



Bowmanville East Urban Centre Secondary Plan Update

Phase Two Technical Report

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Clarington **SvN** **AECOM**

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1.0 Introduction

1.1 Project Purpose

This Project aims to update the Bowmanville East Urban Centre (“BEUC”) Secondary Plan, which was first approved in 1996 and last updated in 2003. Since its last update, there have been changes to provincial land use and planning policies as articulated through the Provincial Policy Statement, 2020, and Growth Plan for the Greater Golden Horseshoe, 2020. Additionally, updates to the Municipality of Clarington’s Official Plan were approved in 2017 which provided an increased emphasis on urban design, affordable housing, sustainability, climate change, and community engagement.

In recognition of the renewed municipal vision for the BEUC, this update to the Secondary Plan aims to preserve the role of the historic downtown, improve connections to the surrounding natural heritage system, support existing employment and civic hubs, and facilitate the establishment of a new mixed-use community on the former Goodyear Lands.

This Project will result in an updated Secondary Plan and set of Urban Design Guidelines that will establish a planning framework for the re-imagining of the Bowmanville East as an integral part of Bowmanville and Clarington as a whole.

1.2 Project Area

Centered on the intersection of King Street and Liberty Street, the 160-hectare Bowmanville East Urban Centre (BEUC) Project Area (“Project Area”) encompasses a mix of land uses and a diverse built form. The Project Area includes a number of notable districts and destinations, such as the traditional Downtown, the East Business District, the former Goodyear manufacturing lands, the Bowmanville Mall, and the Lakeridge Health Bowmanville Hospital. The broader Project Area also includes portions of the two significant natural heritage assets – the Bowmanville Creek and Soper Creek and their associated valley lands – that define its western and eastern boundaries.

Figure 1 illustrates the extent of the Project Area lands.



Figure 1: Project Area

1.3 Project Process and Timeline

The Project is structured to take place in three phases, with technical analysis and community engagement being undertaken in an iterative fashion.

Figure 2 depicts the project process and the primary components of each phase of work.



Figure 2: Project Process

The three phases are as follows:

Phase 1 – Background Analysis

Phase 1 involved a comprehensive existing conditions review. An analysis of the existing land use and built form pattern, public realm and active transportation network, and municipal servicing, utilities and parking conditions was undertaken. The review and analysis informed the identification of sites with redevelopment potential, three key Precinct areas (Civic Precinct, Goodyear Lands, Lakeridge Health Bowmanville Hospital), and opportunities and constraints throughout the Project Area.

Community engagement in this phase included two Public Information Centres, a series of stakeholder interviews, and meetings with the Project Steering Committee composed of Municipal Staff and key stakeholders. Phase 1 of the Project took place over the fall and winter of 2018 and has been completed.

Phase 2 – Development Opportunities

Phase 2 involved the preparation of a redevelopment concept for the Project Area. This redevelopment concept was informed by the findings of Phase 1, the identification of best practices for downtown revitalization, and the preparation of a new vision and guiding principles for Bowmanville East. The Phase 2 work involved the development of emerging Character Areas, a Demonstration Plan to the 2031, 2041 and 2051 time horizons, and Precinct Demonstration Plans articulating the redevelopment visions for three key sub-areas.

Work for the Goodyear Lands was conducted in parallel to investigate these lands, including a Precinct Demonstration Plan showing how the area could develop, and traffic and servicing analysis to investigate the infrastructure capacity required to adequately accommodate that development.

Community engagement in this phase included two Public Information Centres and two additional meetings with the Project Steering Committee. Phase 2 was initiated in early 2019 and was re-started in spring/summer 2022 following a pause in the project, which was triggered in part by the COVID-19 pandemic. Phase 2 is anticipated to be completed by Q1/Q2 of 2023.

Phase 3 – Final Recommendations

Phase 3 will be dedicated to preparing new Secondary Plan policies to support the redevelopment vision developed in Phase 2. These new policies (and accompanying schedules) will be further supplemented by the creation of area-specific urban design guidelines.

Community engagement will include continued consultation with the Project Steering Committee and a Statutory Public Meeting to present the draft Secondary Plan and Urban Design Guidelines.

Subsequently, they will also be presented to the City of Markham's Planning and Development Committee. Phase 3 is expected to be carried out throughout the summer and fall of 2023, with project close anticipated by the end of the year.

1.4 Intent of the Document

This intent of this report is to summarize the work undertaken in Phase 2 of the Project, specifically from spring/summer 2022 onwards following the post-pandemic project pause.

It will outline the planning and design work undertaken towards the redevelopment concept for the BEUC, synthesize the public engagement findings from the most recent Public Information Centre and online survey, summarize the findings of supporting technical studies, and introduce preliminary policy directions that will provide the basis of the forthcoming Secondary Plan document.

2.0 Redevelopment Concept for the BEUC

Phase 2 of this Project involved the creation of a redevelopment concept for the BEUC, which encompassed the Vision and Guiding Principles, Emerging Character Areas, Demonstration Plan, Vision for the Precincts and preliminary Public Realm, Open Space and Active Transportation Network. This work was presented at the most recent Public Information Centre (PIC) on June 1, 2022. For additional information, please refer to the detailed presentation package from the PIC, which is included as **Appendix 1** to this report.

The below section provides a summary of the key findings and outputs from Phase 2 as presented at the most recent PIC.

2.1 Vision and Guiding Principles

As part of Phase 2 activities for the Secondary Plan Update, a vision was developed for the Bowmanville East Project Area.

The vision for the Project Area is as follows:

Bowmanville East will treasure the old and reshape it in ways for new generations to enjoy. It will:

- Revive new civic, medical and mixed-use precincts;
- Facilitate new built form and densities to provide a variety of housing, businesses, and essential services;
- Provide a vibrant, cohesively walkable public realm with varied types of ecologically rich open spaces, public art, active transportation, and multimodal streetscapes; and
- Be an entertainment, institutional, service, tourism and family destination—welcoming people of all generations, incomes and abilities to live, work and play.

This vision will be realized through the implementation of policy directions which are based upon the following six key guiding principles:

1. Providing Housing Choice and Affordability
2. Improving Connections
3. Diversifying Open Space
4. Maintaining Historical Character
5. Establishing an Active Street
6. Promoting a Sense of Place

2.2 Emerging Character Areas

Five Emerging Character Areas were identified across the Project Area. These include:

- The Historic Downtown, which is situated on either side of King Street in the historic core of Bowmanville and incorporates the traditional main street;
- The East Business District, which includes the lands fronting onto both sides of King Street East as well as the north side of Prince Street, generally bounded by Liberty Street to the west and Silver Creek to the east, encompassing the Lakeridge Health Bowmanville Hospital and Bowmanville Mall;
- The Downtown Corridor, which covers lands between the East Business District and Historic Downtown, as well as directly north and south of the Historic Downtown;
- Residential Communities, which are generally located in the northernmost portions of the Project Area and contain existing low-rise housing stock; and
- The Goodyear Lands, which is a large piece of industrial land located in the southwest portion of the Project Area.

For each Character Area, a high-level approach, design objectives and built form parameters were devised.

2.3 Demonstration Plan

The Demonstration Plan is a representation of one possible scenario of building massing that could arise over the lifetime of the Project Area. It is based on a number of assumptions such as:

- Which sites may redevelop—these are focused on soft sites, e.g. low-density residential or commercial sites or former industrial sites that are currently underutilized and more likely to attract development interest; and
- The scale and form of development – typical low- and mid-rise building footprints are modelled, consistent with industry norms, with overall building height distributions as per preliminary planning directions identified through Phase 2.

A 3D model of the Demonstration Plan was prepared. Data from each building was tabulated, noting its use, floorplate size, height in storeys, and gross constructible area (GCA). To generate an estimate of population and jobs, the following assumptions were made:

- For mixed use buildings, half of the ground floor is allocated to commercial uses. The other half of the ground floor is assumed to function as residential uses, back-of-house areas and common spaces. All upper floor area is allocated to residential uses;
- Residential uses are separated into categories based on unit type. Total residential GCA is divided by an average gross unit size to generate the number of units. The gross unit size includes both the unit area as well as an assumption (approximately an additional 15%) of the unit's share of common spaces such as corridors, lobbies and loading spaces.
 - Apartments are assumed to be 100 square metres gross;
 - Back to back stacked townhouses are assumed to be 108 square metres gross; and
 - Townhouses are assumed to be 216 square metres gross.

- Commercial uses are assumed to generate 1 job per 45 square metres of space; and
- All residential units are assumed to generate 1.75 persons per unit.

Using these assumptions, several iterations of the Demonstration Plan were created to illustrate development scenarios to the short-term horizon (to 2031), medium-term horizon (2041) and long-term horizon (2051).

This mathematical exercise, at full build out in 2051, could result in over 6,000 residential units accommodating over 10,500 people, and, over 4,100 jobs in the Bowmanville East Urban Centre. Of the 6,000 units, 5,300 would be new, a result of intensification. These figures were compared against the Regional intensification goals set out in the *Housing Intensification Study Technical Report, 2021 (Region of Durham Growth Management Study: Land Needs Analysis)*, which identifies an overall intensification target for the Region of Durham as a whole, as well as the potential contributions of individual municipalities towards the overall target. The report identifies a total of 3,200 units for the Bowmanville East Urban Centre to the 2051 time horizon, of which 2,500 would be new.

By this comparison, it is evident that the draft planning framework under consideration has the potential to achieve and exceed the Region's density requirements.

2.4 Vision for the Precincts

Three Precincts were identified within the Project Area as areas of significance for the BEUC. These Precincts have the potential to contribute significantly to the Project Area through the diversification of land uses, introduction of public realm improvements, and connections to surrounding neighbourhoods. As an extension of the overall Demonstration Plan, Precinct Demonstration Plans were created to explore how each could develop over time.

These are:

- The Downtown Civic Precinct, which is envisioned to expand, entrench and improve the presence of important civic institutions in the historic core;
- The Bowmanville Hospital Precinct, which is envisioned to connect the hospital and nearby medical and supportive uses to create a new medical campus; and
- The Goodyear Lands Precinct, which is envisioned to create a new mixed-use district with residential, commercial, and community uses and open spaces.

2.5 Public Realm, Open Space and Active Transportation Network

Utilizing the analysis and findings of Phase 1 background review, conceptual diagrams were developed to illustrate preliminary directions for the Public Realm and Open Space Network and the Active Transportation Network. These included the high-level identification of Potential Public Space Focal Points within each of the four Character Areas, as well as a series of preliminary additions and connections to the active transportation network, including extensions to existing trails, connections to existing cycling routes, and new sidewalks across the Project Area.

3.0 Results of Engagement Activities

3.1 Purpose and Format

The purpose of the Public Engagement process in Phase 2 of the Project was to report back on the proposed vision and guiding principles and share the draft Redevelopment Concepts Plans and Precinct Plans, as well as share early directions on the proposed public realm and active transportation network. Some engagement events also served to re-introduce the project to participants, on account of the lengthy pause in the project due to the COVID-19 pandemic.

Multiple engagement activities were held, including:

- Two Stakeholder Committee meetings, which featured presentations by the project team and Q&A discussions, took place on January 21, 2020 and April 13, 2022.
- Two Public Information Centres, with the first held in-person on May 2, 2019 (PIC #2 of the Project) with an open house format, and the second held virtually on June 1, 2022 (PIC #3 of the Project) which featured a presentation by the consultant team and interactive web-based polling questions.
- An online survey (see **Appendix 2**) through the Town of Clarington's web engagement portal Engage Clarington which was released following PIC #3 and remained available between June 1, 2022 and June 30, 2022.

3.2 Summary of Key Messages from PIC #3 and Online Survey

The key messages in this section provide a summary of the comments received through the latter half of the Phase 2 work, including PIC #3 and the online survey.

They are not meant to be a verbatim or exhaustive version of feedback received, but rather a synthesis of key messages. Where possible, these will be considered and implemented through the drafting of the Secondary Plan policies in the forthcoming Phase 3 work.

Maintaining the existing character of the Historic Downtown and Residential Communities

Participants wish to retain the strong heritage character of the King Street corridor, in recognition of its value as a local main street and destination. Suggestions include a greater unity of look and feel across the entirety of King Street, with lower-scaled ground-related retail fronting King Street. There was mixed feedback about the proposed height maximum (6 storeys) within this area, with some arguing for higher permitted heights and others wishing for future development to not exceed the height of current buildings. A strong desire to implement policies that would support the maintenance of small-scale, local and independent businesses was also heard.

Similarly, participants wish to preserve the character of the Residential Communities within the Project Area, which is supported by a consistent built form and a mature tree canopy. There was general support for the proposed maximum height and proposed front yard setback; however, some commenters expressed concern around privacy and overlook impacts. Participants had questions about the idea of 'expanding housing choice', seeking greater detail into what those options might be and how they would support greater affordability.

Enabling redevelopment within the East Business District and Goodyear Lands with context-appropriate policies

Participants support accommodating for healthcare and lifestyle services in lands surrounding the Lakeridge Health / Bowmanville Hospital. Previously suggested uses include walk-in clinics, pharmacies, long-term care facilities, gyms and spas, among others. There was general agreement on need to improve public areas along King Street East, including through the addition of new pedestrian pathways, as well as to compliment existing institutional facilities with residential and commercial uses.

Regarding the Goodyear Lands, participants broadly support repurposing the former industrial lands to create a complete community with higher densities and

greater mix of uses. Previously suggested uses for more diversified employment uses on the site include live-work uses, educational institutions, incubator spaces, micro-scale manufacturing, among others. There was a mixed response between participants in regards to maximum height permissions, with suggestions as low as 4 storeys and as tall as 18 storeys. There was consensus among participants in regards to the opportunity to leverage the Goodyear Lands' proximity to the nearby natural heritage network, with a desire for on-site green spaces and recreational facilities.

Enhancing links to the natural heritage network and green space

Participants would like to see stronger connections between the Project Area and the existing natural heritage network, including to Bowmanville Creek and Soper Creek. Participants felt that it was important to strengthen access to the municipal trail network to ensure opportunities for active and passive recreation. There was strong approval from participants for the establishment of multiple connections to the Bowmanville Creek should be provided from the Goodyear Lands. There was also broad support for public realm improvements which would facilitate direct and efficient connections from the Historic Downtown, East Business District and Downtown Corridor to both Bowmanville Creek and Soper Creek.

There was strong support for the establishment of new parks and/or green spaces within the Project Area as it grows and develops. Some participants suggested alternative locations for the preliminary 'public space focal points' identified through the PIC materials; one suggestion included re-locating the focal point to the vicinity of King Street and Ontario Street, rather than Brown Street.

Creating walkable and pedestrian-scaled places

Participants rated public realm improvements as high on their list of priorities for the Project Area. Participants are in favour of design moves which enable easy and comfortable travel within and between the Project Area by foot. There was support for making Temperance Street a pedestrian-priority or pedestrian-only street, introducing the capability for the street to host

community events on an as-needed basis. Participants also voiced a desire to see more street trees across the Project Area, particularly along Scugog Street, Church Street, Silver Street, Temperance Street and Division Street. Public realm improvements along the length of King Street was identified as another priority.

There was also support for more pedestrian and cycling infrastructure to facilitate safe connections and accommodate growth in and around the Project Area. Participants had a number of suggestions regarding a need for new bike lanes, pedestrian crossings, streetlights and sidewalks. It was noted that existing active transportation facilities are often disconnected and inaccessible. Specific comments included the need for a sidewalk along the west side of Temperance Street and Queen Street and a crosswalk connecting to Rotary Park. Participants also commented in support of more street furniture, including bike racks and bench seating.

Minimizing negative traffic impacts that may be caused by future growth and redevelopment

Participants are concerned with the potential for negative traffic impacts, with many feeling that the supply of parking is already limited within the Project Area. Participants indicated a preference to explore solutions around improved public and on-street parking, as well as potential opportunities to consolidate access across adjoining properties. Adequate access to parking is seen by participants as vital to continued commercial development of the Downtown.

4.0 Summary of Technical Reports

4.1 Bowmanville East Urban Center Parking Study

AECOM Canada Ltd. was retained by SvN Architects + Planners on behalf of the Municipality of Clarington to summarize the parking inventory in the downtown Bowmanville study area and conduct a study on the payment-in-lieu (also known as cash-in-lieu) of parking programs in place various municipalities throughout the GTA. The report is dated April 27, 2020.

The recommendations developed on the basis of the study are as follows:

- Ensure the Municipality has a strong and clear Transportation Demand Management policy to reduce overall dependency on parking and private vehicles for transportation;
- A payment-in-lieu of parking policy should only apply to non-accessible commercial spaces;
- The payment-in-lieu fee is usually tied to the cost of land, construction, and/or maintenance of an equivalent replacement parking spot, usually 50% thereof. The Municipality should consider the type of parking it expects to supply, surface or structured, and ensure the fee is reflective of that need;
- Flat rates are common throughout the GTA, but provide little flexibility for the various kinds of developments which may apply;
- Consider a sliding fee structure depending on size of development and percentage of parking supply provided /not provided;
- Formula based fees may cause issues due to complexity in determining factors (i.e. land value appraisal, construction cost, etc.). If this is considered, ensure variables and factors can be easily determined and establish a clear verification methodology. A formula may be used for determining an initial fixed fee and adjusted over time as required;

- Give strong consideration to the variables and factors which are used to calculate the fee, how they may differ for each application, and how they may change over time;
- While a payment-in-lieu of parking policy gives business owners and developers an alternative solution for addressing parking requirements, consider potentially exempting parking requirements for specific land use types or areas in which the Clarington wants to further encourage growth;
- Consider a reduction or removal of parking requirements for rezoning / change in use of existing structures, particularly historically designated structures; and,
- Include clauses for annual or regular adjustment of fees, tied to inflation, parking demand, or another factor.

4.2 Bowmanville East Urban Centre Existing Conditions Reports

AECOM Canada Ltd. was retained by SvN Architects + Planners on behalf of the Municipality of Clarington to summarize the existing conditions in regards to servicing infrastructure. Separate studies were produced for the Bowmanville East Urban Center and the Goodyear Lands, with the reports dated February 25, 2019 and September 16, 2020, respectively. The findings are summarized below.

Bowmanville East Urban Centre

- Sanitary: The study area is currently serviced by a mature sanitary sewage collection system consisting of local sewers being less than 375mm in diameter and trunk sanitary sewers being equal to or greater than 375mm in diameter. Investigations of the capacity of the existing sanitary sewer within identified Drainage Areas found that sanitary pipes at the downstream end of the service area have existing excess capacity.

- **Watermain:** The study area is currently serviced by a network of local watermains, generally 300mm in diameter and less, and 400mm diameter feeder mains located along King Street, Scugog St north of King St, Division Street from the water tower south to Queen St and extending further south through the Goodyear Lands.

Goodyear Lands

- **Sanitary:** The project team has no formal records of how the Goodyear Lands are currently serviced. Based on a review of the Regional Sanitary Sewage Collection System plans, it is assumed that site is currently serviced by the existing 300mm sanitary sewer located on Queen Street. The Queen Street sanitary outlets to the Region's trunk sanitary sewer system located on Ontario Street. The Goodyear Lands are located in close proximity to the Region's trunk sanitary sewage collection system located on Ontario Street and along the west side of the Bowmanville Creek. The servicing options for the development of the Goodyear Lands are either to provide a sanitary sewage pumping station and connect to the existing sanitary sewer on Ontario Street, or to connect to the existing trunk sanitary sewer along the west side of the Bowmanville Creek by means of a trenchless water crossing of the creek.
- **Watermain:** The former Goodyear lands has an existing 400mm feeder main located along the north and east boundary of the site. Linear infrastructure upgrade needs to facilitate the delivery of an adequate water supply to future development on the site will be minimal. Consultation with the Region will be completed to understand any constraints related to storage and treatment needs and the timing of any such improvements to the Region's water supply system.
- **Storm Drainage:** The project team has no formal records of the existing private storm sewers that may service the existing lands. Regardless, the existing system, if one exists, would likely be deemed

insufficient to service the re-development of the lands. The re-development of the former Goodyear lands will provide an opportunity to provide a new storm sewer system and any necessary quantity / quality control measures as prescribed by the Central Lake Ontario Conservation Authority (CLOCA).

4.3 Goodyear Lands Transportation Impact Study

A Transportation Impact Study (TIS) was undertaken by AECOM Canada Ltd. for the Goodyear Lands in order to assess the existing traffic conditions in the vicinity of the subject lands, forecast future traffic volumes associated with the new land use, assess the future operations at intersections in the vicinity of the subject lands, and identify operational concerns, safety concerns and any required mitigation measures where appropriate. The report is dated April 4, 2023.

The TIS conducted traffic operations analysis for both existing and future conditions. Due to the existing built form and its limited space for significant intersection improvements, no network modifications beyond those already planned and discussed were implemented into the modeling. The analysis showed generally worsened operations throughout the network as a result of the significant increase in population and employment in the Secondary Plan Area.

Due to the significant growth anticipated, several of the key signalized intersections along the King Street and Liberty Street corridors will begin to see at-capacity conditions, characteristic and consistent with a dense and mature urban environment. This is generally anticipated to lead to increased use of the area local road network, as vehicles are encouraged to shift to more direct minor streets to avoid the capacity issues. The TIS concludes that despite some of the operational and capacity concerns identified in the assessment, the development of the Bowmanville East Secondary Plan area reflects a more sustainable development program and provides an opportunity to encourage a new lifestyle for residents and workers with the implementation of

major transit improvements (i.e., DRT PULSE service, Bowmanville GO Station, etc.) and an expansion of the active transportation network.

In general, the build-out of the Goodyear Lands does not significantly affect the road network operations compared to those in the Future Background Conditions resulting from the anticipated build out of the Secondary Plan study area.

The TIS recommends additional transportation review and study as development comes to fruition, including additional transportation and traffic impact studies as part of the development approvals for process for submitted Draft Plans for Subdivision and Site Plans. In addition, future coordination with Durham Region Transit is encouraged in order to monitor future service demand needs, plan for transit routes along arterial and collector roads, and ensure that sufficient space is protected for transit stops as part of the road right-of-way.

4.4 Goodyear Lands Functional Servicing Report

A Functional Servicing Report (FSR) was undertaken by AECOM Canada Ltd. for the Goodyear Lands in order to provide guidance on the provision of water, wastewater and stormwater infrastructure required to service the Goodyear Lands. The functional servicing analysis was undertaken on the basis of the Demonstration Concept Plan developed by SvN. The report is dated April 18, 2023.

Regarding water servicing, the analysis found that there were no general concerns with providing a sufficient supply of water to the Goodyear Lands, given the site has a 400mm feedermain located on it. Pending the ultimate location of the proposed building footprints, there may be a need to assess during the development approvals stage whether relocation and/or other protective measures would be required.

Regarding wastewater servicing, the analysis found that the Region do not have any sanitary capacity design sheets that they have confidence in for assessing capacity of the existing collection system. The Region's expectation is that a new sanitary sewer along Hunt Street, south of the Goodyear Lands, is required to service the Goodyear Lands and other development that may contribute to the sanitary sewer along Hunt Street. The report recommends that there be a detailed assessment of capacity of the Hunt Street sanitary sewer undertaken during the development approvals process to determine if external improvements are required to service the Goodyear Lands. The Region of Durham has advised they are preparing a sanitary model for this area and as such the tools will be available in the future to complete an assessment with confidence.

Regarding stormwater servicing, the analysis identifies the need for a new stormwater management facility to manage the runoff from the Goodyear Lands. This is recommended to be located at the south west portion of the site and the area is anticipated to be between 0.6 to 1.2 hectares. Modifications to the existing Municipal storm sewer would be required to implement this concept plan, including a potential new facility to treat existing runoff. It is recommended that the Municipality of Clarington and the landowner prepare a Master Drainage Report to determine the preferred solution for the management of runoff from the Goodyear Lands and the broader area currently serviced by the existing stormwater sewer system.

5.0 Preliminary Policy Directions

Drawing on analysis and outputs from the Phase 1 and 2 work, a number of policy directions have emerged which will guide the development of the Secondary Plan document and Urban Design Guidelines for the Project Area. These policy directions will be updated and refined in the final phase of the project, and include:

- **The establishment of five Character Areas, which will provide the opportunity to create several distinctive areas within the Secondary Plan boundaries.**

Policies will support and implement the below visions for each of the Character Areas.

- The Historic Downtown will build upon its status as the civic heart of Bowmanville and continue to support the historic main street as a destination for residents and visitors;
- The East Business District will continue to develop as a commercial and mixed-use area while leveraging opportunities from existing anchor retail and institutional uses.
- The Downtown Corridor will act as a mixed-use transition zone which cohesively links the East Business District and Historic Downtown.
- The Residential Communities will maintain their existing low-rise character while introducing context-sensitive opportunities for infill housing.
- The Goodyear lands will be developed into a new mixed-use community which accommodates new housing and jobs, while creating accessible connections to the surrounding natural heritage system.

- **An emerging land use strategy which streamlines and updates the land use schedule of the existing Bowmanville East Town Centre Secondary Plan.**

The emerging land use strategy concentrates *Mixed Use Areas* along the length of King Street from Scugog Street to Simpson Avenue, which will permit a wide range of uses including retail, commercial, office and institutional. Both the Goodyear Lands and Bowmanville Mall are proposed to be designated as Mixed Use Areas. The emerging land use strategy proposes three residential designations: *Residential High Density*, *Residential Medium Density*, and *Residential Low Density*. Preferred locations for the *Residential High Density* designation include lands to the north and west of the Scugog Street and Church Street intersection, and lands on the north side of King Street east of Galbraith Court. Preferred locations for the *Residential Medium Density* designation include parcels along Queen Street between Scugog Street and Queen Street in addition to lands on the south side of Church Street between Ontario Street and St George Street. Lands within the Residential Communities Character area will be designated *Residential Low Density*.

- **An emerging height and built form strategy which will permit the tallest heights within the East Business District, centered along King Street East, and the Goodyear Lands, as part of a new master-planned community.**

The emerging height and built form strategy features a maximum height of 12 storeys for the East Business District and Goodyear Lands. The Downtown Corridor is proposed to be limited to a 10-storey maximum to implement a mid-rise character, while a 6-storey maximum is proposed for the Historic Downtown to complement the traditional main street. Within the Residential Communities, a 4-storey maximum is proposed in order to preserve the low-rise pattern of the area while also offering opportunities for 'missing middle' development.

With the exception of the Residential Communities, a minimum building height of 3 storeys is proposed throughout the Secondary Plan area.

- **An emerging public realm and active transportation strategy which identifies opportunities to establish new publicly-accessible spaces, create a sense of place and improve the pedestrian experience.**

Through the Phase 2 work, four Public Space Focal Points were identified, one for each Character Area, with each generally situated at major intersections or along major corridors. These are intended to be further explored in Phase 3 as locations for potential future public parks, open spaces, plazas or POPS. Policies in the Secondary Plan will reinforce King Street as a primary pedestrian-oriented thoroughfare, with direction to create a consistent streetwall, locate active uses at-grade, and improve streetscape conditions. Emerging policy directions also include improvements to the active transportation network, including suggested connections to cycling and trail networks.

6.0 Next Steps

From spring through fall of 2022, the focus of this Project will shift to the preparation of the Draft Secondary Plan, which will implement the vision for the Bowmanville East Urban Center and support growth and development in line with the Vision and Demonstration Plans developed in Phase 2. The Secondary Plan will also consider and integrate findings from the studies completed as part of the Goodyear Lands scope of work. Furthermore, Phase 3 of this Project will also involve preparing the draft Urban Design Guidelines, which will outline the built form, public realm and sustainability elements which should be considered and applied in future developments.

Following review and comment by the Municipality, the Draft Secondary Plan and Urban Design Guidelines will be circulated to the Steering Committee for their input. They will be presented at a Statutory Public Meeting; input from these activities be used to inform the final version of the Secondary Plan and Urban Design Guidelines.

