

**Secondary
Plans**

BOWMANVILLE WEST TOWN CENTRE SECONDARY PLAN

MUNICIPALITY OF CLARINGTON OFFICIAL PLAN

BOWMANVILLE WEST TOWN CENTRE SECONDARY PLAN

1. PURPOSE

- 1.1 The Bowmanville West Town Centre comprises approximately 74 hectares of land on the north and south sides of King Street, generally between the CP Rail overpass and the east limit of the Urban Boundary. This area is intended to be complementary in function to the Bowmanville East Town Centre, which extends generally east from the Bowmanville Creek to Mearns Avenue along King Street.
- 1.2 Through the establishment of a mix of higher density uses, and the integration of residential, employment, cultural and community uses, the Bowmanville West Town Centre will serve as a focal point of activity, interest and identity for residents of the Municipality of Clarington. The purpose of the Secondary Plan is to establish goals, objectives and policies to guide the development of the lands in the West Town Centre.

2. GOALS

- 2.1 To establish the Bowmanville West Town Centre in a manner which will complement the strengths of the Bowmanville East Town Centre in creating a strong and vibrant activity centre for residents of Bowmanville, the Municipality of Clarington and the Region of Durham.
- 2.2 To establish the physical framework through the creation of a system of streets and public spaces, for more intensive development through reurbanization in subsequent phases of development in the West Town Centre.
- 2.3 To ensure a high quality of architecture and urban design in all phases of development in order to create a unique sense of place and foster social interaction in the West Town Centre.
- 2.4 To consider comprehensively market, land use, urban design and transportation objectives in consideration of any application for the development of land in the Bowmanville West Town Centre.

3. OBJECTIVES

- 3.1 Urban Structure/Land Uses
- 3.1.1 To provide for development at higher intensities than the adjacent residential neighbourhoods to foster animation and activity and maximize accessibility to public transit, including the proposed GO Station.
- 3.1.2 To provide for a full range of land uses, providing community facilities, employment and residential opportunities to foster a good live/work relationship.
- 3.1.3 To establish a framework for ultimate development through the identification of a public realm consisting of a grid street system, pedestrian/bicycle connections and public spaces.

- 3.1.4 To provide opportunities for a range of employment types including office, retail, service commercial and institutional.
- 3.1.5 To provide housing opportunities at medium and high densities to meet the changing housing requirements of the population of the Municipality of Clarington.
- 3.1.6 To provide a variety of retailing facilities which would complement the East Town Centre in serving regional and local retail needs as population growth occurs.
- 3.1.7 To control retail growth to safeguard the continued viability of the retail businesses and provide for on-going redevelopment in the East Town Centre.
- 3.1.8 To provide a comprehensive range of local and district community facilities.
- 3.1.9 To ensure that development occurs in a sustainable fashion, with a maximum emphasis on the integration of land uses, compact urban form, and the implementation of public transportation initiatives.
- 3.2 Open Space/Environmental Features
 - 3.2.1 To enhance the environmental, recreational and aesthetic quality of the West Town Centre through the preservation, restoration and enhancement of existing natural elements, notably the valley system associated with the Bowmanville Creek.
 - 3.2.2 To ensure the provision of adequate new park facilities for area employees and residents.
- 3.3 Transportation
 - 3.3.1 To promote and enhance the function of King Street/Highway 2 as the Main Street of the Bowmanville West Town Centre.
 - 3.3.2 To provide a connected grid of public and private streets to enhance movement and access options, reduce congestion and improve emergency access.
 - 3.3.3 To provide for the safe and efficient movement of people and goods, with particular emphasis on implementing public transportation services and facilities.
 - 3.3.4 To develop a pedestrian system which encourages safe circulation and bicycle movement within the West Town Centre and which provides safe and convenient movements to adjacent residential communities, the extensive valley system and other sectors of the Bowmanville Urban Area.

- 3.4 Urban Design
- 3.4.1 Distinct 'Sense of Place' - to create an urban character through high quality architectural treatments and site planning that provides visual interest at a pedestrian scale.
- 3.4.2 Connective Street Network – to provide an efficient grid street network as the basic organizational structure for the area. The grid street network should define an urban block pattern, provide maximum pedestrian, bicycle, and vehicular connectivity and route choices, and facilitate access to existing and proposed transit services.
- 3.4.3 Pedestrian Access – to ensure direct, safe and efficient pedestrian access supported by sidewalks situated along all roads and drive aisles, walkways located within parking areas, and designated crosswalks.
- 3.4.4 Urban Street Edge – to ensure development provides physical definition to streets and public spaces through appropriate placement and design of buildings, parking areas and landscaping, particularly along King Street/Highway 2, Clarington Boulevard, and Green Road.
- 3.4.5 Plan for Infill - to ensure that development initially permitted in accordance with this Secondary Plan is designed in such a way so as to facilitate redevelopment at greater intensity in the longer term. Block patterns for development should be designed to ultimately accommodate denser, mixed-use development.
- 3.4.6 Environmentally Sustainable – to ensure that development is designed to achieve a high degree of environmental sustainability.

4. LAND USE POLICIES

- 4.1 The land use designations for the West Town Centre shown on Map A of this Secondary Plan establish the general pattern for future development in the Secondary Plan area. The policies relating to these designations are set out in Sections 5 to 11 and the urban design policies of Section 13.
- 4.2 No expansion to the limits of the Bowmanville West Town Centre and no redesignation of additional lands for General Commercial or Street-Related Commercial is permitted prior to a comprehensive review of the Official Plan after 2011.
- 4.3 Retail Limits for the Bowmanville West Town Centre
- a) In order to ensure that retail and service development proceeds in a fashion that sufficient population exists to support the planned function of Town and Village Centres and to ensure ongoing redevelopment potential within the Bowmanville East Town Centre, new retail development in the Bowmanville West Town Centre will be linked to the growth of population in the Municipality of Clarington.

- b) The development of retail and service floor space in the Bowmanville West Town Centre will proceed in an incremental fashion. Until such time as the Clarington population reaches 91,000 persons, the maximum permitted retail and service floor space in the Bowmanville West Town Centre is as follows:

- | | |
|-------------------------|----------------------|
| i. Retail Floor Space | 73,000 square metres |
| ii. Service Floor Space | 7,000 square metres |

For the purpose of this section:

- Retail floor space includes department stores and stores selling department store type merchandise (e.g. apparel, home furnishings, sporting goods and hardware), supermarkets, specialty food stores, beer, liquor or wine stores, automotive products and home improvement stores.
 - Service floor space includes restaurants, personal service shops, rental stores, and financial institutions.
 - Floorspace not included in the above limits are medical or dental offices, business and professional offices, government offices, places of entertainment, private clubs, community facilities and gas stations.
- c) The following allocation of total gross leasable floor space, which includes retail, service and all other commercial floor space, is made:
- 18,600 square metres for the lands bounded by Clarington Boulevard, Prince William Boulevard, Green Road and Highway 2;
 - 8,000 square metres for the lands bounded by Clarington Boulevard, Prince William Boulevard, Pethick Street and Highway 2;
 - 4,000 square metres for the lands east of Clarington Boulevard, north of Highway 2;
 - 18,000 square metres for the lands bounded by Clarington Boulevard, the Stevens Road extension; Green Road and Highway 2;
 - 34,500 square metres for the lands north of Highway 2 between Green Road and Boswell Drive extension, provided that no more than 30,500 square metres is permitted in the General Commercial Area and provided that the zoning by-law shall contain restrictions to ensure that the first full year of operation of the retail and service floor area in the General Commercial Area shall not be earlier than 2008.

- d) Development of land will be released through site specific amendments to the Zoning By-law in accordance with the policies of this Plan. The implementing zoning by-laws(s) may incorporate restrictions on the type, amount and location of retail and service floorspace, minimum and maximum store sizes and other similar requirements to define the role of the Bowmanville West Town Centre in relation to historic downtowns and to implement the urban design and energy conservation objectives of this Plan.
- e) The floorspace limits identified in Section 4.3 (b) may be amended through a comprehensive review of the commercial floorspace in the Municipality. In addition to any other appropriate planning, urban design and traffic studies the Municipality shall conduct an independent market analysis, at the expense of the applicant for such permission, which addresses the following:
- the impact of development that has occurred in the Bowmanville West Town Centre since 2003 on the Bowmanville East Town Centre, including the historic downtown, and other designated Town and Village Centres in Clarington;
 - changes in consumer expenditure patterns from the patterns documented in previous studies; and
 - the anticipated impact of any proposed development(s) on the viability of existing retail and service uses in Clarington and the planned growth and function of Town and Village Centres.
- 4.4 In addition to the lands designated General Commercial and Street-Related Commercial, accessory retail and service commercial uses may be permitted on lands designated for Office Commercial, High Density Residential, and GO Station purposes, subject to the relevant Secondary Plan policies for those areas. Such accessory uses shall not be included in the consideration of retail thresholds established in Section 4.3 of this Plan.
- 4.5 Notwithstanding any other provision of this Plan, only two full-service banks or financial institutions are permitted in the Bowmanville West Town Centre.
- 4.6 For the purpose of Section 10.9.3 of the Official Plan and in consideration of land use and urban design objectives of this Plan, the intersections of King Street/Highway 2 with Regional Road 57, Clarington Boulevard and Green Road are prominent intersections, which Council deems to have important visual significance.
- 4.7 It is the policy of Council to encourage development proponents and retailers in the West Town Centre to enter into collaborative arrangements with retailers and business associations in the East Town Centre with respect to the marketing and promotion of both Town Centres.

5. GENERAL COMMERCIAL

5.1 Purpose

Lands designated General Commercial on Map A of this Secondary Plan are intended to provide specific areas dedicated to concentrations of larger format retail activities in the West Town Centre. It is intended that retail development in the West Town Centre be phased in so as to ensure that retail growth in this area complements existing businesses and potential commercial development in the East Town Centre.

5.2 Policies

5.2.1 The permitted uses shall be:

- a) Certain retail and services uses such as: department stores, food stores, general retail stores, convenience retail stores, video stores, retail liquor stores, restaurants, taverns, barber shops, beauty salons, dry cleaners, art studios, travel agencies and financial institutions. For the purpose of clarity, retail and services uses do not include a large format home improvement centre.
- b) Privately operated recreational and cultural facilities including movie theatres, bowling alleys and other places of entertainment; public buildings and community uses, including social, recreational and cultural facilities; business or training schools, day care and nursery facilities.
- c) Business, professional and/or administrative offices so long as they are located on the second or upper levels above ground floor retail uses.
- d) Notwithstanding 5.2.1 a) and 6.2.1 a) a large format home improvement store having a maximum total floor space of 9,175 square metres is permitted on the lands designated General Commercial and Street-Related Commercial located on the west side of Clarington Boulevard and the south side of Stevens Road extension subject to the following:
 - i. The home improvement store will be certified under the LEED Rating System;
 - ii. The exterior walls of the store will be finished with brick and stone pre-cast panels;
 - iii. The enclosed garden centre/outdoor display area shall not exceed 1630 square metres and the seasonal garden centre shall not exceed 930 square metres;
 - iv. The enclosed outdoor storage area shall not exceed 820 square metres;
 - v. Any enclosed garden centre/outdoor display area and the outdoor storage area located along the street-edge will contain a high quality finish comprising decorative fencing and pre-cast panels similar to the main building;

- vi. No outdoor storage and display is permitted outside of the fence enclosed garden centre/outdoor display area save and except for an outdoor display area no greater than 80 square metres adjacent to front entrance of the building, provided there is no display or storage of building materials, dumpsters, sheds or large equipment;
 - vii. The provisions of Section 13.2.2 shall not apply;
 - viii. The street edge of Clarington Boulevard shall be defined with high quality landscape treatment including seating areas and the provision of a decorative fencing consistent with the architectural character of the building; and
 - ix. Notwithstanding 13.3.1, the primary building façade shall contain 20% transparent glazing and the rear building façade on Stevens Road shall contain 10% transparent or opaque glazing.
- 5.2.2 Maximum density for General Commercial lands shall be 0.5 f.s.i., calculated on the net development parcel.
- 5.2.3 Notwithstanding the foregoing, residential uses may be permitted in combination with retail uses subject to a maximum residential density of 80 units per hectare. The maximum combined density on the site shall not exceed 1.0 f.s.i., calculated on the net development parcel.
- 5.2.4 Council may consider limitations on the size of large format stores with the objective of encouraging compact built form and energy efficient buildings.
- 5.2.5 The following policies shall apply to the development of lands designated General Commercial in the West Town Centre:
- a) Development will comply with the applicable Urban Design Policies of Section 13.
 - b) Where commercial uses are proposed adjacent to residential areas, particular regard shall be had for the implementation of appropriate buffering mechanisms to eliminate potential conflicts arising from noise, emissions and loss of view. Buffering may be achieved through sensitive architectural design in conjunction with the use of walls, fences, planting and/or other attractive streetscape elements.
 - c) It is the intention of this Plan that a new public street or streets forming part of a grid system of public streets shall be established on portions of the major surface parking area associated with the retail facility on the parcel of land bounded by King Street, Clarington Boulevard, Prince William Boulevard and Green Road at such time as, or after, development of the lands occupied by the retail facility is proposed in excess of the gross leasable floor area of 21,370 square metres and which new public street or streets the Municipality considers to be desirable as an addition to the grid system. The additional development in excess of 21,370 square metres of gross leasable floor area will be located on appropriately-sized blocks created by the grid system of public streets. Until ownership is acquired by the Municipality, the development of the future rights-of-way should resemble a public road in function and appearance and no buildings shall be permitted to encroach upon it.

- d) In order to facilitate the implementation of this policy and the policy contained in Section 15.2.3, the Municipality shall acquire either ownership of or the right to require the future transfer of rights-of-way to the Municipality that the Municipality considers to be desirable for the establishment of an appropriate grid of public streets.

6. STREET-RELATED COMMERCIAL

6.1 Purpose

Lands designated Street-Related Commercial on Map A of this Secondary Plan are intended to provide specific areas dedicated to smaller scale, pedestrian-oriented retail and personal service uses, in particular uses that contribute to an active street life such as cafes, restaurants and smaller shops.

6.2 Policies

6.2.1 The permitted uses shall be:

- a) Retail and service uses, including: specialty food stores, general retail stores, convenience retail stores, video stores, retail liquor stores, restaurants, taverns, barber shops, beauty salons, dry cleaners, art studios, travel agencies and financial institutions provided that:
 - i. any one store has a maximum leasable floor area of 1000 square metres; and
 - ii. no drive-through facility is permitted;
- b) community uses, including social, recreational and cultural facilities; business or training schools, day care and nursery facilities;
- c) medical offices, business, professional and/or administrative offices provided they are located on the second or upper levels above ground floor; and
- d) residential dwelling units provided they are located on the second or upper levels above the ground floor.

6.2.2 The following policies shall apply to the development of lands designated Street-Related Commercial in the Bowmanville West Town Centre:

- a) Highway 2 and Clarington Boulevard shall provide a focus for commercial development in the Bowmanville West Town Centre. The implementing Zoning By-law and the Urban Design policies provide direction regarding the relationship of buildings to the street, landscape treatment, and parking areas as required to achieve a high quality pedestrian retail environment.
- b) Notwithstanding Section 6.2.1 a) i, Council may consider additional store size limits on a site specific basis to distinguish the role of street-related retail development between in the Bowmanville West Town

Centre and to mitigate the impact on historic downtowns and the Bowmanville East Town Centre.

- c) Buildings shall be designed to be located generally at grade with the adjacent sidewalk on the public or private street.
- d) Access to parking and loading facilities shall be established which will minimize disruption to the pedestrian use of the streets. Adequate, well-designed off-street parking, loading and service areas shall be required on the site of each commercial development.
- e) Development will comply with the applicable Urban Design Policies of Section 13.

6.2.3 Notwithstanding any other provision in this Plan, lands located at the northeast corner of Clarington Boulevard and Uptown Avenue and described as Part 4 on Plan 40R-16730 shall only be used for the purposes of a parking lot associated with adjacent commercial uses.

7. OFFICE COMMERCIAL

7.1 Purpose

The Office Commercial designation accorded those lands at the intersection of King Street and Regional Road 57 is intended to provide appropriate office employment opportunities in addition to residential and commercial uses at a highly visible location in the West Town Centre.

7.2 Policies

7.2.1 The permitted uses shall be:

- a) Office uses including: corporate; business; professional; administrative; and government offices.
- b) Hotel and convention facilities.
- c) Institutional and community uses including social, recreational, educational and cultural facilities; day care and nursery facilities.
- d) Retail and service uses provided they are accessory to the primary office use, are located on the ground floor of such building and the gross leasable floor area does not exceed 20% of the ground floor area of such building or 200 square meters whichever is the lesser. Any amendment to the Zoning By-law to permit additional accessory ground floor retail and service floor space greater than 200 square metres shall be subject to the retail threshold policies of subsection 5.2.4 of this Plan.
- e) Residential dwelling units up to a maximum of 150 units per hectare on the net development site.

7.2.2 Maximum density for Office Commercial lands shall be 1.0 f.s.i. Where residential uses are provided in conjunction with office or retail and service uses, the maximum combined density permitted shall be 1.5 f.s.i.

- 7.2.3 Lands designated for Office Commercial uses are considered to be landmark locations within the West Town Centre. The architectural and landscape treatment of development on these lands should be of the highest quality, reflecting the importance of these sites.
- 7.2.4 The following policies shall apply to the development of lands designated Office Commercial:
- a) Where commercial uses are proposed adjacent to residential areas, particular regard shall be had for the implementation of appropriate buffering mechanisms to eliminate potential conflicts arising from noise, emissions and loss of view. Buffering may be achieved through sensitive architectural design in conjunction with the use of walls, fences, planting, and/or other attractive streetscape elements.
 - b) Access to parking and loading facilities shall be established with minimum disruption to the pedestrian use of the streets. Adequate, well-designed off-street parking, loading and service areas shall be required on the site of each commercial development.

8. RESIDENTIAL

8.1 Purpose

It is envisaged that residential uses will be developed within the West Town Centre at higher densities than the adjacent residential neighbourhoods in order to expand the range of housing types available within the municipality and to take maximum advantage of existing and future public transit opportunities to minimize use of the private automobile.

The Mid Rise High Density Residential designation has been accorded those sites in closest proximity to the future GO Transit station whereas a Low Rise High Density designation is provided for on lands north of the General Commercial, west of Green Road. A Medium Density designation has been accorded the remaining residential lands which are located on the periphery of the West Town Centre, in closest proximity to existing and future low density residential areas.

8.2 Policies

8.2.1 The permitted uses shall be:

- a) Residential dwellings shall be the predominant use permitted on lands designated Residential on Map A of this Secondary Plan.
- b) Certain home occupation uses which are compatible with the surrounding uses subject to the inclusion of appropriate provisions in the Zoning By-laws.
- c) Institutional and community facilities including social, recreational, educational and cultural facilities; day care and nursery facilities.
- d) Park and open space uses.

- e) Limited retail and service uses may be permitted on the ground floor of residential apartment buildings.
- 8.2.2 Medium Density Residential
- a) Development on lands designated Medium Density Residential shall be a minimum of 31 and a maximum of 60 units per net residential hectare.
- b) Permitted dwelling types shall include: townhouses; stacked townhouses; and low rise apartment buildings not exceeding three storeys in height.
- 8.2.3 Low Rise High Density Residential
- a) Development on lands designated Low Rise High Density Residential shall be a minimum of 50 and a maximum of 80 units per net residential hectare.
- b) Permitted dwelling types shall include: townhouses; stacked townhouses; and low rise apartment buildings not exceeding six (6) storeys in height.
- 8.2.4 Mid-Rise High Density Residential
- a) Development on lands designated Mid Rise High Density Residential shall be a minimum of 50 and a maximum of 300 units per net residential hectare.
- b) Apartment buildings may be up to twelve (12) stories in height.
- 8.2.5 The following polices shall apply to the development of lands designated for residential purposes in the Bowmanville West Town Centre.
- a) A minimum of 30% of housing units within the West Town Centre shall be affordable.
- b) Development will comply with the applicable urban design standards of Section 13 and the energy conservation policies of Section 14.
- c) Indoor and outdoor amenity areas shall be provided in accordance with the Municipality's *Amenity Guidelines for Medium and High Density Residences*.
- d) Appropriate separation from the railway corridor is necessary through:
- the creation of a 30 metre setback as required by the CP Rail guidelines;
 - the inclusion within that setback of a 10 metre landscaped zone adjacent to the railway corridor to include landscape elements; and
 - the design and siting of buildings so as to minimize visual and noise impacts from the railway corridor.

- e) Secured communal storage rooms and bicycle storage rooms should be provided in apartment buildings.
- f) Parking for all residential units generally shall not be located in the front of buildings and shall utilize alternate means such as below grade parking or garages at the rear of the dwellings accessed from laneways.

9. COMMUNITY FACILITIES

9.1 Purpose

It is intended that the West Town Centre provide a focus for a range of local and district community facilities. Community facilities may be located on parcels so designated or on residential or commercial parcels.

9.2 Policies

9.2.1 The permitted uses shall be:

- a) Public recreation facilities and community parks.
- b) Public and private schools.
- c) Religious institutions including places of worship and assembly halls.
- d) Hospitals and convalescent homes.
- e) Housing for persons with special needs including the elderly.
- f) Municipal facilities including fire and police stations.

9.2.2 Maximum density for buildings developed for community or institutional purposes shall be 1.0 f.s.i.

9.2.3 Community facilities located adjacent to residential uses shall be designed and developed in such a way as to minimize potential adverse impacts on the residential uses from traffic, noise and lighting.

10. ENVIRONMENTAL PROTECTION AREA AND PARKS

10.1 Purpose

The West Town Centre contains an Environmental Protection Area and two Neighbourhood Parks. These public spaces are generally intended to serve both the active and passive recreation needs of residents of the Municipality of Clarington, and in the case of the neighbourhood parks, future residents of the West Town Centre.

10.2 Policies

10.2.1 The permitted uses on land designated Environmental Protection Area shall be:

- a) Recreational trails.
 - b) Conservation related uses.
 - c) Essential public and private utilities, provided they are sited in such a way as to minimize impacts on natural systems.
- 10.2.2 The lands designated Environmental Protection Area within the West Town Centre comprise a portion of the valley lands associated with the Brookhill Tributary of the Bowmanville Creek. The boundaries shown on Map A of this Plan are not precise and shall only be used as a guideline. More precise boundaries, including buffer areas and top-of-bank setbacks shall be delineated in the Zoning By-law in consultation with the Conservation Authority and the Ministry of Natural Resources.
- 10.2.3 The general location of Neighbourhood Parks in the West Town Centre are shown on Map A of this Plan. Their exact locations shall be determined in the Zoning By-law in conjunction with the site plan and subdivision approval processes.
- 10.2.4 It is the Municipality's policy to have a small publicly accessible square established at an appropriate location on the north side of Highway 2 between Clarington Boulevard and Green Road.
- 10.2.5 Additional parkland may be required to be conveyed to or may be acquired by the Municipality in accordance with the *Planning Act* and other applicable legislation.

11. GO STATION

- 11.1 Purpose
- The GO Station Area designation on Map A of this Plan is intended for the development of a GO transit station.
- 11.2 Policies
- 11.2.1 The permitted uses shall be a GO Station and associated public transit facilities. Convenience commercial uses may also be permitted up to a maximum of 500 square metres in association with the proposed transit station.
- 11.2.2 The Municipality will work with GO Transit, the Region of Durham and the landowners to ensure the development of this site for a GO Rail Station and transit terminal.

12. STORMWATER MANAGEMENT FACILITIES

- 12.1 Notwithstanding any other policies of this Plan, stormwater management facilities may be located in any land use designation, provided they are compatible with adjacent lands uses. Stormwater management ponds shall be designed and built in such a fashion that they provide a high quality amenity feature.

13. URBAN DESIGN POLICIES

13.1 Purpose

Achievement of the Municipality's urban design vision for Bowmanville West Town Centre is of the highest priority. In order to ensure this vision is achieved the Plan provides for levels of design policies:

- a) Urban Design Objectives, found in Section 3.4 of the Plan are broad statements of the intent and key aspects of the design policies;
- b) Detailed Site Design Policies for Commercial Development in Section 13.2 relate to a variety of site development issues including parking, buffering, landscaping, pedestrian access, service areas and signage;
- c) Building Design Policies for Commercial Development in Section 13.3 deal with elements of building form and design;
- d) Site and Building Design Policies for Residential Development in Section 13.4 deal with a variety of site development and building form and design issues;
- e) The Demonstration Plan in Schedule A is a plan for the Bowmanville West Town Centre demonstrating an application of the urban design policies. Illustrated Urban Design Policies in Schedule B provide explanations or examples of the application of the urban design policies.

Urban design principles, detailed site design criteria and building design policies are provided by this Plan in order to assist in the evaluation of development proposals through the integration of rezoning and site plan processes.

13.2 Detailed Site Design Policies for Commercial Development

13.2.1 Street and Pedestrian Network

- An open grid of public and private streets, and major private lanes will form the basic organizational structure for the area which should define an urban block pattern, provide maximum pedestrian, bicycle, and vehicular connectivity and route choices, and facilitate access to existing and proposed transit services.

- The street network will form a key component of the public realm and should be characterized by high quality streetscaping and landscape treatments.
- Where commercial uses front on a public or private streetline, sidewalks should continue to the building face.
- Sidewalks abutting King Street /Highway 2, and Clarington Boulevard should have a minimum width of 3.0 metres.
- Sidewalks will be provided on both sides of all public streets and a minimum of one side of all private streets.
- Sidewalks and walkways abutting the front façade of larger format stores shall have a minimum width of 3.5 metres.
- Sidewalks and walkways should promote active and safe pedestrian activity and stimulate visual interest. All sidewalks and walkways fronting commercial uses shall include in-ground trees generally planted 6.0 to 9.0 metres on centre, pedestrian scale lighting, and street furnishings such as garbage receptacles, and possible outdoor merchandise displays and selling areas.
- All sidewalks fronting other non-commercial uses shall include in-ground trees generally planted 6.0 to 9.0 metres on centre within the grassed landscape boulevard, pedestrian scale lighting, and street furnishings such as garbage receptacles.
- The use of special paving treatment is encouraged at focal points including building entrances, squares, and through block connections.
- Clearly designated pedestrian crossings should be provided at the intersection of all public and private streets and major private laneways. Pedestrian crossings should be marked with line painting or surface material variation and should be at least 3.0 metres wide.
- Private streets shall be located on a suitable right-of-way to allow for their future conversion to public streets. Wherever possible private streets shall be designed and constructed to municipal road standards similar to Local Commercial Streets as shown in the *Functional Engineering and Streetscape Implementation Plan: Bowmanville West Town Centre (September 1995)*. Private streets will appear and function as an extension of the overall public street network. The municipal street lighting design standard for public streets in the Bowmanville West Town Centre will be used on private streets.

13.2.2 Building Orientation and Site Layout

- Buildings will be organized to define and frame abutting public and private streets as a first priority; and, to define and frame major private laneways, internal drive aisles, sidewalks, parking and amenity spaces as a second priority.
- The large format “super block” will be broken into functionally and visually smaller units by major private laneways and internal drive aisles, a network of connected walkways, and landscaping.
- Building setbacks shall be reduced to minimize distances between building entrances and abutting public street sidewalks; to establish a consistent built form edge; and to allow for the development of a significant streetscape contributing to the identity and amenity of the area. Maximum building setbacks from the property line on public streets are generally as follows:
 - King Street/Highway 2: 3.5 metres
 - Clarington Boulevard: 2.0 metres
- Definition of the street edge is a priority. At least 50% of the total street frontage shall be occupied by buildings on King Street/ Highway 2 and Clarington Boulevard.

13.2.3. Surface Parking Areas

- Internal vehicular routes shall be clearly defined by raised and curbed landscape islands planted with trees and low level vegetation. Internal drive aisles will be a minimum 6.0 metres in width.
- Parallel parking spaces may be provided on private roads at store fronts with appropriate bump-outs at periodic intervals where high pedestrian activity is anticipated.
- Parking aisles should generally not exceed 30 contiguous spaces in length and should have a consistent design angle perpendicular to primary building entrances.
- The visual impact of surface parking areas shall be minimized by screen walls, landscaping or lowering of the parking areas by up to 0.5 metres from the adjacent street grade.
- Appropriate lighting levels and consistency of coverage will be provided in parking area to assist both pedestrian and vehicular circulation. The height and intensity of light standards should be sensitive to adjacent land uses minimizing light spillover, glare and impact on night skies. Full cut-off fixtures are to be used.

- Designated handicapped and mobility impaired parking spaces should be located as close as possible to building entrances and be clearly identified by signs or markings.

13.2.4 Landscaping of Parking Areas

- Internal landscaping elements will define visually and functionally smaller parking “courts” and reduce the overall impact of surface parking areas and heat island effects.
- Trees at the perimeter of parking areas will be planted generally every 6.0 to 9.0 metres on centre.
- A landscaped island should generally be located at each end of every parking aisle. Where the parking aisle is greater than 20 spaces in length, a landscaped island must be provided. Landscaped islands shall have a minimum width of 2.5 metres wide and include one tree, per parking row.
- A landscaping island should be provided generally at the midpoint of the parking aisle, and/or approximately every 15 parking bays. The landscaping island should have a minimum width of 2.5 metres and include a minimum of one tree per parking row.
- Where possible, internal landscaping should incorporate existing vegetation and significant tree planting.

13.2.5. Landscape Buffers

- High quality landscaping treatments will be used to define site boundaries, provide buffers between adjoining developments, and screen storage and utility areas.
- Landscaped areas adjacent to the streetline will be a minimum of 3.0 metres wide adjacent to parking areas and service areas.
- Landscaped areas between commercial and residential developments will have a minimum width of 3.0 metres adjacent to the property line.
- To ensure opportunities for surveillance from adjacent areas, perimeter hedge and shrub screening should not exceed 1.0 metre in height.
- Selection of plant material should consider the following:
 - Year-round appearance;
 - Seasonal variety;
 - Hardiness and resistance to disease;
 - Maintenance requirements;
 - Tolerance of plant materials to salt; and
 - Urban conditions.

13.2.6 Pedestrian Access

- Pedestrian walkways should where possible be contiguous to major private laneways and opposite primary building entrances to enable safe and direct pedestrian movements.
- An internal pedestrian walkway network should visually and functionally define smaller parking “courts”.
- Walkways should have a minimum width of 1.5 metres, with a landscaping zone on one side that is 2.0 metres in width.
- Walkways shall include pedestrian-scaled amenities wherever possible, such as benches, trash receptacles and lighting.
- Drive aisle crosswalks should be signed and constructed of materials that are different to the drive aisle, such as interlocking brick paving.

13.2.7 Pedestrian Entrances

- Main entrances to buildings shall be emphasized through canopies, awnings, towers or similar taller, non-habitable building structures. The volume and height of such structures should emphasize the prominence of entrances particularly at a corner location.
- Each store, commercial unit, or building will generally provide an entrance facing the adjacent public street as a first priority and private streets as a second priority.
- Building entrances shall be identifiable and accessible to the disabled. High quality streetscape and landscaping treatment is encouraged at all building entrances.
- Windows should be coordinated with the location of pedestrian walkways to provide interest and improve security along these routes.
- Pedestrian access from adjacent neighbourhoods should be provided by walkways where insufficient access is available from street sidewalks.

13.2.8. Amenities

- Amenities may include terraces, parkettes or squares, water features, public art, outdoor dining areas and transit shelters.
- Customer and visitor amenities should be located in close proximity to building entrances.
- Amenities are particularly important in the Street-Related Commercial Areas.

- Bicycle parking facilities shall be provided to encourage alternative modes of transport, particularly for employees and consumers with small purchases. Larger stores are encouraged to provide indoor bicycle parking facilities for employees such as storage rooms and showers.
- Amenity areas shall be located within landscaped, pedestrian spaces, and provide seating.

13.2.9. Service Areas

- Service areas shall be screened from public and private streets, major pedestrian routes or residential areas. It is preferable to locate service areas off service driveways and away from public streets.
- Storage of goods or garbage shall generally be integrated as part of the building and not as separate stand-alone structure.
- Service areas for delivery, loading and garbage pick-up should be coordinated to reduce vehicular interruptions along the public street and within parking areas.
- Screening shall use building materials and/or landscape treatments similar to those used for the principal buildings.
- Where solid screens are provided, the materials should be similar to or compatible with those of the building's exterior finishes.

13.2.10. Transit Facilities

- Building entrances and bus stops should be arranged to provide convenient access to the buildings by public transit passengers.
- On sites adjacent to or near a bus stop, conveniently located walkways will be provided to cross and connect individual sites in order to provide pedestrians the most efficient route to and from transit stops.

13.2.11. Signage

- Pylon signs for private development should be oriented to address the street frontage, street intersections and primary access driveways. Pylon signs should be compatible with the associated building design in scale, material and colour, and should be set within a landscaped setting.
- Building identification signs should be incorporated on the front façade, and should be compatible with the building design in scale, material and colour.

- Externally lit signs are encouraged, particularly those that face the public street or parallel a pedestrian walkway.
- Building identification signs should be applied as large scale building elements, including awnings and banner signs to contribute to an artful and dynamic building presence that will be attractive and visible to passing pedestrians and motorists.
- Directional signs should be provided for pedestrian walkways, parking and service areas. The graphic quality of directional signs should be clear and distinct and be coordinated with the image of the development.

13.3 Building Design Policies for Commercial Development

13.3.1 Building Materials and the Location of Buildings on a Property

- Blank or single material facades that extend the entire length of the building parallel to the public street will incorporate additional architectural detailing and, where appropriate, signs, murals, sculptural or graphic design.
- Facades longer than 25 metres shall be subdivided through a combination of windows and projections and recessions in the building wall to create a consistent rhythm across the façade and establish divisions that express a hierarchy of entrances and identify individual businesses, where applicable.
- Transparent glazing on the at-grade primary building facades and areas that have public activity shall be maximized having regard to the nature and function of the building. The following minimum requirements generally apply to the primary building facades:

General Commercial	20%
Street-Related Commercial	40%

Glazing should be actively used to provide storefront windows or merchandise displays and should not be covered internally by displays or window decals.

- Corner buildings at the intersections of King Street/Highway 2 with Regional Road 57, Clarington Boulevard, Green Road and Boswell Drive, or at gateway locations shall include articulated building elements in the form of towers, bays or other details that emphasize the focal nature of these buildings and wall projections, recessions, materials and other details that enhance the visibility of these locations.

- Building materials recommended for new construction include brick, stone and wood frame. Materials such as aluminium, steel and metal panels may be used provided they are used within an appropriate context.
- Rooftop mechanical equipment and fume extractor vents should be integrated with the building design and rooftop units and vents will be screened using materials complementary to the building. Where appropriate, parapets should be used to screen rooftop mechanical units.

13.3.2 The following design guidelines shall be considered with the location of a drive-through facility:

- Any drive-through facility must be located on a lot greater than 3,000 square metres;
- All buildings containing drive-through facilities shall be oriented to the primary street frontage with a setback not to exceed 3.0 metres. No portion of the stacking lane and no parking spaces or drive aisle shall be located within the setback area;
- Drive-through facilities (including the stacking lane, order board, loud speaker, pick up window, or banking machine) shall not be located within 12 metres of properties zoned for or containing residential uses;
- Speakers and order-boards associated with a drive-through facility shall be oriented away from a residential use and their sound levels should be minimum so as not to create sound disturbance. Screening from headlights must be provided;
- Drive-through facilities located adjacent to properties zoned to permit residential uses shall construct opaque fencing at least 1.8 metres in height, between the uses; and
- Landscape buffers adjacent to a property zoned to permit residential uses should have a minimum width of 3.0 metres and include ample coniferous trees (minimum of 2.4 metres in height), and deciduous trees (minimum 70 mm calliper).

13.3.3 The following design guidelines shall be considered when reviewing the stacking lanes at a drive-through facility:

- A 1.5 metre wide direct pedestrian walkway to the building entrance which does not intersect with or cross the stacking lane shall be provided and maintained on the lot from the primary street frontage;
- Stacking lanes shall have a minimum width of 3.0 metres;

- For a restaurant with a drive-through facility a stacking lane length of a minimum 12 vehicle queuing spaces (one vehicle queuing space is defined as 6.0 metres in length) shall be provided. At least 4 queue spaces shall be located between the pick-up window and the order board station;
- For all other drive-through facilities a stacking lane length of a minimum 4 vehicle queuing spaces (one vehicle queuing space is defined as 6.0 metres in length) shall be provided;
- The entrance to a required stacking lane may not be located within 18 metres of a site access to a public or private street;
- The required stacking lane must not interfere with or block access to required parking spaces;
- A required stacking lane should not be crossed or bisected by a driveway, or access to a loading space access or service area;
- The full length of the stacking lane must be demarcated by concrete curbs, and the use of soft and hard landscape features;
- Stacking lanes should be linear and straight, with a minimum number of curves or turning movements and should not interfere with traffic on public streets; and
- Double drive-through facilities on a site should be avoided. Where a double drive-through condition cannot be avoided the landscaping and decorative pavement shall be increased on-site.

13.4 Site and Building Design Policies for Residential Development

13.4.1 Building Orientation and Design

Apartments

- Building facades shall be oriented so as to reinforce the street and other public spaces as the primary organizing element
- Buildings over four stories should be set back from the street or set back on a podium to maintain a pedestrian related scale and to mitigate wind and shadow effects. A podium base should generally be between two and four stories in height.
- Buildings on corner lots should incorporate enhanced architectural elements such as entrance canopies, towers, and corner articulation.
- Service areas, utilities and parking should be sited or screened to minimize potential negative impacts.

- The ground floors of apartment buildings facing residential streets shall be primarily occupied by active residential uses such as living spaces, indoor amenity areas and entry ways. On commercial streets, ground floor retail and services uses may be used to provide an active street frontage.
- Long, unbroken facades and blank walls should be avoided with the use of balconies, setbacks and projections and material transitions which help articulate the building and by the pattern and rhythm of windows and doors.
- Buildings should be sited and designed to provide for views overlooking streets, natural areas and public spaces while minimizing views overlooking adjoining dwellings and private amenity areas.
- Buildings should be sensitive to interfaces with adjoining buildings and lower density areas with reduced heights, increased setbacks, stepped massing of the building, articulated facades and window patterns.
- Roof designs shall be integrated into the overall design of the building. Green roof designs are encouraged.

Townhouses

- Buildings articulation and design should be informed by structural elements such as columns, rooflines and window fenestration, as well as functional elements such as the locations of entries, circulation spaces and special rooms.
- Material, colour and textural differences should be provided on townhouse facades.

13.4.2 Building Entrances

- Main building entrances for apartments shall provide a strong identity and provide a transition from the street to the building. Weather protection in the form of awnings, canopies and arcades should be provided. Entries and foyers should be comfortable, sheltered, safe, and convenient.
- Main building entrances shall be oriented towards streets, parks or squares.
- Townhouses shall have attractive entry and porch areas near the street level.
- Ground floor apartment units may have individual entries directly from the street.

13.4.3 Private Amenity Areas

- Balconies, verandas, terraces and roof gardens should be integrated with the overall building form and facade composition.
- Balconies and verandas should be sized to accommodate outdoor seating.

13.4.4 Common Amenity Areas

- Shared outdoor spaces shall be provided to meet the needs of the residents.
- The design of shared outdoor spaces should take into account the following:
 - orientation and shading for optimum solar access
 - shelter for access during inclement weather
 - planting location and type for durability, ease of maintenance and aesthetic quality
 - ground surface materials to allow access in all weather conditions
 - privacy of dwellings facing open spaces
 - public access and measures to control access where required
 - safety, in the form of lighting, informal surveillance, as well as restricted access to pools and water features for children
 - shelter from noise, wind and traffic from adjacent streets or incompatible uses.

13.4.5 Parking Areas

- Parking areas shall be located at the rear or side of the buildings and shall be appropriately screened from the street.
- Underground parking is encouraged in High Density Residential areas. Where decked parking is provided, it shall be architecturally integrated with the apartment building.
- Large parking areas should be avoided by dispersing parking courts and/or mitigated by providing appropriate landscaping.
- Generally parking aisles longer than 15 spaces should be separated by a landscaped island.
- Joint access is permitted.
- Wherever possible, internal or rear laneways should be provided for all townhouse dwellings.
- Pedestrian walkways from parking areas to building entrances should be clearly defined through materials and lighting.
- Short term bicycle parking should be provided for visitors.

- 13.4.6 Landscaping
- Landscaping shall reinforce the street edge and provide buffers to adjacent uses.
 - Fences along street frontages should be low, transparent and decorative in nature to define private spaces but avoid inactive frontages.
 - Pedestrian-scale lighting should be provided for parking and open space areas and shall avoid light trespass on to adjacent properties.
- 13.4.7 Services and Utilities
- Garbage areas shall be conveniently located for residents and for collection and shall be fully enclosed, preferably within the building.
 - Where provided, separate garbage enclosures shall have compatible materials and colours to the dwelling units and should be softened with landscaping on their most visible sides.
 - All mechanical equipment whether mounted on the roof or ground shall be screened from view.
- 13.5 Demonstration Plans – Schedule A of this Plan, the Demonstration Plan, shows one scheme for the development of the area that successfully implements the urban design, land use and transportation objectives of this Plan. The Illustrated Urban Design Policies in Schedule B of this Plan provides examples and precedents of the application of the urban design policies of the Plan. Schedules A and B are intended to be illustrative rather than prescriptive.

14. ENERGY CONSERVATION

- 14.1 It is Council's policy to seek to achieve the objective of energy conservation through the encouragement of patterns and forms of urban development which:
- a) encourages the integration of residential and employment uses to improve the live/work relationship;
 - b) provides increased densities in the Bowmanville West Town Centre and structured parking wherever feasible;
 - c) encourages walking and biking as alternative means of transportation; and
 - d) seeks the implementation and integration of bus and rail transit.

- 14.2 The siting and design of buildings will consider concepts to maximize the potential energy savings including:
- a) orientation for maximum passive solar gain in winter;
 - b) the construction of new buildings to meet the LEED Rating System;
 - c) green roof design and the provision of well-designed landscaping of parking areas to minimize heat island effects;
 - d) renovations of existing buildings for energy and water conservation will be encouraged; and
 - e) the use of alternative sustainable energy sources, such as solar.

15. TRANSPORTATION

15.1 Purpose

It is Council's policy to seek to achieve the safe and efficient movement of people and goods within and through the West Town Centre, to facilitate public transit, and to improve pedestrian and bicycle accessibility within the West Town Centre and to the rest of the Municipality.

15.2 Road Network Policies

15.2.1 The proposed transportation network serving the West Town Centre is shown on Map B of the Official Plan and Map A of this Secondary Plan. King Street, Regional Road 57 and Green Road are designated arterial roads. Those roads are complemented by a system of collector and local streets which are intended to create a grid system of streets and blocks to provide access throughout the West Town Centre, to facilitate pedestrian access and to create a framework for subsequent redevelopment of the lands in the West Town Centre after their initial development in accordance with this Plan.

15.2.2 The alignments of the proposed new local streets and collector roads are generally as shown except where the rights-of-way are already established. Detailed alignments of arterial and collector roads, and the general location of local streets shall be determined through further engineering studies and through the development approval process.

15.2.3 The "Private Streets" shown on Map A of this Plan shall be subject to Section 5.2.5(d) and the following:

- a) private streets will be designed to municipal standards suitable for transfer to and assumption by the Municipality as public streets at some future date if deemed necessary by the Municipality;
- b) access points to parking spaces will meet municipal road standards;
- c) no buildings or parking spaces shall encroach into the private street right-of-way; and

- d) the developer shall provide for the future transfer of the rights-of-way to the Municipality at the Municipality's discretion.
- 15.2.4 The description of the road classifications, traffic-carrying functions and right-of-way widths described in the Official Plan shall apply to the road network.
- 15.2.5 In the consideration of a development application within the West Town Centre, the Municipality may require that the proponent prepare a traffic impact study to the satisfaction of the Region of Durham and the Municipality. The traffic impact study shall be prepared and stamped by a registered professional engineer and address the following:
- a) trip generation by modal split under current, future and ultimate conditions recognizing the development potential of other lands;
 - b) impact on adjacent road operations;
 - c) vehicular access requirements and geometric design for proposed entranceways;
 - d) on-site vehicular circulation;
 - e) pedestrian and bicycle circulation; and
 - f) transit access and amenity requirements.
- 15.2.6 As a precondition of development of certain lands in the Bowmanville West Town Centre, appropriate arrangements shall be made for the following critical components of the grid street system:
- a) for the lands north of King Street/Highway 2 between Green Road and the proposed extension of Boswell Drive, the following road improvements are required:
 - i) the proposed extension of Boswell Drive from King Street/Highway 2 as identified on Map A; and
 - ii) the construction of Stevens Avenue from Regional Road 57 through to the Boswell Drive extension as a combination of a public and a private road as identified on Map A.
 - b) for the lands north of King Street/Highway 2 between Green Road and Clarington Boulevard, the construction of Stevens Road between Green Road and Regional Road 57 as a public street.
 - c) for the lands on the southwest corner of Regional Road 57 and King Street/Highway 2 the construction of Prince William Boulevard easterly from Pethick Street to Regional Road 57 as a public street.
- 15.3 Public Transit Policies
- 15.3.1 The Municipality, in conjunction with the Region of Durham and GO Transit shall endeavour to enhance public transit use and access in the Bowmanville West Town Centre.
- 15.3.2 The Municipality will encourage the development of the Bowmanville West Town Centre as a transit node by:

- a) encouraging a high level of transit service from transit providers;
 - b) providing sidewalks and high quality streetscape in pedestrian activity areas in accordance with Section 15.4 and the urban design policies of Section 13;
 - c) considering the development of structured parking facilities in partnership with private landowners; and
 - d) when the Municipality is proposing public works in the West Town Centre, the public authority will consider opportunities to improve the pedestrian and cycling environment, bus stops and shelters and streetscape enhancements.
- 15.3.3 Development in the West Town Centre will be transit-supportive through:
- a) providing for street-oriented development with no large parking areas between the adjacent primary public street and buildings;
 - b) developing at higher densities;
 - c) providing frequent pedestrian linkages from streets to stores, between buildings and through parking areas;
 - d) contributing to a high quality public streetscape through landscape treatment along the streetline; and
 - e) providing for compact development through shared parking where appropriate, and parking structures.
- 15.3.4 The Municipality shall work with GO Transit to encourage the development of the GO train station in the timeliest fashion.
- 15.4 Pedestrian Route Policies
- 15.4.1 Pedestrian linkages shall be established throughout the West Town Centre to ensure safe and convenient access within the Secondary Planning Area and from the adjacent residential neighbourhoods. Major pedestrian circulation shall occur on sidewalks along public road rights-of-way and private streets to enhance security and animation within the West Town Centre.
- 15.4.2 Priority shall be placed on facilitating pedestrian and bicycle access to existing and future transit facilities.
- 15.4.3 It is the intention of this Plan that the pedestrian walkways, identified on Map A to this Plan, are ancillary to the grid system of streets providing an important pedestrian connection. The pedestrian walkways shall be 5 to 8 metres in width. The Municipality shall either acquire ownership of, or an easement interest in, or the right to acquire either of them, in conjunction with the Private Streets subject to Subsection 5.2.5, b) and c) and Subsection 15.2.3.

- 15.4.4 Priority areas of pedestrian activity are to be landscaped to high urban standards with street trees, paving and other appropriate street furniture.
- 15.4.5 Development of infrastructure within the West Town Centre shall give consideration to the encouragement of cycling as a mode of transportation, including the establishment of dedicated bicycle lanes or pathways.
- 15.4.6 The provision of facilities useful to cycle transit such as bicycle racks and lockers should be required in new development and at the GO transit station.
- 15.5 Parking Policies
- 15.5.1 Where surface parking is provided, it shall generally be located to the rear or side of buildings and shall be screened by a landscaped buffer along the street edges.
- 15.5.2 Parking standards will be reviewed periodically by the Municipality to provide for a reduction in parking standards which reflect any increase in public transit ridership.

16. MUNICIPAL SERVICES

- 16.1 Purpose
- To ensure a high standard of water supply, sanitary sewage collection and treatment and stormwater management within the West Town Centre.
- 16.2 Policies
- 16.2.1 No development shall be approved which exceeds the capacities of municipal services which are or will be available when the development is occupied.
- 16.2.2 The Municipality will work with the landowners and the Region of Durham to develop a plan for the phasing of extensions to existing services within the West Town Centre, which will allow development within the Area to proceed as expeditiously as possible. Implementation of extensions to existing services or construction of new services will be subject to the policies of the Official Plan.
- 16.2.3 The lands to which this Secondary Plan applies are partially in the West Side Creek Watershed and partially in the Bowmanville Creek Watershed. A Master Drainage Study has been approved for lands within the West Side Creek tributary area. All developments in the West Side Creek Tributary Area must provide storm drainage facilities which conform to the Plan or other policies ultimately adopted for the watershed. For the area north of King Street, this may include the provision of individual or communal control facilities, a redirection of drainage to the Bowmanville Creek watershed, or both.

- 16.2.4 A Subwatershed Plan for the Bowmanville Creek watershed shall be prepared prior to development in the portion of the Secondary Plan Area that is within the subwatershed. All developments within the Bowmanville Creek watershed will be undertaken in accordance with the policies of the Brookhill Tributary Subwatershed Plan.
- 16.2.5 Stormwater management implementation reports shall also be prepared for new development or redevelopment sites, to the satisfaction of the Municipality and Conservation Authority prior to the approval of individual development applications. The stormwater management implementation report shall address specific design, construction, stormwater management and phasing of works issues and shall be consistent with the applicable Master Drainage Plan or Subwatershed Plan.

17. IMPLEMENTATION

17.1 General

Market, land use, urban design and transportation objectives and policies will be considered comprehensively in the implementation of this plan. The policies of this Plan shall be implemented by exercise of the powers conferred upon the Municipality by the *Planning Act*, the *Municipal Act* and other applicable statutes, in accordance with the applicable implementation policies of the Official Plan, and the following additional policies.

17.2 Zoning By-law

- 17.2.1 Notwithstanding any other provisions of this Plan, the Municipality may require as a condition of approval of a Zoning By-law that:
- a) A stormwater management implementation report be submitted, as described in Section 16.2.5.
 - b) A noise impact study be submitted to the satisfaction of the Municipality prior to approval of any residential development within 50 metres of Type A arterial roads and 30 metres of a railway right-of-way or any commercial development with loading, refuse pick-up or drive-through facilities within 60 metres of a sensitive use. The study will indicate the total noise impact on the site and shall recommend noise control measures. These studies shall be to the satisfaction of the Municipality and the Ministry of the Environment in consultation with the appropriate railways as appropriate.
 - c) A vibration impact study be submitted to the satisfaction of the Municipality prior to approval of any development within 75 metres of the railway right-of-way. The Study will indicate the vibration impacts and shall recommend appropriate measures to mitigate any adverse effects from vibration to the satisfaction of the Municipality and the Ministry of the Environment in consultation with the appropriate railways.

- d) Where applicable, the site has been decommissioned and appropriate certificates obtained from the Ministry of the Environment to permit development. In particular, residential uses shall not be permitted on lands identified with the “*” symbol on Map A of this Plan. The level of contaminants at this site exceed the Ministry’s guidelines for residential uses, but are within acceptable levels for commercial/industrial uses. In order to accommodate residential uses, the site must be cleaned up in accordance with the Ministry’s Guidelines for the Decommissioning and Clean-up of Sites in Ontario.

17.2.2 Amending Zoning By-laws will be required to conform with the policies of this Secondary Plan. In order to achieve appropriate control on future development, Council's policy shall be to consider applications for amendments to the Zoning By-laws in conjunction with the consideration of applications for approval of site plans consistent with the objectives of this Secondary Plan. In the event of a comprehensive review, Rezoning By-laws may be considered in advance of a site plan but will be subject to holding provisions in accordance with the policies of Section 24 of the Official Plan and Section 17.2.3 and 17.2.4 of this Plan.

17.2.3 In addition to the provisions of Section 23.4.2 of the Official Plan, Holding Symbols may be used to ensure achievement of the policies of this Secondary Plan by establishing conditions linking the development of new commercial space to population growth in Clarington, the achievement of urban design policies and objectives through site plan agreements and agreement on the provision of infrastructure.

17.2.4 In addition to provisions of Section 23.4.3 of the Official Plan, prior to the lifting of a Holding Symbol, the following provisions apply in respect to the Secondary Plan Area:

- a) plans for the proposed development show that the proponent has successfully implemented the Urban Design Policies contained in Section 13 and the results of studies required under Section 17.2.1, and the market, land use and transportation objectives of this Plan to the satisfaction of the Municipality;
- b) arrangements have been made satisfactory to the Municipality for the construction of the public streets identified in Section 15.2.6 as critical components of the grid street system; and
- c) arrangements have been made to the satisfaction of the Municipality for the construction of private streets identified on Map A and their future dedication as public streets if the Municipality requires their dedication in the future.

17.3 Subdivision Approval

The Secondary Plan area is subject to subdivision control and part-lot control. The Municipality shall only recommend for approval plans of subdivisions and consents to divide which:

- a) conform with the policies and designations of this Plan;
- b) are not premature;
- c) are in the public interest; and
- d) are conditional upon an agreement made by the owner with the Municipality under the *Planning Act* to provide for the construction and installation of appropriate new streets, services and streetscape treatment of new street allowances shown on the Secondary Plan.

17.4 Site Plan Control

17.4.1 Council shall apply the policies of this Secondary Plan in the evaluation of specific development applications, including applications for site plan approval. Furthermore, in considering the approval of site plan applications under the *Planning Act*, shall comply with the Urban Design policies of this Plan and any Urban Design Guidelines.

17.4.2 Where a proponent submits a proposal for the development of land, the Municipality will require that the proponent demonstrate how the proposed design and organization of the site and buildings:

- a) Addresses the policies of this Plan, in particular the urban design policies of Section 13;
- b) Contributes to a compact, urban, pedestrian-oriented form and function, that enhances pedestrian accessibility, strengthens walking as the preferred means of getting from place to place and adds pedestrian amenities such as textured paving, seating benches and landscaped areas;
- c) Provides for access from transit stops;
- d) Contributes physical links into and integrates with the adjacent community;
- e) Contributes to the continuity of building façade along the street;
- f) Orients such elements as public entrances, display windows, canopies, and signage to the street; and
- g) Locates and designs parking areas appropriately.

18. INTERPRETATION

18.1 Some flexibility in the interpretation of the policies contained in this Secondary Plan is permitted provided that its general intent is maintained. With the exception of floor space indices, numerical figures and quantities are to be considered approximate. The boundaries for land use areas are approximate only and shall be defined by the alignment of the new streets or implementing Zoning By-laws.

- 18.2 The policies of the Plan shall be interpreted in conjunction with the applicable interpretation policies of the Official Plan. In the event of a conflict between the provisions of the Official Plan and this Plan, the Secondary Plan shall prevail.
- 18.3 Definitions
- a) **Department Store:** Department store shall mean a retail store containing a minimum of 5,000 square metres of gross leasable floor space organized into a number of individual departments and primarily engaged in the sale of a wide variety of commodities which shall include clothing, hardware, home furnishings and household appliances.
 - b) **LEED Rating System:** LEED Rating System shall mean the Leadership in Energy and Environmental Design Green Building Rating System established by the Canada Green Building Council as amended from time to time.

APPENDIX 1

URBAN DESIGN GUIDELINES BOWMANVILLE WEST MAIN CENTRAL AREA

1. PURPOSE OF THE URBAN DESIGN GUIDELINES

The Urban Design Guidelines are intended to provide a visual interpretation of the proposed development of the West Main Central Area as approved by Council of the Municipality of Clarington and to provide guidelines for the evaluation of development proposals.

2. GOALS AND OBJECTIVES

The Urban Design Guidelines seek to achieve the following objectives for the West Main Central Area:

- To create a character reflective of the primary role of the area in providing a retail, commercial and residential focus as part of the Main Central Area;
- To provide landmark landscape or architectural features to identify major entry points to the West Main Central Area;
- To foster pedestrian accessibility among all parts of the West Main Central Area and the existing and future adjacent residential communities, through the creation of a grid of streets and pedestrian connections;
- To identify pedestrian and streetscape priority zones;
- To ensure high quality architectural and landscape treatment with particular regard to the interface between the proposed shopping centre and adjacent residential areas; and
- To facilitate implementation of transit and accessibility to the proposed GO station from all parts of the community.

3. MAJOR URBAN DESIGN ELEMENTS

The Urban Design Plan attached to these Guidelines illustrates a number of critical design elements in the West Main Central Area which are described below:

➤ *Building Envelope*

This envelope is generally the prescribed location for the placement of buildings on a block. In most cases, it would be normal for an actual building to occupy less than 100% of this envelope. In these cases, the residual building envelope can be used for subsequent building phases, landscaping or site plan features.

➤ *Primary Building Face*

The primary building face is the portion of a building envelope that is parallel to an important public street. It should be the primary address and entrance to the building, have a high degree of architectural resolution and in the case of a retail building be designed to contribute to an overall pedestrian retail environment.

➤ *Major Building Face Exposed to a Public Street*

Where a major building facade is adjacent to a public street but not designated as a primary building face, that facade should be fully developed architecturally, provide secondary building access and not be the location of exposed exterior loading docks, garbage handling facilities or outside storage.

➤ *Height*

This refers to the overall height in building storeys which would be allowed in a development parcel. Generally, this height is exclusive of roof form and special features such as clock towers, steeples, or observation decks.

➤ *Architectural Focus*

Denotes a special location in the plan where because of high public visibility, street treatment or landmark location buildings will play a significant role in the creation of gateway or landmark locations. These are excellent locations for architectural features.

➤ *Landscape Focal Point*

The two small parks will act as focal points for the adjacent residential community. The street frontage at the community centre on the north/south street represents an opportunity to provide a high quality landscape feature in an active urban area.

The underpass at the rail should be considered a unique landscape opportunity associated with the grade change and the pedestrian sidewalk system, and marking the entrance to the West Main Central Area.

➤ *Special Streetscape Zone*

Adjacent to the GO Station, a special streetscape feature should be required to ensure high quality public realm edge to the proposed transit facility.

Suitable streetscape treatment of the public realm should be required where the proposed retail facility backs onto Green Road and Bowmanville Boulevard.

➤ *Retail Shopping Pedestrian Zone*

This designation occurs where retail uses are adjacent to a public street and along the inside face of the retail strip mall. This zone should provide a suitable pedestrian sidewalk system of at least 3 metres in width, in-ground street trees, pedestrian scale lighting, street benches, awnings, canopies and possible outdoor display and selling areas. The pedestrian movement system should take precedence over automobile movements in these areas except at the intersection of two public streets. In these locations, clearly designed pedestrian crossings should be developed.

➤ *"0" Setback to the Street Required*

On Clarington Boulevard, buildings should be developed on the lot line in order to foster animation, activity and a sense of enclosure. First floor elevation should be consistent with finished street grade.

➤ *Pedestrian Through Block Connection*

Generally located through a building envelope this connection is to facilitate pedestrian movement where no street will be present. These connections should generally be 5 to 8 metres in width and may be in public or private ownership provided full public access is secured.

➤ *Large Scale Surface Parking*

These areas should be directed by the Municipality of Clarington site plan guidelines for layout and landscape treatment. Safe pedestrian movement to building access points through the parking lots should be a major design consideration. Large scale parking lots should be designed to allow for the implementation of possible future public infrastructure and potential site intensification in the longer term.

➤ *30 Metre Railway Corridor Setback*

The first 10 metres of this zone can be used for the landscape zone. The remainder of setback will be subject to the guidelines for setback to a CP Rail Corridor.

➤ *10 Metre Landscape Zone to Railway Corridor*

This zone is to establish an edge between the Main Central Area and the rail corridor. The space can be used for noise mitigation, tree planting or access infrastructure to the public realm such as laneways or return streets. A consistent landscape planting of large scale trees should be developed along the length of this zone.

➤ *Transit Stop*

Location where transit stops should be considered in the site plan/public realm design. These locations are intended to facilitate integration between municipal and/or regional bus service and the GO transit station.

➤ *Vehicular Access Point*

Location of private access to a site. In some cases these may not be full access points.

➤ *King Street Streetscape Zone*

As the West Main Central Area emerges, the character of King Street should develop more of an urban street quality and less of a rural provincial highway character. The inclusion of pedestrian sidewalks, street trees, and other urban elements could be added on a project by project basis to this area. Additionally, this zone should be used to link the existing downtown to the new downtown and should be given due consideration in any public infrastructure improvement program to either area.

4. STREET CLASSIFICATIONS

- Street A: Connector Street

A new east/west connector street has been designed to provide through site movement south of King Street between Green Road and Regional Road 57.

On-street parking should be permitted. Provision should be made for safe and

convenient bicycle and pedestrian systems, and streetscape treatment along this road should be of the highest quality.

A right-of-way width of 26 metres is envisaged subject to detail site design.

- Clarington Boulevard: Commercial Street

Clarington Boulevard is a commercial street intended to accommodate pedestrians, street parking, slower traffic and over time develop as a pleasant shopping environment.

Full sidewalk with a minimum 3 metre width and streetscape development is required.

The pedestrian system along this street should extend into the strip mall site along the face of the stores between the building and parking lot.

A right-of-way width of 23 to 26 metres is envisaged subject to detailed design of road configuration.

- Streets D, E, F, G, and H: Local Streets

Local streets to provide movement around the site and building address. The secondary street system in the residential areas would also fall into this category.

On-street parking should be allowed in appropriate locations.

- King Street: Thoroughfares

King Street is currently a super-elevated rural cross section arterial road. Alterations should be made to the road elevation over time as development occurs to create a more urban quality.