

Urban Design Plan and Guidelines

King Street East Corridor

The Urban Design Plan for the King Street East Corridor establishes performance criteria to guide development of the corridor over an extended period of time. The Urban Design Plan and specific built form guidelines should be interpreted with a measure of flexibility to allow desired diversity within the built environment.

The King Street East Corridor is composed of two areas of distinct urban identity. King Street between Liberty Street and Simpson Avenue will develop a more urban, pedestrian-oriented character, akin to a traditional “main street”. A much more cohesive pattern of development will link this part of the King Street East corridor with the historic downtown. Buildings will front directly onto King Street, and streetscape improvements will enhance the identity of the area. Traffic and movement through the area will be improved, and the impacts of cars on the area will be carefully managed. Intensification of the area will be encouraged, but building heights will be limited to six storeys.

King Street east of Simpson Avenue will have a somewhat different character. The Bowmanville Mall will remain as the primary commercial anchor at this end of Bowmanville, although some additional development on the site may occur. The north side will be reinforced as a medium density residential precinct serving to strengthen the eastern entry character of the King Street East corridor. This section of King Street will be developed with a high quality streetscape consisting of a central paved median and a double row of street trees with wide sidewalks on both sides of the street. The streetscape will define a visually significant point of entry and will serve as a transition zone for traffic coming from the rural area to the east of Mearns Avenue into the urban core to the west.

1. The Street System

Several enhancements to the street system in the King Street East corridor are proposed. These enhancements will improve the flow of vehicular traffic, enhance pedestrian safety, and will reinforce the planning and urban design goals also recommended as a part of this study. Proposed enhancements to the street system include:

- new traffic signals at King Street and St. George and on King Street just east of Galbraith Court, with a reconfigured entrance to the Bowmanville Mall.
- proposed new public street segments including an extension of Simpson Avenue north of King Street and an extension of Queen Street east to Frank Street. The street network will also be extended into the vacant lands west of Galbraith Court when that property develops.

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- a potential private street, built to public standards, running south from St. George Street through the Bowmanville Hospital property.

Policies to encourage the consolidation of access points on King Street and the connection of commercial properties on King Street via back lane access drives, in conjunction with the Municipality led program of capital improvements.

The Urban Design Plan for the King Street East Corridor establishes a linked network of streets composed of primary, secondary and local streets. It is important to note that this is a different categorization of streets than the transportation planning classification in the Official Plan. For example, Liberty Street is shown as a Type B Arterial in the Official Plan but is classified as a Secondary Street in the context of the urban design plan. All of the streets described within the urban design plan are public streets, intended to be built to municipal standards. A private street – effectively an extension of St. George Street – may ultimately be built on the property of the Bowmanville Hospital, but this is desired to function as a public street. In addition to their role in moving vehicular traffic, all streets have a key role in facilitating pedestrian and other types of movement, as well as defining the character of the public realm. The figure below illustrates the street system in the study area.

Primary Street – King Street

King Street is the most significant street within the East Main Central Area, due to its traffic and circulation function, as well as establishing a front door or primary address and identity for the district, and having a role in the economic development of the Municipality. King Street will serve a variety of functions including establishing the primary pedestrian corridor within the area as well as accommodating more intensive forms of urban development. King Street should enhance the appearance and urban character of the district.

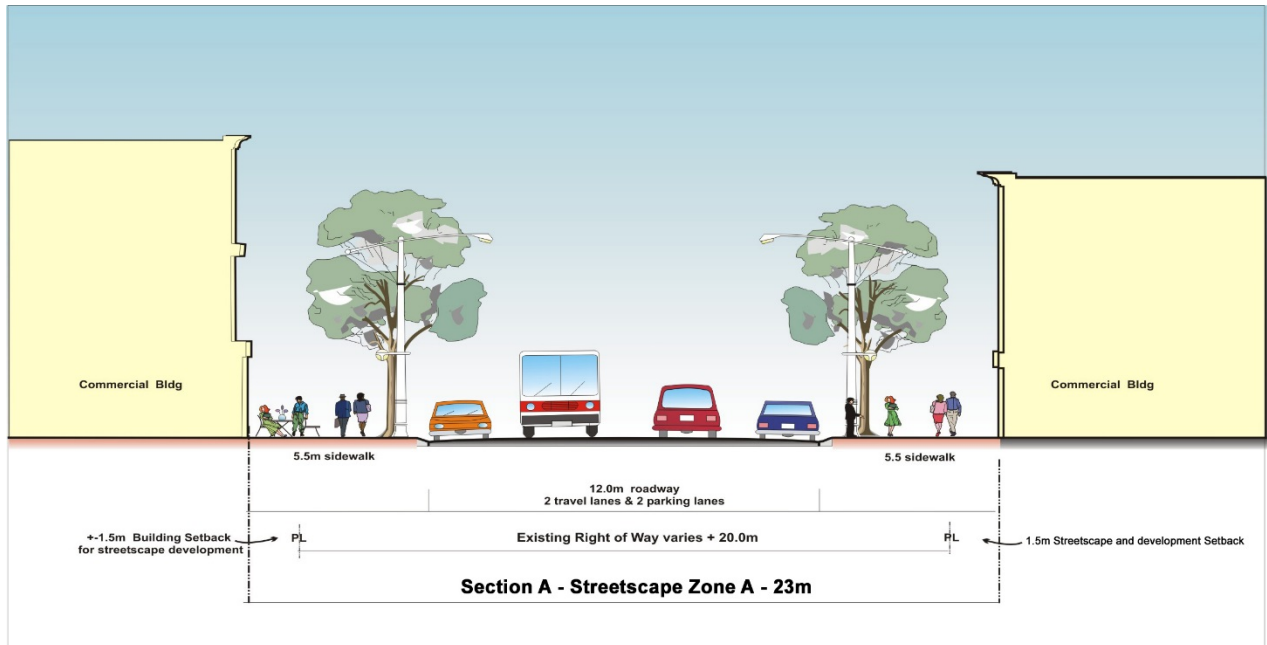
As noted above, there are two areas of distinct urban identity along King Street East. Zone A is characterized by a typical 23 metre streetscape zone with a pavement width of approximately 12 metres, and is located along King Street between Liberty Street and Simpson Avenue. The pavement width in Zone A accommodates two travel lanes with space for limited on-street parking on both sides of the street similar to the historic downtown area of Bowmanville, or centre median islands to manage turning movements.

Zone B is the part of King Street East between Simpson Avenue and Mearns Avenue, and is characterized by a typical 23 metre streetscape zone. Here there are four lanes of through traffic with an additional centre turning lane. The most important urban design criterion in the regulation of development in both of these zones is the streetscape and development setback of buildings from King Street. In the case of this one street, we recommend that the setbacks identified here be incorporated into Clarington's Zoning By-law. The remainder of the

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recommendations here are built form guidelines to be implemented on a site by site basis as development and redevelopment applications come forward. These two streetscape zones are illustrated on the street sections below.

Streetscape Zone A



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14 Street System

Several enhancements to the street system in the King Street East Corridor are proposed. These enhancements will improve the flow of vehicular traffic, enhance pedestrian safety, and will reinforce the planning and urban design goals also recommended as a part of this study. Proposed enhancements to the street system include:

- New traffic signals at King and St. George, and on King Street just east of Galbraith Court, with a reconfigured entrance to the Bowmanville Mall.
- Proposed new, public street segments including an extension of Simpson Avenue north of King Street and an extension of Queen Street east to Frank Street. The street network will also be extended into the vacant lands west of Galbraith Court when that property develops.
- A potential private street, built to public standards, running south from St. George Street through the Bowmanville Hospital property.
- Policies to encourage the consolidation of access points on King Street and the connection of commercial properties on King via back lane access drives, in conjunction with the Municipality led program of capital improvements.
- The classification for urban design purposes of the street network into Primary, Secondary and Local Streets. Buildings fronting on Primary Streets would be required to conform to more urban building standards than those on Secondary or Local Streets.

Legend:

- Primary Street
- Secondary Street
- Local Street
- New Street Segment
- Existing Street Segment
- Potential Public Street
- Connected Back Lane Access
- Existing Signals
- New Signals

Bowmanville King Street East Corridor Study

Clarington

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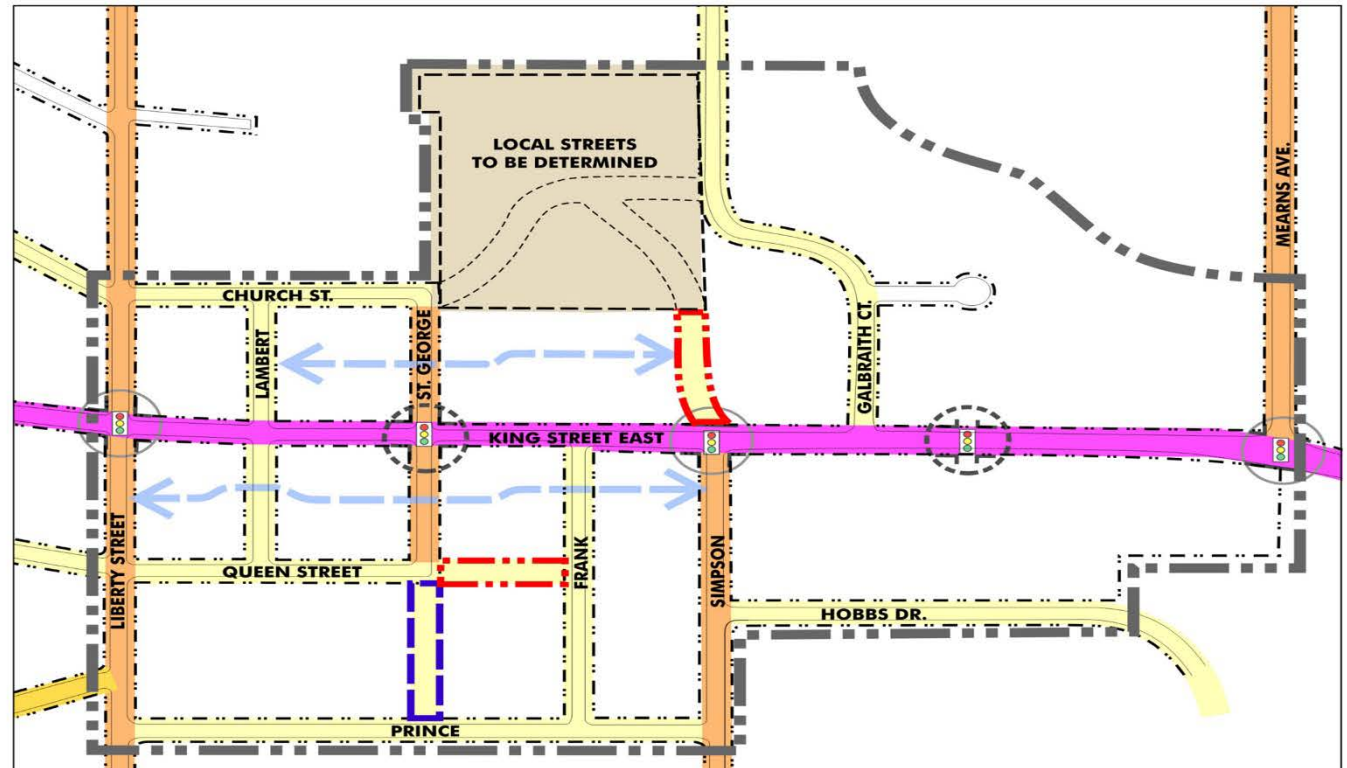
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September, 2003

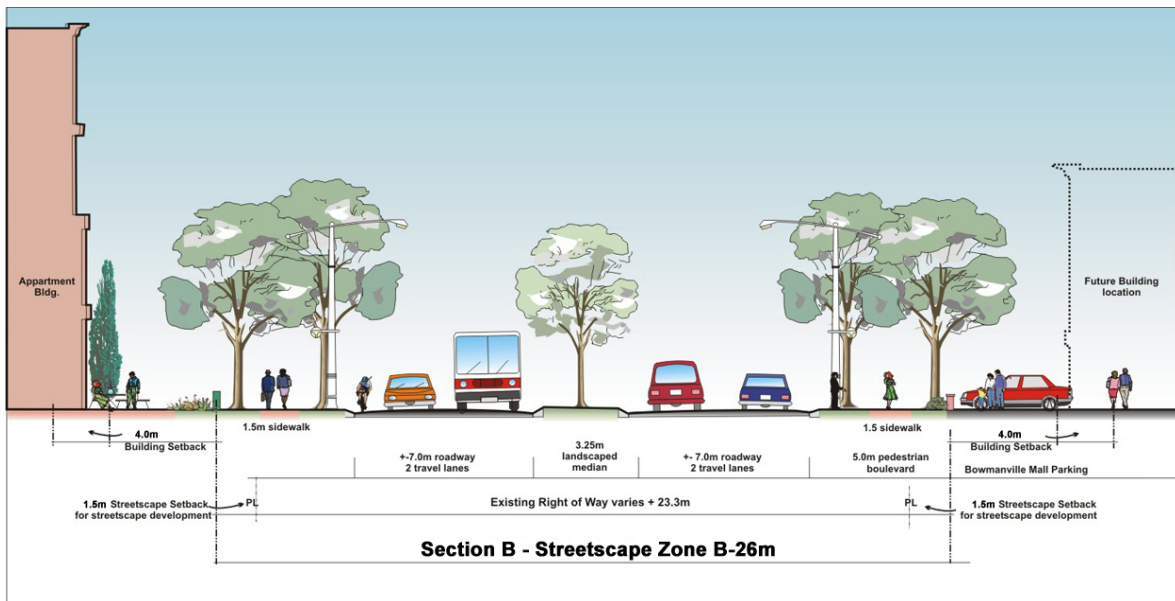
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Streetscape Zone B



Within **Streetscape Zone A**, a *streetscape* setback of 1.5 metres from the edge of the public right-of-way should be adopted for all properties fronting onto King Street. In addition, a mandatory development setback of 0 metres will be adopted (to establish a mandatory “build-to” line). Development will be brought forward to create a consistent street edge with an approximate 5.5 metre sidewalk zone between the building and the pavement edge of the street. This *streetscape* and development setback regime will make a positive contribution to the creation of a pedestrian-oriented main street *environment*.

Within **Streetscape Zone B**, a *streetscape* setback of 1.5 metres from the edge of the public right-of-way should be adopted for all properties fronting onto King Street. In addition, a development setback of 4.0 metres will be required from the *streetscape* setback. A typical sidewalk of 1.5 metres will be provided within this setback. This means that new development will be set further back from the street, allowing a double row of street trees to be planted in the boulevard. This will create a beautiful green entry into Bowmanville from the east and reflects the special character of the residential/commercial precinct on this part of King Street.

Secondary Streets

Secondary streets have a supporting function to primary streets, from both a transportation and an urban design perspective. While they may carry higher volumes of traffic than residential streets and be constructed to higher engineering standards, secondary streets will also be used for functions such as property access. Secondary streets are important elements in the overall system of circulation and provide important connections between precincts and destinations

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in the study area. Over time, through the *redevelopment* process and also through the Municipality's capital improvement program, several *streetscape* improvements will enhance the quality of these streets, including the upgrading of sidewalks, lighting, and street tree planting.

Secondary streets in the East Main Central Area include:

- Liberty Street
- St. George Street
- Simpson Avenue
- Mearns Avenue

Local Streets

The other streets in the East Main Central Area which have not been listed under the categories above are primarily residential streets with relatively low volumes of traffic. Their role within the street hierarchy is to provide a safe, high quality pedestrian *environment* with full access provided to adjacent properties.

Connected Internal Drives

The urban design plan envisions a different organization of parking and access than exists today. Specifically, parking for development along King Street East should be internal to the blocks. Access to this parking should not generally be from King Street, but rather from the side streets to improve circulation, manage access, and improve pedestrian safety on primary streets. Through the *redevelopment* process the Municipality will encourage the development of a system of connected internal drives which will provide connected access to parking areas and buildings across multiple development parcels. This system will improve traffic operations on King Street, would be convenient for patrons of the commercial land uses, and will maximize the utilization of available parking. The precise configuration of this system of connected internal drives would be determined by the Municipality on a site by site basis through the site plan review process.

2. Design Guidelines

The following Urban Design Guidelines are recommended for the King Street East corridor area. They have been specifically developed for this area, and are not intended to apply to other parts of Bowmanville or Clarington. All proponents of development applications in the King Street East corridor should be encouraged to follow and implement these guidelines on their own individual sites. The Municipality will review these guidelines periodically to determine if they are achieving their intended effect and to decide if the guidelines should be strengthened by being adopted as provisions of the zoning by-law.

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Building Heights

- Building heights shall not exceed six storeys.
- Building fronting onto King Street will be encouraged to be at least two storeys in height.

Building Orientation

- Building envelopes will be sited to address first the Primary or Secondary Street intersection or corner location, second to occupy the primary street frontage, and third to occupy the secondary street frontage.
- Buildings will be oriented toward public streets in order to clearly define the public realm, create a consistent street wall, and to create an attractive retail and commercial *environment* for pedestrians.
- Architectural features are encouraged at all corner building locations to enhance the visual prominence and identity of the district.
- A 1.5 metre building step back is permitted at the top of the second storey for buildings which exceed two storeys in height.

Built Form Requirements

- Buildings fronting on a primary street will occupy at least 70 percent of the frontage along the property line.
- Buildings fronting on a secondary street will occupy a minimum of 50 percent of the frontage along the property line.
- The ground floor frontages of all commercial buildings should be composed at a minimum of 50 percent windows.
- All buildings fronting onto a primary or secondary street must have an entrance fronting the primary or secondary street. Corner building entrances are encouraged.
- Building entrances should be easily identifiable and appropriately signed.
- Entrances must be accessible to the disabled, as per the requirements of the Ontario Building Code and the Ontarians with Disabilities Act.
- The provision of weather protection in the form of canopies or awnings at building entrances is encouraged.
- Cornice articulation is encouraged at the top of the second storey for all buildings, as well as at the top storey for buildings greater than two storeys in height to establish a consistent treatment of the built form edge.
- The provision of street furniture within the 1.5 metre *streetscape* setback is encouraged in order to enhance the quality and use amenity of the public realm.
- Privately provided landscaping, including planters and benches, are encouraged at building entrance locations.
- All commercial and residential buildings shall have windows fronting onto the public street system.

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Site Landscaping

- The Municipality will develop a detailed *streetscape* improvement plan for King Street East and as a part of the *redevelopment* process; the Municipality may require segments or areas of the King Street Streetscape to be provided as a part of the development agreement.
- Primary frontage landscape zones will be landscaped to a depth of at least 5 metres beyond the *streetscape* setback and will provide pedestrian access and connections between the public street and parking areas.
- The provision of pedestrian scaled lighting is encouraged at interfaces between new *development* and the public realm, for instance, between buildings and parking areas, as well as with the public street system.
- Parking areas should be screened with a landscape *buffer*. Landscape screens are defined as hedges or brick walls with a minimum height of 0.6 metres and a maximum height of 1.0 metres.
- At the interface between residential and non-residential properties, the non-residential property must provide a landscaped *buffer* consisting of trees or other landscape materials with a height of least 4 metres.

Parking and Access

- Parking will be provided according to the rates specified in the Municipality's Zoning By-law. Reductions in these parking requirements will be considered where appropriate.
- Subject to the building *massing* and setback requirements set out herein, parking areas will be located internally to the block. Parking spaces are not permitted in the front yard of a building fronting onto a primary street or within the primary frontage landscape zone.
- The provision of trees and other landscaped areas are encouraged to visually break up large areas of parking.
- Parking facilities for bicycles should be provided in non-residential developments.
- Direct vehicular access onto primary streets will be discouraged.
- Private lanes and internal driveways will be important components in the overall circulation system. The design and configuration of these lanes and driveways will be determined by the Municipality at the time of site plan review.
- Sidewalks shall be constructed to municipal standards to facilitate pedestrian and bicycle circulation. All sidewalks shall include curb cuts as appropriate.
- Parking structures shall be designed to appear as public buildings, with an attractive frontage along all public streets. Active uses at grade are encouraged.
- Access will occur as indicated on the urban design plan. Generally, each block face should have no more than one point of access to the block connecting to the internal drive system. Access control, including right

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in/right out islands, may be required by the Municipality in order to achieve the objectives of this plan.

Loading and Storage

- Loading, garbage storage and other service areas shall not be visible from primary or secondary streets. Screening in the form of fencing or opaque landscaping shall be provided for these areas in order to reduce their visual impact, to be determined by the Municipality at the stage of site plan review.

The figure on the following page summarizes the provisions of the Urban Design Plan and illustrates the locations of the *streetscape* zones and access areas as described. This figure also summarizes the features of the access management plan for the King Street East corridor.

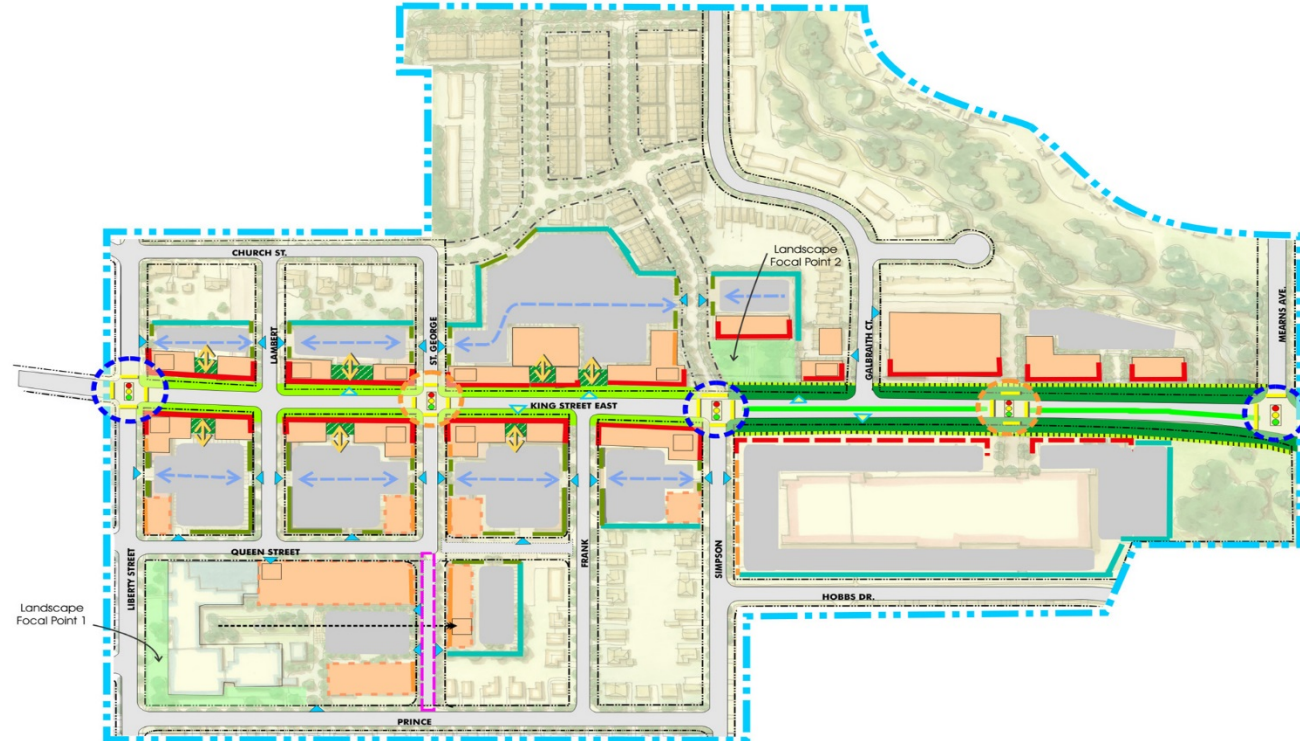
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Urban Design Plan

The urban design plan provides guidelines for the arrangement of buildings and landscape features within the King Street East corridor. The plan will be implemented on a site by site basis through the redevelopment of individual properties. Key elements of the urban design plan include:

- 6 storey maximum building height and 2 storey minimum height on King St
- 1.5m streetscape and development setback on King St between Liberty and Simpson
- 1.5m streetscape setback on King St between Simpson and Means with a 4-6m additional development setback
- Buildings should be situated first to address corners of intersections with a minimum 70% built frontage requirement on primary streets. Corner buildings are appropriate for architectural focus.
- Commercial uses fronting primary streets should have 70% windows in their ground floor façade
- Spaces between buildings will be landscaped within 4m of the primary street
- Interfaces between residential and non-residential uses should be appropriately buffered
- Parking should be internal to the block and appropriately screened
- Access to properties should be taken from the side streets and back access lanes should be connected



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Totten Sims Hubicki Associates

URBAN STRATEGIES INC.

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Prepared for the Municipality of Clarington

Scale 1:1000
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Legend:

- Building Envelope
- Primary Frontage
- Secondary Frontage
- Street scape Zone A 1.5m setback
- Street scape Zone B 1.5m setback
- Parking

Signalized Intersection

- Landscape screening buffer- max height 1m
- Landscape buffer - 4m height
- land scape local point
- Controlled Access
- Full access point
- Connected internal drive/ lane access

- Pedestrian Access
- Primary Frontage Landscape Zone A - 4m
- Primary Frontage Landscape Zone B - 4m
- Pedestrian Cross walk
- Potential Public Street - To Be Determined