



Bowmanville West

Urban Centre and
Major Transit Station Area Secondary Plan
Public Information Centre #4



Land Acknowledgement

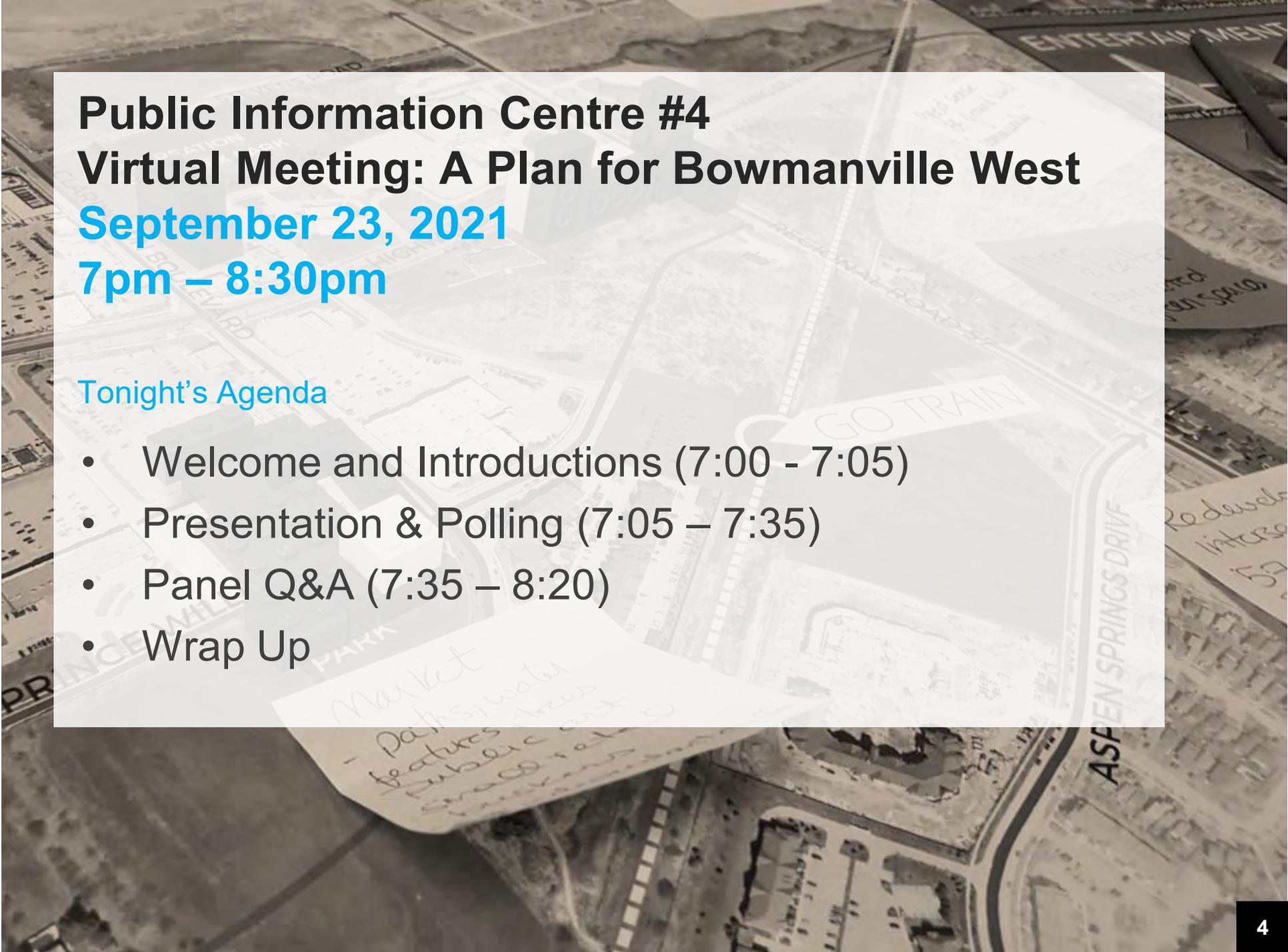
The Municipality of Clarington is situated within the traditional and treaty territory of the Mississaugas and Chippewas of the Anishinabeg (uh-NISH-in-NAH-bek) known today as the Williams Treaties First Nations.

Our work on these lands acknowledges their resilience and their longstanding contributions to the area now known as the Municipality of Clarington.

An aerial photograph of Bowmanville West, Ontario, Canada, overlaid with various planning documents and a LEGO brick. The map shows streets like Stevens Road, Prince William, and Aspen Springs Drive. Handwritten notes on sticky paper include 'Market - Paths, water features, trees, public art, suggestions', 'GO TRAIN', and 'Redevelop Interest 50'. A black LEGO brick is placed on the map near Prince William.

Public Information Centre #4
Virtual Meeting: A Plan for Bowmanville West
September 23, 2021
7pm – 8:30pm

WELCOME!



Public Information Centre #4
Virtual Meeting: A Plan for Bowmanville West
September 23, 2021
7pm – 8:30pm

Tonight's Agenda

- Welcome and Introductions (7:00 - 7:05)
- Presentation & Polling (7:05 – 7:35)
- Panel Q&A (7:35 – 8:20)
- Wrap Up

Meeting Guide

Presentation



Update on the project



Background and project context



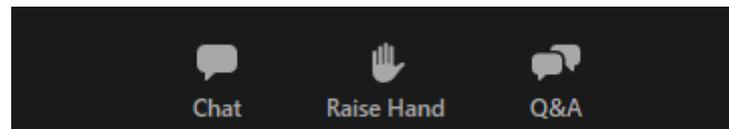
Proposed Plan for Bowmanville West



In-session polling



Use the Q&A bar to ask questions



Timeline

The Secondary Plan Update Process



Phase 1:

My Bowmanville West



Phase 2:

A Vision for Bowmanville West



Phase 3:

A Plan for Bowmanville West

Project Launch & Existing Conditions Assessment

Opportunities & Constraints Analysis, 3D model of Existing Conditions

Phase 1 Reporting & Development of Illustrated Summary

Best Practices Review + 3D Model for Redevelopment Opportunities

Phase 2 Reporting & Development of Illustrated Summary

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

Finalize Updated Plans and Zoning By-Law

Phase 3 Reporting & Development of Illustrated Summary

PIC 1

PIC 2

PIC 3

PIC 4

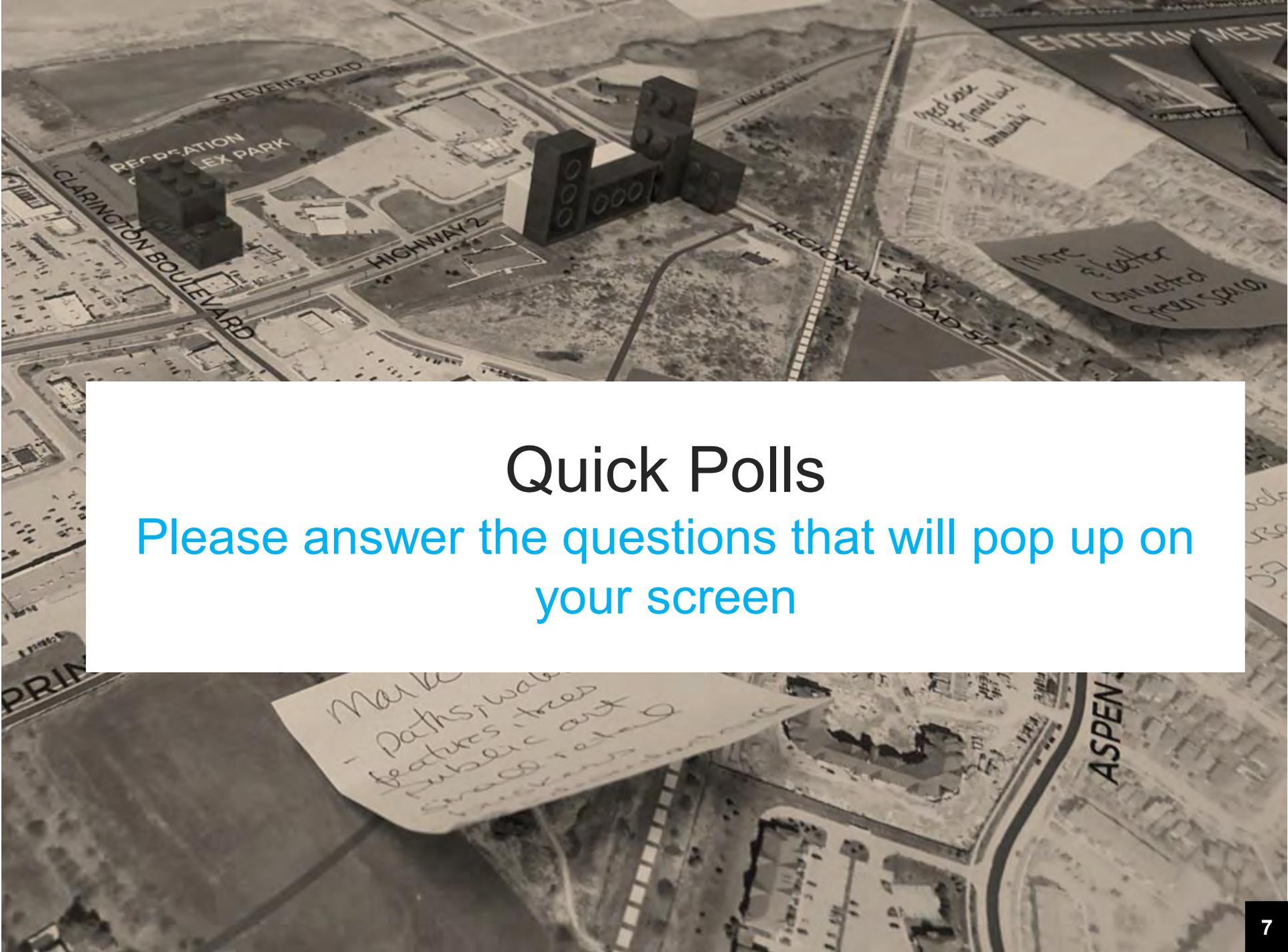
Public Meeting

Online Survey

Online Survey

Online Survey

WE ARE HERE



Quick Polls

Please answer the questions that will pop up on your screen



Part 1

CONTEXT

Paddy Kennedy - Dillon Consulting Limited



Context

Secondary Plan Area (126 hectares)



- The entire Secondary Plan area for Bowmanville West is considered to be a Major Transit Station Area (MTSA)
- The area is to be planned to achieve a minimum density of 150 people and jobs per hectare

Context

Why is Planning Around Station Areas Important?



Shoppers Drug
Mart / Sport Chek

GO Station Site

Context

How much growth is planned for Bowmanville West?

- As part of the Region of Durham's Official Plan Review (Envision Durham), the Region has identified the potential for approximately 19,700 new units within Clarington's Built Up Area
- The Region has estimated that there is potential for approximately 7,000 new units (est. 13,370 people) in Bowmanville West MTSA



Context

Metrolinx has a new approach for developing new stations



Mimico Station Design Concept

Context

What Does This Mean for Bowmanville West?

- Under the market-driven approach to station funding, land use, density and height permissions are a major element for investment attraction
- This new approach to station development places a greater emphasis on:
 - Urban design
 - Multi-modal access
 - Integration of the Station with new development



Major Transit Station Area in Bowmanville West

How does a station fit in the broader area?

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



Major Transit Station Area in Bowmanville West

What Could it Look Like?

Illustrative Bird's Eye View of Bowmanville Central Station Area (2021-2070 Forecast)





Part 2

WHAT WE HAVE HEARD

Zahra Jaffer - Dillon Consulting Limited



What We Heard

PIC#3 and Online Survey Engagement Feedback

Land Use and Intensification



- Support for mixed-use development over time
- Taller buildings: along major corridors and closer to the GO Station
- Adequate parking needed to limit overflow into adjacent neighbourhoods
- Management of noise and traffic impacts
- Housing diversity and affordable housing (including rental)
- Recreational facilities (e.g. parks) and personal services (e.g. medical)
- Transitions between taller buildings and existing homes

What We Heard

PIC#3 and Online Survey Engagement Feedback

Placemaking and Urban Design

esign



- Range of different types of gathering spaces
- Preserve existing green spaces
- Barrier-free access and design for people with disabilities is key

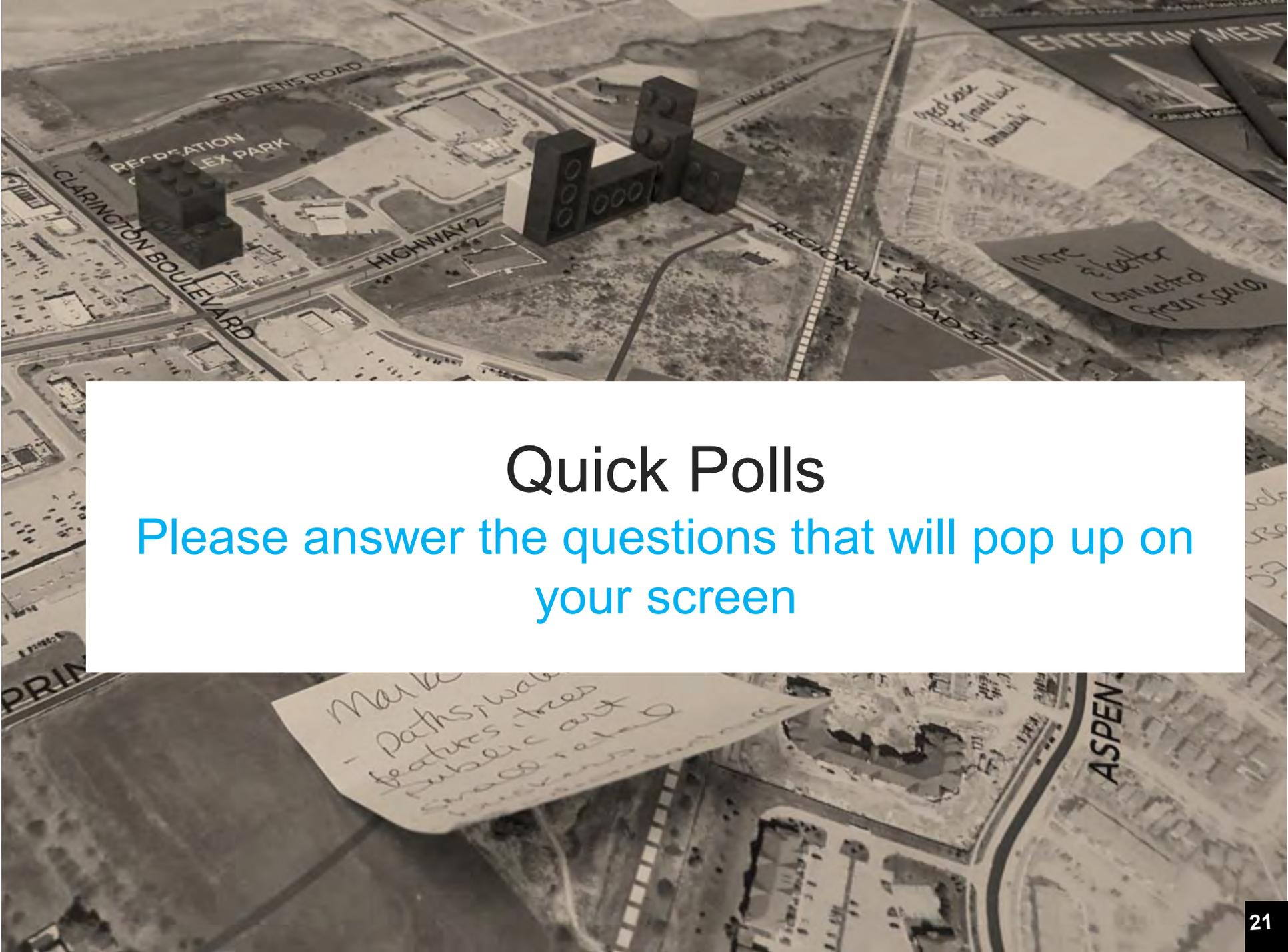
What We Heard

PIC#3 and Online Survey Engagement Feedback

Mobility and Access



- Safe and convenient access to the GO Station for all users
- Connected network of safe walking and cycling facilities
- Traffic calming along residential streets
- Pedestrian safety improvements (e.g. intersection of Clarington Boulevard and Prince William Boulevard, along Green Road, and along Bowmanville Avenue.)



Quick Polls

Please answer the questions that will pop up on your screen

Mark
- Paths/walk
features trees
public art
suggestions

More water
connected
Great Springs



Part 3

A PLAN FOR BOWMANVILLE WEST

Paddy Kennedy - Dillon Consulting Limited



Secondary P'

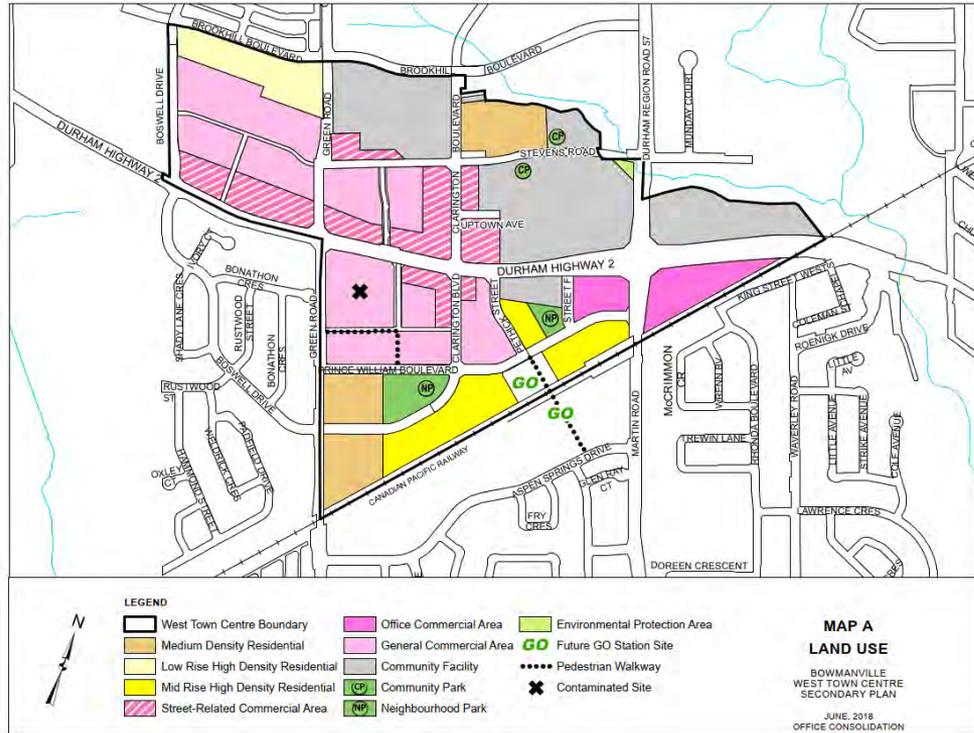
What is a Seconda



- Detailed plans and policies for a specific area to guide future land use change, private land development and public infrastructure investment
- Includes plans/policies for adoption into the Official Plan

Secondary Plan

Historical Context & Current Plan



Current Plan

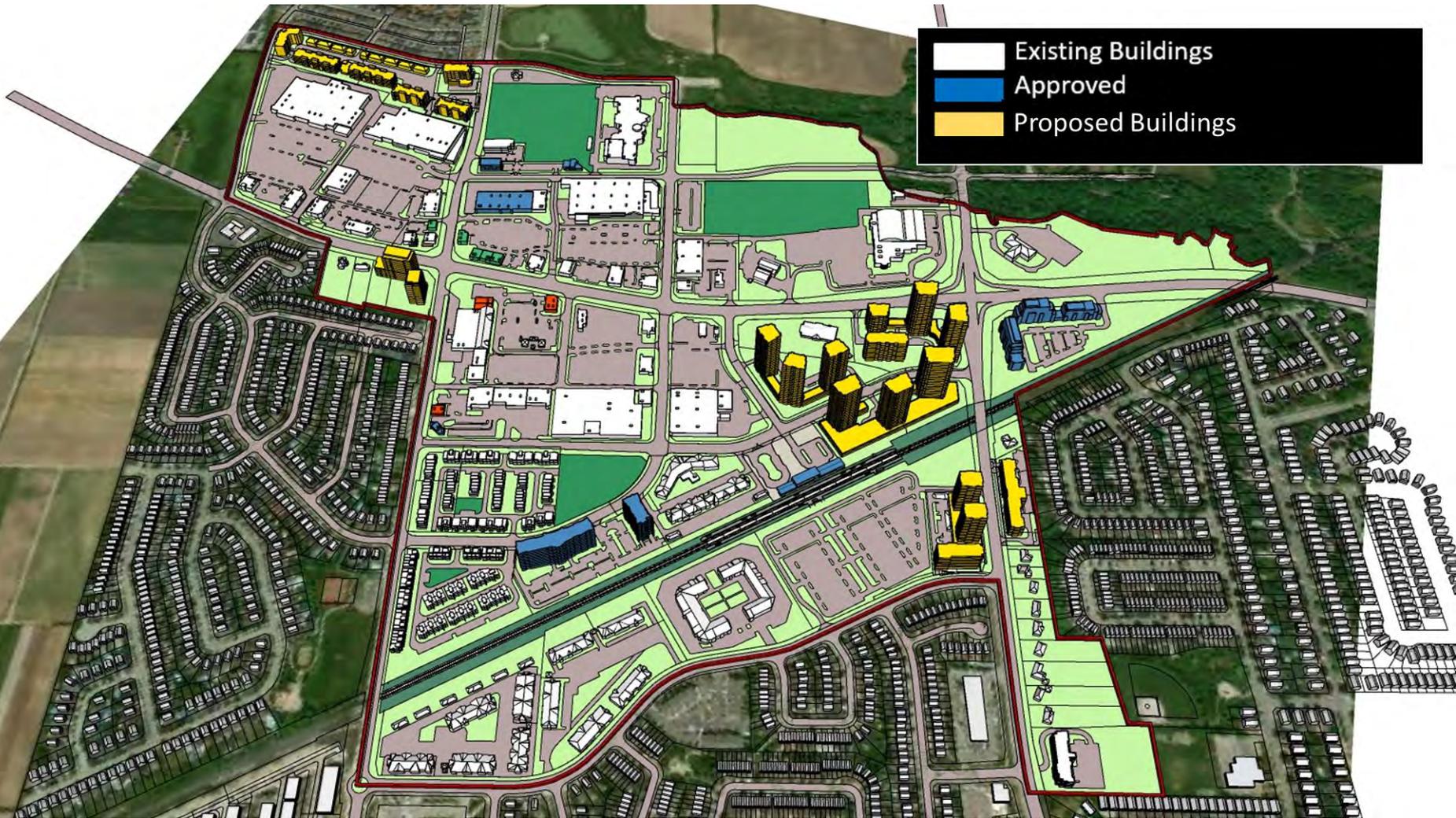


2005 Secondary Plan Update Concept Plan

Bowmanville West in 3D



Bowmanville West in 3D



General Land Use Policy Directions:

Secondary Plan will include land use policies

- Plan to achieve transit supportive density target (minimum 150 people and jobs per hectare)
- Maintain important shopping function of Bowmanville West
- Provide flexibility for transitioning existing auto-oriented uses
- Modified parking standards
- Promote opportunities for affordable housing

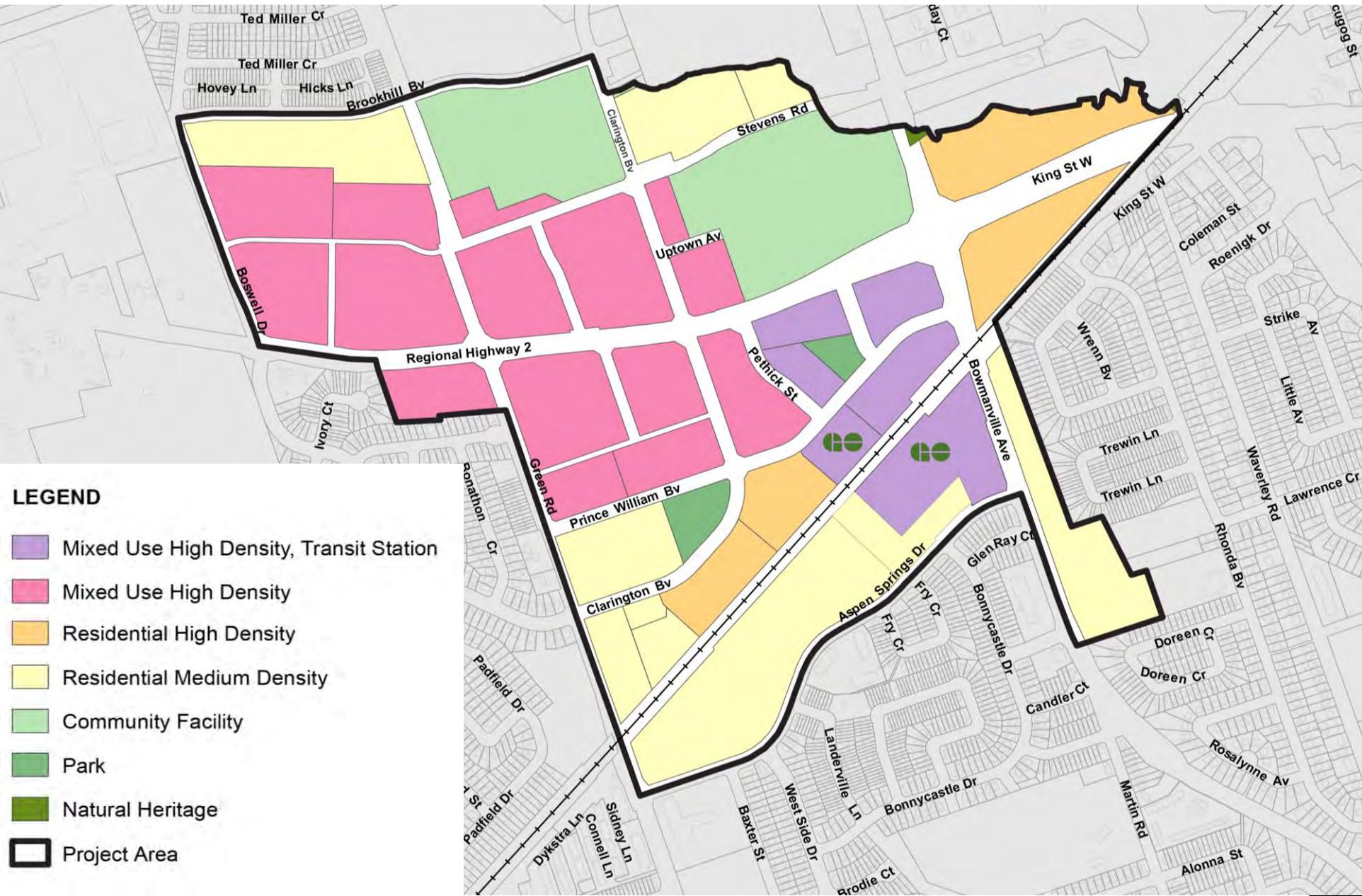
Affordable Housing

Provide options for affordable housing in Bowmanville West

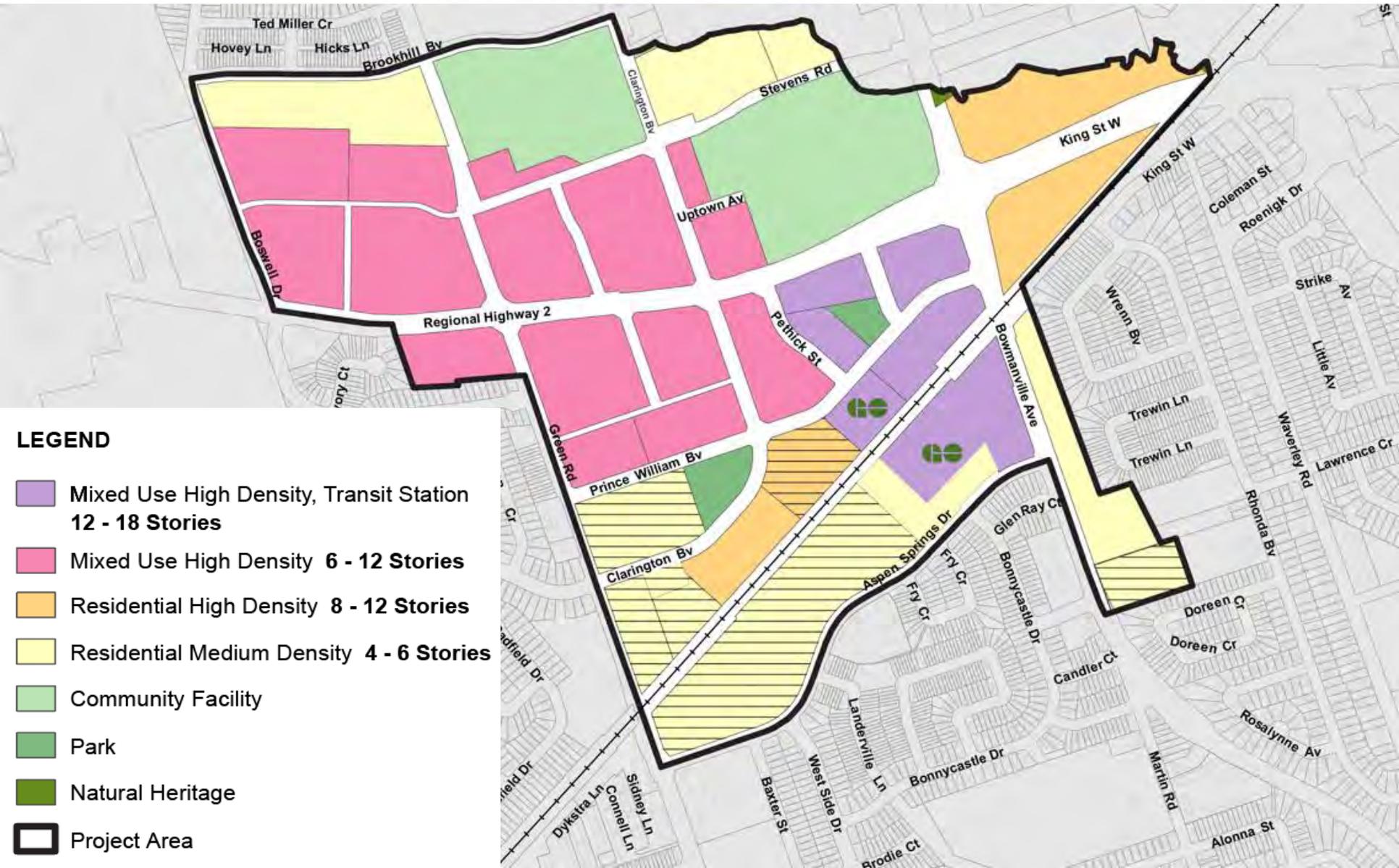


- Provision of a mix of housing types geared towards a diverse range of households
- Opportunity for inclusionary zoning
- Opportunity for Community Improvement Plan incentives

Land Use Plan



Land Use Plan – Recently Built Out





Mixed Use High Density, Transit Station

- Transit Station, Major Offices, Retail, Service Commercial, Mid Rise and High Rise Residential, Institutional, Entertainment
- 12-18 storey buildings



Mixed Use High Density

- Major Offices, Retail, Service Commercial, Mid Rise and High Rise Residential, Institutional, Entertainment
- 6-12 storey buildings



Residential High Density

- High Rise Residential, Mid Rise Residential
- 8-12 storey buildings



Residential Medium Density

- Mid Rise Residential, Townhomes
- 4-6 storey buildings

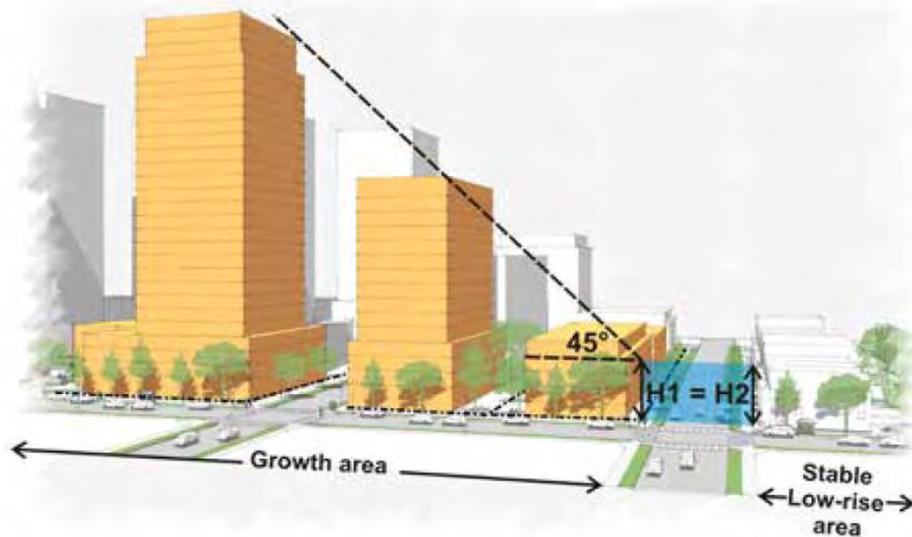




Urban Design Tools

Urban design policies and guidelines will help be used to address compatibility

45 degree angular plane to manage transitions in height



- Guidelines to manage shadow impacts and maintain sun light
- Ratio of greenspace to number of residential units

Building step backs, setbacks and landscaping to soften edge



Urban Design and the Public Realm

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

1) Streetscape Improvement



3) Gateway Areas



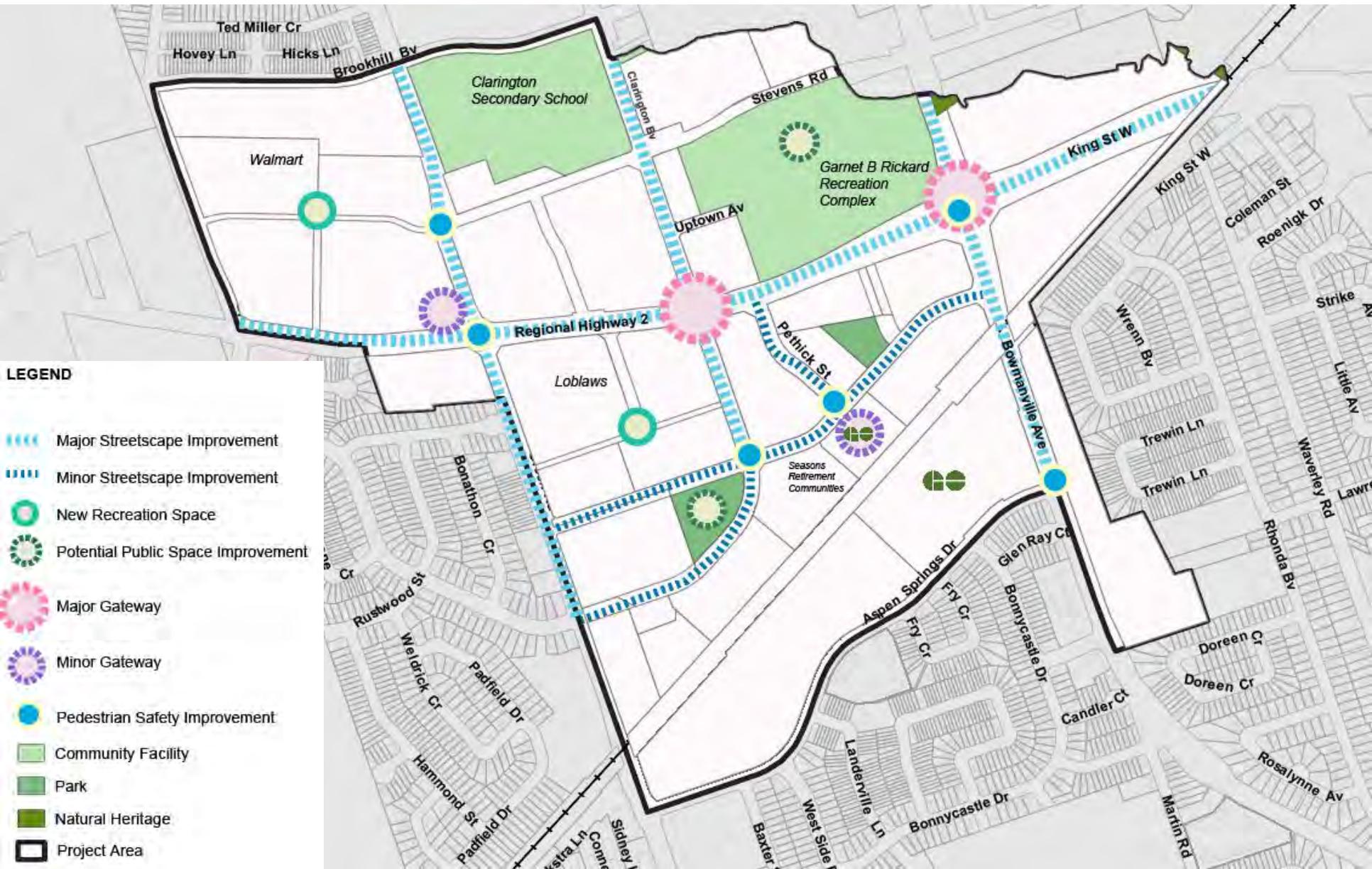
2) New Public Space



4) Pedestrian Safety Improvements



Public Realm Design Concept Plan



Urban Design Directions

Safe, integrated mobility / complete streets design



Applies to street design, all new development

Urban Design Directions

Active, animated street frontages



Applies to Highway 2, Clarington Boulevard

Urban Design Directions

Buildings should frame the street and public spaces, with parking options located at the rear or underground



Applies to all new development

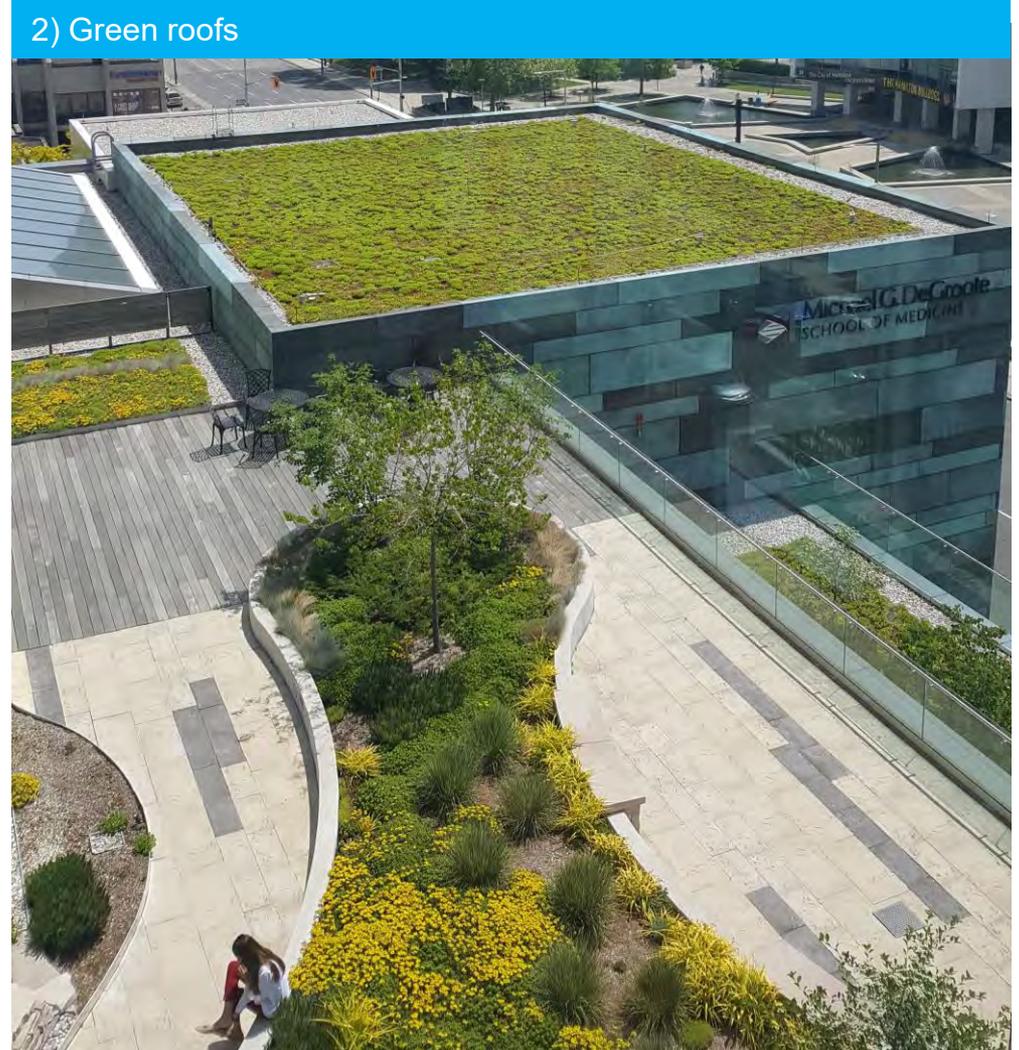
Urban Design Directions

Sustainable green building design

1) Rain gardens



2) Green roofs



Encourage for all new development

Urban Design Directions

Street trees and a healthy urban forest canopy

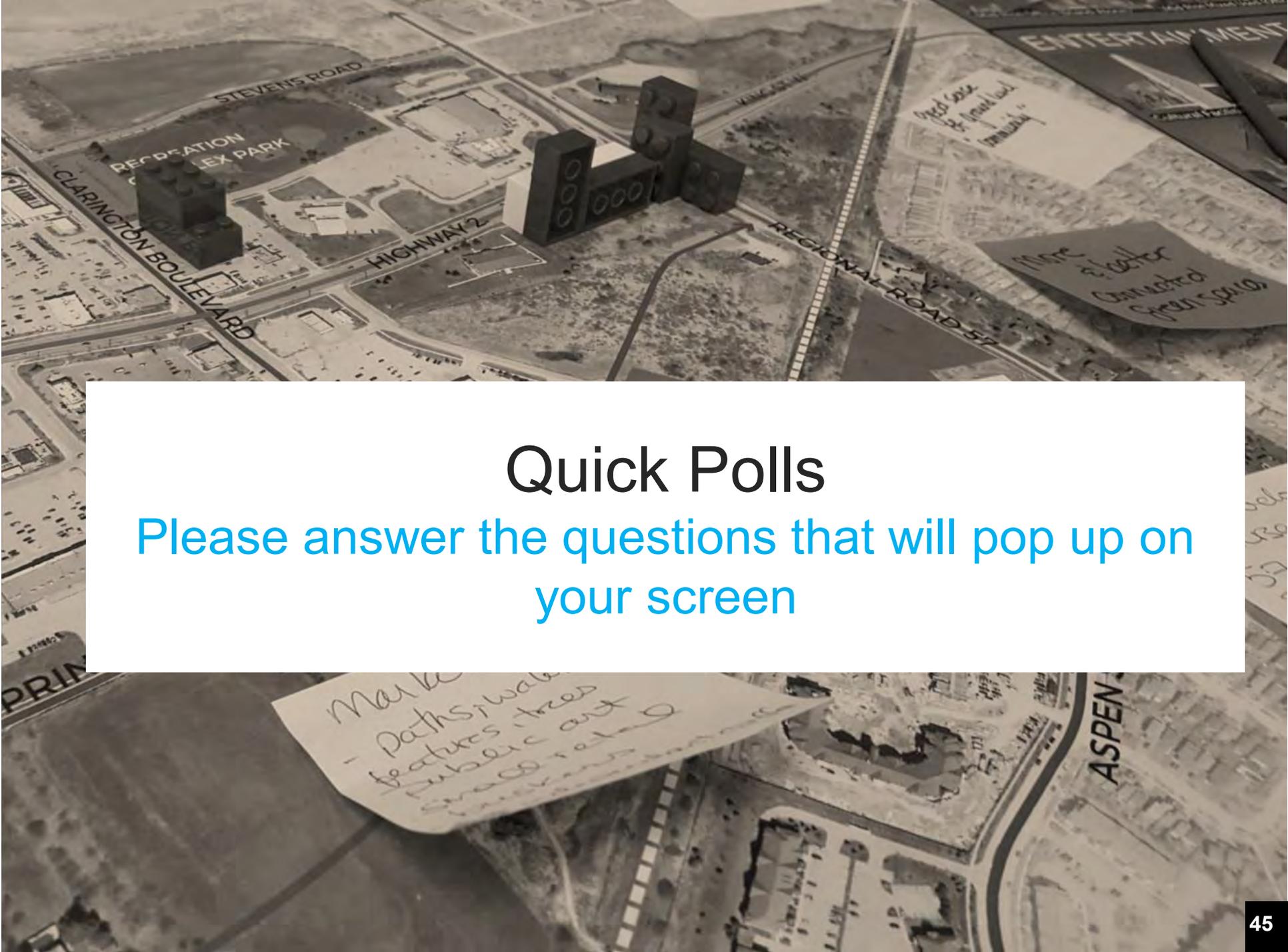


Applies to new development and street design

Implementation & Infrastructure

As part of the implementation program, a number of capital projects and improvements will be needed

- Update to Master Drainage Plan for the area
- Planning for public realm improvements
- Regional Road improvements
- Local road improvements
- All local improvements intended to support development will be covered under the Municipality's Development Charges by-law



Quick Polls

Please answer the questions that will pop up on your screen



Part 4

Q&A

Paul Wirch – Municipality of Clarington
Karen Richardson – Municipality of Clarington
Paddy Kennedy – Dillon Consulting Limited

Q&A



Chat



Raise Hand



Q&A



- Existing Buildings
- Approved
- Proposed Buildings



Part 6

NEXT STEPS

Paul Wirch – Municipality of Clarington

Next Steps on the Project

Bowmanville West Urban Centre



Phase 1:
Mv Bowmanville West



Phase 2:
A Vision for Bowmanville West



Phase 3:
A Plan for Bowmanville West

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