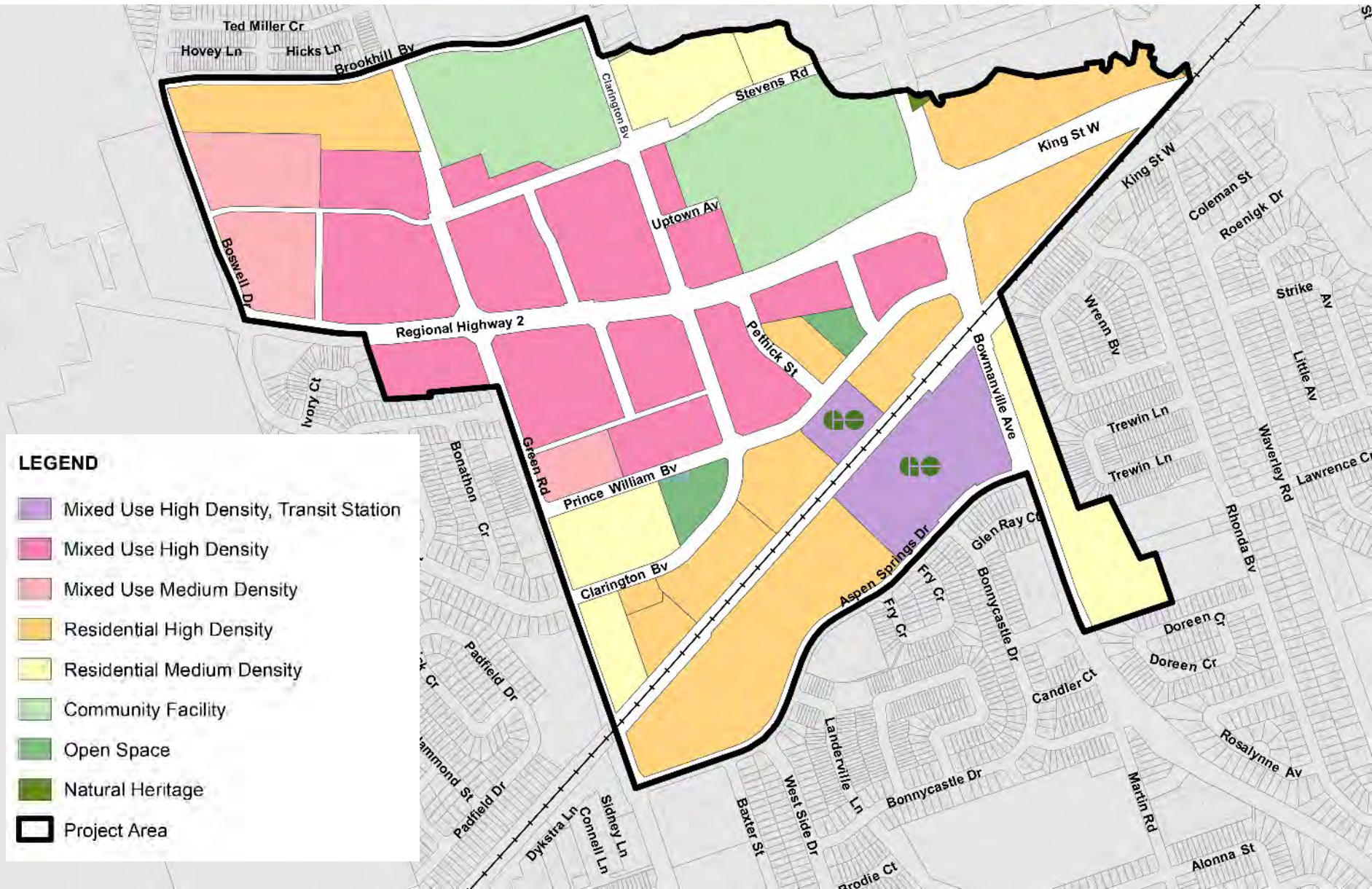


Land Use and Intensification

Achieve appropriate levels of density to support the Transit Station



Preliminary Land Use Concept Plan



Building Typologies and Height

Range of heights, focusing taller buildings in strategic areas

1) Gentle Density



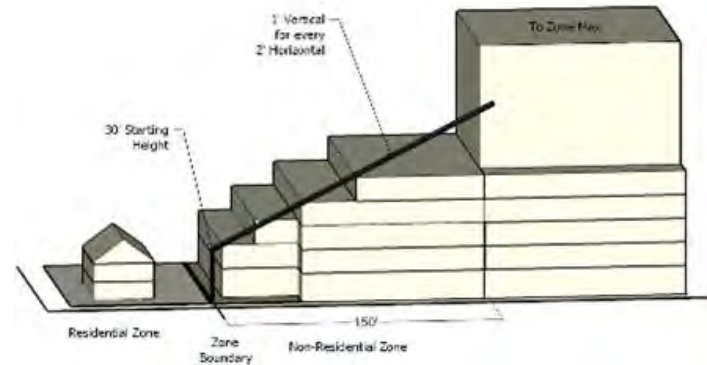
3) Along Major Transportation Corridors



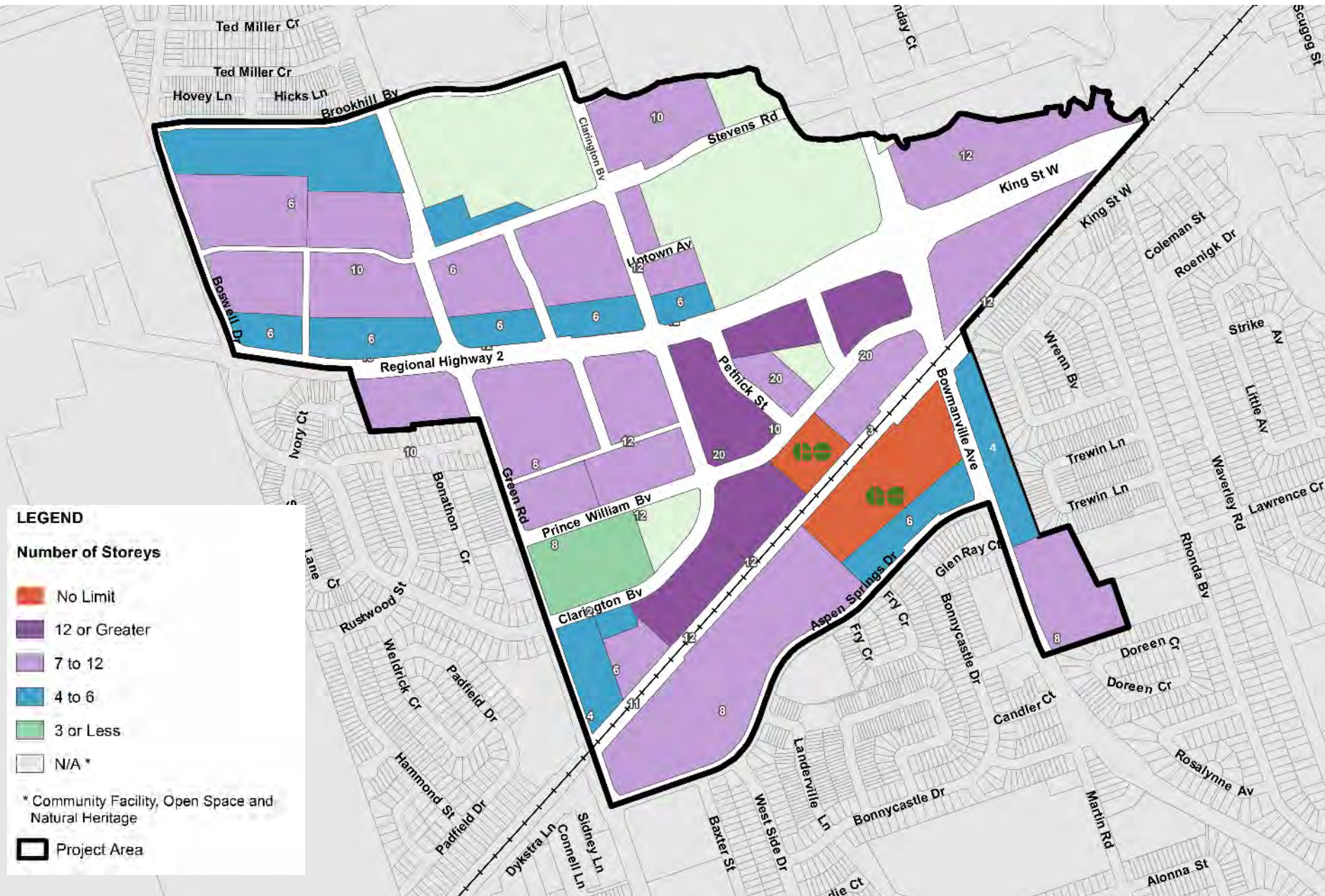
2) In proximity to the GO Station



4) Transition Heights Across the Area



Preliminary Building Height Concept Plan



Urban Design and the Public Realm

As the population grows, more gathering and recreation spaces will be needed

1) Streetscape Improvement



3) Gateway Areas



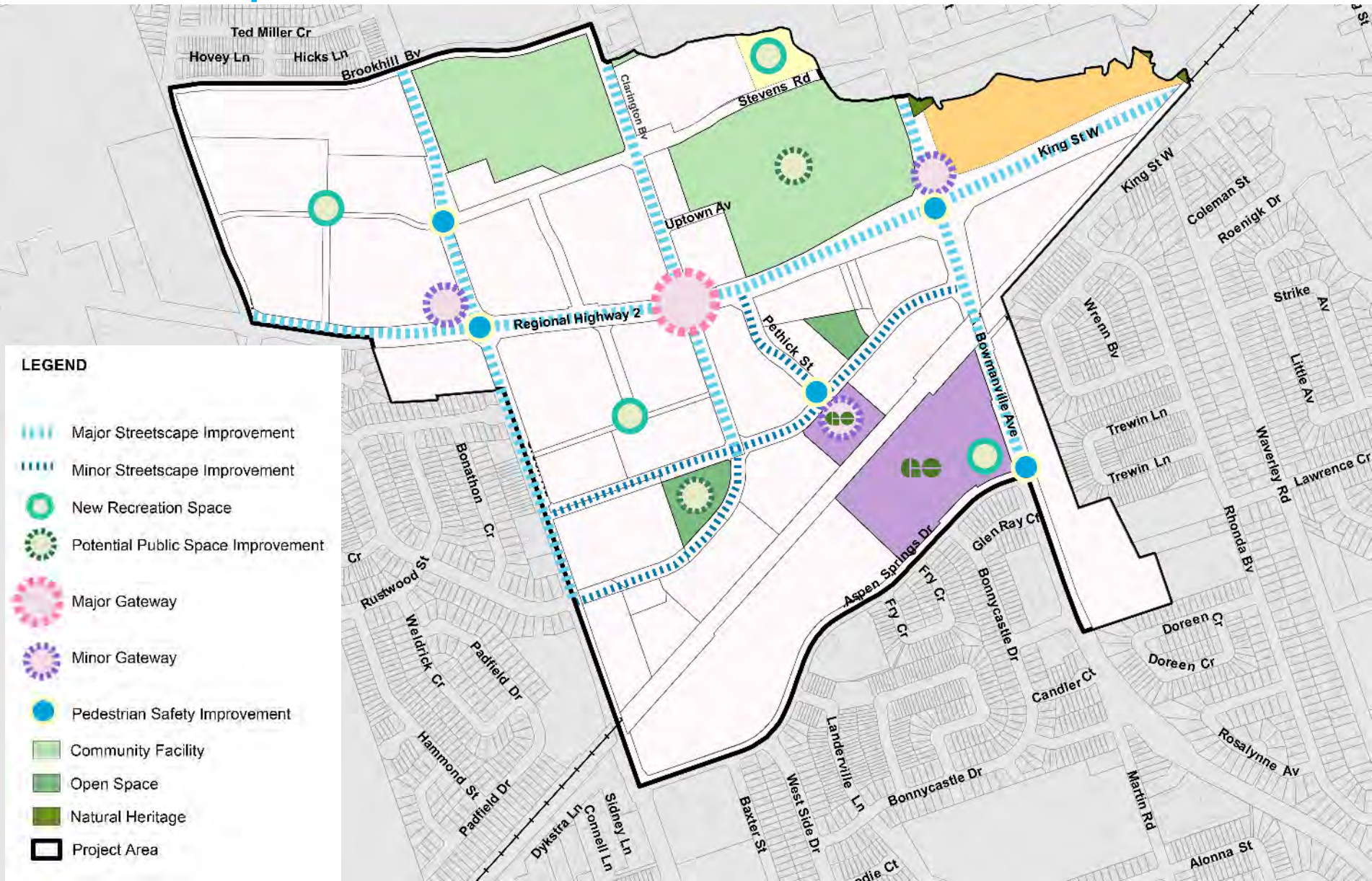
2) New Public Space



4) Pedestrian Safety Improvements



Preliminary Public Realm Design Concept Plan



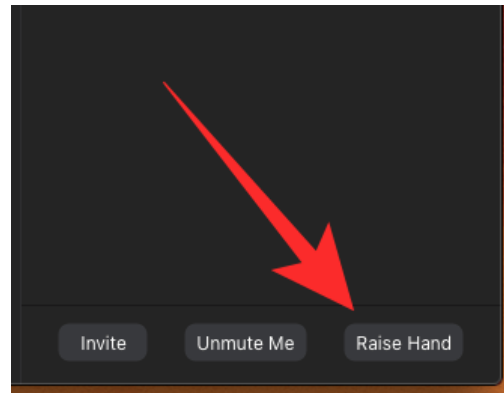
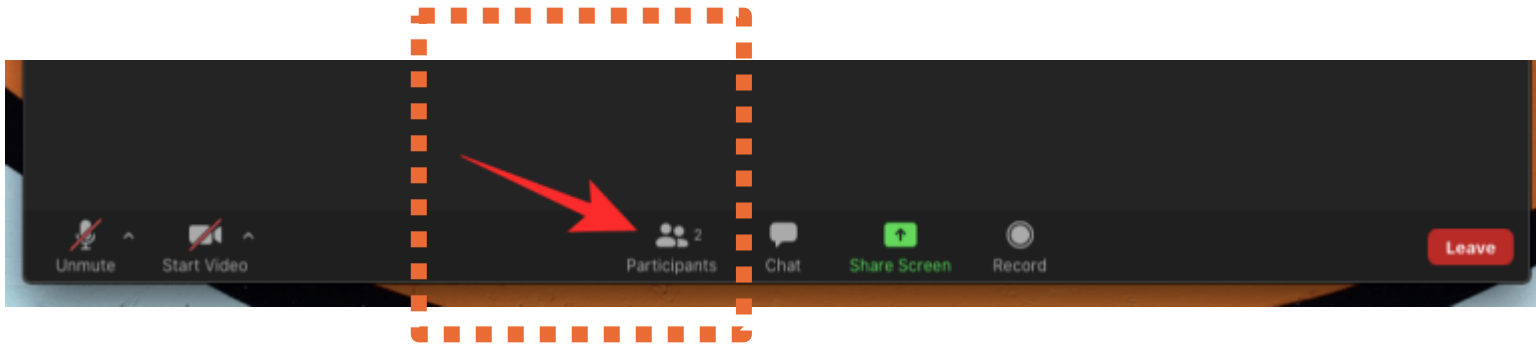


Part 4

Q&A

Paul Wirch – Municipality of Clarington and
Paddy Kennedy – Dillon Consulting Limited

Use the 'Raise Hand' function...



...or send us a chat using the option at the bottom of your screen

Q&A





RETURNING AT 7:45PM

BREAK



Part 5

BREAKOUT GROUP ACTIVITIES



Key Questions

Land Use & Building Height

- Where does the mix and placement of land uses need to be modified?
- Where should building heights be reconsidered?

Public Realm

- Where else could improvements be made to add or improve open space?
- What features could be included in these open spaces to make them worthwhile?



Part 6

NEXT STEPS

Paul Wirch – Municipality of Clarington

Next Steps on the Project

Bowmanville West Urban Centre



Phase 1:

My Bowmanville West



Phase 2:

A Vision for Bowmanville West



Phase 3:

A Plan for Bowmanville West



- Integration of community feedback to:
 - Prepare 3D model showing what the revised concept plans could look like
 - Prepare Phase 2 Report and Summary
- Develop the Draft updated Secondary Plan and Zoning By-law