

Clarington

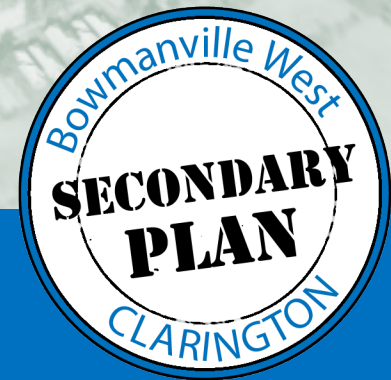
BOWMANVILLE WEST MAJOR TRANSIT STATION AREA

Secondary Plan

Public Information Centre #4: September 23rd, 2021

Virtual Engagement Event: Zoom Meeting

Event & Online Poll Summary





Acknowledgements

Municipality of Clarington Project Team

- Carlos Salazar, Manager of Community Planning & Design
- Amanda Tapp, Principal Planner
- Paul Wirch, Senior Planner
- Karen Richardson, Manager of Development Engineering
- Julia Pingle, Development Application Coordinator

Consulting Team

- Paddy Kennedy, Planning and Design Lead, Dillon Consulting Limited
- Zahra Jaffer, Planner, Dillon Consulting Limited



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If you have any questions about this report, please contact Amanda Tapp, Principal Planner, Municipality of Clarington, by email (BowmanvilleWest@clarington.net) or by phone (905-623-3379 ext. 2427).



1.0 Introduction

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.



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, obtaining meaningful feedback, 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 a diverse population and support sustainable growth now and into the future as the area evolves over time.

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 3, as shown in **Figure 2**. Three previous rounds of engagement were held:

- Public Information Centre 1: June 2018
- Public Information Centre 2 and Online Survey 1: June to October 2019
- Public Information Centre 3 and Online Survey 2: October 2020



Figure 2 Project Timeline

With the completion of the fourth Public Information Centre and online poll, as summarized in the following sections, the final step in the engagement process will be a public meeting to

present the draft Secondary Plan to Clarington Council for adoption. After Council adoption, the Secondary Plan will be sent to the Region of Durham for final approval.



3.0 Meeting Overview

The fourth and final Public Information Centre (PIC) was held on September 23rd, 2021 as a virtual event hosted on Zoom from 7:00pm-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.

The purpose of the PIC was to present the key directions and updated concept plans for the proposed land uses, building heights, and public realm improvements for the Bowmanville West Urban Centre Secondary Plan Area. This event was also an opportunity to obtain input that would help us refine these concepts and key design elements leading to the creation of 3D modelling of the project.

The event included a presentation delivered by the Municipality and consulting team retained for the exercise, Dillon Consulting Limited. This was followed by a question-and-Response (Q&R) panel session, with questions brought forward through the registration process as well as those submitted by participants during the meeting.

A total of 83 participants attended the virtual meeting.

A summary of the Q&R portion of the meeting is presented in the following section.



4.0 Question & Response Session Summary

The Panel assembled to respond to questions consisted of the following key project team members:

Municipality of Clarington Project Team

- Paul Wirch, Senior Planner
- Karen Richardson, Manager of Development Engineering

Consulting Team

- Paddy Kennedy, Planning and Design Lead, Dillon Consulting Limited

The session was facilitated by Zahra Jaffer, a Planner at Dillon Consulting Limited.

This section provides a summary of the Q&R session held following the presentation during the PIC. The questions were consolidated by theme in order to address as many of the key topics and concerns raised as possible.

Question: What is the planning horizon of this Secondary Plan? How many years out is the Secondary Plan designed for, and how long will it take for Bowmanville West to be fully built out?

- Response: The Secondary Plan is a long-range plan (over 20 years), and assumes that the private development will take a number of years to take shape, and will be guided by market demand. The intent is to proactively plan for the GO Train Station now and put in place a vision and framework to guide future development decision-making.

Question: How will parking be addressed as part of planning for the GO Train Station?

- Response: Parking on-site for the GO Station will be guided by Metrolinx's Station Access Guidelines, which is a document that lays out the design principles for a Station. The priority would be to minimize parking requirements by providing a range of ways for people to get to the Station (cycling, walking, by bus, etc.). This reduces the costs of maintaining parking as a component of the Station. The ultimate design, including parking, would also be determined in conjunction with the developer that Metrolinx partners with to develop the GO Station site. No specific timeline is currently available, but any updates can be accessed through the Metrolinx website for the Bowmanville Expansion, [here](#).

Question: Why is such a large amount of future growth and development being planned for Bowmanville West?

- Response: Like many communities across the Greater Golden Horseshoe, Bowmanville West is located in one of the fastest growing regions in North America. It is an attractive place to live, and the Province of Ontario directs the growth to go particularly where train service is available to support community growth. The challenge for Bowmanville West is to create a Plan that integrates growth planning with strong design guidance to maintain quality of life and support new growth to the area.



Question: How will the Secondary Plan ensure that there is enough green space and access to recreational areas for all residents, current and future?

- Response: As the Plan is further developed, the team can use various ways to calculate how much space will be needed for all new residents, and identify ways that the Municipality can ensure that there is sufficient open space and green space integrated into the development review process for all new applications.

Question: Traffic management is a key concern for many residents. How will the Municipality ensure that roadways in Bowmanville West are planned to accommodate all this new growth?

- Response: We need to plan for all of Bowmanville West comprehensively, looking at both Regional Roads (Bowmanville Avenue / Regional Road 57, Regional Highway 2) as well as Clarington roads (Green Road, Aspen Springs Drive) that are designed to accommodate more traffic. The intent is to monitor traffic on these roads and make improvements accordingly.

Current planned improvements include:

- Widening of Green Road to a 3 or 4 lane road (by approximately 2030, depending on rate of future development);
- Widening of Bowmanville Avenue to a four lane road with a sidewalk on the east side and multi-use path along the west (currently in design);
- Active transportation connections along Bowmanville Avenue and along King Street; and
- Intersection improvements at Regional Highway 2 and Bowmanville Avenue

The recently installed roundabout at Green Road and Boswell avenue is designed to support traffic calming.

Question: How is affordability defined in the Secondary Plan, and would there be specific targets for affordable housing that would be integrated into the Secondary Plan?

- Response: There are a number of ways that affordability can be defined. One way is to use 'market affordability', which could mean 30% below the average market price for a type of residence. Another kind is purpose-built housing that is designed for people who need additional support, and that would be built for a target population. A housing affordability study would need to be undertaken across Clarington to determine any specific targets. As the local housing authority the Region of Durham has a variety of ways to provide affordable housing, such as incentives for private developers to build affordable housing. Clarington Council has developed a toolkit that the Municipality can use to support affordable housing. Recently, Council has required that new development in high growth areas contribute towards a dedicated affordable housing fund that would then be used to support the creation of affordable housing.

Question: How will the policies in the Secondary Plan drive commercial and retail growth in Bowmanville West and maintain its commercial hub functions, in addition to other kinds of services such as banking, healthcare, etc. that will be needed?

- Response: The goal is to integrate commercial and retail functions into mixed use areas, to allow for more office and residential development in the same building and support growth. There is a good mix of commercial and retail types of uses in Bowmanville West today. The Plan will include policies to maintain and direct commercial functions along main roads in Bowmanville West.

The Plan will present Bowmanville West as an attractive place to do business for local residents as well as the wider community



Bowmanville West Major Transit Station Area Secondary Plan

just as previous plans have done. It is not our intent to create direct competition between Bowmanville West and the Downtown.

Question: How will the Secondary Plan consider the protection of natural heritage including trees, and plan for sustainability and resilience to climate change as the area grows?

- Response: There is a limited amount of existing natural heritage areas in Bowmanville West. All development located beside natural features will be required to ensure that the right measures are taken to protect these areas.

Clarington also has the 'Priority Green' development guidelines that promote sustainability including water and energy conservation practices. There are a number of certified 'green' buildings in Bowmanville West in the form of LEED (Leadership in Energy and Environmental Design) buildings including the Home Depot and Canadian Tire sites.

The Municipality will continue to work with developers to achieve higher environmental performance that meets Clarington's sustainability goals. This would also include things like bird friendly design for tall buildings, as well as providing infrastructure for electric vehicle parking, and bike parking. Best practices in design from other municipalities will help guide the development of the Secondary Plan.

Question: What are the next steps in the planning process, to finalize the Secondary Plan and get it approved?

- Response: The feedback we have received will be integrated into a draft Secondary Plan and Zoning By-law. These documents will be brought forward to a Public Meeting with Clarington Council in Spring 2022. The Public Meeting is another opportunity for the public to provide feedback to help refine the final policies and regulations. A Notice for the Public

Meeting will be shared with everyone on the project mailing list, including attendees at the previous PIC events.

Additional Questions

The following questions were not answered in-session due to time limitations, and as such responses are provided below.

Question: How will noise impacts from the new train service be managed? Trains currently blow their horns each time they pass level crossings.

- Response: At this time, there are no plans for traffic improvements to be made at the train crossings around Bowmanville West that will eliminate train horns. As a result, all new development will need to include noise studies to demonstrate that they conform with the Ministry of Environment requirements for noise levels.

Question: How will the planned development be funded? Is there Provincial funding available?

- Response: The GO Station development will be funded through Metrolinx, in partnership with a development partner. The details of this partnership and the timing of this development are not known at this time.

The Municipality and the Region will make infrastructure investments (i.e. road improvements) needed to support development. These improvements will be funded through the development charges levied for new development or redevelopment.

Question: Where is information available on proposed development in Bowmanville West?



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- Response: Development proposals can be found on the Municipality's website, at <https://www.clarington.net/en/business-and-development/Current-Development-Proposals.aspx>.

Question: How will the Municipality work with developers to support flexibility and help create interest and profitability of development through the Plan?

- Response: It is the Municipality's intent to develop policies that will support a high quality of design and achieves the growth target for the area of a minimum 150 people and jobs per hectare. The Secondary Plan and Zoning By-law will be developed to integrate design flexibility.

Question: Will there be any consideration for buildings taller than 18 storeys in strategic locations, such as immediately adjacent to the GO station lands were suitable transition to adjacent areas can be provided?

- Response: The intent of the Plan is to limit heights to 18 storeys to maintain consideration for the capacity of infrastructure to support development. The team will consider whether taller buildings in select locations may be feasible as the plan is developed.



5.0 Online Quick Poll Responses

A quick poll was set up to obtain input on some of the key directions to guide the policy development for the BWUC Secondary Plan. A total of 29 participants completed the survey.

Growth Planning Priorities

Question: Increased growth is coming to Bowmanville West. What is the most important priority in planning for that growth?

Responses:

Response Choices	Responses
Managing traffic	11
Including green space	10
Including schools and services	4
Providing jobs	0
Ensuring affordable housing options	0
Other (please specify)	4

Other responses to this question indicated the need for integrated transit planning, servicing for water and wastewater, and school access.

Housing Planning Priorities

Question: Which groups do you think will benefit the most from the new housing that will be created?

Responses:

Response Choices	Responses
New families moving to Clarington	16
Young people starting out on their own	13
People seeking income-g geared, affordable housing options	5
People downsizing their homes	4
People seeking barrier-free/physically accessible homes	3
Other (please specify)	2

Other responses to this question indicated the desire to see lower growth and concern about unaffordability of new development.



Benefits of Growth

Question: Which of the following changes to the area may create the greatest benefit to the community?

Responses:

Response Choices	Responses
New GO Station	17
New green spaces	3
Roadway improvements to relieve traffic and improve safety for all users	2
New transit and trail connections	1
Increased retail and services	1
More housing options	0
Other (please specify)	3

Other responses to this question indicated concern over feasibility of new green spaces and managing traffic given the scale of proposed development.

Growth-Related Challenges

Question: What change to the area may create the greatest challenge to the community?

Responses:

Response Choices	Responses
Managing traffic	15
Providing enough green space to go along with the new buildings	5
Providing appropriate distance and transition in height between new and existing buildings	2
Ensuring housing is affordable	2
Other (please specify)	3

Other responses to this question indicated concern over proposed density and access to community services and commercial/retail amenities to support a larger population.

6.0 Overall Summary

The following graphic provides an overall summary of feedback received from the four phases of engagement held to develop the Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan.

