Exhibit 4

BOWMANVILLE WEST MAJOR TRANSIT STATION AREA

SECONDARY PLAN

MUNICIPALITY OF CLARINGTON

JANUARY 2024

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LIST OF SCHEDULES

1 INTRODUCTION

1.1 Background

The Bowmanville West Major Transit Station Area is located in the southeast region of the Municipality of Clarington within Durham Region. The Secondary Plan Area is approximately 126 hectares in size. The Bowmanville West Major Transit Station Area (hereafter referred to as Bowmanville West) is one of Clarington's key intensification areas and its largest retail shopping area.

The area was established in the early 1990s. The intent of the area was to expand and complement the existing retail shopping area from the Bowmanville East Urban Centre (Bowmanville Mall) through the Downtown to Bowmanville West. The three commercial areas have different commercial functions; Bowmanville West has big-box format stores; Downtown has small scale and pedestrian-oriented stores; Bowmanville East has an enclosed shopping mall.

The Secondary Plan was first approved in 1993 and last updated in 2006. The original vision in 1993 for Bowmanville West has primarily been implemented with adherence to the original guiding principles of creating a well-connected area with a mix of large and small box commercial *development*s and high quality of architecture and design. The original Plan also acknowledged future, long-term opportunities to redevelop single-purpose, large-box commercial buildings into smaller blocks with mixed-use formats. Subsequently, the Secondary Plan was updated in 2006 to include a more expansive vision. The Plan provided direction to promote opportunities for transit-supportive densities and a broader range of uses.

The current Secondary Plan update was prompted by the updated Clarington Official Plan and the initial promise of GO Transit rail service extension to Bowmanville. The extension of GO Transit rail service will provide new opportunities for a broader range of housing types, complete community development and improve Clarington's connectivity to other areas in Durham, Toronto and the Greater Golden Horseshoe. The entire Bowmanville West Secondary Plan area is designated as a Protected Major Transit Station Area (PMTSA), with the future Bowmanville GO Transit Station located within the Secondary Plan area.

1.2 Basis for the Plan

Clarington Council authorized the preparation of a new Secondary Plan for Bowmanville West in 2018. The Secondary Plan is intended to provide guidance for transforming Bowmanville West from a low-density, retail commercial shopping hub into a compact, mixed use, transit-supportive urban node. The node will provide compact complete community elements such a range of medium and high density housing options, full range of retail and service commercial uses to support people living and working in the area, along with a connected network of parks and greenspaces and other community elements. The Plan has been prepared to be consistent with a variety of provincial policies and plans, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Durham's Official Plan.

The process to prepare the Plan for Bowmanville West involved three main phases of work, including four rounds of public engagement:

- Phase 1: My Bowmanville West included a background review of existing conditions, opportunities and constraints, identifying the key areas of focus for the Plan. This phase included two public information centre events and on-line engagement:
    - Public Information Centre 1: June 19, 2018
    - Public Information Centre 2: June 26, 2019
    - Online Survey #1: September 5 to October 5, 2018
- Phase 2: A Vision for Bowmanville West entailed a review of best practices for *development* around GO Transit Stations, as well as virtual consultations through a public information centre and online survey to shape the vision for the Secondary Plan and analysis of re*development* opportunities. Concept plans for land use, building heights and public realm improvement were developed during this phase of work.
    - Public Information Centre 3: October 1, 2020
    - Online Survey #2: October 2 to October 19, 2020
- Phase 3: A Plan for Bowmanville West was the final phase in the program to develop the Secondary Plan. This phase included two virtual public information centres and an online survey to confirm directions and key priorities for the Secondary Plan, as well as a draft 3D model to conceptually visualize full build out conditions based on the Secondary Plan policies and the development of a Zoning By-law.
    - Public Information Centre 4: September 23, 2021
    - Online Survey #3: October 1 to October 17, 2021
    - Public Information Centre 5: March 8, 2023

This update was undertaken to bring the Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan into conformity with the Clarington Official Plan, 2018. The technical studies supporting the Clarington Official Plan are based upon a 2031 planning horizon. In the event that growth within the Plan area approaches the 2031 forecast ahead of the next five-year update to this Secondary Plan, the following comprehensive technical studies will be undertaken for the Plan area by the Municipality:

- Transportation Impact Study;
- Stormwater Management Report; and
- Public Space Plan.

1.3 How to Read this Secondary Plan

This Secondary Plan should be read in conjunction with the Clarington Official Plan and the Durham Region Official Plan (as applicable). Policies relating to Natural Heritage System features within the Secondary Plan area are found in the Clarington Official Plan, Section 3.4. The Bowmanville West Zoning By-law provides additional guidance on development within the Secondary Plan area.

This Secondary Plan is organized into seven main chapters, as follows:

1. Introduction: The Introduction provides the context in which the Plan was prepared, the basis for its policies and the main principles which underlie the policies of the Plan.
2. Vision and Objectives: This section outlines the overall vision and planning objectives for Bowmanville West.

3. Land Use Policies: The goals, objectives and policies for designated land use areas are articulated in this section.
4. Urban Design and Sustainability Policies: This section establishes policies for public and private realm design, as well overall climate change adaptation and mitigation and sustainability policies for Bowmanville West.
5. Mobility and Transportation Infrastructure Policies: This section establishes policy for the design and function of physical infrastructure and transportation services in Bowmanville West.
6. Implementation: These policies outline procedural and implementation requirements for the use and development of lands, and the monitoring of development to ensure compliance with the stated objectives.
7. Interpretation: This section provides guidance on the means to interpret the policies and Schedules contained in this Secondary Plan.

2 VISION AND OBJECTIVES

2.1 Vision for the Bowmanville West

Bowmanville West is Clarington's transit-oriented community offering a diverse mix of high density housing opportunities supported by a mix of vibrant, street-oriented commercial uses. As a Major Transit Station Area, the area is planned to accommodate the highest densities and widest variety of uses in Bowmanville, including residential uses, mixed-uses, institutional uses, and commercial uses (including retail, office, and personal/professional and services). The area facilitates multi-modal access in and around the GO Transit Station, allowing people to use a variety of modes to connect to the GO Transit Station and also take advantage of the range of shopping and entertainment options in the area. The area includes opportunities for affordable housing and also features sustainable design elements promoting a vibrant and complete community.

2.2 Overall Planning Objectives

The objectives for Bowmanville West are to:

a. Create opportunities for high density, compact, transit supportive *development;*
b. Provide a planning framework that will support the establishment of a GO Transit Station in Bowmanville West;
c. Maintain the strong commercial function of the area;
d. Create a destination within the community that draws both residents and visitors alike;
e. Plan for a sufficient amount of high-quality, public spaces to support the number of people expected to live and work in the area;
f. Provide opportunities for affordable housing; and
g. Promote excellence in urban design and sustainability.

3 LAND USE POLICIES

3.1 Land Use Planning Objectives

a. Provide a diverse range of medium to high density housing types and tenures.
b. Create affordable housing opportunities.
c. Integrate a mix of uses to ensure that Bowmanville West remains the commercial centre of the community.
d. Provide a framework for transitioning existing auto-oriented uses into transit-supportive *development*.
e. Ensure that there is an appropriate amount of park space to support residents living and working in the area.

3.2 General Policies

Land Use Structure and Organization

3.2.1 The planned land uses for Bowmanville West are depicted on Schedule A of the Secondary Plan.

3.2.2 The following land use designations apply to the lands shown on Schedule A of this Secondary Plan:

a. Mixed Use High Density – Transit Station Area;
b. Mixed Use High Density;
c. Residential High Density;
d. Residential Medium Density;
e. Community Facilities; and,
f. Parks and Open Spaces.

3.2.3 The following uses are permitted in all land use designations in this Secondary Plan:

a. A use which is accessory to a permitted use;
b. Legally pre-existing uses, buildings and structures;
c. Public utilities, including water, wastewater, stormwater infrastructure; and,
d. Institutional uses and public facilities.

3.2.4 Minor alterations which maintain the general intent of the policies of this Secondary Plan may occur without amendment through the *development* approval process in accordance with policies 24.1.2 and 24.1.3 of the Clarington Official Plan.

Density Target

3.2.5 The Bowmanville West Secondary Plan Area is planned to achieve a minimum gross density target of 150 people and jobs per hectare. At full built-out, the policies of this Secondary Plan would allow for an overall gross density of approximately 180 people and jobs per hectare.

GO Transit Station Area Policies

3.2.6 Development of the lands on **Schedule A** identified as Mixed Use High Density Transit Station shall be designed to accommodate a full range of mobility connections. Lands which are intended to accommodate the future GO Transit Station shall be designed to accommodate transit, active transportation, pick-up / drop-off facilities.

3.2.7 Mobility network improvements including public realm, transit and *active transportation*

improvements within and around the Bowmanville GO Transit Station shall be prioritized to support the *development*, re*development* and investment in these areas.

3.2.8 *Development* of the Bowmanville GO Transit Station site shall be planned based on the transit oriented *development* policies of this Secondary Plan.

Housing

3.2.9 The policies of this Secondary Plan complement Section 6 of the Clarington Official Plan and are intended to facilitate the provision of a broad range and mix of housing opportunities in appropriate locations.

3.2.10 Where appropriate, private, public, and non-profit housing *development*s designed to provide housing options for seniors are encouraged, including higher density condominium dwellings, buildings with rental units, as well as retirement and assisted living facilities that facilitate "aging-in-place".

3.2.11 *Development* within the Secondary Plan Area shall be developed in accordance with the urban design and sustainability policies in Section 4 of this Secondary Plan.

Affordable Housing

3.2.12 Bowmanville West is planned to include a wide range of housing types and tenure types, including market ownership and rental units, as well as affordable housing units in accordance with the policies of the Clarington Official Plan and the Durham Region Official Plan (as applicable).

3.2.13 *Affordable housing, including community housing, supportive housing and other types of subsidized non-market housing units*, are encouraged to be integrated within neighbourhoods and combined in *development*s that also provide market housing to deliver opportunities for a range of housing tenures and prices that support diversity.

3.2.14 The Municipality will collaborate with public and non-profit housing providers, including but not limited to, the Region of Durham, to encourage a supply of subsidized non-market housing units to be included within the Secondary Plan Area.

3.2.15 To support the provision of *affordable* housing units, the Municipality will explore other potential incentives such as reduced application fees, grants, and loans, to encourage the *development* of *affordable* housing units. The Municipality will also encourage the Region (as applicable) to consider financial incentives for *affordable* housing.

3.2.16 The Municipality shall undertake an *inclusionary zoning Municipal Assessment Report in compliance with Provincial regulations* to determine the feasibility of implementing *inclusionary zoning* in the Secondary Plan area. The Municipality may update the policies of this Secondary to implement inclusionary zoning requirements, depending on the results of the Municipal Assessment Report. To facilitate the development of affordable housing units within the Secondary Plan area in the absence of inclusionary zoning, developers shall provide contribution of funds to the Municipality for the development of affordable, public or non-profit housing in the community.

3.2.17 The contribution of funds as provided in Section 3.2.16 will be through a contribution agreement to be negotiated between the Municipality and the developer. The contribution of funds shall be paid by the developer at the approval of a site plan at a cost of $2500.00 per unit.

3.2.18 The Municipality may prioritize *development* applications that include *affordable* housing units that are being funded by federal and provincial government programs, the Region of Durham, or non-profit groups or non-profit groups.

Live/Work Units

3.2.19 The Municipality encourages *Live-Work Unit* opportunities for combined residential and personal services, or office uses, where appropriate, to facilitate home-based employment, which ensures proximity between housing and jobs and provides a mix of uses.

3.2.20 *Live-Work Unit development* is subject to regulations in the Zoning by-law.

Transition for Existing Auto-Oriented Uses

3.2.21 At the time this Secondary Plan was prepared, Bowmanville West included a number of auto-oriented uses and activities such as motor vehicle fuel bar and drive through facilities. These uses were established as legal uses and the expectation is that a number of these types of uses will be redeveloped into transit supportive land uses over time.. All existing auto-oriented uses where permissions have been established are considered to be legal non-conforming uses at the date of adoption of this Secondary Plan.

3.2.22 No new auto-oriented uses such as drive-through establishments, fuel bars, car washes, car dealerships with outdoor vehicle storage, warehouses and self-storage facilities are permitted in the Plan Area.

Natural Hazards

3.2.23 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.

3.3 Mixed Use High Density – Transit Station Site

Planned Function

3.3.1 The planned function of the Mixed Use High Density – Transit Station Site is to provide high density, mixed-use *development* located on or adjacent to the future GO Transit Station site. The lands in this designation are intended to have the greatest intensity of use.

Permitted Uses

3.3.2 Permitted uses include a transit station and accessory uses, residential, major office, and accessory commercial uses such as personal service, retail and restaurants, as well as recreational and institutional uses.

3.3.3 Accessory commercial uses must be located on the ground floor.

3.3.4 The maximum floorspace for accessory commercial uses shall be no more than 3,000 square metres per building with no single unit exceeding 600 square metres. There is no maximum floorspace limit for residential and major office uses.

Building Height

3.3.5 The minimum height shall be 12 storeys and the maximum height shall be 18 storeys in

accordance with urban design policies of this Secondary Plan and the Municipality's implementing Zoning by-law.

Phasing

3.3.6 The lands denoted with an "*" on **Schedule A** are planned to accommodate the future GO Transit Station site. Development proposals for these lands shall include a phasing plan for the full development of the site. The Municipality may apply a holding zone to a portion or all of the site to ensure that lands are reserved for the future GO Transit Station site.

3.3.7 The Municipality may apply a holding zone to other planned intensification sites within the MTSA until greater certainty around the timing of GO Transit rail services and the GO Transit Station is determined. As part of the monitoring program for the Secondary Plan, the Municipality will include an annual report to Council on the status of GO Transit rail service expansion.

3.3.8 In accordance Provincial legislation and regulations, the Council of Clarington may impose a transit station charge against land to pay for costs related to the construction of the GO Transit Station.

3.4 Mixed Use High Density

Planned Function

3.4.1 The planned function of the Mixed Use High Density designation is to provide mixed use, high density residential uses, major office, recreational and institutional uses. Lands designated Mixed Use High Density provide the second highest density and height limits within the Plan Area, allowing for mixed use intensification in close proximity to the GO Transit Station.

Permitted Uses

3.4.2 Permitted uses include residential, major office and accessory commercial uses such as personal service, retail and restaurants, as well as recreational and institutional uses.

3.4.3 Accessory commercial uses must be located on the ground floor.

3.4.4 The maximum floorspace for accessory commercial uses shall be no more than 3,000 square metres per building with no single unit exceeding 600 square metres. There is no maximum floorspace limit for residential and major office uses.

Building Height

3.4.5 The minimum height shall be 6 storeys and the maximum height shall be 12 storeys in accordance with urban design policies of this Secondary Plan and the Municipality's implementing Zoning by-law.

3.5 Residential High Density

Planned Function

3.5.1 The planned function of the Residential High Density designation is to provide high density residential uses.

Permitted Uses

3.5.2 Permitted uses include residential *development*. Accessory commercial uses, such as personal service, retail and restaurants, may be permitted on the ground floor up to a maximum of 500 square metres per building.

Building Height

3.5.3 The minimum height shall be 8 storeys and the maximum height shall be 12 storeys in accordance with urban design policies of this Secondary Plan and the Municipality's implementing Zoning by-law.

3.6 Residential Medium Density

Planned Function

3.6.1 The planned function of the Medium Density designation is to provide for *development* along the edges of the Secondary Plan Area, allowing for transitions in height between taller buildings within the plan area and the surrounding, low density neighbourhoods.

Permitted Uses

3.6.2 Permitted building types within this designation include stacked townhouses and low rise apartment buildings.

3.6.3 Live-work units would be permitted in ground related units fronting onto public roads.

Building Height

3.6.4 The minimum height shall be 4 storeys and the maximum height shall be 6 storeys in accordance with urban design policies of this Secondary Plan and the Municipality's implementing Zoning by-law.

3.7 Parks and Community Facilities

General Policies

3.7.1 Parkland shall be integrated into privately and publicly owned spaces and connected across the Secondary Plan Area as per the Public Realm Improvement Plan indicated on **Schedule A** and **Schedule B** of this Secondary Plan.

3.7.2 The configuration of Parks is to be maintained as generally shown on **Schedule B** of this Secondary Plan. The precise size and shape of Parks shall be determined at the time of *development* application review and approval, in accordance with the Planning Act and the objectives and policies of this Secondary Plan.

3.7.3 The park system shall provide a range of opportunities for gathering, seating, and active *recreational* uses in alignment with the Urban Design and Sustainability policies of this Secondary Plan.

3.7.4 Parks shall be bordered by public streets, other public facilities such as schools, institutional uses, and the flanks of residential uses. Residential and commercial uses backing onto *parks* shall be minimized.

3.7.5 Residential uses proposed for non-profit housing development as defined in the Municipality's Parkland Dedication By-law shall be exempt from park land dedication.

3.7.6 Environmental Protection Areas, associated vegetation protection zones and stormwater management areas shall not be conveyed to satisfy parkland dedication requirements

under the Planning Act.

Community Parks

3.7.7 Community Parks include municipal facilities, such as libraries, fire and police stations, and public and private schools; recreational facilities; and places of worship.

3.7.8 Lands designated on **Schedule A** recognize the Plan Area's three existing Community Parks:

a. Garnet B. Rickard Recreation Complex;
b. Fire Station 1; and,
c. Clarington Central and Intermediate Secondary School.

3.7.9 New Community Parks are permitted in all other designations, provided they are developed in accordance with the relevant design policies of this Secondary Plan and Section 18.6 of the Clarington Official Plan.

3.7.10 New school sites will be needed as Bowmanville West is built out. As such, the Municipality will work with the School Boards to monitor population growth and identify appropriate locations for schools within or in proximity to the Secondary Plan area.

3.7.11 Community Parks may be permitted as a ground floor use in any of the Mixed-Use designations but are not required to comply with the floor area limits of the respective designation. As part of the development review process, all publicly operated School Boards will be given the right of first refusal to locate student-based school facilities within the ground floor of mixed-use and residential buildings.

Neighbourhood Parks

3.7.12 **Schedule A** identifies the location of existing and planned future parks.

3.7.13 Neighbourhood Parks are *parks* of between 0.5 and 3 hectares in size and will be designed to serve the recreational needs of the surrounding residents. They are located in central locations to allow for good accessibility for all users. All planned school sites shall, wherever feasible, have a Neighbourhood Park abutting them to provide areas of shared amenity.

3.7.14 Parkettes shall be between 0.1 ha and 0.5 ha in size, and will be designed to support the surrounding residents.

3.7.15 Pocket Parks shall be between 0.05 ha and 0.1 ha in size and will be designed to provide needed green space throughout the neighbourhood that can be enjoyed by residents, employees and visitors alike.

3.7.16 Park design should incorporate naturalized play features into the design including berms, native plantings, rock, and diverse tree planting.

Privately Owned Publicly Accessible Spaces

3.7.17 In addition to the publicly owned lands which form the Parks designation, *development* is encouraged to include privately owned, publicly-accessible spaces that contribute to the sense of place in the community and the quality of the urban environment.

3.7.18 Where privately owned, publicly accessible spaces are proposed, such spaces are to be

located adjacent to public parks, linear parks, and/or public infrastructure to support additional active transportation connections through the community.

3.7.19 Privately owned publicly-accessible spaces can include linear parks, public squares, plazas, courtyards, walkways and passages, atriums, arcades, and park-like spaces. They contribute to the urban environment by creating spaces for social interaction, adding visual interest, improving mid-block permeability.

3.7.20 Public access to privately owned publicly-accessible spaces will be secured through easements during the *development* approval process.

Future Linear Parks

3.7.21 **Schedule A** identifies the locations of Future Linear Parks created parallel to future local roads.

3.7.22 Future Linear Parks will be designed to provide barrier-free connectivity through Bowmanville West, incorporating greenspace and areas for rest and safe movement for pedestrians and cyclists through the community, including but not limited to: enhanced landscaping; shade opportunities (structures and/or trees); ample locations for seating; and, public art.

3.7.23 Locations for Future Linear Parks are shown on **Schedule B**, and are intended to coincide with Future Local Roads identified on **Schedule C-1**.

4 URBAN DESIGN AND SUSTAINABILITY POLICIES

4.1 Urban Design Objectives

a) Provide a long term framework for improving the public realm.
b) Encourage attractive, pedestrian oriented and transit supportive built form.
c) Provide built form guidance to ensure appropriate transitions between areas of different development intensities and uses.
d) Design spaces that are accessible for people of all ages and abilities.
e) Prioritize sustainable design, including environment-first principles, walkability, along with resource and energy efficiency.

4.2 Public Realm Improvement Plan

General Policies

4.2.1 The planned public realm improvements as depicted on **Schedule B (Public Realm Improvement Plan)** are intended to enhance the attractiveness and functionality of Bowmanville West, and include the following treatments:

a. Major streetscape improvements;
b. Minor streetscape improvements;
c. Major gateway improvements;
d. Minor gateway improvements;
e. New recreational space;
f. Potential public space improvement; and,
g. Pedestrian safety improvements.

4.2.2 All elements of the Public Realm Improvement Plan should be designed with universal accessibility in mind, and apply the requirements of the AODA regulation for all aspects of public space.

4.2.3 Any streetscaping or landscaping within a Regional right-of-way will require municipal consent in accordance with Region of Durham policy where it is the approval authority, to be agreed in the context of the primary function of Regional Roads to move traffic in a safe and efficient way.

Streetscape Improvements

4.2.4 Streetscape improvements are intended to enhance safety, climate resiliency, accessibility, and user experience for the non-travel portion of arterial, collector and local roads within Bowmanville West. Two levels of streetscape improvements are identified within the Public Realm Improvement Plan indicated on **Schedule B**:

a. Major streetscape improvements; and,
b. Minor streetscape improvements.

4.2.5 Streetscape improvements apply to the public land within the right-of-way.

4.2.6 Major streetscape improvements are intended to have a high level of design and

enhanced features for all users, including but not limited to:

a. Continuous sidewalk networks with widths and curb cuts to support accessibility;

b. Tree plantings on both sides of the street to provide shade, wind protection, and noise buffering for pedestrians;

c. Increased soil volumes and low impact *development* techniques to support stormwater management and infiltration;

d. Improved lighting including pedestrian scale, with attention to adjacent *development* to reduce light pollution;

e. Street furniture designed to provide spaces for rest particularly in proximity to transit stops and retail areas; and,

f. Consistent plantings including hanging and at-grade to support stormwater management.

4.2.7 Major streetscape improvements are identified for the main north-south and east-west corridors through Bowmanville West as indicated on **Schedule B**, as follows:

a. Green Road between Brookhill Boulevard and Clarington Boulevard;

b. Clarington Boulevard between the northern boundary of the Secondary Plan Area and Prince William Boulevard;

c. Bowmanville Avenue between the northern boundary of the Secondary Plan Area and Aspen Springs Drive; and

d. Regional Highway 2/King Street West within the Secondary Plan Area.

4.2.8 Minor streetscape improvements are proposed for roadways connecting to major corridors and providing alternate access to the Bowmanville GO Transit Station. The level and scale of improvements is intended to transition from the Major Streetscape routes, applying consistent design elements with a focus on, but not limited to, the following elements:

a. Continuous sidewalk networks with widths and curb cuts to support accessibility;

b. Tree plantings located to provide shade, wind protection, and noise buffering for pedestrians.

4.2.9 Minor streetscape improvements are identified for the routes leading to the Bowmanville GO Transit Station as indicated on **Schedule B**, as follows:

a. Prince William Boulevard between Green Road and Bowmanville Avenue; and

b. Clarington Boulevard between Green Road and Prince William Boulevard.

Gateway Improvement Areas

4.2.10 Gateways are planned as the formal entranceways for Bowmanville West, to create a sense of arrival and enhance local identity. Gateway improvements are considered on the basis of scale, with two categories:

a. Minor Gateways; and
b. Major Gateways

4.2.11 Gateways include the intersections, adjacent lands within the right-of-way, and all abutting lands, in line with Policy 5.3.5 and 5.4.10 of the Clarington Official Plan.

4.2.12 New *development* or re*development* adjacent to a Major or Minor Gateway should be designed to enhance the gateway through:

a. Building orientation and massing that prioritizes street frontages and pedestrian access;
b. Façade treatments and architectural elements to create visual interest;
c. Continuity and connectivity between the public and private realms for pedestrians;
d. Consistent landscaping within the private realm including consideration for trees, seating, and shade structures; and
e. Other elements as appropriate.

4.2.13 Major gateway improvements are opportunities to include signage, wayfinding cues, lighting, and landscaping that can vary seasonally. Public art should be considered for integration along with seating and accessible spaces to rest. Adjacent re*development* should be designed to support the function of the gateway.

4.2.14 There are two major gateways proposed for Bowmanville West, comprising of the intersection, right-of-way and *development* adjacent to:

a. King Street West and Bowmanville Avenue; and
b. Regional Highway 2 and Clarington Boulevard

4.2.15 Minor gateway improvements are intended to integrate a smaller scale of public realm engagements, such as landscaping, public art, lighting, signage, and wayfinding cues aligned with the and appropriately scaled way-finding cues. Adjacent re*development* should be designed to support the function of the gateway.

4.2.16 Two minor gateway locations have been proposed for Bowmanville West, as follows:

a. Corner of Regional Highway 2 and Green Road;
b. Corner of Bowmanville Avenue and Aspen Springs Drive; and
c. Entrance to the north section of the Bowmanville GO Transit Station, north of the railway corridor.

Parks and Recreational Needs

4.2.17 The park space standard for Bowmanville West is based on the Clarington Official Plan. The specific amount of additional public space required may be refined further through implementation studies undertaken by the Municipality and in accordance with Chapter 18 of the Clarington Official Plan.

Areas conveyed for parkland purposes will be of a size and shape that ensures they can be programmed appropriately with activities.

Potential Public Space Improvement

4.2.18 Bowmanville West has a limited number of existing parks, recreational and public spaces. Part of the recommended approach for meeting the long term parks and recreational needs of future residents is to improve and upgrade existing spaces that service the area. The following types of potential public space improvements should be considered for existing parks and recreational spaces in the area:

a. Improvements for accessibility and pedestrian access;
b. Enhancements to lighting, furnishing and landscaping;
c. Additional seating and spaces for people to gather in the area;
d. Multi-user connections to adjacent residential areas and roadways;
e. New amenities and/programing to serve users of all ages and abilities;
f. Planting to support stormwater management and naturalization of landscaped areas;
g. Signage and wayfinding improvements; and,
h. Public art.

4.2.19 Two specific locations for Public Space Improvements have been identified for Bowmanville West, as per **Schedule B**:

a. Community Facility lands around the Garnet B. Rickard Recreational complex; and
b. Park space bound by Prince William Boulevard and Clarington Boulevard.

4.2.20 To ensure that there is an adequate range of parks and recreational facilities to meet the needs of existing and future residents, the Municipality may also consider making improvements and enhancements to other public spaces within walking distance of the Bowmanville West Major Transit Station Area.

4.2.21 Any new publicly-accessible recreational spaces should be designed to be barrier free and to include a mix of design elements, including but not limited to: enhanced landscaping; shade opportunities (structures and/or trees); ample locations for seating; and, public art.

4.2.22 New publicly-accessible recreational spaces should be located close to the street and be connected to the pedestrian network.

4.2.23 New publicly-accessible recreational spaces should also be considered in locations that provide connectivity to the Bowmanville GO Transit Station, and should include bike parking and accessible pathways to support access for all users, in conjunction with the Clarington Zoning By-law and other applicable by-laws or planning guidance.

Pedestrian Safety Improvement

4.2.24 Pedestrian safety is a key priority for Bowmanville West as the area transitions towards more transit-supportive built form with a growing population.

4.2.25 Streetscape improvements as identified in policies 4.2.4 to 4.2.9 of this Secondary Plan shall consider mechanisms to integrate pedestrian safety, encourage traffic calming, and

provide visual cues that signal the need to slow down and give priority to pedestrians and cyclists.

4.2.26 Pedestrian safety improvements shall be designed in accordance with AODA regulations and principles of universal accessibility, and can include measures such as lighting, signage, daylighting, introduction of medians, bumpouts and other means, crosswalk paving to denote pedestrian activity, etc.

Transit Supportive Design for Public Infrastructure

4.2.27 The design of new infrastructure in Bowmanville West will consider the identity of the area as a Major Transit Station Area and identify mechanisms to support access to and use of the Bowmanville GO Transit Station, including signage, wayfinding, lighting, shaded or sheltered waiting areas, and design features to promote sightlines and visibility for waiting areas.

4.2.28 New *development* and roadway improvements shall be designed to integrate mid-block connections, and improve physical permeability and pedestrian or cycling access to and from the Bowmanville GO Transit Station to key destinations within the Secondary Plan Area and the adjacent neighbourhoods.

4.2.29 Transit stops and access points shall be designed in accordance with AODA regulations, including with respect to design of bus stops and other transit infrastructure, and reflect climate considerations including shelters and shading to protect from wind and sun.

4.2.30 First mile / last mile challenge refers to the challenges that commuters may face between the transit stop and their final destination (or vice versa as the case may be). In Bowmanville West, the design of non-roadway access routes to the Bowmanville GO Transit Station will consider all-season requirements and accessibility for all users, including planning for first and last mile considerations.

4.3 Private Realm Design Guidelines

Private Realm Design Guidelines

4.3.1 The private realm design guidelines in this section are to be applied during the site plan application process, except in instances where the Municipality's site plan approval by-law allows for exemptions.

Site Layout, Frontages and Street Edge Design

4.3.2 Buildings shall be designed to frame the street edge, with primary building entrances located adjacent to the public street, or via a publicly-accessible courtyard connected to the street, that is universally accessible.

4.3.3 Deviation from the general street edge is permitted for building articulation, step-backs, openings for plazas or other architectural treatments that are intended to improve the overall sense of place in Bowmanville West.

4.3.4 Large sites shall include a fine grain internal street grid pattern of small blocks.

4.3.5 Blank walls are not permitted on buildings with frontage along a public right of way.

4.3.6 Parking shall be located at the rear of the site or underground.

4.3.7 Loading and service areas shall be located at the rear or the interior side of the site and

be adequately screened from view using fencing, landscaping.

Tall Building Guidance

4.3.8 For purposes of this Secondary Plan, tall buildings are defined as structures taller than 8 storeys.

4.3.9 Refer to Policies 3.3-3.7 of this Secondary Plan for specific guidance on building heights.

4.3.10 All tall buildings shall be designed to include a podium base and tower. The following policies shall apply for the podium component of new or redeveloped buildings:

a. A minimum podium height of 10.5 metres (approximately 3 storeys) and a maximum height of 20 metres (approximately 6 storeys) to maintain a human scale;
b. A minimum 3 metre building step back to offset the tower portion of taller buildings from the front wall of the podium base; and
c. Building entrances shall face the street and buildings shall be designed to frame the street. For corner lots, the building shall be located at the corner to frame both streets.

4.3.11 The following policies shall apply for the tower component of new or redeveloped buildings:

a. Where there are no existing towers on an adjacent site, a minimum 12.5 metre setback is required for the tower portion of the building to protect for future tower *development* on the adjacent site (where the adjacent site has permissions for a building greater than 6 storeys). This will result in a minimum separation distance between two towers of 25 metres, (excluding balconies) to support privacy.
b. Tower design shall favour slender structures with massing not exceeding 750 square metres (excluding balconies);
c. Towers shall be designed to incorporate wind mitigation measures to reduce tunnel impacts and support pedestrian comfort between buildings;

Sunlight and Shadows

4.3.12 The height and massing of buildings should ensure a minimum of five consecutive hours of sunlight on the opposite side of the street at the equinoxes (March 21 and September 21).

4.3.13 Where a building is planned to be adjacent to a public space such as a park, playing field or plaza, the height and massing of the building should ensure a minimum of five consecutive hours of sunlight over more than 60 per cent of the public space at the spring and fall equinoxes (approximately March 21 and September 21).

4.3.14 Light and shadow impacts should be minimized through appropriate design measures and studies as required by the Zoning By-law.

4.3.15 Applicants may be required to submit a sunlight and shadow study demonstrating how the policies of this Secondary Plan are to be achieved.

4.3.16 Lands which front onto the west side of Bowmanville Avenue, south of Highway 2 and north of Aspen Springs Drive shall be no taller than 14 storeys, unless the findings of a

sunlight and shadow study is able to demonstrate that lands on the opposite side of the street will be able to maintain at least five consecutive hours of sunlight at the equinoxes (March 21 and September 21).

Building Height Transitions

4.3.17 Appropriate transitions shall be incorporated between new *development* and existing areas of low density. Transitions may include:

a. Step backs,

b. setbacks,

c. landscape buffers,

d. green walls, and

e. boulevards.

4.3.18 Building transitions between low density areas and midrise and tall buildings shall be planned to include a 7.5 metres setback from the property line plus a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1, and a minimum setback of 7.5 metres to the building face and a 45-degree angular plane from the property line to a maximum height of 1:1 for sites deeper than 50 metres.

4.3.19 Notwithstanding the maximum height limits identified elsewhere in this Secondary Plan, the Zoning by-law may prescribe less than the maximum heights to ensure appropriate transitions to adjacent low density uses.

Building Entrances and Facades

4.3.20 The following policies apply to the design of building facades and frontages:

a. Retail activities and other non-residential or commercial activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries to promote overlook, and enliven and support the public street.
b. Any façade facing a public street shall be considered a primary façade. A minimum of one pedestrian entrance shall be provided for any primary façade. Buildings on corner lots must be designed to have primary façades on both the front and side streets.
c. Side and rear elevations visible from the public realm shall have attractive façade treatments using high quality materials.
d. Where ground floor commercial uses are required, the primary facades should feature a high degree of glazing, approximately 50% to 70% of the building wall.
e. The ground floor of new *development*s should have large street-facing windows to establish a strong visual connection to the street and create a welcoming and comfortable pedestrian environment.

4.3.21 The following policies apply to the placement and design of building entrances:

a. Where a corner lot has access to an arterial or collector road, the primary building entrances shall be a prominent feature at the street corner.

a. Residential building entrances should be located and oriented to have direct access from the street.
b. Entrances to buildings must be clearly defined with maximum visibility to ensure ease of access directly from the street and from open spaces, and designed to be universally accessible. Architectural treatment, and where appropriate, landscaping, should be used to accentuate entrances.
c. All buildings must be designed to be universally accessible and must provide an unobstructed walkway or pathway between the principal building(s) and the street.
d. Entrances should be designed with attractive weather protection to add to the pedestrian experience and comfort of users.

Landscaping

4.3.22 For any new high density *development*, private open space enhancements are required as part of the built form design in order to contribute to the visual aesthetics and quality of the public realm, including through one or more of the following:

a. Landscape treatments, including hardscape and soft-scape treatments, shall be designed to edge streets , frame and soften structures, define spaces and screen undesirable views;
b. Incorporating low impact *development* techniques, such as green roofs, permeable pavers, rain gardens and bio-swales to manage stormwater on-site.
c. Shade trees and shrubs selected with appropriate regard to their scale and planting characteristics;
d. Plant materials grouped to frame buildings, add visual interest, fill in blank areas, accentuate entrances, and screen service areas;
e. Deeper setbacks for a portion of *development* may be permitted to allow for some variation in built form and may include the form of courtyards, forecourts, mid-block connections, or small plazas;
f. For developments with ground floor commercial uses, patios are encouraged to further animate the street, provided the overall setbacks are maintained and no hindrance of access to the sidewalk or walkways results.

4.3.23 All mixed use and multiple residential buildings (e.g. townhouses and condominium/apartment buildings) will provide at-grade open space and outdoor amenity areas as prescribed in the Zoning by-law.

4.3.24 Where courtyards are part of new *development* or re*development*, the courtyard character will be green and well-treed with outdoor uses that promote pedestrian circulation as well as recreational. Vehicular access and servicing areas will be discouraged from being located within a courtyard.

Parking, Access, and Mechanical Structures

4.3.25 Bowmanville West is envisioned to be a transit supportive and walkable community, to reduce the need for large outdoor parking lots.

4.3.26 Transit-supportive parking standards for residential and non-residential uses shall be prescribed in the Zoning by-law to facilitate development of the BWUC and encourage

non-automobile travel.

4.3.27 The Municipality shall implement reduced parking standards in the Zoning by-law to promote transit oriented development, based on a parking study and the anticipated timing of GO Transit Station implementation.

4.3.28 Vehicular access, ramps, servicing and loading should be provided from local streets wherever possible and should be integrated into the buildings they serve to minimize impacts on landscaped open space.

4.3.29 Direct views of at-grade parking will be minimized. Where permitted, surface parking and service areas must be screened to minimize views from adjoining streets or parks. The following shall be considered in designing parking and servicing facilities:

a. Structured parking facilities should be integrated into the building design. Solid blank walls or open structure parking are not permitted. Decorative screens, or other suitable materials, should be used to screen views into the parking structure.
b. Where permitted, surface parking lots shall incorporate landscaped islands with trees to break up the pavement and provide pedestrian refuge.
c. Parking lot lighting, pedestrian pathways and other street furniture should be used to create a comfortable, safe, and connected pedestrian environment.
d. The edges of parking facilities should receive architectural and design treatments to be consistent with the streetscape design and complement adjacent buildings.
e. The site planning of parking accessed from a rear laneway shall produce an attractive and safe rear lane streetscape, providing for both vehicular and pedestrian safety and landscape opportunities.
f. Loading, servicing and other functional elements should be integrated within the building envelope. Where this is not possible, these elements shall not be located adjacent to public spaces and shall be screened from view to avoid visual impact to the public realm or surrounding residential areas.
g. Garbage and recycling facilities shall be integrated within a building envelope, where applicable.
h. All major rooftop mechanical structures or fixtures including satellite dishes and communications antenna shall be suitably screened and integrated with the building, where feasible. Parapets may be utilized to accommodate such screening.

4.3.30 To promote sustainable forms of transportation, all *development* shall be required to:

a. Provide an appropriate level of bicycle parking to support increased active transportation goals;
b. Incorporate other forms of transportation demand management measures, such as shower and change room facilities for employees (as the case may be), car share/bike share facilities, wayfinding/trip planning guidance, etc.;
c. Design a minimum of 20 percent of the required parking spaces to permit the future installation of electric vehicle supply equipment.
d. Ensure that all required electric vehicle parking spaces are clearly identified and demarcated.

e. For mixed use development, provide shared vehicle parking.

4.4 Sustainability and Green Design

Climate Change and Green Design Objectives

a. Demonstrate innovative practices for green building design and technology while incorporating renewable and alternative sources of energy and district energy systems;
b. Promote energy conservation measures with site plan and urban design;
c. Maximize potential for passive and active solar energy capture through street alignment and building placements; and
d. Implement low impact *development* (LID) best practices.

General Policies

4.4.1 Sustainable *development* will be in accordance with Section 5.5.3 of the Clarington Official Plan and guided by this Secondary Plan, Priority Green *Development* Program, Community Benefits By-law, and other incentives, programs and policies.

4.4.2 Sustainable design *development*s including green building technologies and renewable energy sources will be in accordance with Section 5.5 of the Clarington Official Plan.

4.4.3 All new development shall be accompanied by a report demonstrating how the proposed development achieves the intent of the Sustainability and Green Design policies of this Secondary Plan.

Green Development and Green Infrastructure

4.4.4 The Municipality expects that new *development* and re*development* in Bowmanville West will continue to raise the standard for green development and shall include:

a. Measures that help to improve local air quality, including the provision of infrastructure to accommodate low carbon emitting vehicles, cycling and pedestrian infrastructure and landscaping treatments that help to reduce the urban heat island effect;
b. Measures that promote energy efficiency, renewable energy (e.g. solar readiness, on-site renewables), district energy and building resiliency (e.g. back-up generation);
c. Measures which protect water quality during construction, capture and manage rainfall to improve stormwater runoff quality on site and reduce demand for water through conservation measures (e.g. efficient fixtures and appliances and reusing non-potable water);
d. Measures which create landscapes that support tree growth, enhance urban forestry, include native species and support bio-diversity and include building designs which reduce potential for bird collisions/mortality; and,
e. Measures which reduce waste and increase diversion rates and make best use of recycled products which minimize the lifecycle impact to the environment.

Stormwater Management

4.4.5 As Bowmanville West grows, managing the impacts of increased built up and paved

areas and supporting stormwater management will be critical.

4.4.6 All new *development* and re*development* shall:

a. Assess stormwater management quality, quantity, erosion control and water balance for groundwater and natural systems during the *development* approval process to determine impact on the natural heritage system and environmental features.
b. Explore low impact *development* techniques, such as green roofs, permeable pavers, rain gardens and bio-swales to manage stormwater on-site.
c. Undertake stormwater management for all *development* on a volume control basis, ensuring the maintenance of recharge rates, flow paths and water quality;
d. Ensure high volume recharge areas maintain a pre-*development* water balance; and
e. Utilize an adequate volume of amended topsoil in all low- and medium-density dwellings to improve surface porosity and permeability over all turf and landscaped areas beyond three metres of a building foundation and beyond tree protection areas

Water Conservation

4.4.7 All new *development* and re*development* should consider the following measures to promote water conservation:

a. Utilize absorbing and filtering capacities of plants, trees and soil to protect water quality, decrease water runoff and maintain groundwater levels;
b. Utilize drought tolerant and diverse tree and shrub species for public and private landscaping including parks and streetscapes;
c. Promote use of porous or permeable materials for surfaces to manage stormwater run-off and promote groundwater quality; and
d. Encourage low impact *development* practices including bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system, and alternative filtration systems such as treatment trains and water conservation measures.

Energy Conservation

4.4.8 All new *development* and re*development* should consider the following measures to promote energy conservation:

a. Make strategic use of green roofs and cools roofs with high albedo materials to minimize heat absorption;
b. Strategic use of deciduous trees to reduce heat island effect with shading and evapotranspiration;
c. Promote solar capture for all seasons; and
d. Incorporate solar reflectance index of 29 minimum for light-coloured paving materials.

5 MOBILITY AND TRANSPORTATION INFRASTRUCTURE POLICIES

5.1 Mobility Objectives

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 Transit Station or other amenities in the area.
b. Plan for integrated mobility.
c. Design for universal accessibility and to accommodate accessibility requirements for all users.
d. Improve road safety for all users.
e. Establish a connected system of complete streets that creates multiple direct routes throughout the area.

5.2 General Mobility Policies

5.2.1 The provision of transportation infrastructure shall be consistent with Section 19 of the Clarington Official Plan and shall have regard for the standards and key public realm improvements identified in Section 4 of this Secondary Plan.

5.2.2 All road designs shall be consistent with Appendix C, Table C-2 of the Clarington Official Plan and confirmed through a Traffic Impact Study submitted as part of a *development* application.

5.2.3 The road network serving the Secondary Plan Area will be designed with *complete streets* principles to accommodate multiple modes of travel such as motorists, transit users, cyclists, and pedestrians. The road network will prioritize active modes of transportation and the needs of the most vulnerable users.

5.2.4 The planned street network for Bowmanville West shall be maintained and further extended using a street grid pattern.

5.2.5 Final route alignments and requirements for roads, trails, and other components of the mobility system shall be designed according to detailed planning and engineering studies at the time of applications for site plan approval or/draft plan of subdivision. This work shall be to the satisfaction of the Municipality in consultation with other agencies having jurisdiction.

5.2.6 Mid-block and additional connections not identified in **Schedule C** and **Schedule C-2** may be required to support permeability across Bowmanville West, and will be determined in collaboration with Municipality staff through the *development* review process.

5.2.7 The highly connected network of streets shall be supplemented by mid-block pedestrian connections to further enhance the pedestrian permeability of the area, the efficiency, and variety of pedestrian routes and access to transit.

5.2.8 Streets and mid-block connections are important parts of the public realm. In addition to serving as routes, they shall serve as public places in their own right and a venue for community life. They shall link the BWTC together, and with other public places create a public realm network.

5.2.9 The design of pedestrian paths, signals, and building accesses such as ramps and stairs shall be designed to support universal accessibility and be in compliance with the AODA

Design of Public Spaces Standard.

5.2.10 The Planned Mobility Network identified in **Schedule C-1** and **Schedule C-2** of this Secondary Plan is intended to create an interconnected multi-modal network, utilizing common routes leading to commercial and institutional uses as well as the Bowmanville GO Transit Station.

5.2.11 The Municipality may revise and update the Planned Mobility Network identified in Schedule C-1 and C-2 as the needs for the area evolve over the fullness of time. The Municipality may prepare a Transportation Study to identify any additional improvements required to support the area's development.

Arterial Roads

5.2.12 Bowmanville Avenue is a Type A Arterial Road and major regional transportation corridor, and is identified as a Local *Corridor* in the Clarington Official Plan. *Development* along Bowmanville Avenue shall be consistent with the policies of Chapter 10.6 of the Official Plan.

5.2.13 Regional Highway 2 bisects the Secondary Plan Area and is a Type B Arterial Road, in addition to being part of the High Frequency Transit Network. Green Road is also a Type B Arterial Road.

5.2.14 Generally no direct access to Bowmanville Avenue will be provided for any individual *development* proposal or residential land use. However, where feasible, right-in/right-out access may be permitted. Joint access will be mandated through the use of cross-access easements to reduce the overall number of access points along major roads.

5.2.15 Bowmanville Avenue shall have a boulevard Multi-Use Path (MUP) on the west side (for use by pedestrians and cyclists) and a sidewalk on the east side. Additional tree plantings and vegetated berms shall be incorporated into the road allowance or in adjacent areas.

5.2.16 *Development* in the Mixed Use High Density designation along Regional Highway 2 and Green Road shall include rear lane access. No driveway access is permitted along Regional Highway 2 or Green Road, with limited driveway access along Clarington Boulevard.

Collector Roads and Local Roads

5.2.17 The Collector Roads subject to the policies of this Secondary Plan are Stevens Road, Clarington Boulevard, Prince William Boulevard, Boswell Drive, Brookhill Boulevard, and Aspen Springs Drive.

5.2.18 Collector Roads shall have cycling facilities.

5.2.19 The complete Local Road pattern is generally identified on **Schedule C-1** of this Secondary Plan. Changes to the identified Local Road pattern shall not require an amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are achieved to the satisfaction of the Municipality.

5.2.20 Local Roads will have an interconnected street layout with multiple route choices to arterial and collector roads where transit routes and commercial areas are most commonly located, and shall be designed with universal accessibility in mind.

5.2.21 Local Roads will be designed to accommodate on-street parking and landscaping in the

boulevards. Sidewalks are encouraged on both sides of a Local Road.

5.2.22 The location and design requirements for Local Roads will be confirmed and implemented through *development* applications.

Future Local Roads

5.2.23 Future Local Roads identified on **Schedule C-1** are intended to be conveyed to the Municipality through a development agreement.

5.2.24 The design of Future Local Roads is intended to support safe and convenient access for all users, including pedestrians and cyclists, and will be designed to include additional land within the right-of-way to accommodate Future Linear Parks/Pedestrian Boulevards (where identified in Schedule A and B in this Secondary Plan).

5.2.25 The design considerations for these facilities will be guided by the policies in Section 4.2 of this Secondary Plan.

Rear Lanes

5.2.26 Public rear lanes are permitted and encouraged to support safe and attractive streets by eliminating the need for driveways and street-facing garages.

5.2.27 Public rear lanes can provide alternative pedestrian routes through a community and shall provide a safe environment for pedestrian and vehicle travel.

5.2.28 Public utilities may be located within public rear lanes subject to functional and design standards established by the Municipality.

5.2.29 Rear lanes shall be designed in accordance with the road classification criteria in Appendix C, Table C-2 of the Clarington Official Plan and include the following design standards:

a. Lanes shall allow two-way travel and incorporate a setback on either side of the right-of-way to the adjacent garage wall;
b. Lanes shall provide access for service and maintenance vehicles for required uses as deemed necessary by the Municipality and may include enhanced laneway widths and turning radii to accommodate municipal vehicles including access for snowplows, garbage trucks and emergency vehicles where required;
c. Laneways shall be clear of overhead obstruction and shall be free from overhanging balconies, trees and other encroachments.
d. Lanes shall intersect with public roads;
e. No municipal services, except for local storm sewers, shall be allowed, unless otherwise accepted by the Director of Planning and Infrastructure Services Public Works;
f. No Region of Durham infrastructure shall be permitted;
g. Lanes should be graded to channelize snow-melt and runoff;
h. The design of lanes shall incorporate appropriate elements of low impact design including permeable paving where sufficient drainage exists;
i. Lanes should be prioritized where development fronts onto an arterial or collector road network;

j. Access for waste collection and emergency service vehicles is to be accommodated;
k. Access to loading areas should be provided from rear lanes;
l. Appropriate lighting shall be provided to contribute to the safe function of the roadway as well as the safe and appropriate lighting of the pedestrian realm; and
m. Lighting should be downcast to reduce light pollution.

Public Transit

5.2.30 To facilitate the creation of a transit supportive urban structure, the following measures shall be reflected in *development* proposals, including the subdivision of land:

a. Transit supportive land uses and build form that are consistent with the policies of this Secondary Plan
b. Provision of a local road pattern and *active transportation* network that provides for direct pedestrian access to future transit routes and stops;
c. Transit stops located in close proximity to activity nodes and building entrances; and
d. Provision for transit stops and incorporation of bus-bays where appropriate into road design requirements.

Traffic Calming

5.2.31 Traffic calming will be achieved on local roads by:

a. Encouraging pedestrian-priority streets, woonerfs, or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists);
b. Designing streets that discourage vehicle speeding through complimentary streetscape design, building proximity to the street, and boulevard street tree planting;
c. Minimizing traffic lane widths; and/or
d. Minimizing the number of traffic lanes in the roadway.

Parking

5.2.32 On-street parking will be encouraged at appropriate locations on all roads, with the exception of Type A and Type B Arterial Roads, in order to provide for anticipated parking needs and to assist in calming traffic movement and thereby enhancing pedestrian safety.

5.2.33 Off-street parking for all uses shall be adequate to serve the use, and shall be designed to consider accessibility needs as well as access to transit and *active transportation* routes.

5.2.34 Subject to the findings and recommendations of a future Transportation Study conducted by the Municipality, on-street parking may be approved at certain locations for specified times of the day to satisfy a portion of the parking requirements of adjacent non-residential uses.

5.2.35 The Municipality may approve reduced parking standards where the Transportation Demand Management policies (Policy 5.2.42) of this Secondary Plan are addressed.

Planned Active Transportation Network

5.2.36 *Active transportation* within Bowmanville West shall be consistent with the policies of Section 18.4 of the Clarington Official Plan, and this Secondary Plan.

5.2.37 The planned active transportation network is illustrated on **Schedule C-2**.

5.2.38 The Streetscape Improvements indicated on **Schedule B** of this Secondary Plan indicate corridors that are planned to integrate *active transportation*, with on- and off-street facilities including multi-use paths, trails, sidewalks, separated cycle tracks, and on-street bicycle lanes.

5.2.39 Adequate provision will be made in the planning, design, and *development* of the Secondary Plan Area to ensure safe and efficient bicycle and pedestrian movement.

5.2.40 The *active transportation* network will connect to the street network and all major destinations, including the Bowmanville GO Transit Station, recreational areas, schools, and mixed use areas, and the surrounding neighbourhoods to provide convenient and safe access for all users.

5.2.41 *Active transportation* routes will include streetscaping elements such as trees, landscaping, and benches to support pedestrian and cyclist comfort and safety and enhanced accessibility for all residents.

Transportation Demand Management

5.2.42 The Municipality shall require that *development* applications include a Transportation Demand Management (TDM) Plan, prepared per the description in Appendix A of the Clarington Official Plan, and to the satisfaction of Clarington as well as the Region of Durham (where applicable). The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to increase transit use, cycling and walking. Where appropriate, the Municipality may approve reduced parking standards.

6 IMPLEMENTATION

6.1 General Implementation

Development Applications

6.1.1 Approval of *developmen*t applications shall be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of the required road and transportation facilities, *parks*, and *recreation* facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the *development*, based on the completion of the external road works, may be required by the Municipality of Clarington.

6.1.2 Approval of *development* applications shall also be conditional upon commitments from the appropriate authorities and the proponents of *development* to the timing and funding of required stormwater management, sanitary sewer, and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of *development*, based on the completion of external sewer and water services and flow monitoring, may be implemented if required by the Municipality of Clarington.

6.1.3 All *development* within the Secondary Plan Area shall be in accordance with the Urban Design and Sustainability policies of this Secondary Plan. Adjustments and further refinements may be considered at the *development* stage through submission of an Urban Design Brief which demonstrates how the objectives of the Urban Design and Sustainability policies are being achieved, to the satisfaction of the Municipality.

6.1.4 The Secondary Plan recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Secondary Plan that prior to the approval of any development application, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Durham costs) of developing the property are to be shared. The Municipality may also require, as a condition of draft approval, that proof be provided to the Municipality that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.

Studies and Application Requirements

6.1.5 Prior to the approval of *development* applications within parts of, or the entire, Secondary Plan Area, studies, plans, and assessments shall be completed in accordance with Clarington Official Plan and Durham Region Official Plan policies and requirements (as applicable).

6.1.6 *Development* within the Secondary Plan Area shall be consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction. An Energy Conservation and Sustainability Plan will be prepared by *development* proponents to outline the specific commitments for sustainability.

6.1.7 Every *development* application, as part of complete application and updated at the time of final approval, shall be accompanied by a policy implementation monitoring report that shall include details regarding the following, if applicable:

a. the *development* application area:

i. Net density by land use designation;
ii. Number and type of units in conformity to policies in Section 3 of this Secondary Plan;
iii. Total *development* application unit count;
iv. Estimated population;

b. For the entire Secondary Plan Area:
i. Overall density per hectare and by land use designation;
ii. Number of dwelling units by type;
iii. Number of units within the built-up area;

c. Amount/type of non-residential space and number of jobs;
d. How the application is implementing the housing policies of this Secondary Plan;
e. Number of purpose-built accessory apartments; and
f. Number of purpose built rental units.

6.1.8 The Municipality shall make available the most up-to-date data based on proposed and approved *development* in the Secondary Plan area referenced in Section 6.1.7 of this Secondary Plan.

6.1.9 The Municipality may undertake additional detailed planning for parks, community facilities and other public realm improvements in order to implement the Secondary Plan.

7 INTERPRETATION

7.1 General Interpretation

Consistency between the Secondary Plan and Other Policies of the Clarington Official Plan

7.1.1 It is intended that this Secondary Plan Area be developed in accordance with the policies of this Secondary Plan in conjunction with the applicable policies of the Municipality of Clarington Official Plan. Notwithstanding that intention, where there is a conflict between the principles, objectives, and/or policies of this Secondary Plan and the Official Plan, the principles, objectives, and/or policies of this Secondary Plan shall prevail, except in instances where are a more up to date Official Plan policy has been implemented to address implementation of the Official Plan or provincial conformity, or any other applicable matter.

Interpretation

7.1.2 Inherent to this Secondary Plan is the principle of flexibility. Policies shall be subject to interpretation without Amendment to this Secondary Plan, provided that the general intent and structure of the Secondary Plan are maintained to the satisfaction of the Municipality. As such, it is the intent of the Municipality to permit some flexibility in the interpretation of the policies, regulations, and numerical requirements of this Secondary Plan except where this Secondary Plan is explicitly intended to be prescriptive. The Urban Design and Sustainability policies in Section 4 of this Secondary Plan provide design principles and specific guidelines for both the public and private sectors, to assure the quality of design and *development* with respect to the character, quality, and form of *development* in Bowmanville West.

7.1.3 The boundaries between land use designations are to be considered approximate except where they coincide with existing roads, rail lines, utilities, or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained, to the satisfaction of the Municipality, minor boundary adjustments will not require an Amendment to this Secondary Plan.

7.1.4 *Development* within the Secondary Plan Area will be guided by the policies of this Secondary Plan, the Clarington Official Plan, the Zoning By-law, the Accessibility for Ontarians with Disabilities Act, and any other applicable guidelines or regulations.

APPENDIX A: POLICY ILLUSTRATION

Figure 1- 2 (Policy 4.3.10 a/b)

Tall buildings are defined as buildings with a height over 8 storeys. When carefully designed with appropriately sized podium and tower structures, tall buildings can become defining elements of any streetscape. The height of the podium and tower setback needs to be adequately designed to support a pleasant pedestrian experience at streetscape level. The podium must be designed with a minimum height of 10.5 metres (approximately 3 storeys) and a maximum height of 20 metres (approximately 6 storeys) in order to frame the streetscape and reinforce a human scale. Additionally, the tower portion of the building should be setback at a 3 metre minimum to ensure sunlight access to the street, space between adjacent towers and a differentiation between tower and podium.

Figure 1 Conceptual Illustration of Podium and Tower

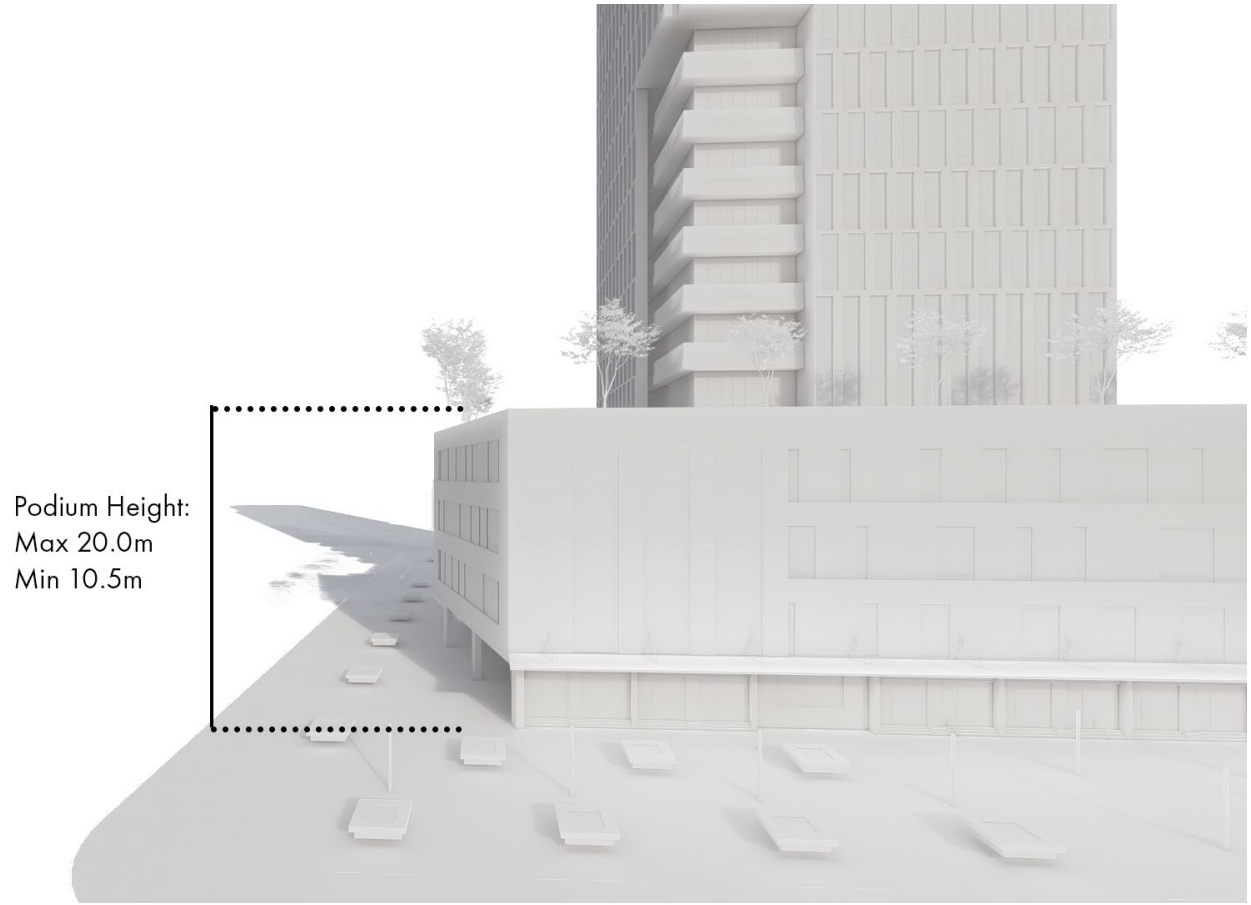


Figure 2 Conceptual Illustration of Tower Setback from Podium

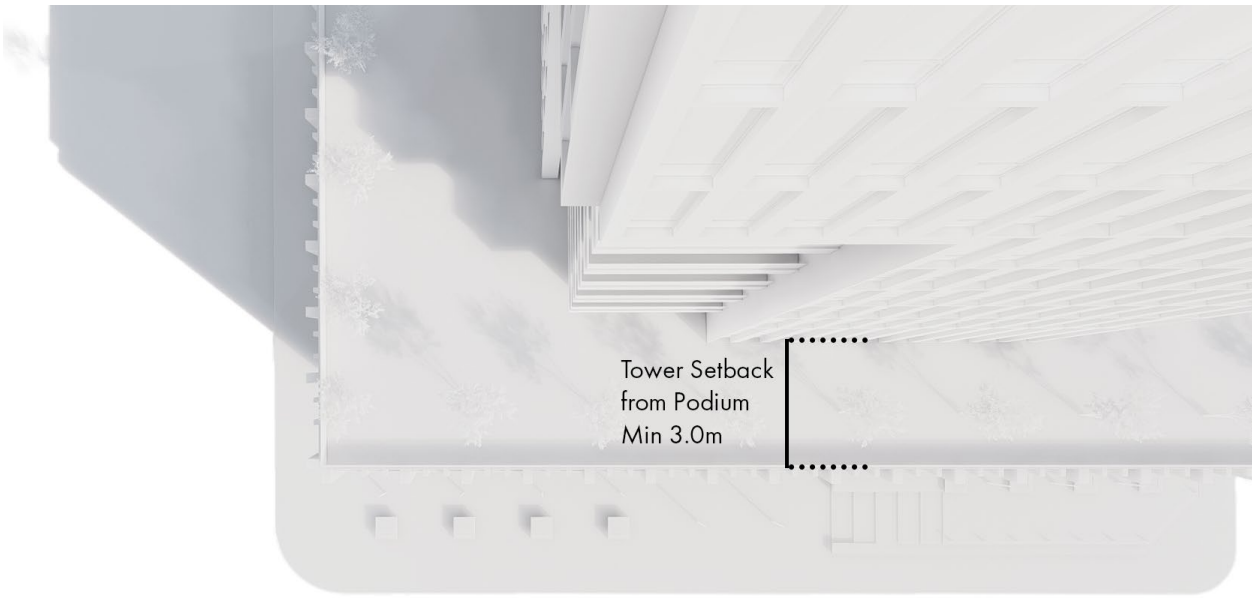


Figure 3 (Policy 4.3.11 a/b)

When tall buildings are constructed, they must interact favourably with existing tall buildings or any future development in order to allow for sky views, provide for privacy and minimize the shadow impacts of multiple tall buildings. As such, a 12.5 metre setback is required for the tower portion of the building from adjacent property lines. (where the adjacent site has permissions for a building greater than 6 storeys). This will allow for the required transition in height for the tall buildings. Additionally, a minimum tower separation of 25 metres (excluding balconies) is also required in order to provide for appropriate space between the two towers. Finally, the tower portion of the tall buildings must be slender and appropriately massed. Thus the tower must not exceed a massing of 750 square metres per floor (excluding balconies).

Figure 3 Conceptual Illustration of Tower Setback and Separation

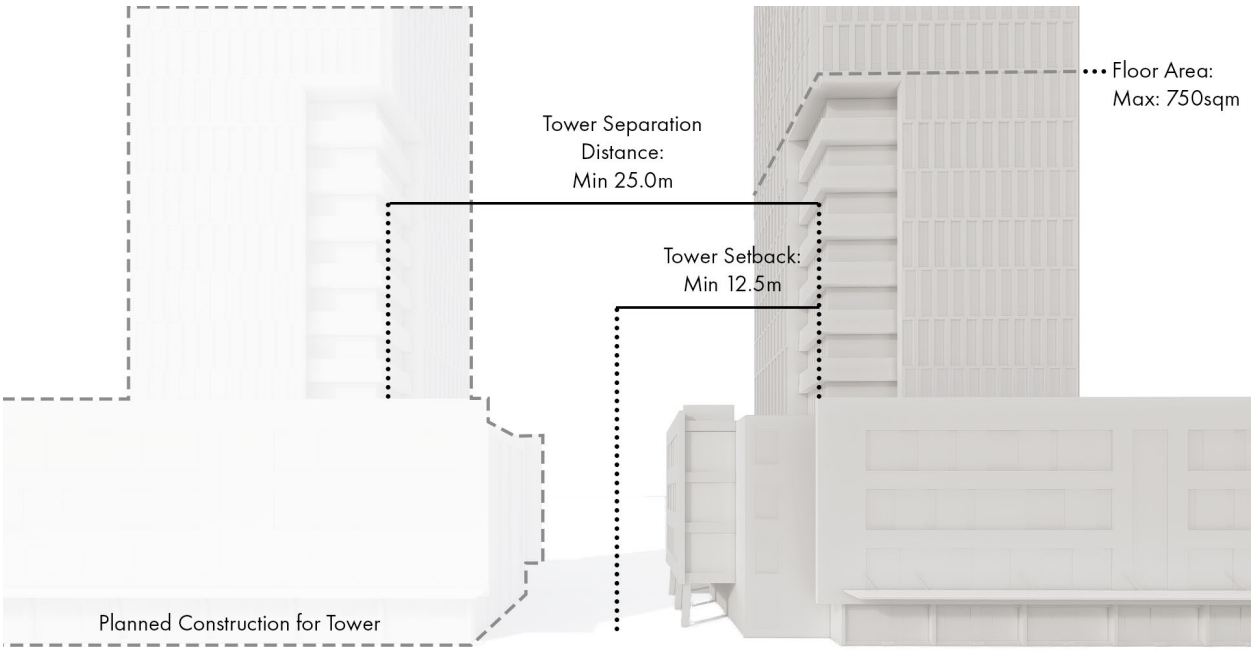
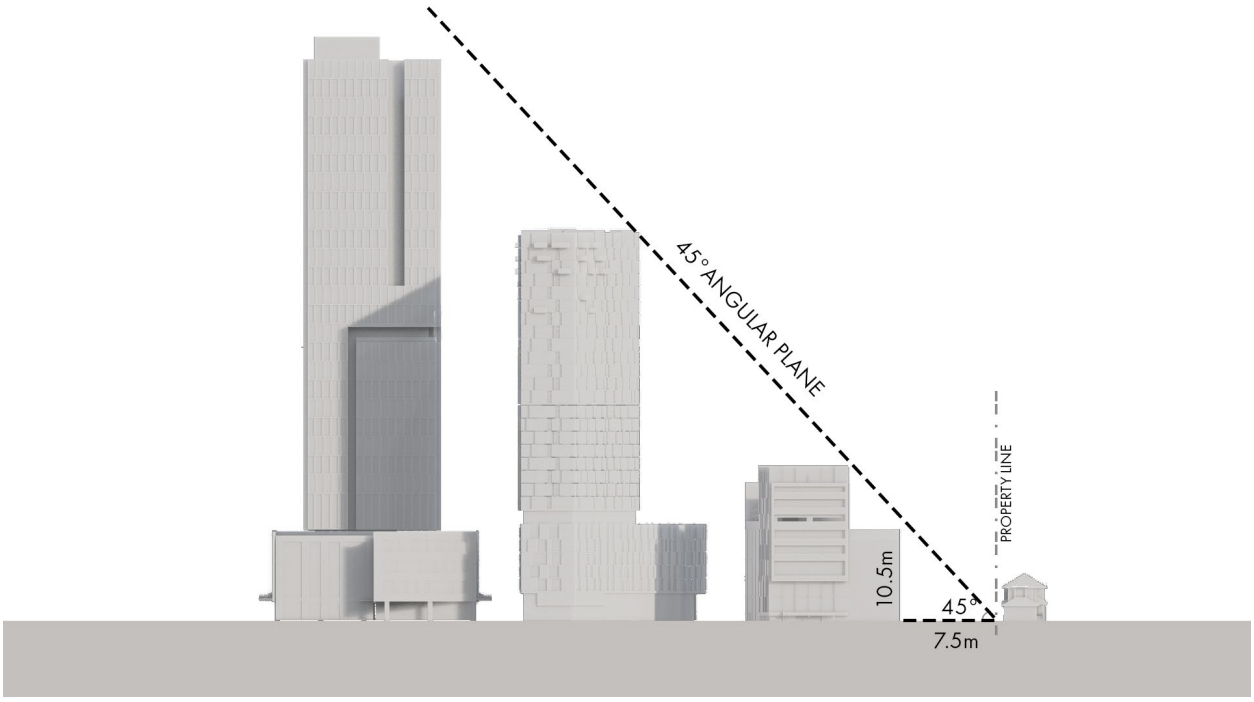


Figure 4 (Policy 4.3.18)

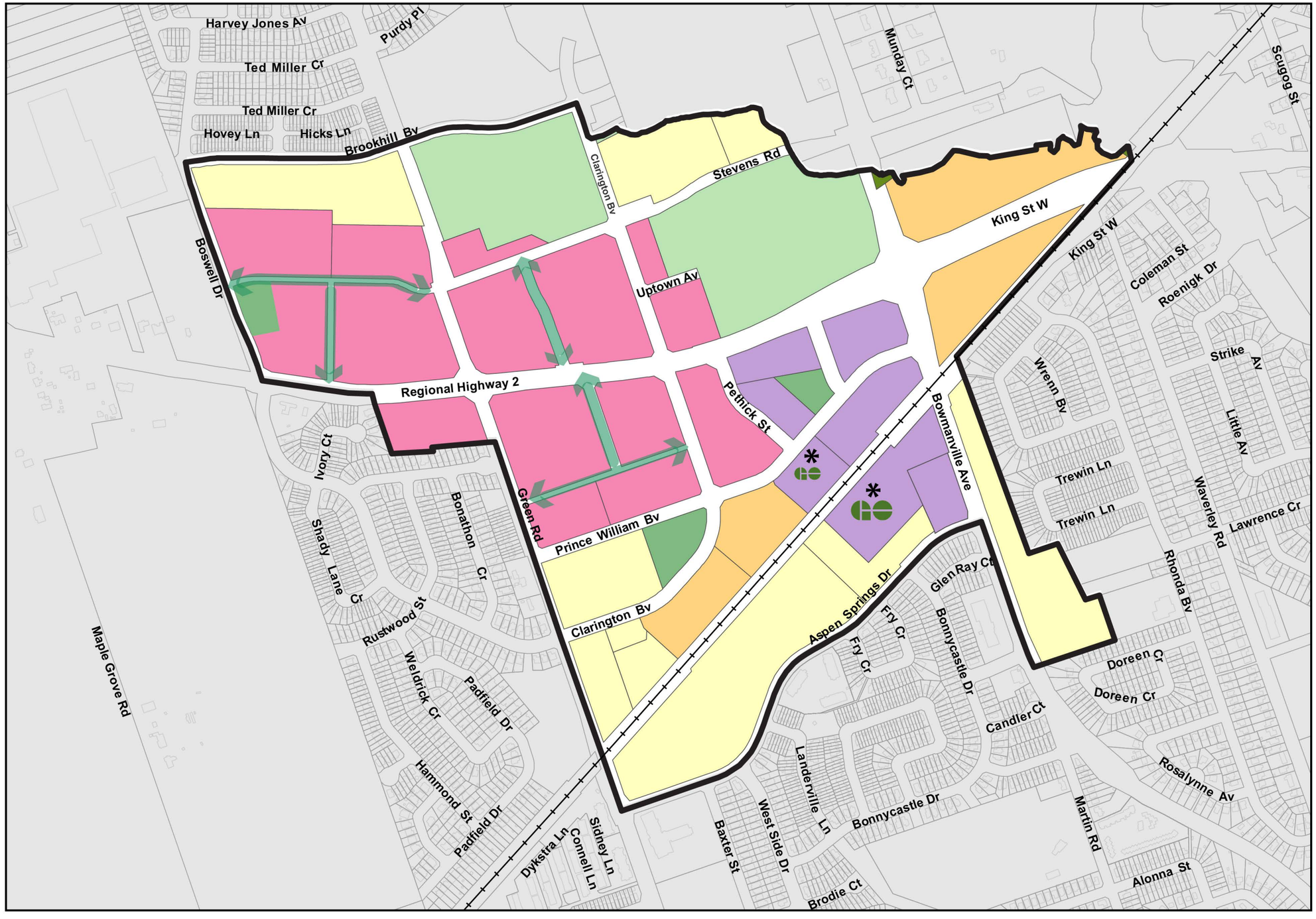
When tall or mid-rise buildings are proposed adjacent to low-density areas there must be provisions included in height and setback in order to minimize shadows and mitigate negative climate conditions. Therefore it is required that tall or mid-rise buildings must be planned with a 7.5 metre setback from the podium to the property line. This setback also accommodates space for pedestrians, landscaping and at-grade usage. The planned building must also follow a 45-degree angular plan from a height of 10.5 metres above the 7.5 metre setback line. The maximum height must not exceed a ratio of 1:1. This provides for an appropriate gradual transition from the property line.

Figure 4 Conceptual Illustration of a 45-Degree Angular Plane



BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

SCHEDULE A LAND USE PLAN



LEGEND

- Mixed Use High Density - Transit Station
- Mixed Use High Density
- Residential High Density
- Residential Medium Density
- Community Park
- Neighbourhood Park
- Natural Heritage
- Future Linear Parks/ Pedestrian Boulevards
- Project Area

NORTH

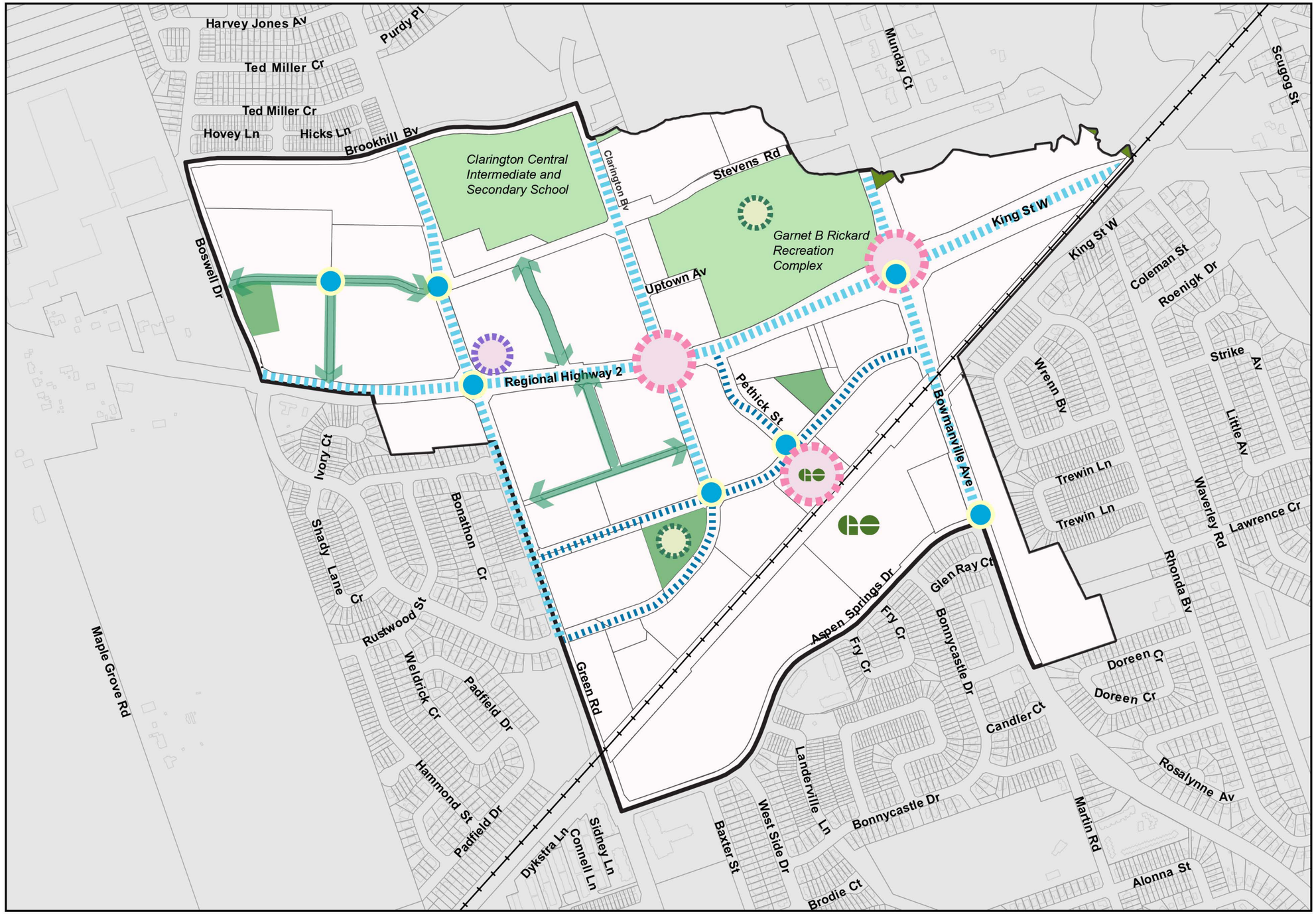
Scale 1:7,500

Meters

0 125 250 500

BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

SCHEDULE B PUBLIC REALM IMPROVEMENT



LEGEND

- Major Streetscape Improvement
- Minor Streetscape Improvement
- Potential Public Space Improvement
- Major Gateway
- Minor Gateway
- Pedestrian Safety Improvement
- Future Linear Parks/ Pedestrian Boulevards
- Community Park
- Neighbourhood Park
- Natural Heritage
- Project Area

NORTH

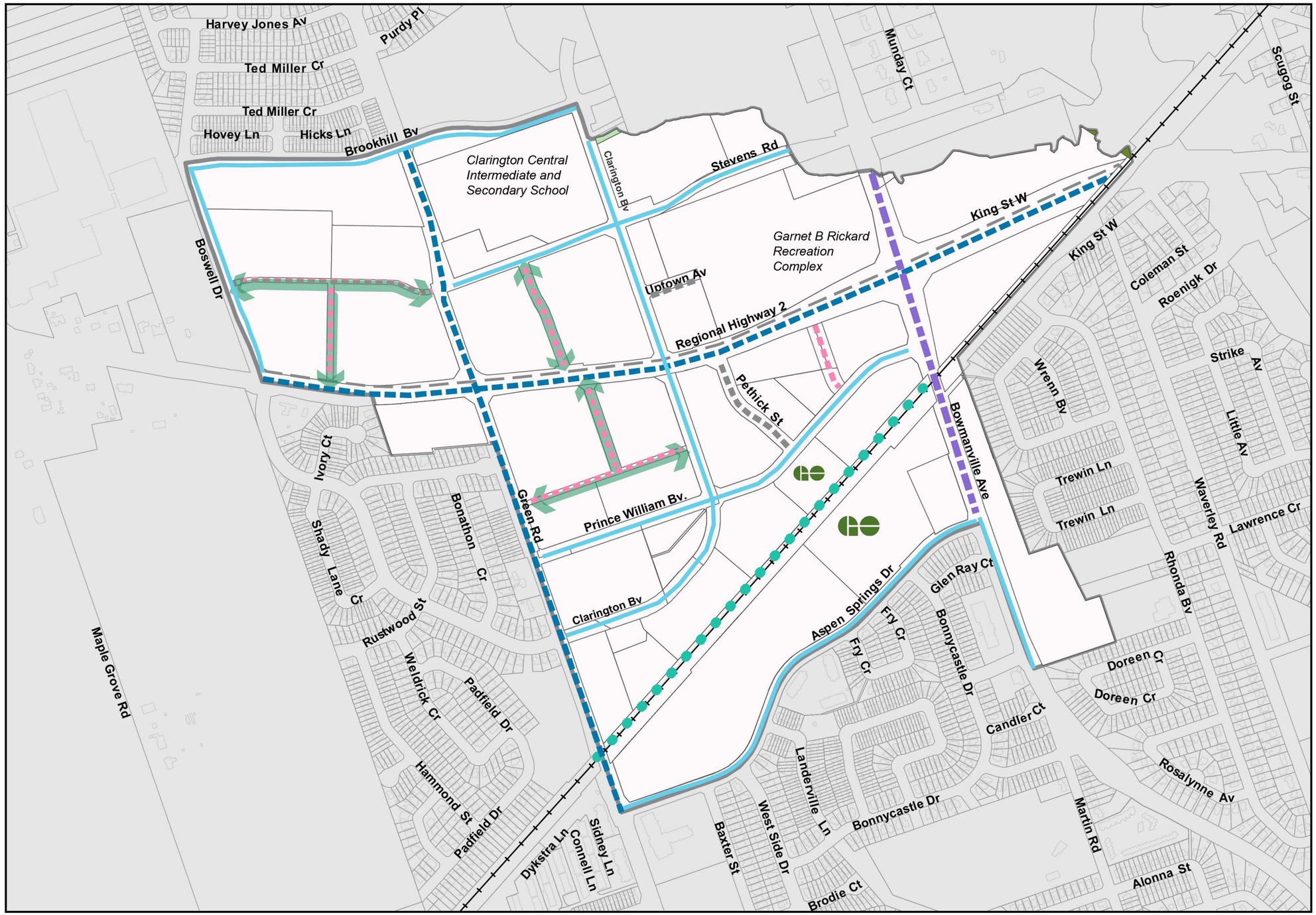
Scale 1:7,500

Meters

0 125 250 500

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

NORTH

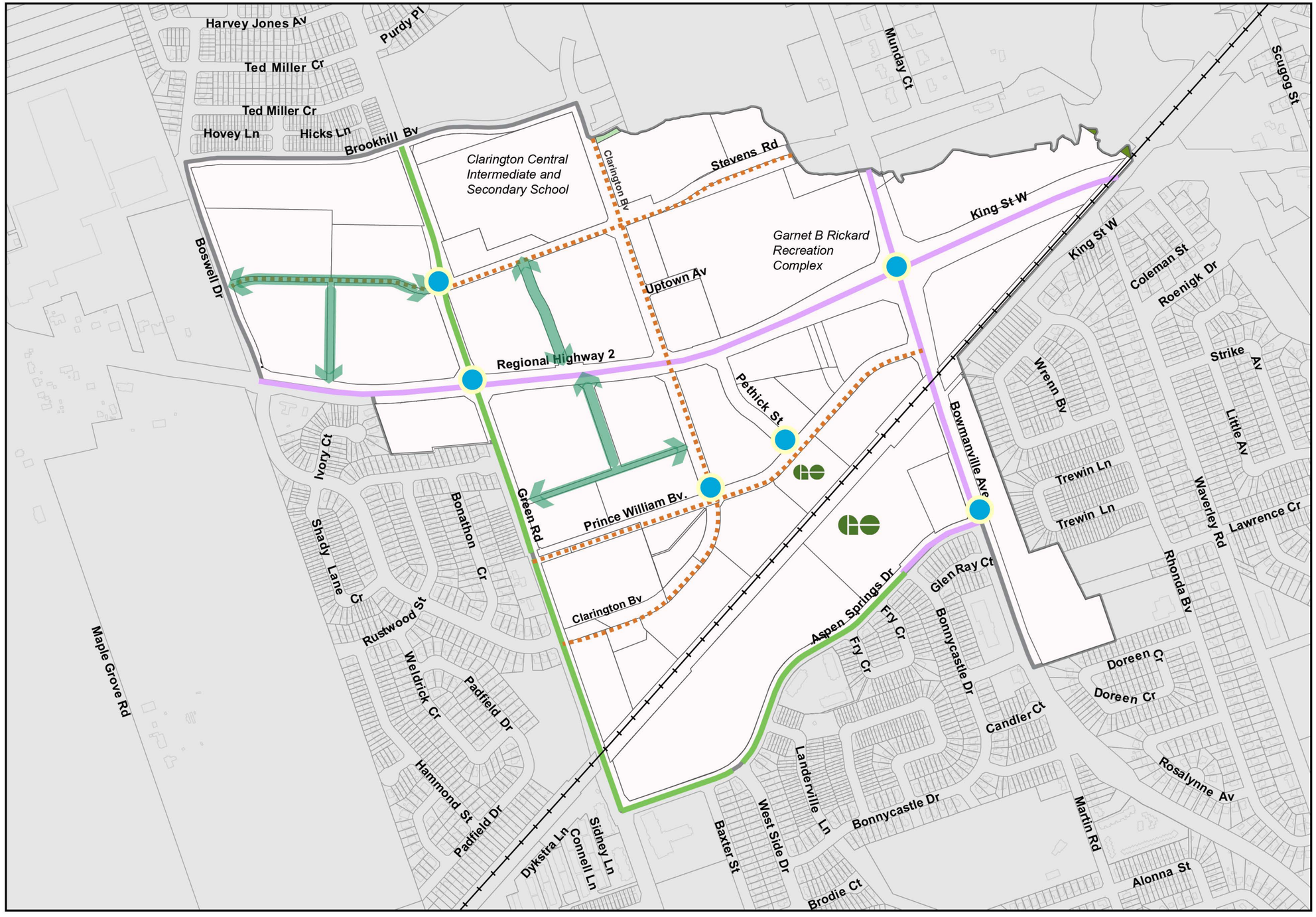
Scale 1:7,500

Meters

0 125 250 500

BOWMANVILLE WEST MAJOR TRANSIT STATION AREA SECONDARY PLAN

SCHEDULE C-2 ACTIVE TRANSPORTATION NETWORK



LEGEND

- Existing Cycling Lanes
- Planned Cycling Facilities
- Potential Cycling Improvement
- Pedestrian Safety Improvement
- Future Linear Parks/ Pedestrian Boulevards
- Study Area

NORTH

Scale 1:7,500

Meters

0 125 250 500