



**Amendment No. XXX
To the Clarington Official Plan**

Purpose: The purpose of this Amendment is to include the updated Bowmanville West Major Transit Station Area Secondary Plan in the Clarington Official Plan. This Secondary Plan will facilitate the development of a sustainable, livable and inclusive community in Bowmanville West.

Key to this Secondary Plan area is the function of Bowmanville West as a core commercial and retail area in Clarington, and the anchoring of planned mixed use development around the Bowmanville GO Transit Station. The Secondary Plan area will feature a mix, location and intensity of uses that encourage walkability and support improved access to housing and commercial destinations throughout the community. Walking, cycling and transit are all provided for throughout.

Location: The Secondary Plan Area is located in central Clarington around the Bowmanville GO Station, and is approximately 126 hectares in size. This Amendment will repeal and replace the existing Bowmanville West Town Centre Secondary Plan with the new Bowmanville West Major Transit Station Area Secondary Plan, covering a similar area to the previous plan with the addition of some parcels along the east side of Bowmanville Avenue.

Basis: Clarington Council authorized the preparation of a new Secondary Plan for Bowmanville West in 2018. The Secondary Plan is intended to provide guidance for transforming Bowmanville West from a low-density, retail commercial shopping hub into a compact, mixed use, transit-supportive urban node. The node will provide compact complete community elements such a range of medium and high density housing options, full range of retail and service commercial uses to support people living and working in the area, along with a connected network of parks and greenspaces and other community elements. The Plan has been prepared to conform to a variety of provincial policies and plans, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Durham's Official Plan (as applicable).

The process to prepare the Plan for Bowmanville West involved three main phases of work, including four rounds of public engagement:

- Phase 1: My Bowmanville West included a background review of existing conditions, opportunities and constraints, identifying the key areas of focus for the Plan. This phase included two public information centre events and on-line engagement:
 - Public Information Centre 1: June 19, 2018
 - Public Information Centre 2: June 26, 2019
 - Online Survey #1: September 5 to October 5, 2018
- Phase 2: A Vision for Bowmanville West entailed a review of best practices for *development* around GO Transit Stations, as well as virtual consultations through a public information centre and online survey to shape the vision for the Secondary Plan and analysis of *redevelopment* opportunities. Concept plans for land use, building heights and public realm improvement were developed during this phase of work.
 - Public Information Centre 3: October 1, 2020
 - Online Survey #2: October 2 to October 19, 2020
- Phase 3: A Plan for Bowmanville West was the final phase in the program to develop the Secondary Plan. This phase included two virtual public information centres and an online survey to confirm directions and key priorities for the Secondary Plan, as well as a draft 3D model to conceptually visualize full build out conditions based on the Secondary Plan policies and the development of a Zoning By-law.
 - Public Information Centre 4: September 23, 2021
 - Online Survey #3: October 1 to October 17, 2021
 - Public Information Centre 5: March 8, 2023

Actual Amendment:

1. Policy 4.3.5 is amended as follows:
 “4.3.5 The Priority Intensification Areas have been identified as the primary locations to accommodate growth and the greatest mix of uses, heights and densities. Priority Intensification Areas include:
 - Urban and Village Centres;
 - Regional and Local Corridors;
 - Courtice Transportation Hub;
 - Bowmanville ~~Transportation Hubs~~ Major Transit Station Areas;
 - and
 - Port Darlington and Port of Newcastle Waterfront Places.”

2. Tables 4-2 and 4-3 are amended as follows:

Table 4-2 Durham Region Long Term Targets

General Locational Criteria	Minimum Gross Density (Units Per Gross Hectare)	Floor Space Index
Urban Centres	75	2.5
Village Centre	30	1.0
Regional Corridors	60	2.5
Local Corridors	30	2.0
Courtice Transportation Hub	75	2.0
Bowmanville <u>West Transportation Hubs</u> <u>Major Transit Station Area</u>	<u>75</u>	<u>2.5</u>
Port Darlington and Port of Newcastle Waterfront Places	60	2.0

Table 4-3 Summary of Urban Structure Typologies

<p>General Locational Criteria</p>	<p>Minimum Net Density (Units Per Net Hectare)</p>	<p>Standard Minimum and Maximum Height (storeys)</p>	<p>Predominant Residential Built Form and Mix Includes: Mixed use buildings, apartments, townhouses</p>
<p>Regional Corridors</p>	<p>85</p>	<p>3-12</p>	<p>Low Rise: 3-4 storeys (40%) Mid Rise: 5-6 storeys (40%) High Rise: 7-12 storeys (20%) Includes: <i>Mixed use buildings</i>, apartments</p>
<p>Local Corridors</p>	<p>40</p>	<p>2-6</p>	<p>Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: <i>Mixed use buildings</i>, apartments, townhouses</p>
<p>Courtice and Bowmanville Transportation Hubs</p>	<p>200</p>	<p>5-no maximum</p>	<p>Mid Rise: 5-8 storeys (20%) High Rise: min. 8 storeys (80%) Includes: <i>Mixed use buildings</i>, apartments</p>
<p><u>Bowmanville West Major Transit Station Area</u></p>	<p><u>200</u></p>	<p><u>4-18</u></p>	<p><u>Mid Rise: 4-12 storeys (80%)</u> <u>High Rise: 12-18 storeys (20%)</u> <u>Includes: <i>Mixed use buildings</i>, apartments</u></p>
<p>Port Darlington and Port of Newcastle Waterfront Places</p>	<p>40</p>	<p>2-12</p>	<p>Ground Related: 2-3 storeys (40%) Low Rise: 2-4 storeys (20%) Mid Rise: 5-8 storeys (20%) High Rise 9-12 storeys (20%) Includes: Apartments, townhouses, semi-detached dwellings, detached dwellings</p>
<p>Edge of neighbourhoods and <i>adjacent</i> to arterial roads</p>	<p>19</p>	<p>1-3</p>	<p>Ground Related: 1-3 storeys (100%) Includes: Limited apartments, townhouses, semi-detached dwellings, detached dwellings</p>
<p>Internal to neighbourhood</p>	<p>13</p>	<p>1-3</p>	<p>Ground Related: 1-3 storeys (100%) Includes: limited townhouses, semi-detached dwellings, detached dwellings</p>

3. Policy 10.3.1 is amended as follows:

“10.3.1 Urban and Village Centres, Neighbourhood Centres, Gateway Commercial Centres, Regional and Local Corridors ~~and~~ Transportation Hubs and Major Transit Station Areas are shown on Map A and B.”

4. Policy 10.8 is amended as follows:

“10.8 Transportation Hubs and Major Transit Station Areas

10.8.1 Transportation Hubs and Major Transit Station Areas are identified on Map A. Transportation Hubs and Major Transit Station Areas shall provide for a mix of uses at higher densities, which are complementary in terms of scale, design and context and designed to support transit services.

10.8.2 The Bowmanville ~~Transportation Hubs~~ Major Transit Station Area is located within the Bowmanville West ~~Town Regional~~ Urban Centre. The Bowmanville West Urban Centre and Major Transit Station Area ~~Town Centre~~ Secondary Plan Area policies are complementary and supportive of the Bowmanville GO Transit station and collectively create the type of *development* intended by section 10.8.1.”

5. Policy 19.4.3 is amended as follows:

19.4.3 “a) Implement the approved eastern extension of GO Rail service to the Courtice Transportation Hub and the Bowmanville ~~Transportation Hubs~~ Major Transit Station Area by 2024, recognizing that GO Rail service is critical to achieving many of the land use objectives of *Provincial Plans* and the Durham Regional Official Plan and this Plan;”

6. Policy 19.4.4 is amended as follows:

19.4.4 “a) Direct higher density development and economic activity around the Transportation Hub and Major Transit Station Area, along or near the Regional Transit Spine, and along Regional and Local Corridors;”

7. The following exhibits identify the changes to the following schedules to the Official Plan to replace the term ‘Transportation Hub’ in the legend with the term ‘Major Transit Station Area’:

- Exhibit 1: Map A3 Land Use – Bowmanville Urban Area
- Exhibit 2: Map B Urban Structure
- Exhibit 3: Map J3 Transportation Network Roads and Transit – Bowmanville Urban Area

8. Part Six, Section 3 “General Policies for Secondary Plans” is hereby amended as follows:
 - “3. Secondary Plans have been prepared for the following areas:
 - a) Bowmanville East Town Centre;
 - b) Bowmanville West ~~Town Urban Centre~~ Major Transit Station Area;
 - c) Courtice Main Street;
 - d) Newcastle Village Main Central Area;
 - e) Port Darlington Neighbourhood;
 - f) South-West Courtice;
 - g) Clarington Energy Business Park;
 - h) Brookhill Neighbourhood;
 - i) Clarington Technology Business Park; and
 - j) Foster Northwest;
 - k) Southeast Courtice; and
 - l) Wilmot Creek Neighbourhood.”

9. Existing Part 6, SECONDARY PLANS, is hereby amended by deleting the Bowmanville West Town Centre Secondary Plan in its entirety and replacing it with the Bowmanville West Major Transit Station Area Secondary Plan as shown in the attached Exhibit 4.

10. A new Policy is added after Policy 23.3.4 as follows and the remainder of the policies in subsection 23.3 are renumbered accordingly:
 - “23.3.5 Notwithstanding Policy 23.3.4, for the areas subject to the following secondary plans, where there is a conflict or inconsistency with the parent Plan, the Secondary Plan shall prevail, including for the density and intensification policies of the parent Plan:
 - i) Bowmanville West Major Transit Station Area Secondary Plan