

P L A N N I N G  
J U S T I F I C A T I O N  
R E P O R T

BOWMANVILLE WEST CORPORATE CENTRE

SOUTHWEST CORNER OF HIGHWAY 2  
AND REGIONAL ROAD 57, BOWMANVILLE  
MUNICIPALITY OF CLARINGTON

# TABLE OF CONTENTS

1. INTRODUCTION . . . . .	6
2. PURPOSE OF THE REPORT. . . . .	8
3. SITE DESCRIPTION AND CONTEXT . . . . .	10
3.1 Description of the Subject lands . . . . .	11
3.2 Legal Descriptions and Overview of Existing Easements and Future Land Dedication . . . . .	13
3.3 Existing General Built Environment, Land Uses and Destinations . . . . .	15
3.4 Community Services, Facilities and Amenities . . . . .	18
3.5 Transit and Transportation . . . . .	19
4. DEVELOPMENT APPLICATIONS . . . . .	20
4.1 Surrounding Development Applications . . . . .	21
5. PROPOSED DEVELOPMENT . . . . .	24
5.1 Description of the Design Principles Supporting the Proposed Development. . . . .	25
5.2 Description of the Proposed Development . . . . .	26
5.3 Description of Planning Applications . . . . .	37
5.3.1 Proposed Official Plan Amendment . . . . .	37
5.3.2 Proposed Zoning By-law Amendment. . . . .	38
5.3.3 Proposed Draft Plan of Subdivision . . . . .	38
6. SUPPORTING MATERIALS . . . . .	40
6.1 Stormwater Management and Functional Servicing Report . . . . .	41
6.2 Traffic Impact Study (TIS) . . . . .	42
6.3 Noise and Vibration Study & Rail Safety Report . . . . .	43
6.4 Landscape Analysis Report and Tree Preservation Plan. . . . .	43
6.5 Archaeological Assessment. . . . .	44
6.6 Sun/Shadow Study . . . . .	44
6.7 Geotechnical Investigation . . . . .	45
6.8 Urban Design Report . . . . .	46
6.9 Environmental Sustainability Report . . . . .	47
6.10 Wind Study . . . . .	47
6.11 Environmental Site Assessment . . . . .	48
6.12 Hydrogeological Report . . . . .	48



7. PLANNING POLICY FRAMEWORK . . . . .	50
7.1 Planning Act, R.S.O. 1990, c.P.13, as amended . . . . .	51
7.2 Provincial Policy Statement (2020) . . . . .	54
7.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) . . . . .	60
7.4 Region of Durham Official Plan (Office Consolidation 2020) . . . . .	70
7.5 Envision Durham – New Region of Durham Official Plan (Adopted May 2023) . . . . .	80
7.6 Municipality of Clarington Official Plan (Office Consolidation 2018), amended by OPA 107 . . . . .	95
7.7 Bowmanville West Town Centre Secondary Plan . . . . .	112
7.8 Bowmanville West Urban Centre and Major Transit Station (GO Train) Area Secondary Plan . . . . .	126
7.9 Municipality of Clarington Comprehensive Zoning By-law 84-63 . . . . .	127
8. NON-STATUTORY DOCUMENTS . . . . .	130
8.1 Durham Region Municipal Comprehensive Review – Envision Durham . . . . .	131
8.2 Durham Region Transportation Master Plan (TMP) . . . . .	132
8.3 Clarington Transportation Master Plan . . . . .	132
8.4 Durham Region Housing Plan (2014-2024). . . . .	133
8.5 Metrolinx 2041 Regional Transportation Plan . . . . .	133
8.6 Municipality of Clarington Amenity Guidelines for Medium and High Density Residences . . . . .	134
8.7 Guidelines for New Development in Proximity to Railway Operations . . . . .	135
9. MUNICIPAL AND PROVINCIAL CONSULTATION AND CORRESPONDENCE . . . . .	138
10. PUBLIC CONSULTATION STRATEGY . . . . .	140
11. PLANNING ANALYSIS AND JUSTIFICATION . . . . .	142
11.1 Policy Context – Growth Management . . . . .	143
11.2 Draft Plan of Subdivision [Section 51 (24) of the Planning Act]. . . . .	145
11.3 Land Use . . . . .	147
11.4 Infrastructure and Services . . . . .	148
11.5 Transportation and Transit . . . . .	148
11.6 Density . . . . .	149
11.7 Parkland. . . . .	149
12 CONCLUSION . . . . .	150

# LIST OF FIGURES

Figure 1: Topographic Survey of the Subject Lands, prepared by JD Banes, dated June 13, 2023 . . . . .	12
Figure 2: Air Photo with Immediate Surrounding Land Uses, prepared by Weston Consulting . . . . .	16
Figure 3: Context Map – Subject Lands and Broader Context, prepared by Weston Consulting . . . . .	17
Figure 4: Transit Map – Durham Region Transit Map, prepared by Weston Consulting . . . . .	19
Figure 5: Nearby Development Applications Map, Weston Consulting . . . . .	22
Figure 6: Draft Plan of Subdivision prepared by Weston Consulting, dated September 2023 . . . . .	28
Figure 7: Site Plan prepared by Cusimano Architect, dated September 2023 . . . . .	29
Figure 8: Building Heights Plan prepared by John G. Williams . . . . .	30
Figure 9: Axonometric Plan prepared by Cusimano Architect . . . . .	31
Figure 10: Axonometric Plan prepared by Cusimano Architect . . . . .	31
Figure 11: Road Network and Site Access Plan, prepared by John G. Williams. . . . .	33
Figure 12: Conceptual Site Plan, prepared by John G. Williams. . . . .	35
Figure 13: Circulation Plan and Open Space Network, prepared by Weston Consulting . . . . .	36
Figure 14: Schedule 2 – A Place to Grow . . . . .	62
Figure 15: Schedule 5, Moving People – Transit (Growth Plan) . . . . .	65
Figure 16: Proposed Bowmanville GO Major Transit Station Area and PMTSA . . . . .	66
Figure 17: Map C3 – Transit Priority Network (DROP, 2020) . . . . .	76
Figure 18: Regional Structure – Urban & Rural Systems (Map 1) of the new DROP . . . . .	81
Figure 19: Map B – Clarington Urban Structure - Municipality of Clarington Official Plan (2018) . . . . .	97
Figure 20: Durham Region Long Term Targets . . . . .	98
Figure 21: Summary of Urban Structure Typologies . . . . .	98
Figure 22: Summary of Urban Structure Typologies . . . . .	98
Figure 23: Minimum Residential Intensification Target . . . . .	99
Figure 24: Map A4 – Land Use – Municipality of Clarington Official Plan (2018) . . . . .	100
Figure 25: Map C – Secondary Plan Areas – Clarington Urban Areas - Municipality of Clarington Official Plan (2018). . . . .	101
Figure 26: Map A – Bowmanville West Town Centre Secondary Plan – Land Use Plan. . . . .	113
Figure 27: Map J3 – Transportation Network – Municipality of Clarington Official Plan (2018) . . . . .	122
Figure 28: Schedule 3D – Clarington Zoning By-law 84-63 . . . . .	128
Figure 29: Horizontal Setback to Railway . . . . .	136

# LIST OF TABLES

Table 1: Nearby Community Facilities . . . . .	18
Table 2: Surrounding Development Applications . . . . .	21
Table 3: Development Statistics . . . . .	27
Table 4: Nearby Community Facilities . . . . .	87
Table 5: Strategic Growth Area . . . . .	90



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# 1. INTRODUCTION

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Weston Consulting is the authorized planning consultant for the registered owner of the lands located at the southwest corner of Highway 2 (known as King Street West) and Regional Road 57 (known as Bowmanville Avenue), in the Municipality of Clarington (herein referred to as the “subject lands”. The subject lands consist of four separate parcels (PINS: 2693-30766; 2693-30764; 2693-30767; and 2693-30756). The subject lands do not have municipal addresses. The project can be referred to as the Bowmanville West Corporate Centre.

This Report has been prepared in support of applications for an Official Plan Amendment (‘OPA’), Zoning By-law Amendment (‘ZBA’) and Plan of Subdivision (‘SBA’) and provides planning analysis and justification in support of the proposed development of a phased mixed-use development consisting of nine buildings and a linear park. The development of the subject lands will be phased and reflects good planning and urban design principles.

It is recognized that applications for Site Plan Control and Plan of Condominium will be required to fully implement the proposed development. These applications will be submitted separately at the appropriate time in the planning process.



## 2. PURPOSE OF THE REPORT

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The purpose of this report is to outline and evaluate the proposed development in the context of the applicable planning policy framework. The report provides a review of the Provincial Policy Statement ('PPS'), the Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan'), the Durham Region Official Plan (the 'Regional OP' or the 'DROP'), the Municipality of Clarington Official Plan (the 'Local OP' or the 'COP'), and the Municipality of Clarington Zoning By-law 84-63.

This Report provides the analysis and justification for the advancement of the development applications from a land use planning perspective. It also provides an overview of technical studies that have been completed in support of the planning applications.

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## 3. SITE DESCRIPTION AND CONTEXT

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### 3.1 DESCRIPTION OF THE SUBJECT LANDS

The Subject lands are located at the southwest corner of King Street West (Highway 2) and Bowmanville Avenue (Regional Road 57) and are comprised of four separate parcels for a cumulative area of 4.835 hectares (48,350 square metres). Most of the subject lands are currently vacant and treed except for a sales office structure located on the east side of the property along Bowmanville Avenue.

The subject lands are in a strategic and principal location within the Municipality of Clarington, as they directly abut provincially owned lands, which are planned to be utilized as the future Bowmanville GO Station. The Subject lands are central to the proposed Bowmanville Protected Major Transit Station Area (PMTSA) and Secondary Plan per Official Plan Amendment 186. They are located in proximity to big box retail complexes and recreational and open spaces, as well as low and mid-rise residential land uses, with built-forms that range from 3-storey townhomes to 12-storey apartment buildings. The surrounding area has experienced growth in anticipation of the future Bowmanville GO Station / Lakeshore East GO Rail Line extension and is anticipated to grow through intensification of compact and transit-supportive built-forms.

The subject lands are elevated at the intersection of King Street West and Bowmanville Avenue, and along portions of Pethick Street. Further south along Bowmanville Avenue they presents a more level relationship with the roadway. The topography of the subject lands present low to moderate grades. Refer to the Topographic Survey prepared by JD Barnes (Refer to Figure 1 of this Report) for an overview of the existing grades for the subject lands, and the Site Plan (Drawing A001) prepared by Cusimano Architect and the Preliminary Grading Plan (GR01) prepared by TYLin for proposed preliminary grade conditions, in consideration of the proposed road pattern, landscaping, and building designs.

Furthermore, the subject lands contain a mix of grass covered clearings, vegetation overgrowth, and several clusters of vegetation of varying maturity. The existing vegetation will be removed or relocated, as necessary, to facilitate the proposed development.



## 3.2 LEGAL DESCRIPTIONS AND OVERVIEW OF EXISTING EASEMENTS AND FUTURE LAND DEDICATION

The four parcels that comprise the subject lands are associated with the following Assessment Roll Numbers (ARNs) and legal descriptions:

1. ARN: 181701002016000. Legal Description: PART LOT 15 CONCESSION 1 DARLINGTON SUBJECT TO AN EASEMENT AS IN N78741 SUBJECT TO AN EASEMENT AS IN N78742 MUNICIPALITY OF CLARINGTON.
2. ARN: 181701002016005. Legal Description: PART LOT 15 CONCESSION 1 DARLINGTON SUBJECT TO AN EASEMENT AS IN N78741 SUBJECT TO AN EASEMENT AS IN N78742 MUNICIPALITY OF CLARINGTON.
3. ARN: 181701002017292. Legal Description: PART LOT 15 CONCESSION 1, TOWNSHIP OF DARLINGTON SUBJECT TO AN EASEMENT AS IN N8650 MUNICIPALITY OF CLARINGTON
4. ARN: 181701002017290. Legal Description: PART LOT 15 CONCESSION 1, TOWNSHIP OF DARLINGTON SUBJECT TO AN EASEMENT AS IN N8650 MUNICIPALITY OF CLARINGTON.

The parcel abstracts for the four parcels that encompass the subject lands are enclosed with the planning applications.

The remainder of this section provides an overview of the easements applicable to the subject lands. The applicable easements are enclosed with the materials supporting the planning applications for the subject lands. Locations of the applicable easements can be found on the survey prepared by JD Barnes, enclosed with the planning applications.

### *Instrument N78741*

This easement was registered on title of PART LOT 15 CONCESSION 1 DARLINGTON (ARNs: 181701002016000 and 181701002016005), on July 12, 1976, and grants Ontario Hydro (now known as Hydro One) above ground and subsurface rights to, access, erect, maintain and operate the hydro line below-grade.

There is a covenant on the lands that restricts the construction of buildings, structure or other obstructions except for fences not exceeding six feet in height.

The existing easement with Ontario Hydro (Hydro One) will need to be released at a certain point in the planning and development process, as the hydro infrastructure will need to be relocated because of the future development of the subject lands. The design of hydro infrastructure will be established during the detailed design stage of the planning and development process, and easement agreements between the developer and Hydro One will also be created at the appropriate time in the planning and development process.

### *Instrument N784742*

This easement was registered on title of PART LOT 15 CONCESSION 1 (ARNs: 181701002016000 and 181701002016005), on July 12, 1975, and grants the Consumers' Gas Company (now known as Enbridge) unencumbered above-ground and subsurface rights to, construct, operate, repair and maintain and renew a pipeline for transmission of natural and/or manufactured gas under or through from PART LOT 15 and 16 CONCESSION 1 to lands described Schedule B of the easement agreement.

The existing easement with Consumers' Gas Company (Enbridge) will need to be released at a certain point in the planning and development process, as the gas and transmission line infrastructure will need to be relocated because of the future development of the subject lands. The design of gas infrastructure will be established during the detailed design stage of the planning and development process, and easement agreements between the developer and Enbridge will also be created at the appropriate time in the planning and development process.



### *Instrument N8650*

This easement was registered on title of PART LOT 15 CONCESSION 1 (ARNs: 181701002017292 and 181701002017290), on May 6, 1959, and grants the Hydro-Electric Power Commission of Ontario (now known as Hydro One) permissions to erect, maintain and operate six poles, five anchors, with guys and braces, and to string wires installation of an underground conductor, to keep the easement area clear, unencumbered access for maintenance, repair and renewal the infrastructure. The easement agreement contains covenants restricting the landowner from erecting buildings, structure, or other obstructions.

The existing easement with Hydro One will need to be released at a certain point in the planning and development process, as the hydro infrastructure will need to be relocated because of the future development of the subject lands. The design of hydro infrastructure will be established during the detailed design stage of the planning and development process, and easement agreements between the developer and Hydro One will also be created at the appropriate time in the planning and development process.

### *Land Dedication*

The owners of the lands have previously worked with the Municipality of Clarington for the dedication of land from the subject lands for the extension of Prince William Boulevard (a 20-metre ROW) from the west of the subject lands to the edge of Bowmanville Avenue (Regional Road 57) to the east. The municipality have successfully obtained ownership of the lands required for the future extension of Prince William Boulevard.

The owners of the lands anticipate a future road widening of a 3.0 metre strip of land on the east side of the subject lands, abutting Bowmanville Avenue.

Reference to the future road widening is labelled on the supporting materials, including on the site plan and draft plan of subdivision, which are enclosed with the planning applications.

Furthermore, as indicated later in this report, the proposed development has been designed to include numerous parkland and amenity components that are to serve as encumbered / strata and privately-owned, publicly accessible open spaces (POPS). These spaces are planned to contribute to the development's overall parkland requirements under the *Planning Act*. There is an anticipation that the applicant and the municipality will continue to work together to facilitate the contribution of the encumbered / strata areas and POPS towards the parkland requirements under the *Planning Act* and ability for the encumbered / strata parks and POPS to account for required parkland under the recent changes to the *Act* through Bill 23 – More Homes Built Faster Act, 2022.

### 3.3 EXISTING GENERAL BUILT ENVIRONMENT, LAND USES AND DESTINATIONS

This section provides an overview of the surrounding built environment, land uses and destinations. Figure 2 of the Report displays the subject lands from a bird's eye view of the subject lands with immediate land uses and Figure 3 is a context map of the subject lands of the broader surrounding area.

**North:** Immediately northwest of the subject lands is The Church of Jesus Christ of Latter-Day Saints. Highway 2 fronts the northeastern portion of the subject lands. Immediately north of Highway 2 is the Garnet B. Rickard Recreation Complex, which includes two hockey rinks, a banquet hall, and meeting facilities. Clarington Fire Station 1 is located west of the Recreation Complex, and two baseball diamonds with a children's playground are located to the north. Further northwest clustered around Highway 2 and Clarington Boulevard is a series of big box and commercial retail stores, entertainment venues, and fast food restaurants, including Cineplex Odeon Clarington Place Cinemas and a Home Depot.

**East:** Bowmanville Avenue is located immediately east of the subject lands. A vacant greenfield is located on the southeast corner of King Street West and Bowmanville Avenue. The CPR corridor runs in a north-easterly direction and separates the vacant greenfield from a low-rise residential subdivision. Bowmanville Creek and Downtown Bowmanville are located further east, approximately 700 metres away from the Subject lands.

**South:** The CPR corridor is located immediately south of the subject lands. Across from the rail corridor further south is a vacant greenfield where Zoning By-law Amendment and Site Plan applications have been submitted for a mixed-use development consisting of two 25-storey residential towers and a nine-storey mid-rise building. The future Bowmanville GO Station is contemplated immediately west of the proposed development. A low-rise residential subdivision is located further south with some commercial retail uses fronting onto Bowmanville Avenue.

**West:** A park-and-ride facility serving the 88 GO bus between Peterborough and Oshawa is located west of the subject lands. Commercial-retail plazas and associated surface parking lots are located further to the west, and on the south side of Prince William Boulevard is the Seasons Retirement Community. Further to the west is a newly built townhouse subdivision, with a mature low-rise residential neighbourhood located on the west side of Green Road.



Figure 2: Air Photo with Immediate Surrounding Land Uses, prepared by Weston Consulting



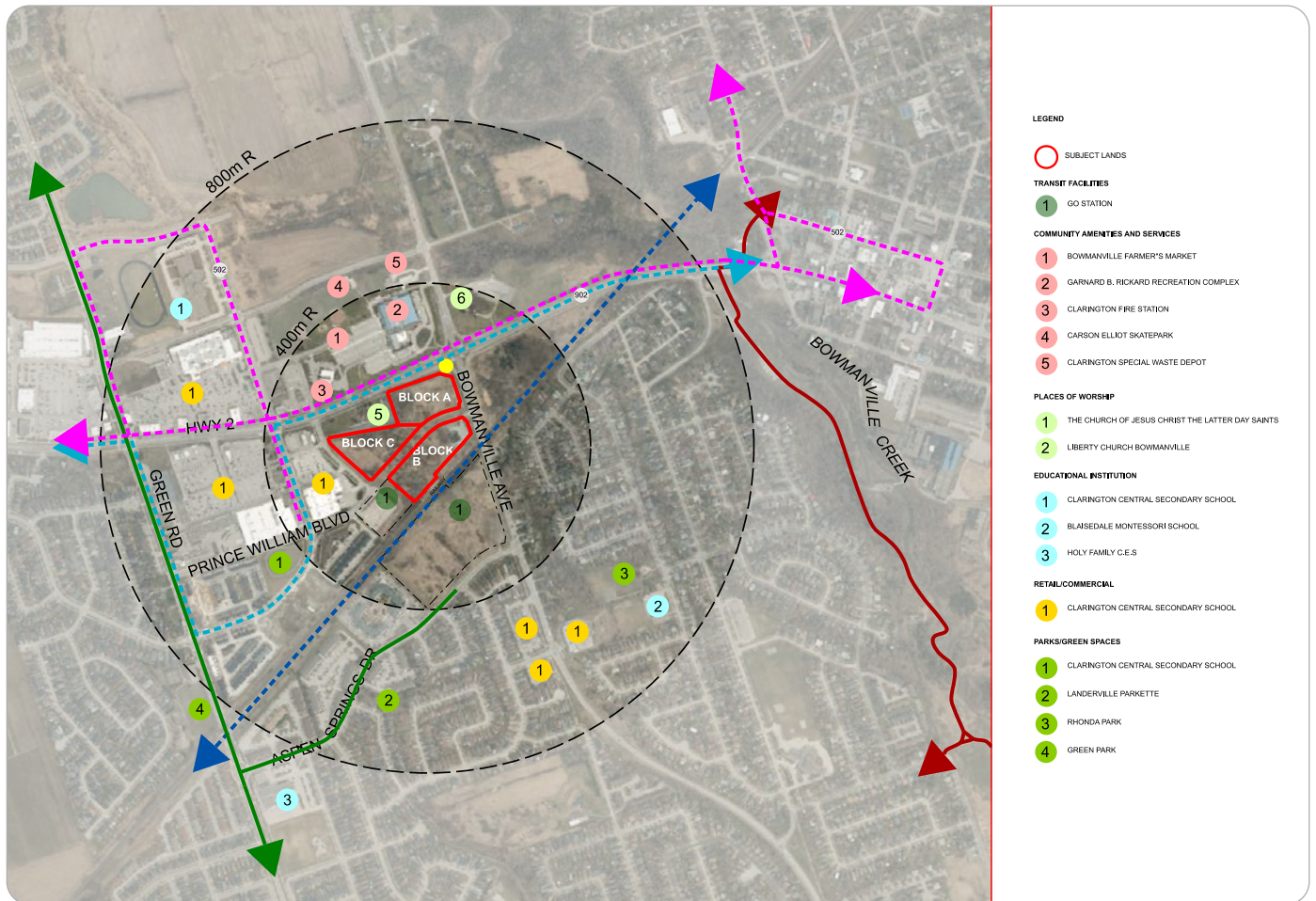


Figure 3: Context Map – Subject Lands and Broader Context, prepared by Weston Consulting

### 3.4 COMMUNITY SERVICES, FACILITIES AND AMENITIES

The subject lands are situated in an area that is well-served by several community services, facilities, and amenities.

An overview of the nearby community services and facilities is provided in Table 1.

Table 1: Nearby Community Facilities

Community Facility	Address	Programs/Services/Amenities
<b>Parks &amp; Recreation</b>		
Garnet B. Rickard Recreation Complex	2440 Durham Regional Highway 2	<ul style="list-style-type: none"> <li>• Two hockey rinks</li> <li>• Banquet hall</li> <li>• Meeting facilities</li> <li>• Two baseball diamonds</li> <li>• Carson Elliott Skate Park</li> <li>• Children’s playground</li> <li>• Seasonal portable washrooms</li> </ul>
Landerville Parkette	55 Landerville Lane	<ul style="list-style-type: none"> <li>• Children’s playground</li> <li>• Gazebo</li> </ul>
Rhonda Park	Rhonda Boulevard and Lawrence Gate	<ul style="list-style-type: none"> <li>• Children’s playground</li> <li>• Baseball diamond</li> </ul>
<b>Educational Institutions</b>		
Clarington Central Secondary School	200 Clarington Boulevard	<ul style="list-style-type: none"> <li>• Secondary School</li> </ul>
Holy Family C.E.S.	78 Glenabbey Drive	<ul style="list-style-type: none"> <li>• Elementary School</li> </ul>
Blaisdale Montessori School	80 Rhonda Boulevard	<ul style="list-style-type: none"> <li>• Montessori School</li> </ul>
<b>Religious Institutions</b>		
The Church of Jesus Christ of Latter-Day Saints	2425 Durham Regional Highway 2	<ul style="list-style-type: none"> <li>• Place of Worship</li> </ul>
Liberty Church Bowmanville	1965 Bowmanville Avenue	<ul style="list-style-type: none"> <li>• Place of Worship</li> </ul>
<b>Municipal Facilities</b>		
Clarington Household Special Waste Depot	1998 Bowmanville Avenue	<ul style="list-style-type: none"> <li>• Waste management facility</li> </ul>
Clarington Fire Station 1	2430 Durham Regional Highway 2	<ul style="list-style-type: none"> <li>• Fire Station</li> </ul>

### 3.5 TRANSIT AND TRANSPORTATION

The subject lands are in an area of Bowmanville which is well-served by road and transit infrastructure. The subject lands have frontage on two Regional Roads: Durham Highway 2 (King Street West) and Regional Road 57 (Bowmanville Avenue). The Clarington Official Plan classifies Bowmanville Avenue as a Type 'A' Arterial Road and King Street West as a Type 'B' Arterial Road.

Type A Arterial Roads generally have a right-of-way width of 36-45 metres and are designed to efficiently move large volumes of traffic at moderate to high speeds over relatively long distances.

Type B Arterial Roads generally have a right-of-way width of 30-36 metres and are designed to move significant volumes of traffic at moderate speeds from one part of the municipality to another.

The subject lands are located immediately north of the CPR corridor and the planned Bowmanville GO Station, which would serve as the new eastern terminus of the extended Lakeshore East GO Transit line. The location of the proposed GO Station is currently served by a park-and-ride facility for GO Bus Route 88, which provides daily service between Union Station in Toronto and Trent University in Peterborough. The park-and-ride facility also serves the 902 King Durham Region Transit route which operates between Oshawa GO Station and through Downtown Bowmanville to Simpson Avenue adjacent to Lakeridge Health Bowmanville. Durham Region Transit also operates Route 502 along King Street West and servicing residential areas to the north of Downtown Bowmanville generally along Scugog Street, Concession Road 3, and Mearns Avenue.

Figure 4 of this Report identifies the subject lands' location within the Durham Region Transit Network.



Figure 4: Transit Map – Durham Region Transit Map, prepared by Weston Consulting

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## 4. DEVELOPMENT APPLICATIONS

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## 4.1 SURROUNDING DEVELOPMENT APPLICATIONS

Based on available information from the Municipality of Clarington, the following active development applications are closest to the subject lands:

Table 2: Surrounding Development Applications

#	Address	Application Type and Status	Summary
1	South side of Brookhill Boulevard between Green Road and Boswell Drive	Type: Zoning, Site Plan, Draft Plan of Subdivision Status: Under Review	<ul style="list-style-type: none"> <li>Residential Condominium development</li> <li>6-storey, 88 unit apartment building</li> <li>125 back-to-back and dual fronting townhouse units</li> </ul>
2	2345 and 2349 Highway 2, Bowmanville	Type: Zoning By-law Amendment, Site Plan Application Status: Under Review	<ul style="list-style-type: none"> <li>Two 11-storey buildings</li> <li>228 residential units comprised of condominium apartments and townhouses</li> </ul>
3	505 Lake Road, Bowmanville	Type: Site Plan Application Status: Under Review	<ul style="list-style-type: none"> <li>Two floors of office space at front</li> <li>Manufacturing and equipment storage for remaining of building</li> </ul>
4	10 Aspen Springs Drive	Type: Zoning By-law Amendment, Site Plan Application Status: Under Review	<ul style="list-style-type: none"> <li>One 9-storey mid-rise building, one 25-storey twin-tower mixed-use building</li> <li>607 residential units</li> <li>625 square metres of ground-floor commercial space</li> </ul>
5	922 Green Road	Type: Zoning By-law Amendment and Draft Plan of Subdivision Status: Under Review	<ul style="list-style-type: none"> <li>69 townhouse units</li> <li>Open space lands, a park, and a stormwater management pond</li> </ul>
6	2400 Green Road	Type: Zoning By-law Amendment and Draft Plan of Subdivision Status: Under Review	<ul style="list-style-type: none"> <li>53 single-detached units, 36 townhouse</li> <li>194 residential units</li> </ul>
7	2020 Lambs Road	Type: Draft Plan of Subdivision Status: Under Review	<ul style="list-style-type: none"> <li>13 single-detached units and 9 medium and high-density residential development blocks</li> <li>1,202 residential units</li> </ul>
8	West of Mearns Avenue between Ireland Street and Lyle Drive	Type: Zoning By-law Amendment and Draft Plan of Subdivision Status: Under Review	<ul style="list-style-type: none"> <li>Seven 2-storey single-detached dwellings</li> </ul>



9	46 Stevens Road	Type: Official Plan Amendment and Zoning By-law Amendment Status: Under Review	<ul style="list-style-type: none"> <li>Seniors housing</li> <li>10-storey multi-unit building, 3 townhouse blocks with 11 units</li> </ul>
10	1558 Green Road	Type: Zoning By-law Amendment Status: Approved in December 2021	<ul style="list-style-type: none"> <li>3 semi-detached residential building</li> <li>6 units, 2 units in each building</li> </ul>

Figure 5 of this Report displays the subject lands and development applications adjacent to the subject lands.

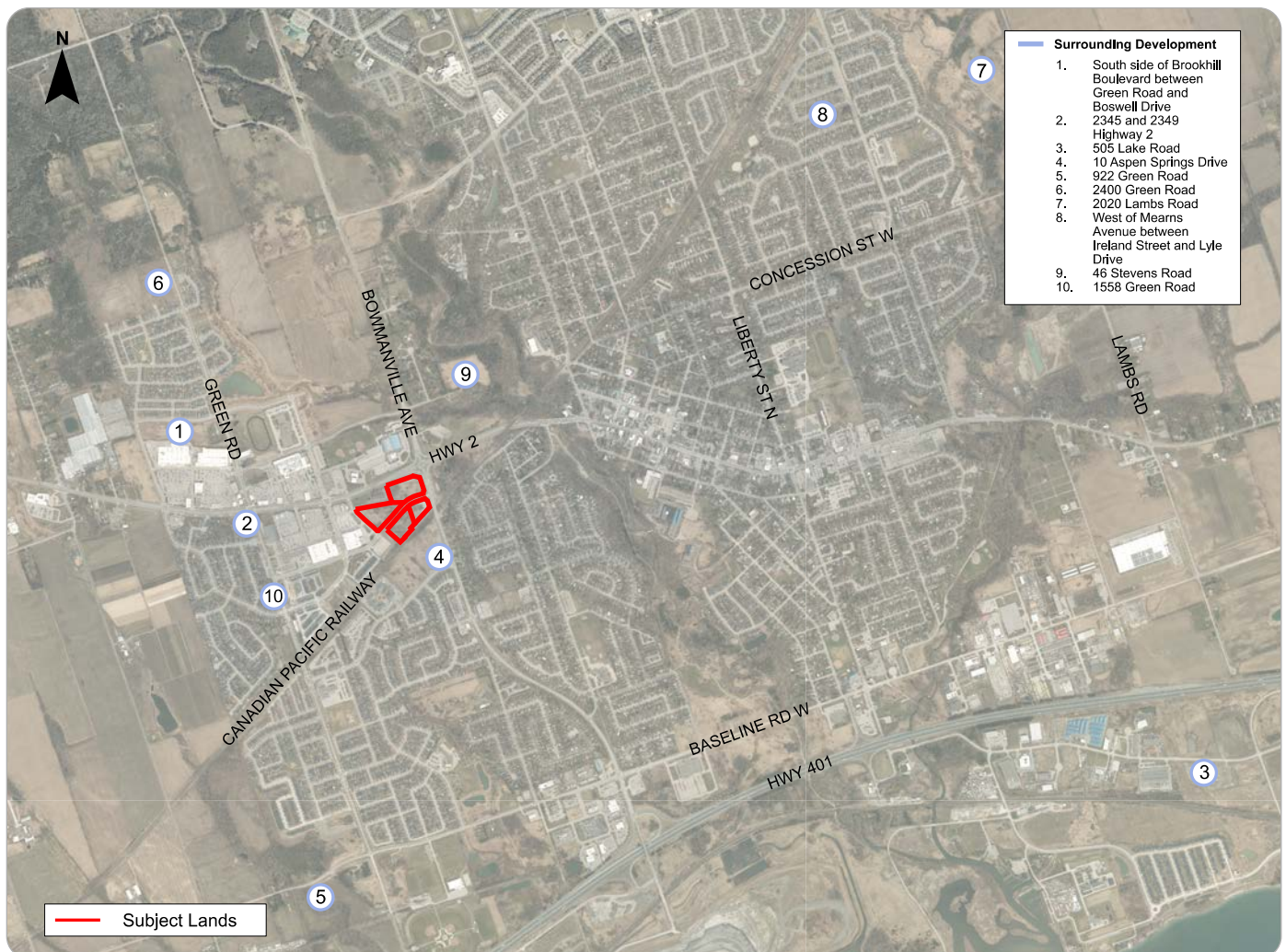


Figure 5: Nearby Development Applications Map, Weston Consulting

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## 5. PROPOSED DEVELOPMENT

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## 5.1 DESCRIPTION OF THE DESIGN PRINCIPLES SUPPORTING THE PROPOSED DEVELOPMENT

This section of the Report provides an overview of the proposed development on the subject lands, and should be reviewed in conjunction with the Draft Plan of Subdivision prepared by Weston Consulting, dated September 2023 (Figure 7 of this Report), the Architectural Drawing Set prepared by Cusimano Architects, dated September 2023 (Refer to Figure 8 of this Report for the proposed Site Plan), and other supporting documents.

The design vision for the subject lands is to create a vibrant, transit-supportive development with a compact urban form that employs a high standard of built form and landscape quality, contributes to an active pedestrian-oriented urban lifestyle, and becomes a vital component of the Bowmanville West Urban Centre and Major Transit Station Area. It is the proposal's intent to meet growth goals and objectives through the intensification of underutilized lands at a prominent gateway location within the municipality and region, and to create a development that supports the creation of a complete community, whilst instilling principles of good land use planning and urban design.

The following principles were used to guide the proposed development of the subject lands:

- Promote a high quality public realm and private realm character through appropriate architectural and landscape design.
- Provide a pedestrian-scaled, transit-supportive mixed-use development that appropriately integrates with the surrounding commercial, institutional and transit station uses, as well as future development within Bowmanville's West Urban Centre and Major Transit Station Area Secondary Plan.
- Provide housing, commercial, and office opportunities that will help sustain local and regional transit initiatives while respecting the existing and emerging character of Bowmanville's West Urban Centre and Major Transit Station Area Secondary Plan.
- Broaden the range of housing options and choices, and to offer a variety of retail or office platforms to serve the surrounding community.
- Encourage harmonious and attractive building designs through attention to building articulation, balconies, and openings, building materials, colour palette, and landscaping.

## 5.2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

- Provide high quality contemporary/ modern architecture to promote place-making and to reinforce an attractive animated streetscape along Highway 2, Bowmanville Avenue, Prince William Boulevard, and Pethick Street.
- Employ sensitive building design techniques, setbacks and stepbacks that will promote a pedestrian friendly environment and scale, minimize impacts on surrounding uses, maximize solar gain, and mitigate the potential wind impacts.
- Encourage safe, pedestrian-friendly streetscapes by promoting the principles of CPTED (Crime Prevention Through Environmental Design).
- Minimize the visual impact of garages and parking areas within the streetscape through use of a below and above-grade parking structures and limited surface parking.

Section 5.2 of this Report provides a high-level overview of the proposed development on the subject lands. This Section and Section 5.2 should be reviewed in conjunction with the supporting materials enclosed with the planning applications, including, but not limited to, the Urban Design Brief, Architectural Set, Landscape Analysis Report, Sustainability Report.

This section of the Report provides an overview of the proposed development on the subject lands. As identified in Section 5.1, this Section and PJR should be reviewed in conjunction with the other supporting materials enclosed with the planning applications.

The proposal contemplates a phased development of the subject lands into three Blocks with nine mid-rise and high-rise residential and mixed-use buildings fronting public and private roadways and abutting the future Bowmanville GO Station. The proposed buildings range in height from 30-storeys to 40-storeys and comprise an estimated 3,938 dwelling units. A total Gross Floor Area of approximately 351,676 square metres (3,785,409 square feet), 2,700 square metres (29,063 square feet) of the total GFA being retail and commercial GFA, and a density (Floor Space Index – FSI) of 7.27 times the lot area or 820 units per net hectare is proposed on the subject lands.

The subject lands are framed by the GO Station Lands and Pethick Street to the west, The Church of Jesus Christ of Latter-day Saints (2425 Durham Regional Highway 2) and Highway 2 to the north, Regional Road 52 to the east and the Canadian Pacific Railway to the south. The proposed development is traversed by Prince William Boulevard, an east-west public thoroughfare that stems from Regional Road 52 to the east and to Green Road in the west. The development proposes two private streets (Street ‘A’ and Street ‘C’), which provide connections between the Blocks to public roads.

Table 2 of this Report provides an overview of the proposed Blocks. Figure 8 of this Report displays the Site Plan prepared by Cusimano Architect, dated September 2023. This Site Plan depicts the organization and placement of the proposed buildings, private and public streets, site accesses, and landscaping and parkland, among others. The Site Plan depicts the development of three distinct and interconnected Blocks.

Outdoor amenities and a linear park are designed as a focal point within the proposed development and serves as a key social gathering space and entryway to and from the development to the Bowmanville GO Station west and south of the subject lands. The amenity, park space and landscape areas are planned to accommodate a wide-range of age groups and demographics and may include the following elements: paved pedestrian walkways, shade structure, street furniture, play areas, fitness and seating areas, ornamental planting, bike racks and pedestrian scaled lighting.

The phasing of the development will result in Block B being developed first, Block A second and Block C last. A Phasing Plan, which is enclosed with the planning applications, was prepared by TYLin to support the proposed development of the subject lands. It should be identified that the phasing plan and the development phasing of the Blocks will evolve throughout the planning and development process. The landowner desires flexibility in the phasing of the development blocks as the proposed development is a multi-phase and multi-year plan that evolves over the planning horizon to the year 2051. The following provides an overview of the proposed buildings within each development Block:

- Block A contains four residential towers ranging between 30 and 40 storeys and are situated on podiums of one to six storeys.
- Block B comprises of four residential towers at 36 storeys situated on a large podium of 4 to 6 storeys abutting the rail corridor to the south. A large component of the podium will be used to accommodate an above-grade parking structure, and portions of the podium along Prince William Boulevard and the GO Station property will contain retail and office space.
- Block C contains two residential towers of 34 and 36 storeys. The ground floor level of tower C2 will include retail and office space facing the linear park.

Figure 6 (Statistics Table from the Site Plan prepared by Cusimano Architects), of this Report provides an overview of the proposed development statistics.

The proposed development is designed to be flexible in its design of the internal layout, so that a range and mix of units sizes and types can be provided. The internal layout of the proposed buildings will be finalized in consultation with the municipality and the technical team during the detailed design stage of the planning and development process.

Table 3: Development Statistics

Development Statistics	
Block A	16,066 m <sup>2</sup>
Block B	17,882 m <sup>2</sup>
Block C	14,409 m <sup>2</sup>
Total Lot Area (Gross Measurements)	48,357 m <sup>2</sup> (4.84 Ha)
Park Block Area	5,000 m <sup>2</sup>
Proposed Setbacks (Minimum)	
Front Yard (Prince William Blvd)	1.2 m
Exterior Side Yard (West Lot Line @ Go Property)	3.0 m
Rear Yard (Highway 2)	2.0 m
Building GFA	351,676 m <sup>2</sup>
Floor Space Index (FSI)	7.27
Number Of Suites	3,938
Density (UPH)	820 Units/Hectare
Retail GFA	2,700 m <sup>2</sup>
Parking Calculations	
Retail - 1 Space Per 67.5 m <sup>2</sup>	40
Residential (0.77 Spaces Per Suite, See Note 1)	3,048
Total Parking Spaces	3,088

Note 1: Includes 42 Barrier Free Spaces

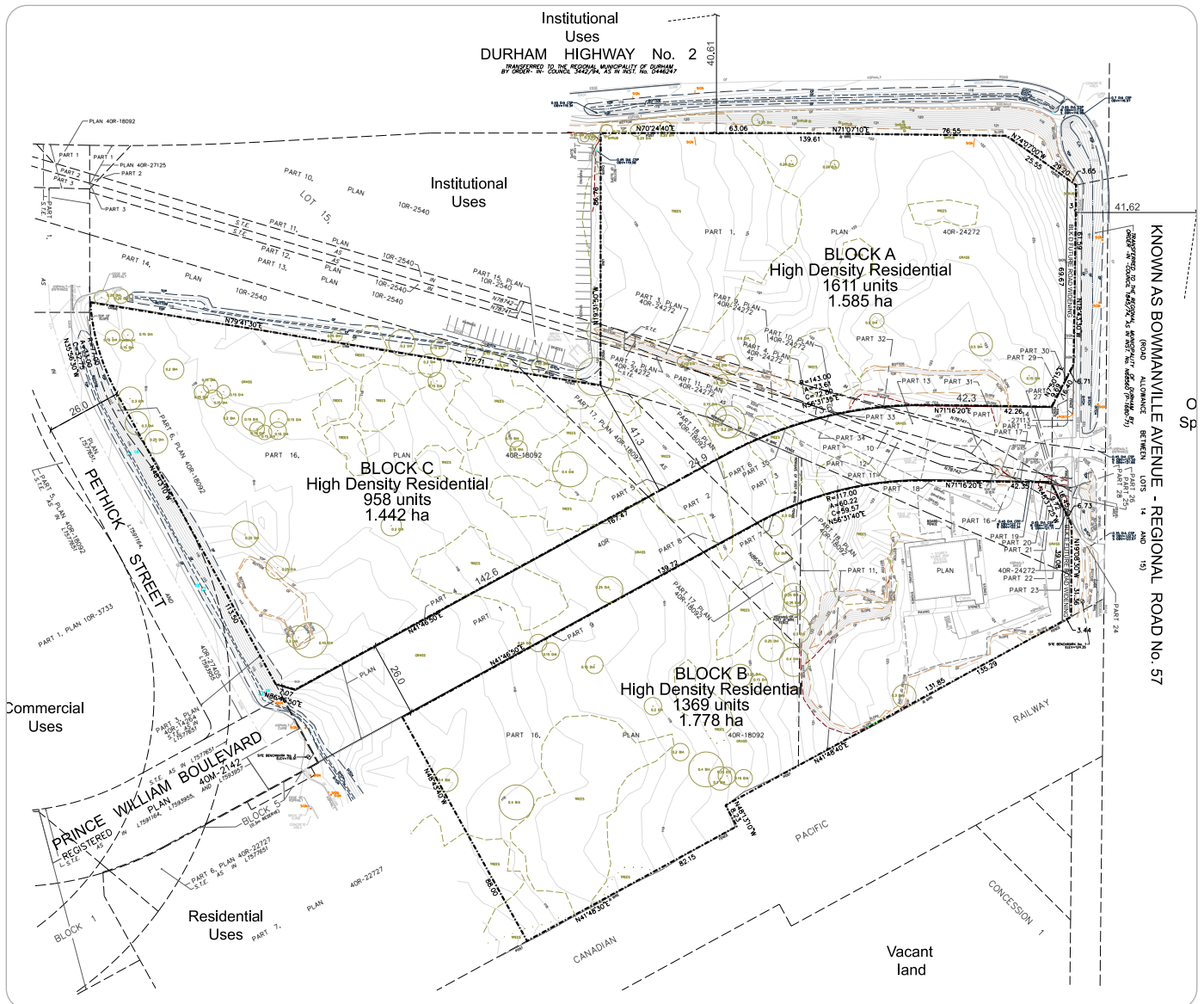


Figure 6: Draft Plan of Subdivision prepared by Weston Consulting, dated September 2023



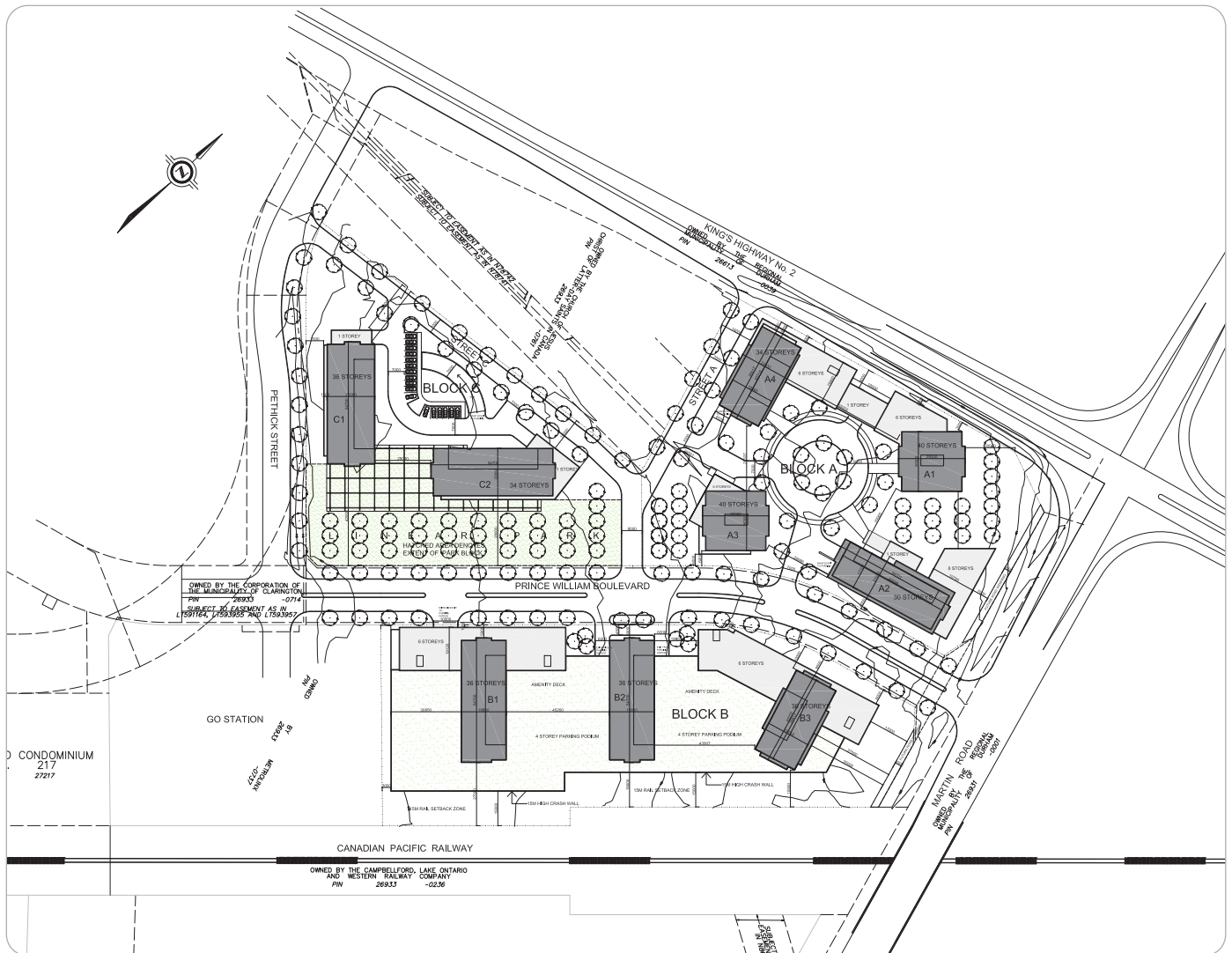


Figure 7: Site Plan prepared by Cusimano Architect, dated September 2023

## Built Form, Massing and Building Placement

The proposed mixed-use development consists of three high-rise development blocks, which is appropriate for the location of the subject lands, as they are located within a Strategic Growth Area, a PMTSA and within a Secondary Plan Area that plans for growth through transit-supportive intensification.

The proposed development is an innovative and contemporary design with a variety of high quality landscape treatments and public and private open space features to create a vibrant public realm. It is designed to achieve a positive physical and aesthetic impact on the community and the public realm. The buildings are designed to reflect a high-quality image and provide a cohesive and distinct identity throughout the subject lands.

The design is reinforced by variation in design facades, complementary exterior materials, colours, and architectural elements. The building facades provide fenestration, wall articulation and balcony treatments to foster overlook of the public realm and comfortable pedestrian spaces.

The proposed buildings are designed and sited to maintain ample exposure to street frontages and common outdoor amenity areas, while providing space at-grade for pedestrians and landscaping features. The main building entries will be clearly identifiable and oriented towards the street or internal pedestrian networks.

As identified earlier in this section, the proposed buildings range in height from 30 to 40 storeys, plus the mechanical penthouses. The ground floor heights will range from 4.5 metres to 6.0 metres to accommodate non-residential uses and other internal functions, which include, loading rooms, lobbies, and indoor amenity rooms. Refer to Figure 9 for the Building Heights Plan prepared by John G. Williams and Figure 10 and Figure 11 for the Axonometric Plan prepared by Cusimano Architect.



Figure 8: Building Heights Plan prepared by John G. Williams



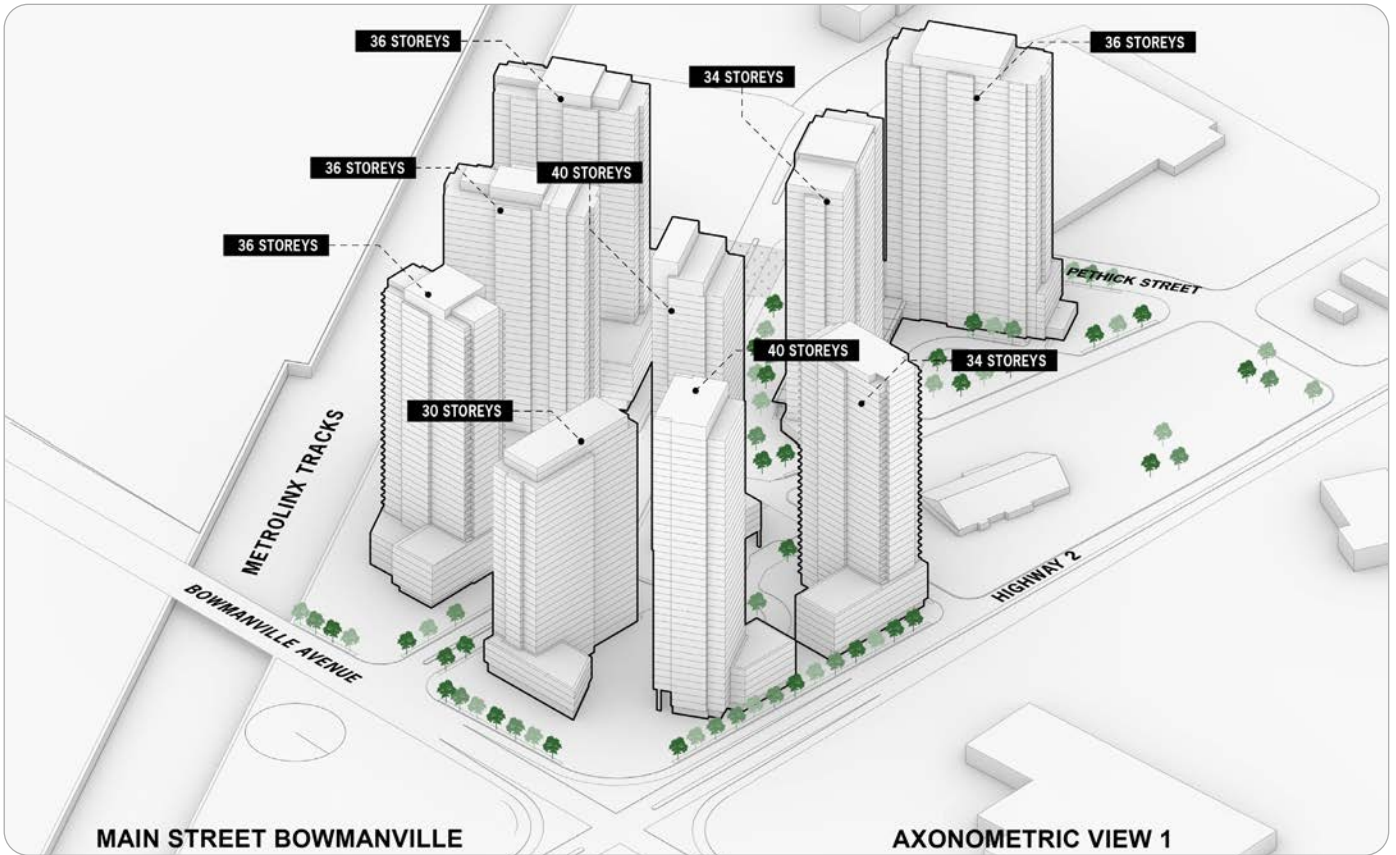


Figure 9: Axonometric Plan prepared by Cusimano Architect

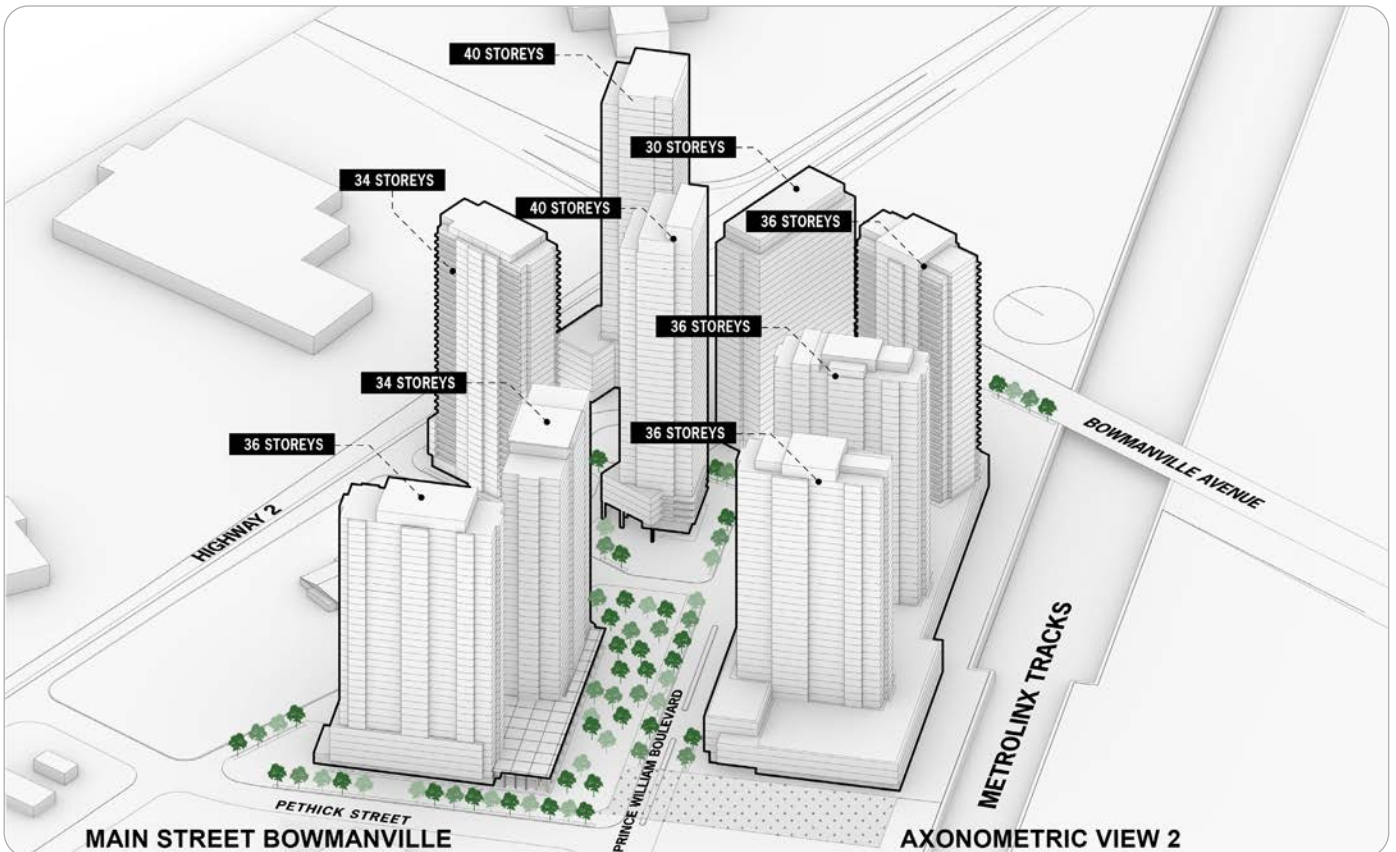


Figure 10: Axonometric Plan prepared by Cusimano Architect

The proposed building heights are strategically and appropriately planned to address the adjacent context and existing and planned grading conditions. The following should be noted as it relates to the proposed building heights:

- The tallest buildings are concentrated in the northeast portion of the subject lands to address the intersection of Bowmanville Avenue and Highway 2.
- Building heights gradual descend across the site south and west of the intersection of Bowmanville Avenue and Highway 2.
- The proposed buildings are generally designed with podiums ranging between 1 to 6 storeys in height and will contain architectural design features with a variety of defining vertical and horizontal elements to help establish a comfortable pedestrian scale at grade.
- Presently, existing built form to the north, northwest, and west consists of single storey buildings, some of which have the appearance of two storeys. Many of the existing buildings near the site are separated by existing roads, in addition to generous setbacks and parking areas. The only building abutting the subject lands is the place of worship to the northwest (The Church of Jesus Christ of Latter-day Saints). This building is situated west of Block A and north of Block C and will be separated from the proposed buildings by way of the proposed private roads (Street A and C), existing/proposed setbacks, and the parking are associated with the place of worship building.
- There are no existing residential or sensitive uses adjacent to the subject lands that would require special design consideration.
- The proposed buildings will be designed to ensure adequate sunlight, sky views and privacy are maintained for the surround uses, where appropriate.

The proposed development contemplates a design that articulates transition between the base, middle and top portions of the vertical massing of the buildings. Where changes in materials occur, logical changes in plane would be contemplated. The development has been designed to allow for a wide range of unit sizes and types, with these details to be finalized at detailed design.

### **Parking, Loading, Site Access, Circulation and Waste Management**

The proposed development is designed by the existing road pattern surrounding the subject lands. It will utilize existing frontages along Bowmanville Avenue, Highway 2 and Pethick Street to service pedestrians, cyclists, and vehicles. Prince William Boulevard will extend east through at the southern end of Blocks A and C and northern end of Block B from Pethick Street to Bowmanville Avenue.

A series of private roads are proposed to access the individual development blocks, and the proposed public and private road network will support a range of active transportation options for pedestrians and cyclists, which include sidewalks, trails, bike lanes and the linear park. The existing and proposed road and active transportation network will provide for logical and efficient pedestrian, cyclist, and vehicular circulation through the development blocks, and will promote connections to the broader community and the future GO Train Station.

The site design considers efficient vehicular circulation for residents, visitors and service and emergency vehicles, through internal site movement and access to the surrounding established transportation network.

Vehicular access to Block A will occur from Prince William Boulevard and Street A (private street), Block B will be accessed from Prince William Boulevard, and Block C will be accessed from Pethick Street, Street A (private street) and Street C (private street). The private roads will be developed and established in a sequential manner that follows the phasing plan. The private roads and driveways are planned to provide access to the buildings, underground and aboveground parking structures, drop-off areas, and limited surface visitor parking areas. The development also considers the Region's future infrastructure plans to revitalize and improve Highway 2 and implement a right-in-right-out (RIRO) configuration at the proposed entrance along Highway 2 and Street A, adjacent to Block A, as the site is designed to provide ample primary and secondary access points to the development.

The vehicular routes will be designed to permit appropriate access and turning movements for emergency and service vehicles while maintaining safe sight lines and minimizing conflicts with pedestrians and cyclists. The private road network will allow for full turning movements to and from the public roads. Figure 12 of this Report provides graphic representation of the conceptual and anticipated road network and site access and circulation for the future development of the subject lands.

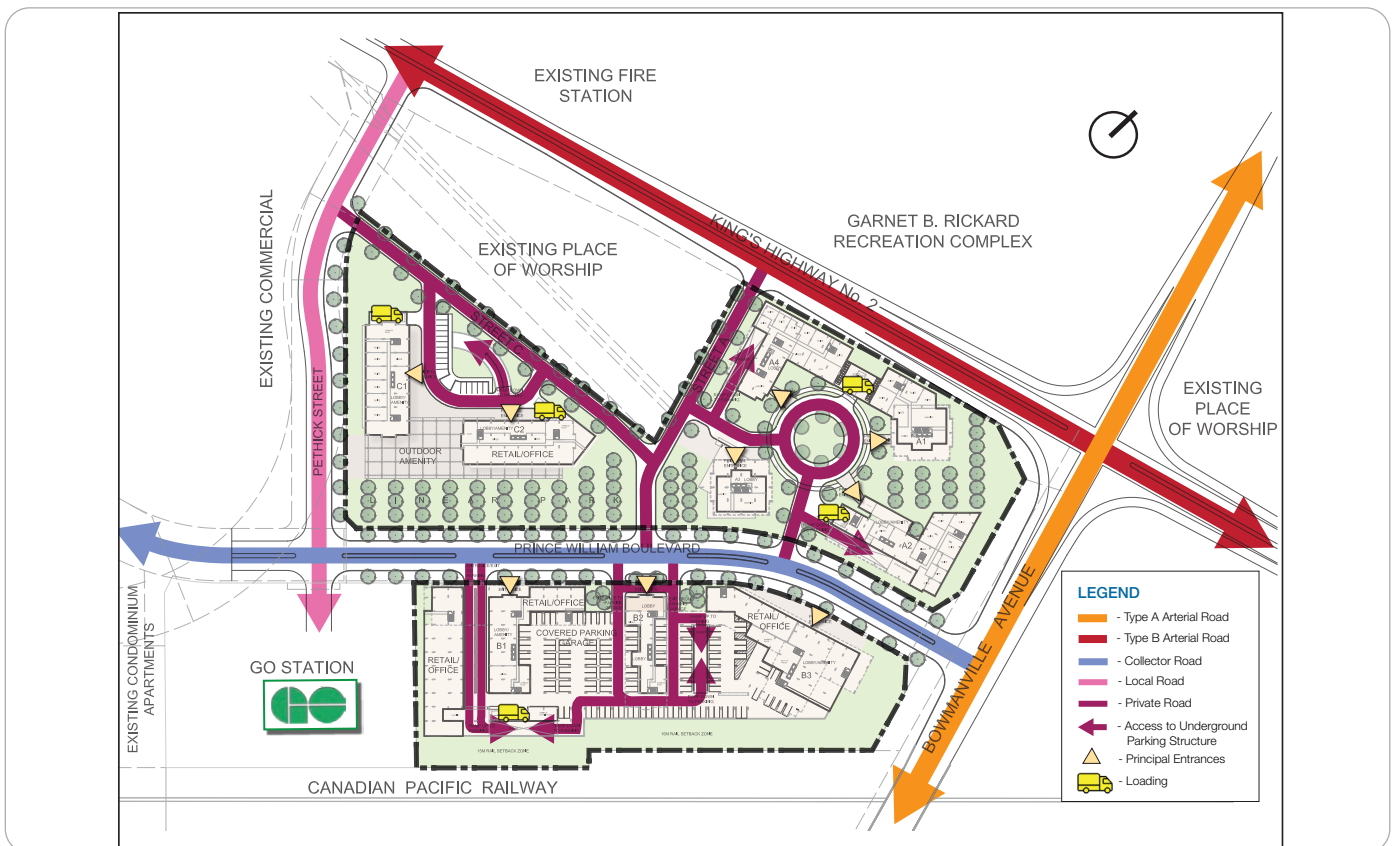


Figure 11: Road Network and Site Access Plan, prepared by John G. Williams

The proposed development provides a combination of limited surface parking, multi-level underground parking, and multi-level aboveground parking structures. The ramps to the above and below ground parking structures are located internal to the development blocks or integrated within the podium structures. The surface parking is proposed to be away from public street frontages.

The development proposes to include 3,088 vehicular parking spaces (3,048 spaces dedicated to residential uses and 40 spaces for the retail uses on the subject lands). Block A proposes 1,000 parking spaces contained within four levels of underground, Block B will have 1,321 parking spaces contained within a two level underground parking structure and a four level above-grade parking podium, as well as 23 retail spaces at grade. Finally, Block C will have 767 parking spaces contained within three levels of underground parking and 17 retail spaces at-grade.

The ground level parking areas will be screened from public view through building placement, and the above-grade parking podium will contain active uses (i.e., retail / office spaces) facing Prince William Boulevard and the remainder of the parking structure is sensitively designed to form an integral component of the overall building architecture through consistent architectural detailing. All the parking areas will be adequately illuminated and will provide pedestrian connections to buildings and sidewalks to foster a safe environment.

The development proposes adequate bicycle parking spaces within the parking structures, near the main buildings and sidewalks to foster a safe environment and to service residential and non-residential visitors and the public.

Loading, servicing, and garbage storage areas are proposed to be located internally and strategically located to reduce their presence within the public realm.

### **Open Space, Landscaping and Amenity**

The development has been designed in a cohesive manner that reflects site grading conditions. It has designed its open spaces, landscaping components and amenity spaces in a thoughtful manner and responds to the existing and planned context of the internal and external road system, building placement, orientation, and massing.

Refer to Figure 13 for the Conceptual Site Plan prepared by John G. Williams, which displays building placement, open space, landscaping, and outdoor amenity features proposed on the subject lands. Figure 14 depicts the proposed circulation and open space network on the subject lands.





Figure 12: Conceptual Site Plan, prepared by John G. Williams



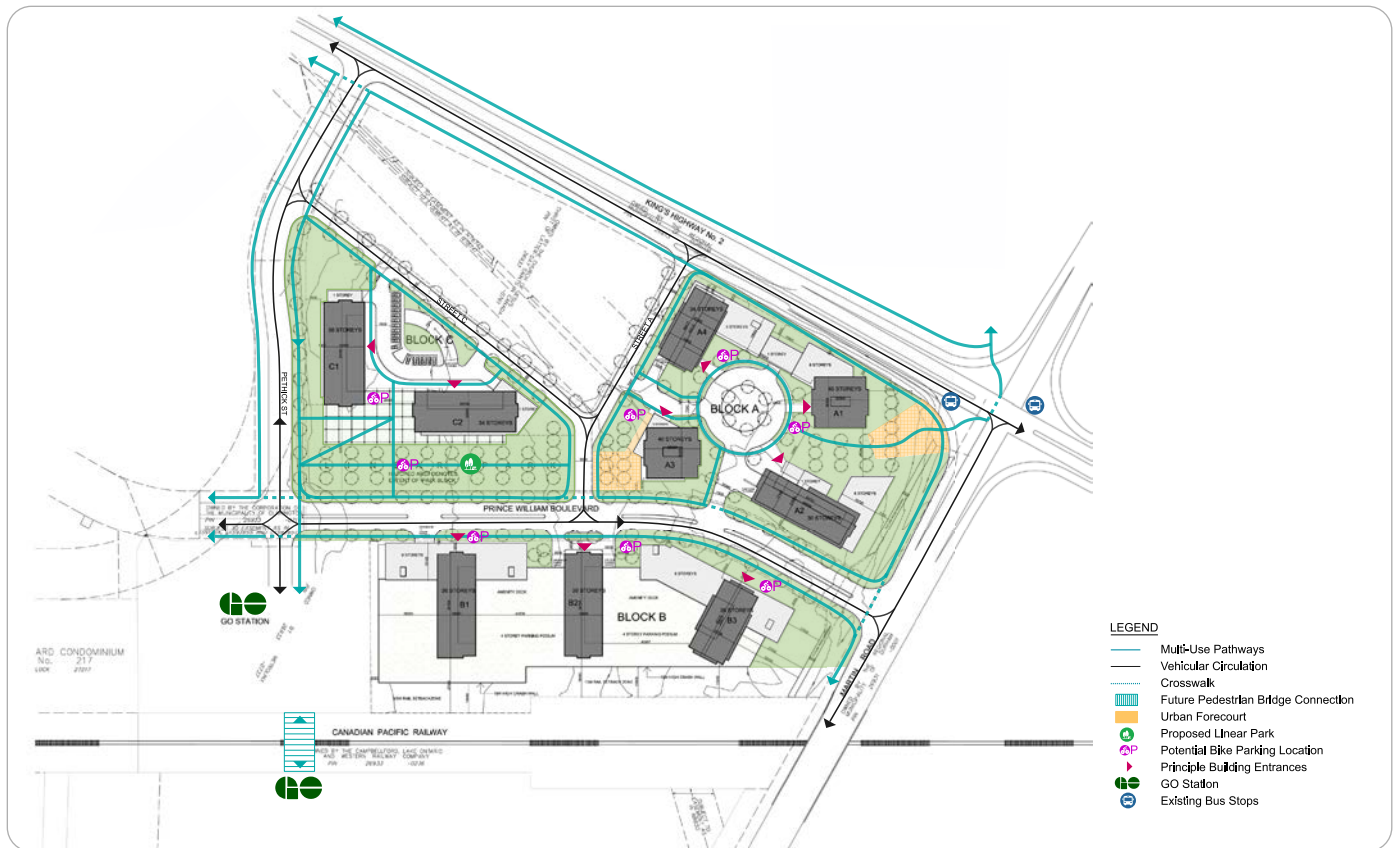


Figure 13: Circulation Plan and Open Space Network, prepared by Weston Consulting

A linear park, which will operate together with Privately-Owned Publicly-Accessible Open Space (POPS) is proposed at the northeast corner of Prince William Boulevard and Pethick Street, and a series of POPS are proposed within Block A (northeast corner of the subject lands). The urban square and courtyard at the intersection of Bowmanville Avenue and Highway 2 will create an open and inviting gateway feature to the subject lands. The detailed design of the parkland and the POPS will be undertaken at a later stage in the planning and development process. These spaces and areas are designed to be flexible and envisioned to provide access and connection the subject lands to the broader community, including the future GO Station, be inclusive and accessible, and promote the use by the broader community, which may include programming of cultural events in coordination with private and public organizations.

Buffers and landscaped edges will be provided along the site's edges and these areas will include a variety of landscape and hardscape treatments, which will be designed further at the detailed design stage of the planning and development process. A 15-metre planned landscaped buffer strip and a 15-metre high crash wall is proposed along the edge of the railway to the south of Block B.

The proposed development acknowledges the municipality's amenity guidelines and proposes a variety of indoor amenity spaces for each development block. These spaces will be designed and programmed during the detailed design phases of the project. Additionally, programming and design will be determined in consultation with the municipality and the future condominium corporations. The spaces are designed to be flexible and provide for a balance of facilities for passive and active recreation throughout the development, and to ensure the participation and use by all ages and abilities.

## 5.3 DESCRIPTION OF PLANNING APPLICATIONS

Additional information on the open space, landscaping and amenity areas and features can be referenced from the Urban Design Brief, prepared by John G. Williams, as well as the Landscape Analysis Report/Plan, prepared by HKLA. As identified in this section, the proposed development acknowledges the municipality's amenity guidelines and has been designed to be flexible the application and programming of its open space, amenity and landscape areas and features.

Applications for Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision are submitted concurrently to the Municipality of Clarington, to support the proposed development on the Subject lands. It is understood that future applications for Site Plan Control and Plan of Condominium will be required to facilitate the development of the Subject lands.

### 5.3.1 Proposed Official Plan Amendment

An Official Plan Amendment Application is submitted to the Municipality of Clarington to amend the Municipality of Clarington Official Plan, June 2018 Consolidation, and the Bowmanville West Town Centre Secondary Plan.

The subject lands are currently designated *Urban Centres* under the Clarington Official Plan. The Clarington Official Plan establishes a standard minimum and maximum height for lands designated *Urban Centres* through Table 4-3, Summary of Urban Structure Typologies.

The Bowmanville West Town Centre Secondary Plan designates the subject lands as *Office Commercial Area, Neighbourhood Park, and Mid Rise High Density Residential*. The current land use designations under the Secondary Plan do not reflect the proposed development and the direction that the region and the province have provided for the subject lands and the Planned Major Transit Station Area (PMTSA)

The Official Plan Amendment seeks to amend the Clarington Official Plan and the Bowmanville West Town Centre Secondary Plan to implement a site-specific policy framework to achieve a high density high-rise mixed use buildings and a park block on the subject lands. It seeks to redesignate the subject lands *High-Rise High Density Mixed Use*.

The Draft Official Plan Amendment is outlined within this report and included with the submission of the planning applications. The proposal and site-specific policy framework are designed to maintain the intent, goals and objectives of the Municipality of Clarington Official Plan policies and are based on good planning and urban design principles.

### 5.3.2 Proposed Zoning By-law Amendment

The subject lands are split zoned Agricultural – A Zone, *Agricultural Exception (A-82) Zone*, and *Office Commercial Holding – (H)OC Zone*, per the Municipality of Clarington Zoning By-law 84-63, as amended.

To facilitate the development of the subject lands, consistent with the draft plan of subdivision and the technical materials, a site-specific rezoning application is required as the current zone and provisions do not reflect the proposed development of the subject lands.

A Zoning By-law Amendment (ZBA) Application is being submitted to the Municipality of Clarington to rezone the Subject lands as shown in Schedule “A” of the Draft Zoning By-law Amendment. It is understood that future Site Plan Control and Plan of Condominium Applications will be required to enable the proposed development and fully implement the development on the subject lands.

These planning applications will be submitted at the appropriate time in the planning and development process.

The ZBA submitted to the Municipality of Clarington proposes to rezone the subject lands to the *Urban Centre Mixed Use – MU3 Zone*. This zone closely aligns with the built-form and performance standards associated with the high-rise mixed-use development proposed on the subject lands.

The Draft Zoning By-law Amendment is outlined within this report and included with the submission of the planning applications. The proposal and site-specific zone exceptions are designed to maintain the intent, goals and objectives of the Municipality of Clarington Official Plan policies and are based on good planning and urban design principles.

### 5.3.3 Proposed Draft Plan of Subdivision

This section of the Report should be reviewed in conjunction with the Draft Plan of Subdivision prepared by Weston Consulting, dated September 2023, which is enclosed with this Report and the submission of the planning applications. The proposed Draft Plan of Subdivision is bound by Highway 2 to the north, Bowmanville Avenue to the east, the Canadian Pacific Railway to the south, Pethick Street, the Church of Jesus Christ of Latter-day Saints, and lands slated for the future Bowmanville GO Station, owned by the Province of Ontario (Metrolinx) to the west.

The Draft Plan of Subdivision identifies three blocks for the development of high-rise, high-density mixed-use buildings with a total density of 7.27 FSI and 820 units per hectare. The following is a description of the proposed residential uses and proposed development on Blocks A through C. The following descriptions should be cross-referenced with the Site Plan, prepared by Cusimano Architects

#### **Block A:**

- A high-rise, high-density, residential block planned for the development of four residential towers containing 1,611 residential dwelling units.
- Block A will be serviced by two vehicular accesses, one off a private roadway known as Street A (located within Blocks A and C) on the west side of the block, and the other off Prince William Boulevard on the south side of the block.

- A singular underground access is proposed adjacent to Street A.
- Outdoor amenity and POPS areas.

The Plan of Subdivision Application is being submitted concurrently with the OPA and ZBA Applications. The proposed Draft Plan of Subdivision is enclosed with the planning applications.

#### **Block B:**

- A high-rise, high-density, mixed-use block planned for the development of three mixed-use towers containing 1,369 residential dwelling units and 2,100 square metres of non-residential (i.e., retail and office space) GFA within the podium and ground floor.
- A 15-metre rail setback and 15-metre high crash wall at the rear abutting the Canadian Pacific Railway.
- One two-way underground entrance/exit and two one-way entrance and exist along Prince William Boulevard.
- A four-storey podium parking and amenity deck.
- A future road widening along the east side of the Block.

#### **Block C:**

- A high-rise, high-density, mixed-use block planned for the development of two mixed-use towers containing 958 residential dwelling units and 600 square metres of non-residential GFA within the podium and ground floor.
- An at-grade linear park (proposed as an encumbered / strata parkland) located on the southern portion of the Block abutting Prince William Boulevard, Pethick Street and Street A.
- Outdoor amenity and POPS.
- Block C will be serviced by two vehicular accesses, both from Street C. Street C is a private road contained within Block C. The Block will also contain a portion of Street A.
- At-grade parking abutting Street C and two ramps for access to the underground parking levels.

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## 6. SUPPORTING MATERIALS

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## 6.1 STORMWATER MANAGEMENT AND FUNCTIONAL SERVICING REPORT

The applicant has undergone a series of pre-application consultation meetings with the Municipality of Clarington, with the latest formal Pre-Application Consultation ('PAC') Meeting being held on October 7, 2022. During this PAC Meeting, the applicant met with Municipality of Clarington Staff and presented a preliminary development concept for the subject lands. Staff provided preliminary commentary at the PAC Meeting and delivered a pre-consultation presentation with an overview of their preliminary comments and required materials to support formal planning applications to facilitate the development of the Subject lands. During the October 2022 PAC Meeting Staff requested that the applicant consider the preliminary comments heard at the PAC Meeting and provided formally from Clarington Staff and schedule an additional pre-consultation meeting following revisions to the preliminary design and development concept.

The applicant met with Clarington Staff on January 20, 2023, and again on July 7, 2023, to present updates to the development concept and to express interest in facilitating the development of the Subject lands through the appropriate planning applications.

This Section provides an overview of the materials supporting the planning applications facilitating the development of the Subject lands. The materials identified in this Section are supporting in support of the Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications, contribute to fulfilling the requirements for a Complete Application under the *Planning Act*, and are provided as part of the requirements materials to support the planning applications as identified by the Municipality of Clarington in their PAC presentation and checklist, dated October 7, 2022.

TY Lin has been retained to prepare a Functional Servicing Report in support of the proposed development. The purpose of the report is to provide a brief of the proposed site grading, sanitary servicing, water servicing, and stormwater management strategy for the proposed development. The Report suggest that the grading plan for Prince William Boulevard according to municipal criteria, ensuring proper land elevation and water runoff management. Additionally, a 300mm watermain for Prince William Boulevard, interlinked with the existing watermain on Prince William Boulevard and RR57, will provide sufficient water supply capacity for Blocks B and C, while Block A will be serviced by the existing 400mm watermain on Highway 2. Internal to the development blocks, water meters, backflow preventers, and pressure reducing valves will be installed in accordance with regional criteria, and each block will necessitate a secondary water service connection following O.B.C. criteria 3.2.9.7.(4). To address fire safety requirements, hydrants are strategically planned along Prince William Boulevard as per Durham Region criteria.

For wastewater management, the existing 525mm sanitary trunk sewer possesses sufficient capacity to accommodate the projected sanitary flow from the proposed development, substantiated by upstream and downstream sanitary analyses facilitated through gravity sewer extensions in Prince William Boulevard. The anticipated peak sanitary flow from the development is estimated at 124.65 L/s.

Furthermore, the stormwater management plan includes severe control measures. Post-development stormwater flows will be controlled to align with pre-development values. This control will be achieved through a combination of orifice control mechanisms and underground storage tanks within the private development blocks, with allowances made for overcompensation in the event of uncontrolled runoff within the Prince William Boulevard right-of-way. To enhance site stormwater quality, ETV certified oil-grit separators will be employed.

## 6.2 TRAFFIC IMPACT STUDY (TIS)

In conclusion, the report establishes that the proposed development can be adequately serviced, by the existing infrastructure with the internal proposed infrastructure. These conclusions are aligned with the design criteria set forth by the Region of Durham, Municipality of Clarington, and CLOCA. For additional details please refer to the Functional Servicing Report prepared by TY Lin.

GHD has been engaged to prepare a Transportation Impact Study for the subject lands. The primary objective of this study is to assess the potential traffic-related impacts resulting from the proposed residential developments. The study also aims to identify appropriate Transportation Demand Management (TDM) strategies, as well as site access and internal drive aisle configurations that can effectively accommodate traffic demands on site.

The study is framed around a five-year horizon, extending beyond full build-out to 2036. It also includes the planned road widening project on Bowmanville Avenue, from Baseline Road to King Street West. The analysis concludes that, considering future traffic forecasts, the traffic generated by the proposed developments can be adequately accommodated by the planned roadway network. This will be achieved through the optimization of signal timings and signalization at the Pethick Street / Prince William Boulevard intersection.

Furthermore, all proposed site access points are expected to demonstrate excellent operational characteristics under the future 2036 traffic conditions. The study proposed a parking supply ratio of 0.848 resident parking spaces per unit and 0.10 visitor spaces per unit for Block B. This rate is supported by the ratio of 0.846 spaces per unit in the surveyed site within the City of Pickering.

The Vehicle Circulation assessment confirms that the proposed Site Plan is compatible to accommodate garbage trucks and heavy single-unit trucks for Blocks A and C. However, slight Site Plan modifications will be necessary to accommodate heavy single-unit trucks for Block B. Moreover, the study acknowledges that promoting transit ridership, walking, cycling, and carpooling are effective strategies for reducing auto-dependency and parking demand. The implementation of one or a combination of these Transportation Demand Management (TDM) practices can significantly contribute to achieving these objectives. For additional details, please refer to the Transportation Impact Study by GHD.

## 6.3 NOISE AND VIBRATION STUDY & RAIL SAFETY REPORT

In support of the submitted development applications, HGC Engineering has prepared a Noise and Vibration Feasibility Study in accordance with Ministry of the Environment, Conservation and Parks (MECP), Regional Municipality of Durham and CP guidelines. Road traffic data was obtained from the Regional Municipality of Durham, and rail traffic data for the CP Belleville Subdivision was obtained from previous HGC Engineering project work in the area, which was originally sourced from CP and publicly available rail data. Road and rail traffic data were used to predict the future sound levels at the proposed residences, which were evaluated against the guidelines of the MECP and CP. Additionally, rail-induced ground-borne vibration was measured during train pass-by events on the site at the specific locations of the proposed buildings.

The Noise and Vibration Feasibility Study concludes that it is feasible to achieve the MECP/CP sound level guidelines through the implementation of recommended mitigation measures. Central air conditioning systems would be required for the buildings located closest to the railway line and Highway 2. Warning clauses are required to inform the future occupants of the buildings of the potential for sound level excesses over MECP and CP guidelines. The Study finds that measured ground-borne vibration levels are within CP guidelines at the location of the closest proposed building facades, and vibration mitigation measures are not necessary. To control rail noise indoors, the Study recommends masonry, precast, spandrel or metal panel exterior cladding for the facades of the proposed buildings with exposure to the railway.

At the detailed design stage, the Study recommends that an acoustical consultant review the design of the mechanical building systems and interior spaces to ensure noise levels emitted by the development are likely to meet noise impact limits and to prevent excessive noise levels within occupied areas of the building.

## 6.4 LANDSCAPE ANALYSIS REPORT AND TREE PRESERVATION PLAN

A Landscape Analysis has been prepared by Henry Kortekaas + Associates Inc. Landscape Architects (HKLA) in support of the proposed development and in accordance with Section 23.16.3 of the Municipality of Clarington Official Plan. The Landscape Analysis explores the existing and potential future conditions on and around the site to determine how they will influence future design considerations.

The Landscape Analysis identifies existing lot conditions of the Subject lands, which primarily consist of open space adorned with native grasses and woody, scattered vegetation. A perimeter berm and tree buffer comprised of deciduous trees is situated to the north and west. The south side of the site is secured by a chain link fence and tree buffer along the Canadian Pacific Railway.

The Subject lands accommodate several different tree species, including Paper Birch, Manitoba Maple, Norway Spruce, American Ash, Trembling Asen, and Buckthorn. As the site is primarily open space, a large portion of the existing trees will be removed prior to construction. The Landscape Analysis finds that perimeter border trees along the western and southern edges of the site may be preserved, and that the location and topography of the site offers distinctive potential for development given its integration with a future GO Station and its adjacency to a well-established urban centre.

In addition to the Landscape Analysis Report, HKLA prepared a Tree Preservation Plan, which identifies all the existing trees that are proposed to be retained and removed, as well as a tree protection to protect private and public trees from harm during construction of the proposed development.

## 6.5 ARCHAEOLOGICAL ASSESSMENT

Stage 1 and Stage 2 Archaeological Assessments have been prepared by Irvin Heritage Inc. in support of the proposed development.

The Stage 1 Archaeological Assessment found that the Subject lands are located within a historic landscape that would have been appropriate for resource procurement and habitation by Indigenous and Euro-Canadian peoples. The Subject lands satisfied several criteria for indications of archaeological potential, including its proximity (within 300 metres) to registered archaeological sites and present or past water sources, its proximity to early historic transportation routes (Highways 2 and 57), on-site environmental conditions which are conducive to archaeological potential, and its location within an area suitable for resource procurement, transit and habitation by pre-historic and pre-contact Indigenous Peoples. As such, a Stage 2 Archaeological Assessment consisting of a 5-metre test pit survey was also conducted.

The Stage 2 Archaeological Assessment identified no archaeological resources within the Subject lands and concluded that the Subject lands are free of further archaeological concern. The Report has been submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. The Ministry will review the Report to ensure compliance with the Standards and Guidelines for Consultant Archaeologists and provide any comments. Once any comments are addressed in a manner satisfactory to the Ministry, a letter will be issued stating that there are no further concerns regarding alternations of archaeological sites by the proposed development.

## 6.6 SUN/SHADOW STUDY

A Sun/Shadow Study was prepared by Cusimano Architect to demonstrate the anticipated shadow impacts of the proposed development on the surrounding area. The Sun/Shadow Study illustrates forecasted shadow impacts on March 20, June 21, September 22, and December 22, aligning with the spring and fall equinox periods and the summer and fall solstice periods.

The Sun/Shadow Study illustrates shadow impacts on the abutting property to the north and west of the Subject lands, which is currently occupied by The Church of Jesus Christ of Latter-Day Saints. Shadowing on the property is expected to occur from 9:18 AM to 4:18 PM during the spring and fall equinox. The shadows cast by the proposed development during the summer solstice are shorter, resulting in a shadow occurring on the church structure at 9:18 AM, but moving quickly to the east by 10:18 AM, with minimal shadow impacts throughout the remainder of the day. No shadow impacts are expected on the adjacent property from 2:18 PM and onwards during the summer solstice. As the proposed development will cast longer shadows during the winter months, the adjacent property, Highway 2, and portions of the Garnet B. Rickard Recreation Complex property. Shadowing is not expected to occur at any time of the year on the baseball diamonds and children's playground to the west of the recreation centre.

The Subject lands are located within a *Centre*, as identified on Map B of the Clarington Official Plan. Development in *Centres*, *Corridors* and *Priority Intensification Areas* will be designed to minimize adverse shadow and wind impacts on neighbouring properties or the public realm areas, as directed by Policy 5.4.3k) of the Official Plan.

Section 13.4 of the Bowmanville West Urban Centre Secondary Plan provides site and building design policies for residential development. According to Policy 13.4.1, buildings over four storeys 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.

## 6.7 GEOTECHNICAL INVESTIGATION

Towers A1, A4, B1, and B3 employ setbacks from their respective podium structures of up to five metres. Towers A2, A3, B2, C1, and C2 are sufficiently set back from lot lines facing street frontages by distances ranging between three and 28 metres, allowing for an appropriate buffer area to mitigate shadow and wind impacts.

Soil Engineers Ltd. was retained to conduct a Geotechnical Investigation on the subject site. The investigation aimed to uncover subsurface conditions and establish the engineering characteristics of the identified soils, crucial for designing and constructing the proposed development. Soil Engineers executed fieldwork by extracting samples from eight boreholes, which reached depths ranging from 8.6 to 18.74 meters. This work was conducted between April 27 and May 5, 2023. Following the completion of borehole drilling and sampling, the installation of monitoring wells for groundwater observation and hydrogeological assessment was also undertaken.

The investigation findings reveal that beneath a surface layer of topsoil, the site contains a layer of glacial till. Additionally, localized deposits of silty clay and silt were identified at different depths and locations. Groundwater levels were recorded at varying depths, ranging from 0.9 meters to 5.1 meters below the existing ground surface.

The investigation findings lead to the following recommendations: Topsoil removal and proper backfilling are advised before construction, along with the demolition of existing structures and appropriate cavities backfilling for the working platform. Conducting a pre-construction survey for nearby structures is recommended prior to any construction and excavation activities. For Site A, a bulk excavation depth of around 9 to 10 meters below grade is anticipated due to the presence of very dense/hard glacial till, allowing conventional spread and strip footings for proposed structures. Similarly, for Site B, where one level of underground parking is planned, a bulk excavation depth of about 3 to 4 meters below grade is projected due to stable native subsoil, suitable for conventional footings. Site C, with two levels of underground parking, envisions a bulk excavation depth of 6 to 7 meters below grade, supported by robust native subsoil. Regular inspection by the geotechnical engineer or senior technician is advised to ensure foundation subgrade compatibility.



## 6.8 URBAN DESIGN REPORT

Underground services construction should involve a Class 'B' bedding, such as 19 mm Crusher-Run Limestone (CRL) or equivalent, with leak-proof sewer joints or waterproof membrane wrapping to prevent subgrade migration. Excavation should comply with Ontario Regulation 213/91; in cases where safe sloped excavation isn't feasible, temporary braced shoring walls are necessary for underground parking and foundation construction.

For additional details please refer to the Geotechnical Investigation report prepared by Soil Engineers.

The Urban Design Report prepared by John G Williams Limited to support the proposed development. This report serves the visual representation of the design concept for the proposed development. While align with the objectives outlined in the Municipality of Clarington's Official Plan and adheres to the design objectives and standards articulated within the Bowmanville West Town Centre Secondary Plan, specifically, Appendix 1 – Urban Design Guidelines.

The report incorporates a set of key principles to support the design vision of the proposed development. These principles involve the promotion of a high-quality public realm and the encouragement of a private realm characterized by suitable architectural and landscape design. Additionally, the report advocates for the creation of a pedestrian-friendly, transit-supportive mixed-use development, seamlessly integrated with the adjoining commercial, institutional, and transit station uses, as well as future developments within Bowmanville's West Urban Centre and Major Transit Station Area Secondary Plan.

The report encourages corresponding building designs, through considerations including building articulation, balconies, and openings, building materials, color palette, and landscaping. Safety and walkability are vital in the report's principles, as it supports pedestrian-friendly streetscapes through the principles of Crime Prevention Through Environmental Design. The report also underscores the imperative of minimizing the visual footprint of garages and parking areas within the streetscape, a goal to be realized through the utilization of below and above-grade parking structures and carefully restricted surface parking. The report also emphasizes the significance of Amenity areas, which serve as central common green spaces that play a fundamental role in shaping the development's character. For additional details please refer to the Urban Design Report prepared by John G. Williams Limited.



## 6.9 ENVIRONMENTAL SUSTAINABILITY REPORT

The Environmental Sustainability Plan, prepared by Weston Consulting, outlines key sustainable design strategies for the proposed development. It also includes additional strategies for future consideration, aligning with the Clarington Official Plan, the draft Bowmanville West Major Transit Station Area Secondary Plan, and the Clarington Green Community Strategy.

The development plan features a linear park, winter garden, urban courts, and street boulevards, all designed to encourage on-site walking. Importantly, these elements will also connect to both GO Station sites, creating a vibrant area with increased pedestrian activity. Additionally, we anticipate a healthy urban forest canopy through tree planting in the linear park and along green street boulevards. High-rise building rooftops will incorporate sustainable stormwater retention features and green roofs. The development's compact form maximizes land use efficiency and supports major transit services.

The Environmental Sustainability Plan focuses on enhancing energy efficiency and water conservation, implementing best-practice waste management, and using eco-friendly materials. These measures are in line with provincial targets for energy and water conservation. In conclusion, the study indicates that the proposed development will significantly contribute to a sustainable community, aligning seamlessly with the policies of the Clarington Official Plan and showing consideration for the Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan.

## 6.10 WIND STUDY

Gradient Wind Engineer & Scientists conducted a Pedestrian Level Wind Study dated September 27, 2023, in support of the proposed development. The study's primary aim was to investigate pedestrian wind comfort and safety within and around the subject site and identify areas where wind conditions could interfere with pedestrian activities, necessitating mitigation measures.

The study found that most grade-level areas within and around the site is predicted to maintain conditions suitable for intended pedestrian use throughout the year. These areas include surrounding sidewalks, nearby surface parking, laneways, drive aisles, proposed surface parking, the GO Park and Ride Bowmanville transit station, and building access points. However, various areas are expected to experience higher wind conditions, including Street A, Street C, Price William Boulevard Extension, the Central Laneway, the Laneway to the South of Building A4, Outdoor Amenity, and the Linear Park. Additionally, the primary entrances serving Buildings A1, A3, B2, and B3 are also likely to encounter elevated winds.

The study recommends various mitigation measures, such as a review of building massing in coordination with the design team and wind consultant. It also suggests the implementation of tall wind screens and common landscape elements for the outdoor amenity area. High-back benches is recommended for seating in windy areas. Of particular concern are three grade-level areas expected to consistently exceed safety criteria on an annual basis. These areas include the northwest of Building B1 over Prince William Boulevard, the space between Buildings C1 and C2 within the covered outdoor amenity, and the northeast corner of Building C2. Addressing these safety concerns will require further wind simulations and mitigation testing to develop an appropriate strategy and implementation of measures with building design features to ensure acceptable pedestrian and amenity wind conditions.

Please refer to the Pedestrian Level Wind Study for additional details.

## 6.11 ENVIRONMENTAL SITE ASSESSMENT

Soil Engineers Ltd. was retained to conduct a Phase One Environmental Site Assessment on the subject property. The team has undertaken Phase One Environmental Site Assessments on four adjacent parcels: the property located west of Bowmanville Avenue and north of the Canadian Pacific Railway, the property east of Pethick and south of Durham Highway 2, the property at 1850 Bowmanville Avenue, and the property at 1800 Bowmanville Avenue, all within the Municipality of Clarington. The primary objective of this assessment was to identify potential environmental concerns related to the subject site. The study incorporates findings from research documents pertaining to the site, interviews with individuals knowledgeable about the subject site, environmental site reconnaissance, and a comprehensive assessment.

The Phase One ESA has highlighted several environmental considerations, including the potential historical use of pesticides as part of agricultural activities on the site, the proximity of a railway line to the south, the presence of a former Canadian Tire store with associated underground storage tanks and waste generator records located approximately 60 meters west of the site, the presence of a gas station with associated waste generator records adjacent to the northwest, and the application of de-icing materials in the parking lot situated in the eastern portion of the site.

In summary, our study recommends the initiation of a Phase Two Environmental Site Assessment to address the identified environmental concerns. For additional details please refer to the Phase One Environmental Site Assessment prepared by Soil Engineers.

## 6.12 HYDROGEOLOGICAL REPORT

Soil Engineers Ltd. was retained to conduct a preliminary hydrogeological assessment. The assessment reviewed the topographic map of the area and analyzing ground surface elevations at the borehole and monitoring well locations. It was determined that the site experiences a gradual decline in elevation towards the west. The total elevation relief across the Subject Site measures approximately 8.0 meters.

The investigation unveiled that beneath the topsoil and earth fill, the native subsoil primarily consists of glacial till, silty clay, and silt deposits, extending to a maximum depth of 18.7 meters below the ground surface. The findings confirm that groundwater levels ranged from 113.1 to 118.3 meters above sea level (masl), with a flow direction generally toward the western areas of lower elevation on the property. Based on these findings, the assessment recommends revising and updating the estimation for construction dewatering requirements once finalized development plans, including proposed finished floor elevations, become available for review.

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## 7. PLANNING POLICY FRAMEWORK

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## 7.1 PLANNING ACT, R.S.O. 1990, C.P.13, AS AMENDED

This Section of the Report outlines the applicable land use planning policy and regulatory regime and provides an evaluation of the proposed development in the context of the existing policy and regulatory framework. The following documents have been considered and referenced in this Section and Report:

- *Planning Act, R.S.O. 1990, c.P.13*
- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2020)
- Region of Durham Official Plan (Office Consolidation 2020)
- Municipality of Clarington Official Plan 1996 (Office Consolidation 2018)
- Bowmanville West Town Centre Secondary Plan
- Bowmanville West Urban Centre and Major Transit Station (GO Train) Area Secondary Plan
- Municipality of Clarington Zoning By-law 84-63

This Section of the Report provides an overview of the key land use planning policies and regulations applicable to the Subject lands. The merits of the proposed development as it pertains to the land use planning policy and regulatory framework of the Province of Ontario, Durham Region and Municipality of Clarington are evaluated in this Section of the Report.

The planning applications and supporting materials are submitted in accordance with the Pre-Application Consultation (PAC) requirements received from Municipality of Clarington Planning Staff on October 7, 2022. The provisions of this Report along with other supporting materials constitutes a full application as described in the *Planning Act*.

The *Planning Act* provides the provincial framework for land use planning in Ontario and provides the basis for the consideration of provincial interests, including the provision of a full range of housing options. Section 2 of the *Planning Act* states that in carrying out their responsibilities under the Act, the Council of a Municipality shall have regard to, among other matters, matters of provincial interest, such as:

- (a) *the protection of ecological systems, including natural areas, features and functions;*
- (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) *the supply, efficient use and conservation of energy and water;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems*
- (g) *the minimization of waste;*
- (h) *the orderly development of safe and healthy communities;*
- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (k) *the adequate provision of employment opportunities;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*



- (m) the co-ordination of Planning Activities of public bodies;
- (n) the resolution of planning conflicts involving public and private interests;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
  - a. is well-designed,
  - b. encourages a sense of place, and
  - c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The policies of Section 2 of the *Planning Act* inform the Provincial Policy Statement (PPS). Consistency with the PPS is required for all land use planning decision in Ontario.

Section 51 (24) of the *Planning Act* provides the following criteria to be satisfied (as applicable) in considering a Draft Plan of Subdivision application:

*In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:*

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
- (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- (f) the dimensions and shapes of the proposed lots;
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- (h) conservation of natural resources and flood control;
- (i) the adequacy of utilities and municipal services;
- (j) the adequacy of school sites;
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- (l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use, and conservation of energy; and
- (m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the *City of Toronto Act, 2006*. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The proposed Draft Plan of Subdivision enclosed with this report satisfies relevant criteria in Section 51 (24) of the *Planning Act* above. The draft plan has regard to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the Municipality. The plan provides for a complete community with housing, well-designed street system and public realm, privately-owned public-accessible parkland, outdoor amenity areas, and stormwater treatment.

The plan has regard to the relevant matters of provincial interest as referred to in Section 2 of the *Planning Act*, including:

- Efficient use and conservation of energy (amenities within walking distance; Active transportation and transit), adequate provision and efficient use of transportation (transit/active transportation);
- Water and wastewater services (refer to the FSR prepared by TYLin);
- Orderly development of a safe and healthy community (road design/transit/active transportation/stormwater treatment);
- Protection of public health and safety;
- Development at an appropriate location that accommodated growth and intensification (Regional & Local Official Plans);
- The provision of development that is designed to be sustainable to support public transit (grid road pattern) and to be oriented to pedestrians (sidewalks/walkways); and,
- The promotion of built form that is well designed, encourages a sense of place, and the provision of a built-form that is high quality, safe, accessible, attractive and vibrant (refer to the Urban Design Brief prepared by John G. Williams).

The proposed draft plan of subdivision enclosed with this report satisfies the relevant criteria in Section 51 (24) of the *Planning Act*.

The plan has regard to the relevant matters of provincial interest as referenced in Section 2 of the *Planning Act*, including: efficient use and conservation of energy; adequate provision and efficient use of transportation, water and wastewater services (see Function Servicing and Stormwater Management Report (FSSMR) in Section 6 of this report); orderly development of a safe and healthy communities; protection of public health and safety; development at an appropriate location for growth (Durham Region and Municipality of Clarington); to support public transit (grid road pattern network); to be orientated to pedestrians (sidewalks/walkways); the promotion of built form that is well designed and encourages a sense of place; and provides for public spaces that are high quality, safe, accessible, attractive and vibrant.

## 7.2 PROVINCIAL POLICY STATEMENT (2020)

The current version of the Provincial Policy Statement (PPS) came into effect on May 1, 2020, and provides policy direction on matters of provincial interest related to land use planning and development. The PPS contains policy direction related to growth and development, the use and management of resources, the protection of the environment, and public health and safety. The PPS aims to promote appropriate development while ensuring that resources of provincial interest, public health, and safety. All decisions affecting planning matters in Ontario “shall be consistent with” the policy statements issued under the *Planning Act*.

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of existing infrastructure and public service facilities and requires that municipalities plan for an appropriate range and mix of land uses and built forms throughout the province. The PPS supports intensification, infill development and redevelopment where appropriate to promote the efficient use of land where infrastructure and public services already exist.

### **Building Strong Healthy Communities**

Section 1.0 of the PPS provides direction related to “Building Strong Healthy Communities” and is applicable to the Subject lands. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of development by promoting strong, livable, healthy, and resilient communities.

### **Managing and Directing Land Use**

Section 1.1.1 contains requirements for managing and directing land use to achieve efficient and resilient development and land use patterns. This Section states that “*healthy, liveable, and safe communities are sustained by:*”

- a. *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c. *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e. *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f. *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g. *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The above-noted policies in Sections 1.1.1 directly apply to the proposed development. These policies encourage development which supports a range of land uses including residential uses, parks and open space, the efficient use of land, and accessibility to servicing and transit to meet the projected needs of a community. The proposal will help support the Province and Region's financial investment towards the regional transit infrastructure planned adjacent to the Subject lands. The future Bowmanville GO Station provides opportunities for transit-supportive intensification and infrastructure planning to achieve cost-effective development patterns, optimize transit investment, minimize land consumption, and minimize servicing costs.

Section 1.1.2 of the PPS speaks to planning for growth and allocating lands to address growth through development an intensification up to an beyond a 25 year time horizon. It states:

*Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

*Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.*

The Subject lands are located within a *Settlement Area*, a *designated growth area* and an area that is planned for *transit-supportive* development, intensification, and growth.

The lands are proposed to accommodate growth through transit-supportive development and intensification, and are suited to assist in meeting provincial growth forecasts and land needs over the next 25 years and beyond.

## **Settlement Areas**

Section 1.1.3 of the PPS provides direction on future growth and development within designated Settlement Areas and recognizes Settlement Areas as critical to the long-term development and prosperity of Ontario's communities. The PPS promotes efficient development patterns within settlement areas, which are locations where growth and development is to be focused, and include cities, towns, villages, and hamlets. The following policies are relevant to the proposed development:

### *Section 1.1.3.1*

*Settlement areas shall be the focus of growth and development.*

### *Section 1.1.3.2*

*Land Use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation; and,*
- f) are transit-supportive, where transit is planned, exists, or may be developed.*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

### Section 1.1.3.3

*Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

### Section 1.1.3.4

Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

### Section 1.1.3.6

*New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.*

### Section 1.1.3.7

*Planning authorities should establish and implement phasing policies to ensure:*

- a) *that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
- b) *the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

The proposed development is an example of intensification and optimization of transit investment and servicing within an existing Settlement Area, which is where growth and development is to be focused. The proposal provides for compact land uses and transit-supportive development. The proposed development is located adjacent to the future Bowmanville GO Station, a future Major Transit Station Area where intensification and high densities are promoted as a means of achieving transit-oriented communities. The Settlement Area policies noted above recognize that the achievement of growth objectives requires intensification and redevelopment in areas that are well serviced by existing infrastructure. The PPS also calls for appropriate development standards that will encourage intensification and support compact built forms.

The Subject lands have been proposed to be located and designated as *Bowmanville GO Protected Major Transit Station Area* through the new Durham Region Official Plan, which is currently with the Province of Ontario for final approval. Lands within *Major Transit Station Areas* are planned to be developed to support transit-oriented development through intensification. Once the Province fully approves the new Durham Region Official Plan, the lands will be subject to provincial growth and density targets for the Bowmanville GO Station and policies related to growth and development for the station area.

The proposal is consistent with the policies in the Municipality of Clarington's Bowmanville West Town Centre Secondary Plan, as it relates to developing the subject lands into transit-oriented and support residential lands uses, despite being proposed at a height and density that is greater than what is stipulated in the Secondary Plan. It contemplates a built form that is compatible with the existing and planned land uses within Major Transit Station Areas throughout Durham Region and the Province of Ontario.



It is our opinion that the proposed development is consistent with the Settlement Area policies, as it provides for appropriate intensification and maintains appropriate development standards to achieve a compact built form that responds to emerging planning applications and approvals as it relates to built forms within other PMTSA and MTSA.

It is our opinion that the proposed development is consistent with the PPS policies regarding Settlement Areas, designated growth areas and transit-supportive development and intensification. The proposed development is consistent with the PPS, as it provides for transit-supportive development, efficiently uses land, and resources, and efficiently uses infrastructure and public service facilities which are planned or available.

## Housing

The PPS encourages a range and mix of housing options and densities to meet the current and projected needs of residents. The following policies are relevant:

### Section 1.4.1

*To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and,*
- b) *capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

*Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

### Section 1.4.3

*Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) *permitting and facilitating:*
  1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,*
  2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and,*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.*

The PPS directs development of new housing towards locations where an appropriate level of infrastructure and public service facilities exist to accommodate anticipated residential growth.

The proposed development will assist the Municipality of Clarington in meeting these Provincial objectives by adding an appropriate mix of residential units within an existing Settlement Area that supports the use of active transportation and prioritizes intensification in proximity to transit, contains existing municipal infrastructure and public and private services and facilities. The proposal will contribute 3,938 apartment units, ranging in size and type, and will support a wide range of existing and future household types and demographic cohorts within the Bowmanville Community, Durham Region, and Province of Ontario.

### **Infrastructure and Public Service Facilities**

Planning for infrastructure and public service facilities shall be integrated with planning for growth so that infrastructure and facilities are available to meet current and projected population and demographic needs, as outlined in the policy below:

#### *1.6.3 Before consideration is given to developing new infrastructure and public service facilities:*

- a) the use of existing infrastructure and public service facilities should be optimized; and,*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

The proposed development allows for the optimization of existing transportation infrastructure, particularly transit infrastructure. The PPS provides further policy direction related to sewage, water, and stormwater infrastructure. The following policies are relevant:

#### *Section 1.6.6.2*

*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.*

*Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

#### *Section 1.6.6.7*

*Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed development will utilize both existing storm drainage, sewage services and water supply services in a manner that protects human health and the natural environment. The existing municipal infrastructure can support the proposed development as detailed in the Functional Servicing and Stormwater Management Report prepared by TYLin.

## Transportation Systems

The relationship between transportation infrastructure and growth management is a primary consideration of the PPS. The proposed development is in an area that is well serviced by existing road infrastructure and proposed transit service. The PPS encourages land use patterns that promote alternative modes of transportation. The following transportation policies are relevant.

*1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

*1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

*1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*

*1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

The proposed development is well serviced by public transit providing connections to Union Station in Toronto, Trent University in Peterborough, Oshawa GO Station, and Downtown Bowmanville. The proposed development would be located immediately adjacent to the Bowmanville GO Station, providing a dense and mixed-use land use pattern to support transit use and active transportation. Transportation demand strategies will be implemented as part of the development approvals process to minimize automobile use and further encourage transit use and active transportation.

The lands are located within a priority intensification area and an area that encourages intensification, as the existing and planned service infrastructure can facilitate the proposed level of intensification and density. The proposal is consistent with the PPS as it relates to existing and planned infrastructure and transportation systems.

## Summary

The applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision approval are consistent with the above applicable policies of the PPS 2020 as follows:

The applications facilitate the development of a mix of uses on lands which are immediately adjacent to a planned GO Station. The lands are planned for high-density transit-supportive and compact development, with a range of residential dwelling types within high-rise residential and high-rise mixed-use buildings. The development will assist in meeting long-term housing needs and utilize planned water and sanitary capacity in the area. The proposed applications allow for a range of land uses provided in a compact built form, which efficiently uses land and existing and planned infrastructure.

Based on our review of the applicable policies of the PPS, it is our opinion that the proposed development is consistent with the PPS as it promotes building healthy, sustainable, and complete communities, particularly transit-supportive communities.

The proposed development makes efficient use of the existing servicing and transportation infrastructure in the area and will support key PPS policies that seek to minimize the need for vehicle trips and promote alternative transportation modes. The proposal provides for residential intensification on the Subject lands, provides additional housing options for existing and future residents in Clarington, and provides for a range of land uses to optimize infrastructure within the Bowmanville West Urban Centre.

## 7.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) was prepared and approved under the Places to Grow Act, 2005 and provides a framework for implementing the Provincial Government's vision for building stronger and more prosperous communities by better managing growth in the Greater Golden Horseshoe. The current Growth Plan took effect on August 28, 2020.

The Growth Plan is read in conjunction with the Provincial Policy Statement. In instances where policies of the Plan address a similar matter or there is overlap, the more specific direction of the Growth Plan is to be considered, rather than the more general policies of the PPS. All planning applications are required to conform to the Growth Plan.

The Growth Plan provides policy direction regarding the development of land, the management of resources, and the investment of public dollars based on the guiding principles of Section 1.2.1. Some of the guiding principles include the following:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*

- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

The proposed development is consistent with the above-mentioned guiding principles of the Growth Plan. The proposed development provides for a mix of housing types and meets Growth Plan objectives of creating complete communities, prioritizing intensification in strategic growth areas, and makes efficient use of land and infrastructure to support transit viability.

Section 2.1 further emphasizes that forecasted growth is to be accommodated in complete communities which are designed to provide “convenient access to an appropriate mix of jobs, local service, public service facilities and a full range of housing to accommodate a range of income and household sizes.” The Growth Plan further states that “better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including growth centres and major transit station areas as well as brownfield sites and greyfield sites (Section 2.1).” Section 2.1 emphasizes the need for transit supportive densities, compact built form, and active transportation networks.

The proposed development provides intensification and a higher density development within a proposed complete community which provides a mix of housing amid new employment and commercial uses, parks and open space, and an integrated future transit hub.

## Managing Growth – Where and How to Grow

Section 2.2 of the Growth Plan addresses growth management and the determination of how and where to grow. The purpose of this section of the Growth Plan is to provide direction to manage growth in a manner which ensures better use of land and infrastructure and encourages a compact built form throughout the Greater Golden Horseshoe. The Growth Plan places emphasis on directing growth and intensification within the existing *built-up* area. The Subject lands are located within a designated built-up area, per Schedule 2 of the Growth Plan (Refer to Figure 7 of this Report).

Section 2.2.1.1 states the following:

*Population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper-or single-tier municipality through its municipal comprehensive review will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*

Section 2.2.1.2 states, *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and*
  - iii. *can support the achievement of complete communities;*
- b) *growth will be limited in settlement areas that:*
  - i. *are rural settlements;*
  - ii. *are not serviced by existing or planned municipal water and wastewater systems;*  
*or*
  - iii. *are in the Greenbelt Area;*
- c) *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*

- iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

The proposed development conforms with the above criteria through the provision of growth within locations with existing or planned transit and a Region-approved major transit station area. The Subject lands are capable of being serviced by existing municipal infrastructure and supports the achievement of complete communities, which is a key theme echoed throughout the Growth Plan.



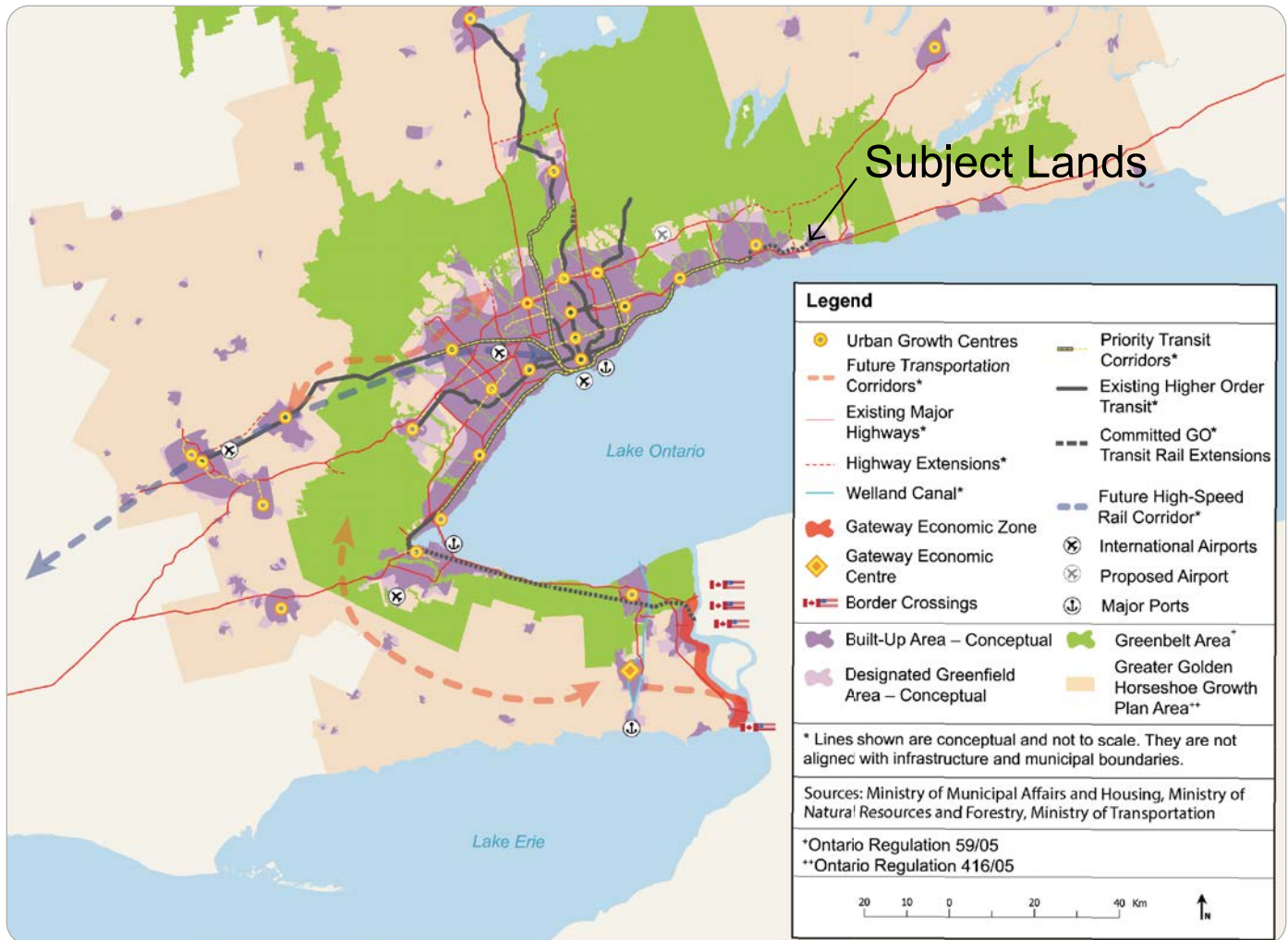


Figure 14: Schedule 2 – A Place to Grow

## Managing Growth

Section 2.2.1.4 outlines the elements of complete communities: Within the built-up area, the Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable, and convenient use of active transportation;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and;
- g) integrate green infrastructure and appropriate low impact development.

The proposed development meets the objective of providing “a diverse range and mix of housing options” as it supports the growth targets through development and intensification within the built-up area and a PMTSA. The proposed units will service a wide-range of household types and sizes, and demographic cohorts.

Schedule 3 of the Growth Plan contains population and employment forecasts for managing and planning growth. It was recently updated from 2041 growth targets to plan for growth to the year 2051. For the Region of Durham, the population is expected to reach 1,300,000 people and 460,000 jobs by 2051. The proposed development provides a mixed-use, multi-building development which is aligned with the Province’s current growth objectives for the Region, particularly within major transit station areas.

### 2.2.2 Delineated Built-up Areas

Section 2.2.2.1 a) of the Growth Plan directs that:

*By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo, and York will be within the delineated built-up area.*

The intent of this policy is to encourage greater residential intensification and reduce the need for settlement area boundary expansions. The proposed development conforms to the intent of this policy for Durham Region and the Municipality of Clarington, as directed by provincial policy.

The province identifies annual minimum intensification targets for municipalities in the Greater Golden Horseshoe. Section 2.2.2.2 states that:

*Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper-or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*

On May 17, 2023, the Council of the Regional Municipality of Durham adopted the new Durham Regional Official Plan through By-law No. 38-2023. The new Official Plan provides policies and directions to guide future growth, development, land use planning, and infrastructure and service delivery to 2051. The Minister of Municipal Affairs and Housing is the approval authority for the new Official Plan under Sections 17 and 26 of the *Planning Act* and is currently reviewing the updated ROP for approval.

It is understood that upon proclamation of certain sections of *Bill 23, the More Homes Built Faster Act*, the Durham Regional Official Plan will become the Official Plan of each of Durham’s eight area municipalities, including the Municipality of Clarington. The Region continues to acknowledge the importance of the planning for growth through intensification by encouraging and requiring the Municipality of Clarington implement a similar transit-supportive policy framework as the Region by establishing growth targets for strategic locations of the region, including the subject lands and the Bowmanville PMTSA.

Section 2.2.2.3 requires that all municipalities develop and implement strategies to achieve the minimum intensification targets and intensification throughout delineated built-up areas which will:

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*

- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) encourage intensification generally throughout the delineated built-up area;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning, and other supporting documents.*

The Region of Durham has identified the Subject lands as within the Bowmanville GO Protected Major Transit Station Area, per Official Plan Amendment 186. Schedule 5, Moving People – Transit for the Growth Plan of the Growth Plan (Figure 16 of the Report) delineates the Bowmanville GO Extension as a Committed GO Transit Rail Extension. Figure 17 of this Report identifies the subject lands' location within the Bowmanville Protected Major Transit Station Area (PMTSA) associated with the future GO Train expansion to Bowmanville West.

The proposed development meets the above noted policies as it encourages intensification within a strategic growth area to support intensification targets for the Region and achieves a well-designed development that supports the creation of complete communities. The proposed development provides new housing and employment opportunities on the Subject lands, which are currently vacant and appropriate for redevelopment, given their location within a Region-adopted major transit station area.

### **Transit Corridors and Station Areas**

One of the initiatives identified by the province as a mechanism to assist with growth is the recognition of transit as a provincial priority, and that transit planning and investment is a necessary component to accommodate forecasted growth and intensification, especially in strategic growth areas.

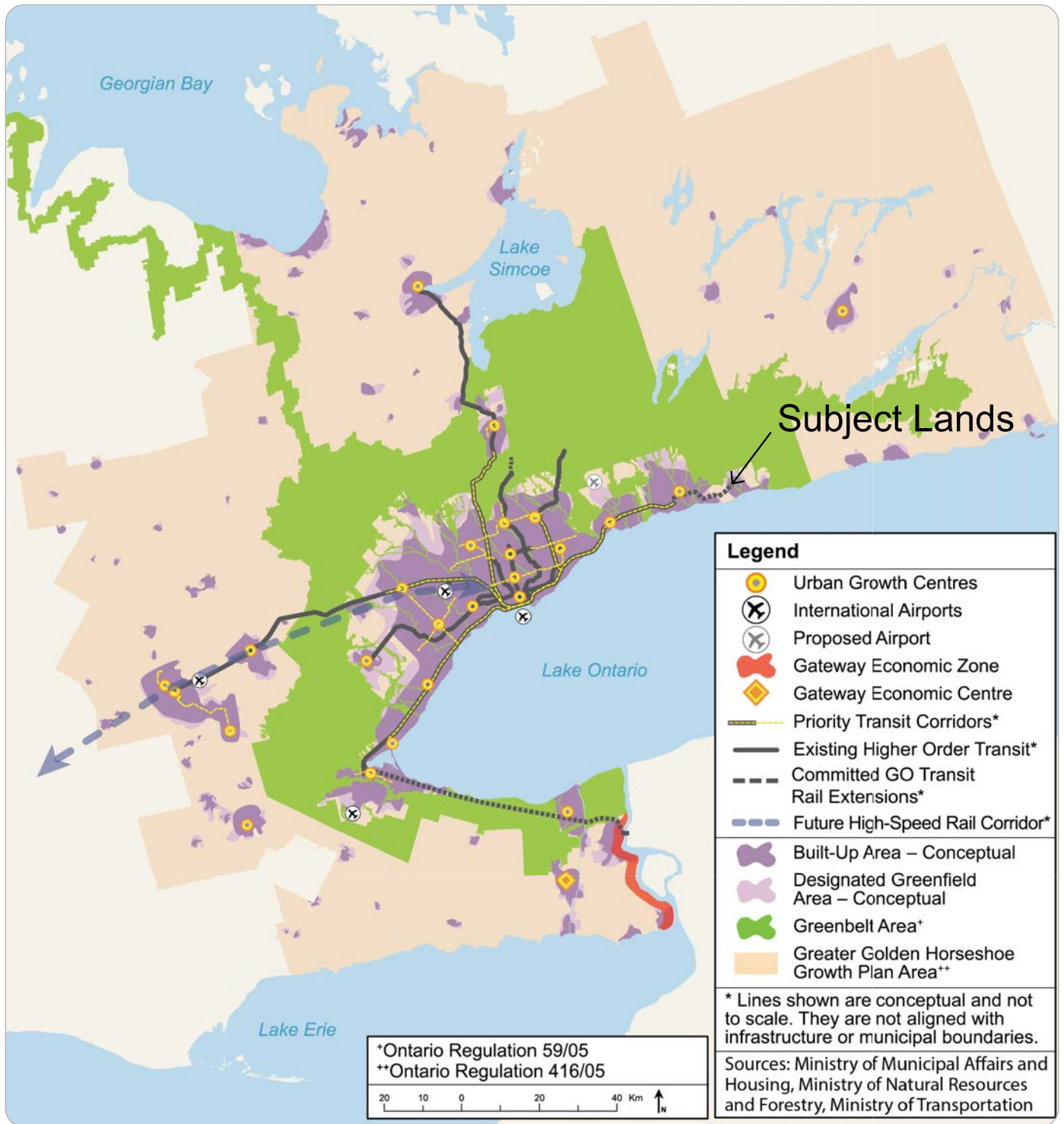


Figure 15: Schedule 5, Moving People – Transit (Growth Plan)





Figure 16: Proposed Bowmanville GO Major Transit Station Area and PMTSA

As identified in this Report, Durham Region has established density targets for lands within the Durham Region Official Plan for lands serviced by rapid transit and within an MTSA/PMTSA. The proposed development conforms to Section 2.2.4 of the Growth Plan:

1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.
2. For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.
3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:
  - c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.
6. Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.



8. *All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*
  - a) *connections to local and regional transit services to support transit service integration;*
  - b) *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
  - c) *commuter pick-up/drop-off areas.*
9. *Within all major transit station areas, development will be supported, where appropriate, by:*
  - a) *planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
  - b) *fostering collaboration between public and private sectors, such as joint development projects;*
  - c) *providing alternative development standards, such as reduced parking standards; and*
  - d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*
10. *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

The proposed development contemplates a total of 3,938 residential units spread across three blocks consisting of nine high-rise buildings. The proposed development meets the minimum density targets for major transit station areas associated with GO Transit stations, providing approximately 820 units per net hectare. The subject lands are located adjacent to existing and future transit facilities, and are planned to be transit-supportive by offering a range of housing, employment opportunities, commercial and retail space, and parks and open spaces.

The proposed development is representative of an appropriate scale of intensification for lands within a PMTSA. Although the Subject lands and surrounding area are currently not serviced by the GO Transit rail network, the proposed development is supportive of the planning land use policy context, and the proposed level of density aligns with the provincial and regional targets for the Bowmanville GO Train expansion and PMTSA.

## Housing

The Growth Plan provides policy direction related to providing a range and mix of housing, of which the following is applicable (Section 2.2.6):

### Section 2.2.6

1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
  - a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
    - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
  - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
  - b) *planning to achieve the minimum intensification and density targets in this Plan;*
  - c) *considering the range and mix of housing options and densities of the existing housing stock; and*

- d) *planning to diversify their overall housing stock across the municipality.*
- 3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
- 4. *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

The proposed development will contribute towards the achievement of the density targets stipulated by the Growth Plan through the introduction of an additional 3,938 residential units. The mix of unit sizes would accommodate a range of individuals at different stages in life. The proposed development conforms to the above-mentioned policies through the provision of thousands of new residential units adjacent to a higher-order transit station.

### **Infrastructure to Support Growth**

The Growth Plan recognizes the importance of accessible public infrastructure to maintain the vitality of communities, economic competitiveness, quality of life and delivery of services (Section 3.1). The Growth Plan encourages compact urban forms and intensification as methods of efficiently and effectively utilizing infrastructure. Chapter 3 of the Growth Plan outlines the policies related to infrastructure planning and promotes coordinated land use and infrastructure planning to support and accommodate forecasted population and economic growth.

The proposed development is designed to meet the expectations of growth set by the province and the region, particularly with respect to intensification within major transit station areas. The following policies are applicable to the proposed development:

1. *Public transit will be the first priority for transportation infrastructure planning and major transportation investments. (Section 3.2.3.1)*
2. *All decisions on transit planning and investment will be made according to the following criteria:*
  - a) *aligning with, and supporting, the priorities identified in Schedule 5;*
  - b) *prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
  - c) *increasing the capacity of existing transit systems to support strategic growth areas;*
  - d) *expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;*
  - e) *facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;*
  - f) *increasing the modal share of transit; and*
  - g) *contributing towards the provincial greenhouse gas emissions reduction targets. (Section 3.2.3.2).*

The proposed development is appropriate for the lands and responds to the Provincial direction for accommodating residential intensification in areas that are supported by public transit. Existing and future transit service will be optimized through the development of a transit-oriented community. The proposed development will contribute to increased transit ridership and will optimize the capital investment in public transit infrastructure in the Municipality of Clarington and Region of Durham.

The Growth Plan addresses community infrastructure and states that *“opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management”* (Section 3.2.6.2a).

The proposed development is located within a developed settlement area and is less than one kilometre west of Downtown Bowmanville. The population introduced by the proposed development can efficiently make use of the existing and planned community infrastructure to support the Growth Plan’s growth targets. The proposed development provides a range of dwelling types and introduces appropriate intensification which will aid the Municipality and Region in achieving its population and residential growth targets to the year 2051.

## Summary

The Official Plan Amendment and Zoning By-law Amendment applications conform to the above-cited relevant policies of the Growth Plan as follows. The proposed development facilitates the development of lands targeted for intensification within a major transit station area. The proposed development will contribute to the Growth Plan’s minimum density target of 150 residents and jobs per hectare, applicable to lands and areas that are served or planned to be served by the GO Transit rail network. The proposed development will facilitate the development of a compact and complete community with a development that serves current and future residents by featuring a mix of residential buildings, unit types and unit sizes to accommodate people at all stages of life, accommodate the needs of a wide-range of household sizes and incomes, a compact built form with a vibrant public realm, and responds to a changing climate by addressing urban sprawl and incorporating energy efficiency measures.

The proposed development is near a range of transportation options, including connections to local and regional roads that contain and are planned for active transportation, community services and infrastructure, including commercial, retail, and open space uses.

The proposed site-specific zoning allows development to occur in a manner which is compact and an efficient built form of housing. In our opinion, the proposed development conforms to the policies of the Growth Plan for the Greater Golden Horseshoe through the optimization of existing infrastructure, intensification within a major transit station area, and the creation of complete communities.

## 7.4 REGION OF DURHAM OFFICIAL PLAN (OFFICE CONSOLIDATION 2020)

The Durham Region Official Plan was adopted by Regional Council in 1993 and was most recently consolidated on May 26, 2020. A new Region of Durham Official Plan was adopted by Regional Council on May 17, 2023 and is currently under review by the Minister of Municipal Affairs and Housing (MMAH)

The Durham Regional Official Plan is intended to provide a framework for land use decision making to the year 2031. The Official Plan was developed with considerations made to the population and employment growth forecasts of the Growth Plan, increasing densities in urban areas, the creation of employment opportunities, and the protection of natural resources for future generations.

The Region has set a number of goals within the Official Plan that provide context to the way in which the municipality will be shaped in the future. The goals of the Plan are as follows:

- a) *to manage growth so that it occurs in an orderly fashion;*
- b) *to live in harmony with the natural environment and heritage of the Region;*
- c) *to develop the Region to its economic potential and increase job opportunities for its residents;*
- d) *to establish a wide range of housing opportunities in Urban Areas commensurate with the social and economic needs of present and future residents;*
- e) *to create healthy and complete, sustainable communities within livable urban environments for the enjoyment of present and future residents;*
- f) *to provide opportunities for a variety of cultural, health and community services; and*
- g) *to manage the resources in the Region in an orderly, efficient, and responsible manner.*

The proposed development substantively aligns itself with the Durham Region's Official Plan goals above through the establishment of a wide range of housing opportunities within a healthy and complete community served by existing infrastructure. The proposed development also conforms to the policies outlined in the following chapters.

### Housing

Chapter 4 of the Official Plan provides policy direction in relation to housing. The goal of the Region is to provide a wide range of residential dwellings by type, size, and tenure in Urban Areas to satisfy the social and economic needs of present and future residents. The following policies are of relevance to the proposed development:

*4.2.1 Policies that will enable a wide variety of housing by type, size and tenure in Urban Areas shall be contained within area municipal official plans.*

*4.2.2 The maintenance and improvement of the existing housing stock shall be encouraged.*

*4.2.5 Regional Council shall, in consultation with the area municipalities and the Provincial Government, undertake a comprehensive study examining methods of achieving higher residential densities in Urban Areas, such as development standards, performance standards and intensification opportunities, with such study to form the basis for more detailed policies to be incorporated into the Plan by amendment.*

*4.2.6 The Region shall maintain the ability to accommodate residential growth in Urban Areas Region-wide, for a minimum of 10 years through intensification, redevelopment and if necessary, on lands designated and available for residential development, and a 3-year supply of residential units available through intensification and redevelopment and land in draft approved and registered plans of subdivision/condominium.*



4.3.1 In the consideration of development applications, Regional Council shall, in conjunction with the respective area municipality, ensure that a wide range of housing is provided in Urban Areas. In areas outside of Urban Areas, housing choice shall largely be limited to single detached dwellings, consistent with the character of the area.

4.3.2 Regional Council shall support opportunities to increase the supply of housing in Urban Areas through intensification, taking into account the adequacy of municipal services and the physical potential of the housing stock. Housing intensification shall include but not be limited to, the following:

- c) The creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas;

4.3.7 Regional Council shall regularly monitor the housing market, including the following:

- a) the range of housing types produced on new residential lands and through the intensification of previously developed, serviced lands, annually;
- b) house prices, by housing type, relative to the distribution of income within the Region, annually;
- c) new and innovative types of affordable housing, and the means by which affordable housing may be supplied;
- d) the provision of, and requirements for, special needs housing;
- e) progress in meeting established housing targets; and
- f) the adequacy of the supply of land, at least every 5 years.

4.3.8 Councils of the area municipalities are encouraged to identify local needs and to adopt appropriate housing policies.

4.3.9 In the preparation of area municipal official plans, Councils of the area municipalities shall ensure the inclusion of policies and designations to implement the intent of the Plan and the provisions of this Section and the following:

- a) policies and implementation procedures required to meet the objectives of the Provincial Policy Statement and this Plan, particularly with respect to housing types, density, intensification and affordability;
- b) policies for higher density, mixed use development in Regional and locals Centres and Corridors; and,
- c) maximum unit sizes;

The Durham Region Official Plan directs that municipalities plan to support opportunities to increase housing stock and ensure a wide range of housing within *Urban Areas*, while maintaining prescribed quantitative housing targets through intensification and redevelopment. The proposed development intensifies and provides density to a currently vacant lot within the Region-adopted Bowmanville Protected Major Transit Station Area (Refer to Figure 9 of this Report). The proposed development aims to provide a wide variety of housing by type, size and tenure on lands which are currently undeveloped and ideal for transit-oriented development. The proposed development represents the creation of a transit-supportive and complete community anchored by housing types which will support a diversity of household incomes and sizes. Based on the above, the proposed development conforms to the policies of Section 4 of the Durham Region Official Plan.

### **Infrastructure**

Section 5 of the Durham Region Official Plan outlines the goals and policies regarding culture, health and community facilities, and infrastructure. One of the goals of this Section is to “provide adequate municipal services and enable utilities to meet the existing and future needs of orderly growth in the Region in an environmentally and financially sound and efficient manner.”



The following policies apply to the proposed development:

*5.2.3 The Region shall give priority to the provision of municipal water and sewage services within Urban Areas to development and redevelopment proposals which produce an intensive and compact form of development.*

*5.3.13 In the consideration of the expansion of capital works within designated Urban Areas, priority shall be given to those works that implement development which will not place a financial burden on the Region.*

*5.3.14 Regional Council may limit the type and intensity of any proposed development if, in the opinion of Regional Council, the provision of any municipal services and utilities would cause financial, environmental, or other hardships for the Region.*

The proposed development will utilize existing infrastructure by tying into the existing infrastructure underneath the municipal roadways.

Blocks B and C will be serviced by a 300mm watermain under Prince William Boulevard, which will be connected to the existing watermain along Prince William Boulevard and Bowmanville Avenue. Block A will be serviced from the existing 400mm watermain on Highway 2. A water meter, backflow preventer and pressure reducing valves will be provided internal to the development blocks per the region's criteria, and the Blocks will require a secondary water service per the Ontario Building Code.

The existing 525mm sanitary trunk sewer in the area has sufficient capacity to service the proposed development through upstream and downstream sanitary servicing and gravity sewer extension underneath the existing and extension of Prince William Boulevard.

Stormwater quality control is anticipated as post-development stormwater flows will be controlled to pre-development values.

The controls will be provided via orifice control and underground storage tanks in the private development blocks, with overcompensation provided in the development for the uncontrolled Prince William Boulevard ROW.

The existing infrastructure can accommodate the development of the subject lands. The proposal provides a compact form to minimize the consumption of land, thereby easing the infrastructure burden otherwise created through municipal boundary expansion. It is our opinion that the proposed development conforms to the policies of Section 5 of the Durham Region Official Plan.

## **Regional Structure**

The Durham Region Official Plan establishes a Regional Structure and associated policy directives to support the structural components of the Region and to minimize conflicts between such components. The following policies apply to the proposed development:

*7.1.1 establish a Regional Structure that allows its residents to enjoy an improved quality of life;*

*7.1.2 create a development pattern and policy directions to support the structural components of the Region and to minimize conflicts between such components;*

*7.1.3 maintain the distinction between the character of the Urban and Rural Systems in the Region for the benefit and enjoyment of the residents of the Region;*

*7.1.4 efficiently utilize the land, resources and finances of the Region;*

*7.1.5 establish a development pattern that reinforces the Region's identity while recognizing the interrelationship of the Region with the remainder of the Greater Toronto Area; and,*

7.1.6 promote distinct, compact Urban Areas which support the development of healthy and complete, sustainable communities.

7.2.1 The structure of the Region shall be composed of the following components:

- a) an Urban System that includes distinct and compact Urban Areas that utilize land and resources efficiently in accordance with Section 8, specifically:
  - i. Lake Ontario shoreline Urban Areas, including the Whitby/Oshawa/Courtice Urban Area as the central anchor; the Pickering/Ajax Urban Area as the western anchor; and the Bowmanville/Newcastle Village Urban Area as the eastern anchor;

The Subject lands are located within the Region's Urban System and are designated *Regional Centre*, per Schedule 'A' – Regional Structure of the Region's Official Plan (Refer to Figure 18 of this Report). The proposed development promotes the achievement of distinct, compact Urban Areas which support the development of health and complete, sustainable communities. The intensification of the Subject lands ensures the efficient utilization of undeveloped lands within an Urban System to minimize conflicts between other structural components, particularly by minimizing the need for urban area expansions into Rural Areas.

### Urban System

The Durham Region Official Plan aims to establish an *Urban System* of distinct *Urban Areas* that are adaptable and able to evolve into healthy and complete sustainable communities. The Region intends to provide a diverse range of *Urban Areas* to meet the various needs of present and future residents and to provide compact, efficient, and accessible *Urban Areas* comprised of mixed uses.

The below goals and policies are relevant to the proposed development, which would be located within a *Regional Centre* and an existing *Urban System*:

8.1.1 To establish an *Urban System* of distinct *Urban Areas* that are adaptable and able to evolve into healthy and complete sustainable communities that balance growth in population, with growth in employment.

8.1.2 To create distinct *Urban Areas* that relate to each other within the *Region*.

8.1.3 To provide diverse *Urban Areas* to meet the various needs of present and future residents of the *Region*.

8.1.4 To develop people-oriented *Urban Areas* that create a sense of community, promote social interaction and are aesthetically pleasing.

8.1.5 To provide compact, efficient, and accessible *Urban Areas* comprised of mixed uses.

8.1.9 To recognize *Urban Growth Centres* and *Regional Centres* in *Urban Areas* as focal points of urban development in the *Region*.

8.1.10 To create people-oriented places that are accessible by public transit and an extensive pedestrian network, including civic squares, parks, and walkways.

8.1.11 To develop *Urban Growth Centres*, *Regional* and *Local Centres* that are characterized by distinctive forms of art and architecture.

8.1.14 To link *Urban Growth Centres*, *Regional Centres* and *Waterfront Places* with supportive *Corridors* focused on active transportation and transit routes.

*8.2.1 Urban Areas shall be planned and developed with regard for the principles of adaptability over time, sustainable development, harmony with nature and diversity and integration of structures and functions. In addition, the planning and development of Urban Areas shall be based on the following principles:*

- a) a more compact urban form which promotes transit-supportive Urban Areas and accommodates the population and employment forecasts in Policy 7.3.3;*
- b) a mixture of uses in appropriate locations, with particular consideration given to Centres and Corridors;*
- c) intensification, with particular regard to Policies 4.3.2, 7.3.9 and 8B.2.4 d);*
- d) good urban design principles;*
- e) increased public transit usage; and,*
- f) linkages for pedestrians and cyclists which link communities internally and externally and to the public transit system.*

*8.2.2 Urban Areas shall be developed on the basis of full municipal services unless otherwise specified in this Plan.*

The proposed development supports the Durham Region Official Plan's goals and policies as it relates to long-term planning that has regard to adaptability, sustainability and the integration of structure and functions, specifically relating to a compact urban form that is transit-supportive, and displays good urban design principles to facilitate a sense of place and community. The proposed development supports connections to existing and proposed active transportation infrastructure, including existing and proposed transit and bicycle infrastructure.

The Subject lands are in an area that is accessible by intra- and inter-regional bus transit which is planned for significant investment via a new GO Transit station. The location of the subject lands provides for the opportunity to connect existing and future residents to key areas in the Region and beyond, including *Urban Growth Centres* and *Regional Centres*.

The following Regional Official Plan policies provide context to how key areas of the Region's Urban System are envisioned, planned and design to meet the needs of current and future residents and businesses, and support the creation of complete and sustainable communities.

*8A.1.1 Centres shall be developed as the main concentration of commercial, residential, cultural and government functions in a well designed and intensive land use form, within Urban Areas.*

*8A.1.2 Centres shall be developed in accordance with the principles contained in Policy 8.2.1 and the following:*

- a) as the focal point of culture, art, entertainment and assembly through the provision of public squares, in addition to cultural facilities, parks and other public facilities;*
- b) on the basis of mixed uses and a grid system of roads and walkways;*
- c) urban design that favours pedestrian traffic and public transit with direct street pedestrian access to buildings, provision of potential transit, and parking areas sited at the rear or within buildings, wherever possible;*
- d) with prime consideration for the spatial distribution of structures, architectural treatment, and the preservation and enhancement of cultural heritage resources; and*
- e) with a balance of employment and residential growth and a variety of compact, higher density housing types to service all housing needs, including affordable housing and assisted housing.*

*Per Section 8A.2.1, Urban Growth Centres and Regional Centres are identified on Schedule 'A' of the Official Plan. Section 8A.2.2b) provides specific policy direction guiding development within Regional Centres as follows:*

*Regional Centres:*

- i. shall be planned and developed in accordance with Policy 8A.1.2 as the main concentrations of urban activities, but generally at a smaller scale than Urban Growth Centres, providing a fully integrated array of institutional, commercial, major retail, residential, recreational, cultural, entertainment and major office uses. Generally, Regional Centres shall function as places of symbolic and physical interest for the residents, and shall provide identity to the area municipalities within which they are located; and,*
- ii. shall support an overall, long-term density target of at least 75 residential units per gross hectare and a floor space index of 2.5, within the Lake Ontario Shoreline Urban Areas. The built form should be an appropriate mix of high-rise and mid-rise development, as determined by area municipalities.*

The proposed development enhances the undeveloped Subject lands by providing for a well-designed site plan that promotes higher densities and public transit ridership along within a Regional Centre and a delineated major transit station area associated with future Bowmanville GO Station. The development proposes a mix of residential uses and higher densities to support transit and meets the Region's minimum density target of 2.5-floor space index (FSI) and a minimum 75 residential units per gross hectare.

The proposal provides for a compact development and a mix of residential uses that are informed by good urban design principles, with a focus on improving pedestrian and transit connections.

## **Transportation Systems**

Section 11 of the Durham Region Official Plan outlines the goals and policies regarding the Region's transportation system. The goals of this section are to "support the planning, design and operation of fully integrated Regional Transportation System", and ensure that "development of the Region shall be based on the historic grid system of roads to support the desirable urban form, to facilitate the movement of goods and people, and the development of an effective system of public transit".

The Subject lands are located along Highway 2 (King Street West) and Bowmanville Road, which are each designated *High Frequency Transit Network*. The Subject lands are also located adjacent to a *Future Transportation Hub* associated with the future Bowmanville GO Station, as identified in Map 'C3' of the Durham Region Official Plan. The Subject lands are further located within the Region-adopted Protected Major Transit Station Area associated with the future Bowmanville GO Station, and are proposed to accommodate transit-supportive densities and that would provide connections to the broader regional transit system. Refer to Figure 17 of this report for Map C3 of the Durham Region Official Plan.



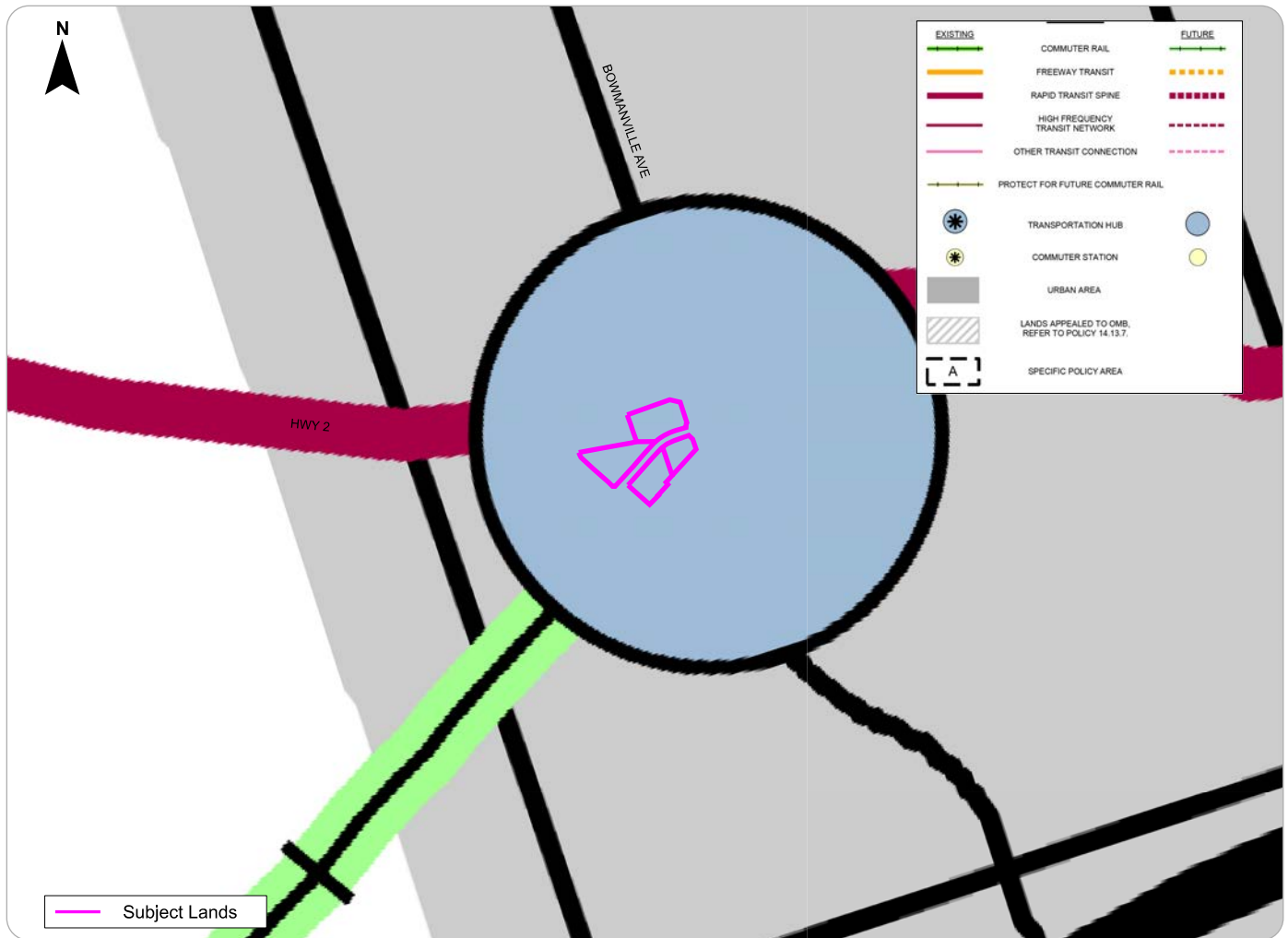


Figure 17: Map C3 – Transit Priority Network (DROP, 2020)

The proposed development conforms with the following Transportation Systems policies as outlined in Section 11:

*11.2.2 The development of the Region shall be based on the historic grid system of roads to support the desirable urban form, to facilitate the movement of goods and people, and the development of an effective system of public transit.*

*11.3.4 In the consideration of development applications abutting arterial roads identified on Schedule 'C' – Maps 'C1' and 'C2', Road Network, Regional Council shall require that lands be dedicated for road widenings. The dedication of land shall take into account the following:*

- a) *the extent of the right-of-way that may be required in accordance with Policy 11.3.3;*
- b) *road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, grade separation, channelization or existing development, make the taking of equal widenings impractical;*
- c) *the need to provide acceleration and deceleration lanes, left-turn storage lanes, medians, traffic signals or other traffic control devices, roundabouts, sight triangles at intersections, including intersections of an arterial road and a railway line, railway grade separations and freeway interchanges. The extent of the widening shall be based on the specific characteristics of the intersection*



*and shall be determined in accordance with accepted traffic engineering design criteria; and*

- d) the need to provide bicycle lanes and/or bus lanes.*

*11.3.18 This Plan supports the planning, design, and operation of an integrated and coordinated Transit Priority Network, as designated on Schedule 'C' – Map 'C3', Transit Priority Network. The Transit Priority Network, which provides inter-regional and inter-municipal service, is comprised of the following elements:*

- b) "High Frequency Transit Network" that consists of buses in planned High Occupancy Vehicle (HOV) lanes, or buses or in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants;*
- d) "Commuter Rail" service that carries passengers at high rates of speed over longer distances and link to Transportation Hubs and Commuter Stations, providing transfer points to other transit services and transportation modes;*
- e) "Protect for Future Commuter Rail" corridors that identify future connections on existing rail corridors beyond 2031;*
- f) "Transportation Hubs" that are major travel destinations and facilitate transfers between different modes of travel or between transit services;*

*11.3.19 In support of existing and future transit services, development adjacent to a Transportation Hub, Commuter Station, Rapid Transit Spine, and the High Frequency Transit Network designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for:*

- a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;*
- b) buildings oriented towards the street, to reduce walking distances to transit facilities;*
- c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and*
- d) limited surface parking and the potential redevelopment of existing surface parking.*

*For the purposes of this Policy, development adjacent to a Transportation Hub or Commuter Station generally means an area within an approximate 500-metre radius of the station, representing about a 10-minute walk. The extent and delineation of the boundaries and land-use designations to implement the intent of this policy shall be detailed in area municipal official plans.*

*11.3.22 Regional Council supports the extension of GO rail service to Bowmanville, Uxbridge and the Seaton community within the Pickering Urban Area as indicated on Schedule 'C' – Map 'C3', Transit Priority Network. Regional Council supports the investigation of improved transit connections from GO Rail services to the Region's northern municipalities. In addition, Regional Council supports the investigation of further extensions of rail passenger service along existing rail corridors, including the C.P.R. Havelock Line and the C.N.R. Uxbridge Line.*

*11.3.25 This Plan supports an urban environment and infrastructure that encourages and supports active transportation throughout the Region through policies and practices that ensure safe, direct, comfortable, attractive, and convenient connections.*

The proposed development is designed to support the Region's long-term transit and transportation plans. The proposed development conforms to the Region's Transportation policies as it relates to development adjacent to a High Frequency Transit Network and Commuter Station, as it contemplates higher density at an appropriate scale and context, orients buildings towards the street, and limits the availability of surface parking by directing parking underground.

The contemplation of these design features encourages non-auto modes of transportation and a reduction in auto-related trips, and encourages safe, well-designed, and integrated connections to existing and planned transit services adjacent to the Subject lands. The proposed development contemplates a well-designed and transit-supportive community in consideration of existing and future transit infrastructure, including the future Bowmanville GO Station.

## Implementation

Chapter 14 of the Durham Region Official Plan outlines the guidance and direction for actions and decisions by all governments, individuals, corporations, authorities, boards, and agencies (14.1.1). The following policies within Chapter 14 of the Regional Plan is relevant to the subject lands:

*14.2.3 The Durham Regional Official Plan establishes a framework to guide the Region's growth and development. It is the intent of the Region that the Regional Official Plan provide general guidelines for the preparation of detailed planning documents by the area municipalities. The level of detail in the Regional Official Plan is intended to sufficiently ensure the achievement of the Regional goals outlined in the Plan.*

*14.2.8 At such time as the Provincial Government issues a policy statement under the Planning Act, this Plan will be amended forthwith.*

*14.3.1 Area municipalities are required to prepare and adopt a new area municipal official plan or*

*appropriate amendment to existing official plans in conformity with this Plan.*

*14.3.2 It is recognized, however, that some time may elapse before the existing area municipal official plans can be amended to conform with this Plan. In the interim, only those provisions of the existing area municipal official plan which are in conformity with this Plan shall remain in force and effect.*

*For greater certainty, and notwithstanding any other provisions of this Plan, it is not the intent of this Plan to repeal any amendments to existing area municipal official plans which have been adopted by Council and are not yet in force.*

*14.5.3 Prior to passing a by-law to remove the holding symbol, the Council of the area municipality shall ensure that:*

- a) the development is consistent with the orderly and phased development of the municipality;*
- b) the owner has satisfied all of the requirements of the area municipality and entered into any necessary agreements in this regard; and*
- c) the owner has satisfied all the requirements of the Regional Municipality of Durham with respect to the provision of sewer and water services, Regional roads, and entered into any necessary agreements in this regard.*

*14.7.1 Regional Council shall approve only those plans of subdivision which:*

- a) comply with the provisions of this Plan and the applicable area municipal official plans; and*
- b) can be supplied with adequate Regional services to the satisfaction of Regional Council.*

*14.7.2 Under conditions of approval attached to plans of subdivision pursuant to the Planning Act:*

- a) Regional Council shall require that the applicants enter into appropriate agreements, which may be registered against the title of*

*the subject lands, and which may include such matters as Regional services, financial requirements, Regional road facilities, dedication of land for public uses, exclusive of parks and other requirements, to implement the provisions of this Plan;*

- b) the Council of the respective area municipality may require that the applicants enter into appropriate agreements, which may be registered against the title of the subject lands, and may include such matters as, but not limited to, financial requirements, local roads, drainage, grading and landscaping, sidewalks, and dedication of land for public uses and other requirements to implement the provisions of this Plan and the applicable area municipal official plans;*
- c) if approval of a draft plan of subdivision lapses, the growth management objectives of Policy 7.3.9 and Sub-Section 8A shall be considered as a key component of the development review process for any new draft plan of subdivision;*
- d) if a plan of subdivision or part thereof has been registered for eight years or more, and does not meet the growth management objectives of Policy 7.3.9 and does not conform to the Policies of this Plan, Regional Council or the Council of the respective area municipality may use its authority under Section 50(4) of the Planning Act to deem it not be a registered plan of subdivision; and*
- e) Regional Council or the Council of the respective area municipality may require that approvals of draft plans of subdivisions include a lapsing date in accordance with Section 51(32) of the Planning Act.*

*14.10.1 A comprehensive review of this Plan may be undertaken as required, at any time to incorporate new objectives, policies, and specific designations. This Plan will be reviewed, in whole, or in part, not less frequently than every five years to ensure that it continues to embody the policies of Regional Council*

*and to ensure that it has regard for matters of provincial interest, conforms to Provincial Plans, and is consistent with the Provincial Policy Statements.*

The proposed development meets the Region's existing density and growth targets for the *Regional Centre* designation, *Urban System*, and *built-up* areas, forecasted to the year 2031. As identified, the Region is undertaking a Municipal Comprehensive Review to conform with the Province's new growth and intensification targets for the municipality and the Bowmanville GO Major Transit Station Area to the year 2051. Regional Council has endorsed and approved an update to the DROP. The new DROP is currently with the province for final review, and its applicable policies were captured in the previous section of this Report.

## **Summary**

The Subject lands are located within a *Regional Centre*, and are located within the Region-adopted Bowmanville GO Protected Major Transit Station Area. The proposed development adheres to *Regional Centre* policies which encourage higher density development that is designed to be compact and transit-supportive.

Based on our review, the proposed development conforms to the policies in the Regional Official Plan. The proposal represents redevelopment within a built-up Urban Area and contemplates a mix of uses which contribute towards achieving the growth and intensification strategies set out by Durham Region for the Urban System, *Regional Centre*, and planned GO Stations. The proposed development can be readily serviced, as evidenced through the technical functional servicing analysis completed by TYLin.

The proposal contributes to the housing supply by providing 3,938 residential units of multiple sizes for existing and future residents of Durham Region. It is our opinion that the proposed development conforms to the Durham Region Official Plan.

## 7.5 ENVISION DURHAM – NEW REGION OF DURHAM OFFICIAL PLAN (ADOPTED MAY 2023)

The new Regional Official Plan, as amended, was adopted by the Durham Regional Council on May 17, 2023. The purpose of the Durham Regional Official Plan (DROPlan) is to establish a comprehensive framework for making land use decisions that will guide the region's development up to the year 2051. The Durham Regional Official Plan serves as a guide for long-term growth and development. It establishes policies aimed at enhancing the overall quality of life and safeguarding the health, safety, convenience, and well-being of both current and future residents within the region. With a projected population growth of 1.3 million people and the creation of over 460,000 jobs by the year 2051, the plan sets the foundation for sustainable and prosperous growth in the region.

The Region has established a number of goals within the DROPlan that provides context to the way in which the region will be shaped in the future. The goals of the Plan are as follows:

- *Accommodating the needs of an aging, growing and diverse population;*
- *Meeting our shared obligations to address the impacts of a changing climate and protect the natural environment;*
- *Satisfying a growing demand for sustainable alternatives to the personal vehicle for mobility, such as active transportation and public transit options;*
- *Using land efficiently, optimizing services and infrastructure, and focusing efforts on intensification within existing communities;*
- *Providing measures to improve the viability of Rural Settlements;*
- *Taking strides to further support the agricultural sector; and*
- *Facilitating the development of high-quality job opportunities.*

The Region has determined its current composition and set high standards through policy directives to achieve the overarching goals outlined above.

The proposed development substantively aligns itself with the Durham Region's Official Plan goals and attributes itself to the overall vision of the OP and its directives.

The Durham Region Plan is a regional policy document that guides economic, environmental and community building decisions to manage growth. The policies in the Regional Plan will help coordinate and set the stage for more detailed planning by local municipalities. It also provides a framework for coordinating planning with adjacent municipalities, as well as with other jurisdictions.

Map 1: Regional Structure – Urban & Rural Systems of the DROPlan designates the Subject lands as *Protected Major Transit Station Area (MPTSA)*, and adjacent to a *Proposed GO Station and Proposed GO Rail* (Refer to Figure 18 of this Report).



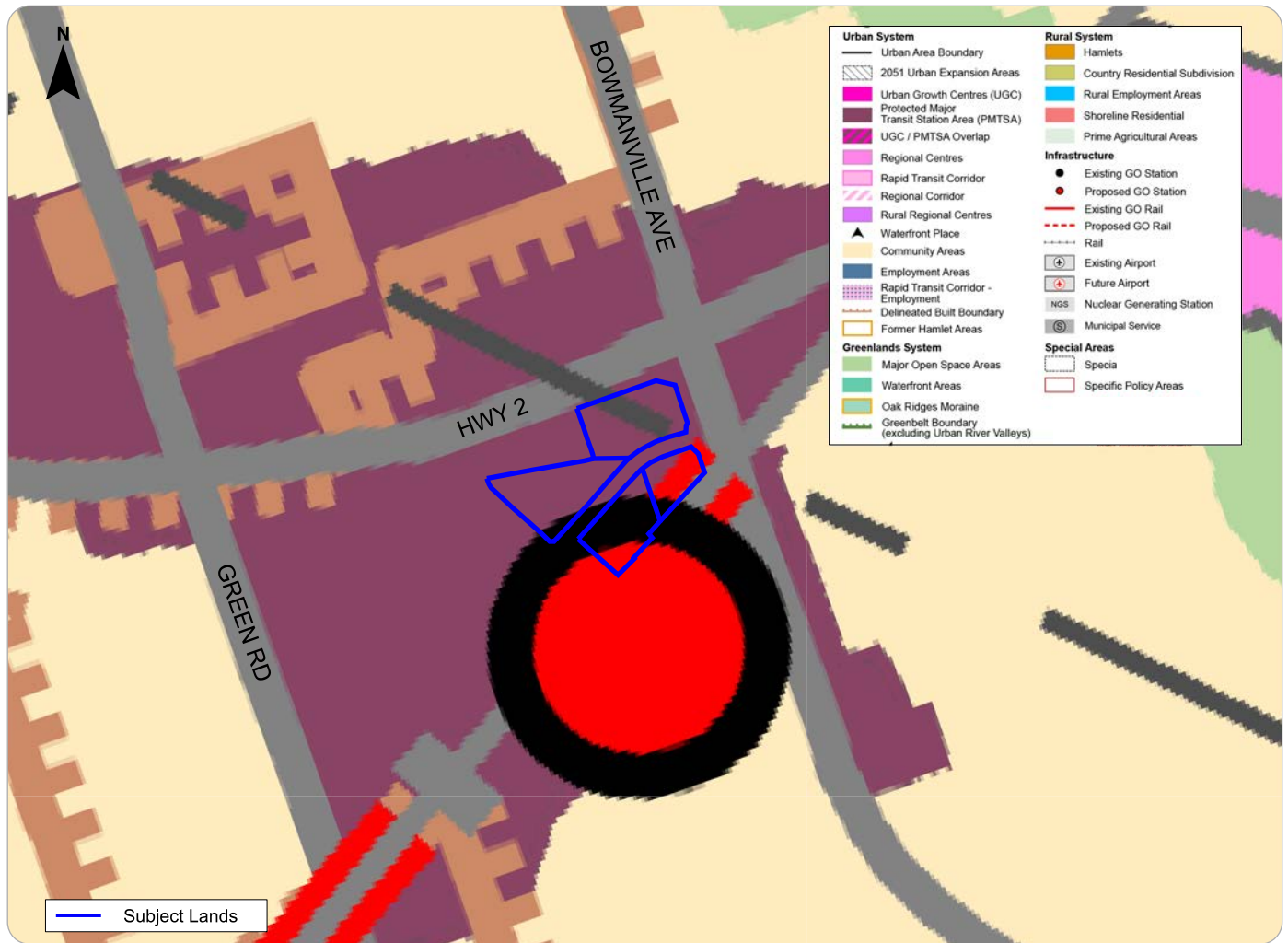


Figure 18: Regional Structure – Urban & Rural Systems (Map 1) of the new DROP

## Housing

Chapter 3 of the Official Plan provides policy direction in relation to accommodating the needs of a growing region, complete, healthy, well-designed, and resilient communities [that] should be prioritized for existing and future generations. The DROP states that healthy communities must provide a full range of housing options that support existing and future residents of all ages and abilities, with available services and amenities that form complete communities.

Chapter 3 identifies that housing is the foundation of complete and healthy communities. The following identifies the DROP's housing supply policies, which are intended to [address] housing supply, residential growth, intensification, housing options and among others to meet projected housing needs of current and future residents.

It is the policy of Council to:

*3.1.1 Develop and implement a housing and homelessness plan that supports the goals of ending homelessness, providing affordable rent for everyone, greater housing choice, and strong and vibrant neighbourhoods through[:]*

*d) Diversify[ing] housing options by type, size, and tenure.*

*3.1.2 Provide a minimum of 15-year supply of land through residential intensification, redevelopment, on lands designated and available within Settlement Areas for residential development and through Urban Area Boundary expansions, in accordance with Section 5.7, if necessary.*



3.1.3 Support opportunities to ensure that a wide range of affordable and market-based housing options are provided in Urban Areas.

3.1.4 Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.

3.1.7 Ensure that permission for additional residential units are consistent with provincial regulations.

3.1.9 Encourage creation of residential units above commercial uses, which efficiently use land, resources, infrastructure, and public service facilities.

3.1.10 Support the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas.

3.1.11 Prioritize transit-supportive development, including potential air rights development, in proximity to transit, including Regional Corridors and Protected Major Transit Station Areas.

3.1.13 Encourage area municipalities to develop local housing strategies and to increase the supply of affordable, special needs and appropriate housing of all types, sizes, densities, and tenures to households in various socioeconomic conditions and for people of all ages and abilities within their communities.

In addition to the housing supply policy framework in section 3.1 of the DROP, the DROP establishes affordable housing and housing supply and affordability monitoring policies to support the goals and objectives established in the provincial policy documents. The following policies are relevant to the proposed development on the Subject lands:

*It is the policy of Council to:*

3.1.20 Require that at least 25% of all new residential units produced throughout the region to be affordable to low and moderate income households.

3.1.21 Require that at least 35% of all new residential units created in Strategic Growth Areas to be affordable to low and moderate income households.

3.1.22 Encourage affordable housing, including additional residential units, microhomes, and medium and high-density apartments in areas that are well served by local amenities including transit, schools, and parks.

3.1.25 Support municipalities that choose to implement inclusionary zoning policies within Protected Major Transit Station Areas, including the completion of a Regional housing assessment report.

3.1.26 Encourage new and innovative affordable housing options and the means by which affordable housing may be supplied, regardless of tenure.

3.1.34 Regularly monitor, evaluate, and report on housing supply and affordability as a component of housing need, including:

- a) the Region's supply of residential units available on lands suitably zoned to facilitate intensification and redevelopment, through site plans, and in draft approved and registered plans of subdivision and condominium;
- b) the range of housing types produced on new residential lands and through the intensification of previously developed, serviced lands;
- c) the availability of water and wastewater servicing capacity for additional residential units in new development, redevelopment and intensification;
- d) house prices and rents by housing type, relative to the distribution of income within the region;
- e) the proportion of new residential units across the region that are affordable for low and moderate income households compared to the minimum target of 25%;

- f) *the proportion of new residential units in Strategic Growth Areas that are affordable for low and moderate income households to compared to the minimum target of 35%;*

It is the direction of the Durham Region Official Plan that municipalities plan to support opportunities to increase the housing stock and to ensure a wide range of housing within Urban Areas, while maintaining prescribed quantitative housing targets through intensification and redevelopment. The proposed development intensifies and provides density to an underutilized lot within the Bowmanville Protected Major Transit Station Area (Refer to Figure 9 of this Report). The subject lands are located within a strategic growth area of the region and the province. The proposed development is planned to support the planned transit-oriented community and provides a variety of housing type and size to the community that will support a diversity of household incomes and sizes. The proposal strives to build a complete community and will continue to evolve to meet the needs of existing and future residents. Based on the above, the proposed development conforms to the housing policies of Section 3 in the DROP.

### **Climate Change & Sustainability**

Chapter 3.2 of the DROP establishes a policy framework that responds to climate change and sustainability in order to prepare for the impacts of a changing climate through resilience built into the region's infrastructure and land use system, reducing Greenhouse Gas (GHG) emissions, incorporating energy efficiency, low impact development, sustainable building design and other initiatives to contribute to a cleaner, healthier, and more resilient region. The following Chapter 3.2 policies are relevant to the proposed development on the Subject lands:

*3.2.3 Reduce GHG emissions, improve air quality, encourage sustainability, and adapt and mitigate impacts of a changing climate by encouraging the following measures through development, redevelopment, and infrastructure projects:*

- a) *green infrastructure, including low impact development and stormwater management systems, planting of native species, green roofs, bird-friendly design and other sustainable design practices, in accordance with the policies of this section and Section 4.1;*
- b) *increasing the tree canopy by promoting tree planting, naturalizing priority areas and reducing energy use through sheltering and shading, in accordance with Policy 3.2.22;*
- c) *protecting and enhancing the natural environment, in accordance with the policies in Chapter 7;*
- d) *energy efficient construction and green building design, including net-zero and net-zero ready development, in accordance with the policies of this section;*
- e) *energy conservation and production, including the development and use of renewable and/or district energy systems and technologies and including infrastructure that encourages the use of zeroemission vehicles, in accordance with Section 4.3;*
- f) *integrated solid waste management that preserves the natural environment, in accordance with Section 4.2;*
- g) *designing and constructing infrastructure projects to be more resilient to the effects of climate change;*
- h) *community design that promotes intensification, walkable communities and compact built form, and prioritizes active transportation, supports public transit and transportation demand management, reduces single occupancy vehicle use, and supports measures to balance jobs and population growth to reduce long distance single occupancy vehicle trips to reduce GHG emissions caused by vehicles, in accordance with Sections 8.1, 8.2 and 8.3;*

### 3.2.8 Reduce GHG emissions from vehicle use by:

- a) implementing transportation demand management measures, in accordance with Section 8.3;
  - b) enhancing opportunities for active transportation, including walking, cycling, taking public transit, and carpooling through built form, including the co-location of public facilities, amenities, and retail uses, in accordance with Section 8.2; and
  - c) ensuring communities are designed for all road users, while prioritizing the safety of pedestrians and cyclists.
- c) support alternative, renewable energy sources and energy storage, including district energy and green technology, in accordance with Section 4.3;
  - d) support active transportation by providing safe and sheltered bicycle parking and storage;
  - e) incorporate sustainable and green design principles, identified in Policy 3.2.10; and
  - f) include measures which provide for water conservation and reuse through greywater systems, rain barrels, low flow taps and toilets, and drought-tolerant native plantings and trees.

It is the policy of Council to:

### 3.2.10 Promote the use of sustainable design principles and green building design in the planning and construction of buildings, including:

- a) orienting and designing buildings to maximize solar access and minimize energy loss from prevailing winds;
- b) passive building design;
- c) adaptive reuse, and energy efficient building materials and designs;
- d) bird-friendly building design measures to mitigate bird collisions with buildings;
- e) green or high albedo (cool) roofing to reduce urban heat island effect; and
- f) energy conservation measures in the rehabilitation and upgrading of existing buildings and underutilized sites, including building retrofits.

### 3.2.11 Encourage new development to:

- a) include electric vehicle charging facilities, or at a minimum, preinstall conduits and other infrastructure to support future charging facilities;
- b) be net-zero or net-zero ready upon construction;

### 3.2.13 Implement incentive programs and explore funding opportunities to improve the energy, water, and stormwater management performance of new construction, in collaboration with all levels of government, conservation authorities, utilities, the building industry and other stakeholders.

The proposed development is planned to be context sensitive and acknowledge the applicable sustainability policies and principles. A Sustainability Report prepared by Weston Consulting and an Urban Design Brief prepared by John G. Williams supports the proposed development and outlines the development's key principles as it relates to addressing issues climate change and sustainable development. These documents outline key principles and acknowledge the evolution of the proposed development to meet the goals and objectives of the DROP. The design of the development will be finalized through the detailed design stage of the planning and development process, and will continue to evolve in adapting to climate and achieving sustainable development goals and objectives.

## Complete Communities

Section 3.3 of the DROP establishes a policy framework that supports the creation of complete communities. Complete communities is defined as *places such as mixed-use neighbourhoods...that offer support for people of all ages and abilities to conveniently access most of the necessities for daily living, including an approximate mix of jobs, local stores and services, a full range of housing, transportation options and public service facilities.*

The following policies in Section 3.3 of the DROP apply to the Subject lands:

*It is the policy of Council to:*

*3.3.1 Support the development of healthy, sustainable, and complete communities that incorporate:*

- a) a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1;*
- b) employment opportunities in accordance with Policy 2.1.13;*
- c) community hubs that cluster together community uses, services, facilities, and shopping, in accordance with Policies 3.3.26 to 3.3.28;*
- d) active transportation and the use of multi-modal transportation options;*
- e) institutional facilities and amenities, including educational facilities, places of worship, health care facilities and long-term care homes;*
- f) safe, publicly accessible recreation areas, parks, open spaces, trails and other recreation facilities;*
- g) age-friendly and universally accessible spaces for residents of all ages and abilities through universal accessibility design principles, in accordance with Policies 3.3.14 to 3.3.16;*
- i) healthy, local and affordable food options, including urban agriculture;*
- j) enhanced and protected natural environment;*
- j) vibrant places and spaces, including a public realm characterized by compact built form; and*
- k) climate resilient development, with an emphasis on the reduction of GHG emissions, in accordance with Sections 3.2 and 4.1.*

*3.3.2 Require area municipal official plans and new secondary plans to plan for:*

- a) a range and mix of housing options by type, size and affordability;*
- b) community hubs within a reasonable walking distance, in accordance with Policies 3.3.26 to 3.3.28;*
- c) live-work opportunities provided through a combination of flexible zoning standards, including permissions for mixed uses;*
- d) high-quality urban design and public realm that incorporates universal accessibility design, in accordance with Policies 3.3.3 and 3.3.14;*
- e) energy efficiency, including alternate and renewable energy models in new developments, in accordance with Section 4.3;*
- f) an integrated and easily accessible open space network that includes active recreational facilities, urban squares, green spaces, parks and informal gathering spaces generally within 500 metres of all residents;*
- g) inclusivity and diversity of cultures, religions, abilities and beliefs in the planning, design, creation and retrofitting of complete communities;*
- h) climate resilient development that reduces the urban heat island effect, including considerations for:
  - i) low carbon, net-zero and/or net-zero ready building design;*
  - ii) solar, green and cool roofs;*
  - iii) increasing the tree canopy;*
  - iv) low impact development measures, including green infrastructure; and**



- v) *other measures, in accordance with Policies 3.2.9 and 3.2.10.*

The proposed development is planned to be a comprehensive community with consideration to as many elements of a complete community as possible. It exhibits principles of complete communities and will continue to evolve throughout the planning and development process, particularly, the detailed design stage of the process, whereby the design will be refined and include greater detailing in order to achieve the development of a complete and transit-supportive community as envisioned by the province, region, municipality and developer.

### **Built Environment**

The DROP contains a policy framework that encourages a *well-designed public realm [that] is built for all ages and abilities, and addresses the needs of all residents.*

The following built environment policies apply to the Subject lands:

*It is the policy of Council to:*

*3.3.3 Promote a high-quality public realm with regard for quality urban design, architectural and landscape treatment through the development review process with consideration for:*

- b) opportunities for placemaking and public gathering;*
- c) integrating landscaping, beautification and streetscape design measures including green infrastructure and low impact development techniques;*
- d) compatibility and integration with surrounding land uses and built form;*
- e) pedestrian, transit supportive, and transit-oriented development pattern that supports active transportation;*
- i) centrally located and accessible public spaces, parks, recreational structures, and public buildings;*

- p) ensuring that the public realm within Protected Major Transit Station Areas, is walkable, attractive, and accessible incorporating enhanced public elements such as transit plazas and public squares, to create welcoming focal points within the region;*

The proposed development has taken into consideration the region's desire to promote and achieve high-quality public realms. It is designed to be a transit-supportive, transit-oriented development with considerations of access and accessibility to and from the development to the planned GO Train Station and broader community through an adequate and connected street and pedestrian system. The development includes elements of placemaking and public gathering through private and shared outdoor amenities and open spaces, integrated landscaping and streetscape design measures and the integration of high-density high-rise development into the public realm at street-level through architectural design and articulation. The proposed development will continue to evolve its built form principles through the detailed design stage of the planning and development application process.

### **Vibrant Urban System**

The DROP identifies that the Region's Urban Areas *are where most residents will reside and where the majority of future growth is directed.* Chapter 5 of the DROP establishes a policy framework that frames growth through urbanization in strategic areas, placemaking, efficient use of public transit and optimization of municipal infrastructure, and the development of complete communities.

### **Growth Management**

The DROP promotes an "intensification first" approach to development, infrastructure investment, and region-building. This approach prioritizes the optimization of existing land use and infrastructure capacity, aiming to maximize their potential before considering further expansion.



Additionally, it emphasizes the need to optimize infrastructure investments to support the region's growth and development objectives effectively.

Objective:

- ii. *Support higher-density forms of development and redevelopment within Strategic Growth Areas.*
- v. *Ensure that developments within Protected Major Transit Station Areas strengthen their role as focal points for high-density, mixed-use destinations characterized by a walkable, transit-oriented, pedestrian friendly public realm, with strong and active transportation connections within convenient walking distance of existing and planned rapid transit stations.*

*5.1.6 Plan for a minimum of 50% of all new residential units across the region to be provided through intensification on an annual basis within the delineated built-up area.*

*5.1.7 Plan for intensification based on the forecasts and area municipal intensification targets contained in Figure 9.*

Table 4: Nearby Community Facilities

Municipality	Total Housing Unit Growth	Units allocated to intensification	% of Municipal total	% of Regional Intensification total
Clarington	44,200	17,460	40%	15%

*5.1.8 Strive to ensure development within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities, by prioritizing and promoting intensification, redevelopment, and growth within:*

*a) Strategic Growth Areas, including:*

- i. Urban Growth Centres;*
- ii. Regional Centres;*
- iii. Protected Major Transit Station Areas;*
- iv. Rapid Transit Corridors;*

*5.1.11 Achieve, on an annual basis, a minimum of 50% of all new residential units across the Region as intensification and be constructed within the delineated built-up area.*

*5.1.14 Require area municipal official plans to provide intensification strategies in consultation with the Region, that would include the following:*

- a) implementation of intensification targets, in accordance with Figure 9*
- b) encouraging additional residential units and other forms of gentle intensification;*

- d) *identifying other areas appropriate for intensification and determining the appropriate scale of development and transition to surrounding areas;*
- e) *addressing the availability of existing and/or planned transit services, municipal water and sanitary sewage capacity, public service facilities, and other community services and amenities to support intensification;*

The subject lands are located in a Strategic Growth Area and PMTSA, and in an area that is serviced by existing and planned municipal, regional, and provincial infrastructure. The proposed high-density high-rise development is planned to contribute to achieving goals, objectives and growth targets set out by all levels of government, by planning for a walkable, transit-oriented, pedestrian friendly public realm, with strong and active transportation connections to the planned transit station and broader community and proposing a mix of residential units to cater to a wide range of demographics and family-types.

### **Development within Urban Areas**

*It is the policy of Council to:*

*5.1.15 Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles:*

- a) *the achievement of compact, urban and pedestrian-oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;*
- b) *logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas. The development of larger sites shall occur through detailed planning processes, in accordance with Policies 5.4.9 to 5.4.16;*

- c) *a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public service facilities;*
- d) *built form that considers social equity, human health and improves overall quality of life by developing high-quality urban environments that are accessible to people of all ages, abilities and incomes, in accordance with Section 3.3;*
- e) *commercial uses are provided in appropriate locations, with larger concentrations directed to Strategic Growth Areas as deemed appropriate in area municipal official plans, as well as Rural Regional Centres, Regional Corridors, and Local Centres and Corridors;*
- g) *providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity, in accordance with Section 8.2;*
- i) *with consideration of sustainability and the effects of development on the environment in accordance with Section 3.2;*
- k) *the achievement of land use compatibility considerations by avoiding, or where avoidance is not possible, minimizing and mitigating any adverse effects between sensitive land uses and major facilities, Employment Area uses and other uses that may emit odour, dust, vibration, noise and/or other contaminants or emissions, in accordance with Policies 5.5.22 to 5.5.36; and*
- m) *appropriate stormwater management techniques and low impact development measures, as implemented by area municipalities.*

The proposed development is appropriate for the subject lands due to their location within an Urban Area, Strategic Growth Area and PMTSA.

It is designed to achieve transit-supportive densities, compact, urban and pedestrian-oriented built-form and promotes the efficient use of infrastructure, active transportation. The proposed development is designed as a complete community with a mix of uses and amenities that offer access and accessibility to current and future residents. The open space areas are planned to contribute to the viability of the proposed high-density high-rise community throughout the seasons and year, as well as provide opportunities for broader community use through a POPS system and arrangement with the local municipality. The proposed development includes logical and sequential as it is located adjacent to the future Bowmanville GO Station. It has a baseline that considers social equality, human health and improvement of overall quality of life through its high-quality urban environment principles. The developer will continue to work with the municipalities through the detailed design stages of the planning and development process to ensure that access and accessibility for people of all ages, abilities and incomes are considered.

## Strategic Growth Areas

Strategic Growth Areas is a definable term in the new DROP. It is defined as:

*[Meaning] within the Urban Area, certain areas that have been identified at the Regional scale to be the focus for accommodating intensification and higher-density mixed uses in a compact urban built form. Strategic Growth Areas include Urban Growth Centres, Protected Major Transit Station Areas, Regional Centres and Rapid Transit Corridors (where applicable). Lands within these areas may include major opportunities for infill and/or redevelopment, brownfield sites and/or greyfield, or opportunities for the expansion or conversion of existing buildings. The other nodes and corridors described in Section 5.3 are not designated as Strategic Growth Areas in this Plan, but may be identified as appropriate locations for intensification and higher density development, as determined by area municipal official plans.*

These areas represent optimal locations for prioritizing intensification and higher density mixed-use development in the form of transit-oriented and transit-supportive development and densities.

The following policies are applicable and relevant to the proposed development on the subject lands.

*5.2.1 Designate Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas, and Rapid Transit Corridors as Strategic Growth Areas on Map 1.*

*5.2.4 Apply the higher density target where the boundaries of Strategic Growth Areas, specifically an Urban Growth Centre, Regional Centre, Protected Major Transit Station Area, or Rapid Transit Corridor, coincide or overlap with each other or with another designation.*

Table 5: Strategic Growth Area

Strategic Growth Area	Minimum Transit Supportive Density Target (people and jobs per gross hectare)
Urban Growth Centres	200
Regional Centres (located along the Rapid Transit Corridor)	150
Protected Major Transit Station Areas	150

5.2.8 Plan for development within Strategic Growth Areas that:

- a) incorporates transit-oriented development design principles, in accordance with Policy 8.1.3, and including:
  - i) enhancing mobility to and from transit services through an urban grid system of streets and walkways, and providing for active transportation connections within Strategic Growth Areas and adjacent neighbourhoods;
  - iii) incorporating design elements that contribute to complete, active, and pedestrian-oriented streets and public places as part of a high-quality public realm through measures such as sidewalks, street furniture, patios, seating areas, street trees, landscaping, wayfinding, and gateway features;
  - vi) providing compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit station locations while providing appropriate transition to adjacent neighbourhoods;

The subject lands are located directly adjacent to the future Bowmanville GO Train Station and afford a land use planning policy and regulatory framework that plans for the development of transit-supportive densities on the lands. The primary target for the subject lands is to accommodate intensification through higher-density mixed uses in a compact urban built form, which is currently proposed on the lands.

**Protected Major Transit Station Area**

The subject lands are located within the Major Transit Station areas, which are allocated for substantial investment through the development of the new Bowmanville GO Transit station. This strategic location presents a unique opportunity to connect both nearby and future residents to important destinations within the Region and beyond. This connectivity enhances the overall accessibility, mobility, and convenience for residents. Medium and high-density developments are supported within the Major Transit Station Areas to accommodate a growing population and promote a compact, transit-oriented urban form.

*5.2.16 Plan Protected Major Transit Station Areas as communities centered around higher order transit services. Permitted uses include medium and high density residential, mixed-use development, compatible employment generating uses including but not limited to office and major office, cultural and entertainment uses, commercial and retail uses, institutional and educational uses including*

*post-secondary facilities, recreational and community amenities such as parks, urban squares, and trail systems.*

*5.2.19 Require development within Protected Major Transit Station Areas to offer convenient, direct, and sheltered pedestrian access from high density development sites to neighbouring Commuter Stations wherever possible, recognizing matters of accessibility for pedestrians, cyclists, and persons of varying abilities, as well as connections to a variety of transportation modes.*

*5.2.20 Recognize that the province has authorized the use of inclusionary zoning within Protected Major Transit Station Areas, to require the provision of affordable housing units within new developments.*

*5.2.23 Require area municipal official plans to include detailed policies, for each Protected Major Transit Station Area, which will:*

- b) establish minimum density, population, employment, and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per gross hectare;*
- d) enable alternative development standards to support transit oriented development, including but not limited to parking requirements which support the use of transit;*
- e) support the creation of focal points by concentrating the highest densities near Transit Stations;*
- g) include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development;*
- h) support the efficient use of land, including requirements for structured parking, shared parking and/or reduced parking as part of new development;*

The subject lands are located directly adjacent to the future Bowmanville GO Train Station and afford a land use planning policy and regulatory framework that plans for the development of transit-supportive densities on the lands, through its PMTSA designation under the new DROP. The proposed development acknowledges the policy and regulatory framework's primary target of accommodating intensification through higher-density mixed uses in a manner that acknowledges planned transit station and the policies promoting transit-supportive development in proximity of the planned station.

### **Connected Transportation System**

*Section 8 of the new DROP outlines the goals and policies regarding the Region's transportation system. The region's goal is to create a connected transportation system that supports healthy and complete communities, offering residents and businesses practical and efficient mobility options for trips to work, school and other destinations within and beyond Durham Region. The region also identifies that land use and transportation includes connectivity between different modes of travel, and compact mixed land uses patterns that encourage the use of sustainable modes such as walking, cycling and public transit.*

The proposed development acknowledges its strategic location adjacent to a future GO Transit Station and is designed with compact mixed land uses that encourage the use of sustainable modes of transportation and transit.

The subject lands are located within a *Transit Priority Network and Protected Major Transit Station Area per Map 3a of the new DROP. They are located within a Future Commuter Station, along a Future Commuter Rail and abutting a Rapid Transit Spine along Highway 2 (King Street West).*

The subject lands abut existing *Type B Arterial road (Highway 2)* at the north and a *Type A Arterial road (Bowmanville Avenue)* to the east per Map 3b – Road Network of the new DROP.



The planned right-of-way (ROW) width for Bowmanville Avenue is 40 and 42 metres per Map 3e – Regional Road Right-of-Way Requirements and Highway 2 is 36 metres. The proposed development has anticipated a future road widening requirement for Bowmanville Avenue, and as such the supporting documents depict a 3.0-metre widening for the portion of the lands abutting the roadway.

The following policies under Section 8 of the new DROP apply to the subject lands.

*It is the policy of Council to:*

*8.1.3 Achieve transit-oriented development within Strategic Growth Areas to support increased transit use and higher levels of service, achieved through the following principles and in accordance with Policy 5.2.8:*

- a) design arterial roads, through a complete streets approach, to help control traffic speeds while promoting safe and attractive environments for active transportation and transit use;*
- b) enhance mobility to and from transit services including more frequent intersections and pedestrian crossings where feasible;*
- c) maintain and encourage on-street parking in historic downtowns and on certain Type C Arterials, as specified in Table 5;*
- d) provide facilities which support non-auto modes including Commuter Stations, transit terminals with potential drop off facilities and bus loops, bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities;*
- e) encourage provisions for alternative development standards, including reduced minimum parking requirements, potential redevelopment of existing surface parking and the establishment of maximum parking requirements for both privately initiated development applications and area municipal zoning by-laws, which are tailored to the level of transit service proposed; and*

- f) create and apply a regional transit-oriented development guideline to be used for reviewing development applications within Strategic Growth Areas, in collaboration with the area municipalities.*

*8.1.4 Achieve transit-supportive development for existing and future transit services within Urban Areas outside of Strategic Growth Areas, particularly along Regional Corridors served by the High Frequency Transit Network, through the following principles:*

- a) create an urban grid system of street and walkway patterns, and active transportation connections, connecting bus stops to active transportation;*
- b) support active places and streetscapes, with a wide range and mix of medium and high-density uses, including orienting buildings towards the street to reduce walking distances to transit facilities;*
- c) limit surface parking, especially in front of buildings, and supporting the potential redevelopment of existing surface parking where appropriate; and*
- d) provide facilities which support non-auto modes including: bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities*

*8.1.7 Support the implementation of the Lakeshore East GO rail service to Bowmanville, including the development of Transit Oriented Communities within the Protected Major Transit Station Areas and GO rail service to the Seaton community within the Pickering Urban Area, as indicated on Map 3a.*

*8.1.10 Integrate or protect for future transit terminals identified in the Durham Transportation Master Plan and/or Durham Region Transit service plans, through the development application review process.*

8.1.11 Implement transit stops for local routes located internal to or abutting a development when sidewalks are constructed, and making them a direct responsibility of the developer to construct or fund as a condition of development approval.

8.3.2 Implement regional TDM guidelines for new development as part of the development application process, in collaboration with the area municipalities. The TDM guidelines will:

- a) identify the scope of TDM measures that should be implemented depending on the location, scale and type of development being proposed;
- b) integrate the review and identification of TDM measures as part of a transportation impact study, where required; and
- c) support the application of TDM measures in exchange for reduced parking standards in appropriate locations.

8.3.4 Encourage area municipalities to implement parking management policies and zoning by-laws in consultation with the Region and related agencies to support the implementation of TDM measures that detail:

- a) minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
- b) shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend and monthly basis;
- c) on-street parking requirements;
- d) site designs that orient main building entrances to face the public street, provides a pedestrian-friendly urban form and discourages the placement of surface parking spaces between the main building entrance and the major street, where appropriate;
- e) the design of surface parking lots to enable further development; and

- f) preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.

8.3.5 Encourage urban design measures that facilitate the use of active transportation and transit

The proposed development is designed to support the Region's long-term transit and transportation plans. It is direct support of the Region's Transportation policies, as it contemplates higher density at an appropriate scale and context and limits the availability of surface parking by directing parking to underground. The contemplation of these design features, as well as, the orientation of buildings towards the street encourages an increase of non-auto modes of transportation and a reduction in auto-related trips, and encourages safe, well-designed and integrative connections to the Region and Municipality's existing and planning active transportation infrastructure existing and planned along the private and public roadways. The proposal is well-designed transit-supportive development, designed in consideration of existing and future transit infrastructure, including the future Bowmanville GO Station. The proposed development supports the transportation goals and policies of the Durham Region Official Plan.

### Implementing the Plan

Chapter 11 of the DROP establishes *implementation requirements, tools and resources intended to assist in the planning, preparation, review, and approval of development applications and plans to ensure the Region achieves the strategic directions, goals, objectives, and policies of the DROP*. The following policies in Chapter 11 of the DROP are relevant to the subject lands:

11.1.3 Recognize that, in the interim before existing area municipal official plans can be amended to conform with this Plan, only those provisions of the existing area municipal official plan which are in conformity with this Plan shall remain in force and effect.

*For greater certainty, and notwithstanding any other provisions of this Plan, it is not the intent of this Plan to repeal any amendments to existing area municipal official plans which have been adopted by Council and are not yet in force.*

*11.3.9 Require the following conditions of approval attached to plans of subdivision pursuant to the Planning Act:*

- a) that the development complies with the provision of this Plan and the applicable area municipal official plans;*
- b) that the development can be supplied with adequate regional services to the satisfaction of Regional Council;*
- c) that the applicants enter into appropriate agreements with the Region and the area municipality, which may be registered against the title of the subject lands, and which may include such matters as regional services, financial requirements, regional and/or local road facilities, drainage, grading and landscaping, sidewalks, dedication of land for public uses, exclusive of parks and other requirements, to implement the provisions of this Plan and the applicable area municipal official plan;*
- d) that a lapsing date in accordance with Section 51(32) of the Planning Act be required for draft plans of subdivision;*
- e) that if approval of a draft plan of subdivision lapses, the policy objectives of Sections 5.1 and 5.4 shall be considered as a key component of the development review process for any new draft plan of subdivision; and*
- f) if a plan of subdivision or part thereof has been registered for eight years or more, and does not meet the growth management objectives of Section 5.1 and does not conform to the Policies of this Plan, Regional Council or the Councils of the area municipalities may use its authority under Section 50(4) of the Planning Act to deem it not to be a registered plan of subdivision.*

The planning applications submitted to support the proposed development on the subject lands acknowledge the applicable policies from Section 11 of the new DROP.

## **Conclusion**

The subject lands are located within an *Urban Area* and *PMTSA*. The proposal adheres to Regional policies that speak to encouraging higher density development designed to be compact, and transit-supportive built form with wide range of housing types. Based on our review, the proposed development conforms to the policies in the Regional Official Plan. The proposal represents redevelopment within a built-up Urban Area and proposed a residential addition which contributes towards achieving the growth and intensification strategies set out by Durham Region for the Urban System, Regional Centre and planned GO Stations. The proposed development can be readily serviced, as evidenced through the technical functional servicing analysis completed by TYLin.

The proposed development also introduces an appropriate built form that respects the existing and planned context of the neighbourhood and community. The proposal contributes to the housing supply by providing residential and mixed-use high-density high-rise buildings that will serve the existing and future residents of the region. It is our opinion that the proposed development conforms to the new Durham Region Official Plan.

## 7.6 MUNICIPALITY OF CLARINGTON OFFICIAL PLAN (OFFICE CONSOLIDATION 2018), AMENDED BY OPA 107

The Municipality of Clarington Official Plan was adopted by council on January 16, 1996. Since the adoption, the Official Plan has been updated to include Local Planning Appeal Tribunal (LPAT) decisions and Council approved Official Plan Amendments as of June 2018 per Official Plan Amendment (OPA) 107, which was approved by the Commissioner of Planning and Economic Development for the Regional Municipality of Durham on June 19, 2017. Although majority of the Municipality of Clarington's Official Plan is approved, portions are under appeal. The policies related to the subject lands are in full effect.

The Municipality of Clarington conducted a Special Meeting of Council to initiate the update to its Official Plan on June 27, 2023. The Clarington Official Plan was last updated in 2018 and is due for a review to address emerging issues and the community's evolving needs, and to align/conform with recent changes in provincial policy and legislation for the planning horizon to the year 2051. The Municipality of Clarington has started its Municipal Comprehensive Review (MCR) and Official Plan Review (OPR) and has established a five phase process, which was approved as part of the Planning and Infrastructure Department budget in 2022.

The Municipality of Clarington Official Plan intends to guide and manage development to the year 2031. In so doing, the Local OP maintains the following purpose:

- *Foster the economic, environmental, cultural, physical and social well-being of the residents of Clarington;*
- *Guide the future form of physical development of the Municipality with respect to land use and transportation;*
- *Assist in the prevention and resolution of land use conflicts;*
- *Provide a framework for identifying and evaluating land use opportunities;*
- *Provide the basis for other municipal plans, public works, and actions; and*

- *Inform the public, business and other levels of government of Council's intentions for the physical development of the Municipality;*
- *Forecasts of approximately 140,300 residents and 38,400 jobs by the year 2031;*
- *New development will be directed to Urban Areas with firmly defined boundaries;*
- *New development will support a pedestrian-friendly and transit-friendly urban form; and,*
- *A variety of housing types will be provided; (Section 1.2)*

Further to the above-noted Clarington Official Plan purpose, the Official Plan fosters the following vision and principles:

*2.1 This Plan seeks to achieve a vision for Clarington as a:*

- *Place where each community can build on its individual character, share a common economic base and a distinct collective image;*
- *Place for people to live, work and play in a safe, vibrant, healthy, and prosperous environment;*
- *Place where people, businesses and governments collectively balance growth with the protection, management and enhancement of rural landscapes, cultural heritage, natural resources, and the natural environment; and*
- *Place where the built environment emphasizes high quality design and integrates nature in the design process.*

*2.2 This Plan has been prepared in recognition of three key principles which provide direction for the policies of this Plan: sustainable development, healthy communities, and growth management.*

The Official Plan has been prepared in recognition of three key principles which provide direction for the policies of this Plan: sustainable development, healthy communities, and growth management.



The proposed development exhibits and reflects the guiding principles and vision for the Municipality of Clarington as identified in the Clarington Official Plan. It contributes additional residential dwelling units in townhouse and apartment buildings planned for by the Municipality to continue building a complete community that fosters a local identity and contributes to the municipality's economic base. The proposed development is designed to support the municipality's growth and encourage transit-oriented built-forms that are adaptive to the needs of existing and future residents.

## Managing Growth

The Municipality of Clarington's Official Plan has the goal of *guiding and managing balanced population and employment growth in a manner that is consistent with the vision and principles of [the] Plan (Policy 4.1.1)*. The Municipality has set forth the following growth objectives to achieve the Plan's vision and principles:

*4.2.1 To provide for phased and sequential development within clearly defined urban boundaries to protect the natural heritage system and agricultural lands, and to maintain the long-term fiscal health of the Municipality.*

*4.2.2 To direct the majority of urban development to Clarington's three lakeshore Urban Areas with Bowmanville as the dominant urban centre of the Municipality.*

*4.2.3 To accommodate increasing intensification within the Built-up Area while enhancing the built form and physical character of established residential neighbourhoods and protecting the integrity of historic downtowns.*

*4.2.4 To encourage transit-supportive, mixed use and compact urban form in Priority Intensification Areas.*

*4.2.5 To efficiently utilize and coordinate public infrastructure.*

The subject lands are located within a *Priority Intensification Area* and within a designated *Centre*, per Map B – Urban Structure of the Municipality of Clarington Official Plan (refer to Figure 19 of the report). The proposed development is in a location that is planned to accommodate growth through intensification and is designed as transit-supportive in a compact built-form.



The Municipality of Clarington Official Plan contains policies that are intended to guide development to meet growth forecasts to the year 2031. Per Table 4-1 in the Municipal Official Plan, Clarington is expected to grow to a total of 140,340 people by 2031 and maintain an Urban Population of 124,685 to that year (Section 4.3.1). As noted above, the subject lands are located within the Municipality of Clarington's Urban Structure, and designated *Priority Intensification Area* and *Centre*, as per Map B of the Official Plan. As such, the following Urban Structure policies apply or are relevant to the proposed development:

4.3.3 Clarington's Urban Structure is identified on Map B and consists of Built-up Areas, Greenfield Areas, and Priority Intensification Areas.

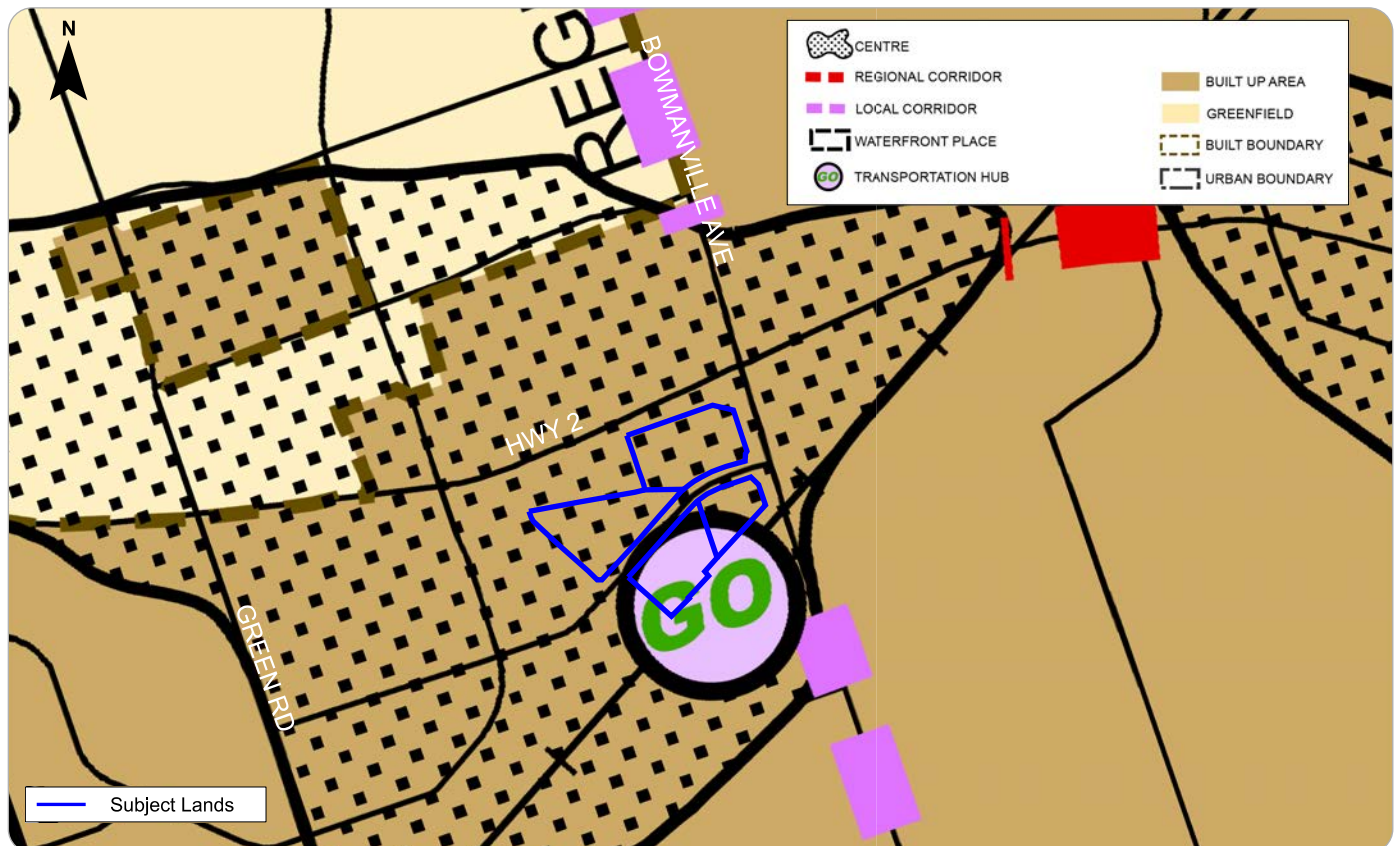


Figure 19: Map B – Clarington Urban Structure - Municipality of Clarington Official Plan (2018)

4.3.4 Development will be focused within the Built-up Areas and the Priority Intensification Areas, and to a lesser extent within the Greenfield Areas.

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 and Bowmanville Transportation Hubs; and
- Port Darlington and Port of Newcastle Waterfront Places.

4.3.7 The Durham Region Official Plan has established the long term density and floor space index targets in Table 4-2. These targets will be the basis for development applications and Secondary Plans.

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 and Bowmanville Transportation Hubs	75	2.5
Port Darlington and Port of Newcastle Waterfront Places	60	2.0

Figure 20: Durham Region Long Term Targets

4.3.8 Secondary Plans may vary the minimum gross densities and floor space index in Table 4-2 as long as it is demonstrated that policies of this Plan are implemented. The minimum gross densities will be measured over the entire neighbourhood or Secondary Plan area.

4.3.9 Table 4-3 provides guidance for development applications based on their location. The predominant housing forms identified in Table 4-3 are general and do not preclude similar or innovative housing forms which meet the intent of this Plan.

General Locational Criteria	Minimum Net Density (Units Per Net Hectare)	Standard Minimum and Maximum Height (storeys)	Predominant Residential Built Form and Mix
Urban Centres	120	4-12	Mid Rise: 4-6 storeys (40%) High Rise: 7-12 storeys (60%) Includes: Mixed use buildings, apartments
Village Centre	45	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%)

Figure 21: Summary of Urban Structure Typologies

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

Figure 22: Summary of Urban Structure Typologies

The proposed development supports the above mentioned policies as the proposal will help the Municipality reach its population targets by directing intensification in the built-boundary. The proposal provides for a compact built form and contributes towards establishing a high-quality public realm. The proposal attracts a diverse mix of individuals to the community as the development will provide a mix of residential uses in high-rise high-density residential and mixed-use buildings.

In specific, the proposal meets and exceeds both the Region’s and the Municipality’s minimum gross density (units per gross hectare) and Floor Space Index (FSI) for lands that are within the *Urban Centres* designation. It proposes to implement 820 units per gross hectare and a Floor Space Index (FSI) of 7.27. In addition, the proposed development meets the predominant residential built form and mix identified in the Tables 4-2 and 4-3 of the Municipality of Clarington’s Official Plan.

**Built Up Areas**

As identified in the previous section, Map B of the Municipality of Clarington Official Plan identifies the subject lands as being within the *Built-Up Area*; locates the subject lands in a *Priority Intensification Areas* and designates the subject lands as Centre. As the subject lands are within the *Built-Up Areas*, the following policies are relevant to the proposed development:

*4.4.1 The Municipality will achieve a target of at least 32% of all new residential units within the Built-up Area up to the year 2021, and thereafter, it shall be at least 40%.*

*4.4.2 The lakeshore urban areas shall be planned to meet the Municipality’s minimum Residential Intensification Target of 7,132 new units within the Built-up Areas for the period between 2015-2031 as follows:*

Table 4-4 Minimum Residential Intensification Target			
	2015-2021	2022-2031	Total Units
Courtice	620	1,890	2,510
Bowmanville	1,030	3,120	4,150
Newcastle	120	360	480
<b>Total</b>	<b>1,770</b>	<b>5,370</b>	<b>7,140</b>

Figure 23: Minimum Residential Intensification Target

*4.4.3 All new residential units within the Built-up Areas will contribute to the Residential Intensification Target.*

*4.4.4 Development proposals within the Built-up Areas will be given development priority provided that the proposal meets the urban design and sustainability policies of this Plan and any other relevant guidelines deemed applicable by the Municipality.*

*4.4.5 The Municipality shall encourage development within the Built-up Areas and the Priority Intensification Areas by:*

- a) *Encouraging the Region to ensure adequate services, including transit, are made available to accommodate planned development in Priority Intensification Areas;*
- b) *Making strategic investments in the public realm, including active transportation networks;*
- c) *Considering financial incentives for intensification within Centres and the Corridors;*

The proposed development meets the above noted policies as it encourages investment within priority intensification areas, which is currently underutilized and should be further intensified based on its location within the built-up area. The Municipality of Clarington has a minimum residential intensification target of 3,120 new units within the Town of Bowmanville by 2031.



The proposed development helps the Municipality meet its targets by adding an additional 3,938 residential dwelling units to the Municipality's housing stock over a phased and incremental timeline, and is designed to be resilient in adapting to needs of current and future residents, especially as it relates to lands in proximity to planned rapid transit infrastructure investment, and private-public investment in the development of a Secondary Plan Area into a complete community. The proposal is designed to meet updated growth targets set by the province and future land use planning policies implemented by the Region and the Municipality in their Official Plan documents to adopt growth and transit provincial policies.

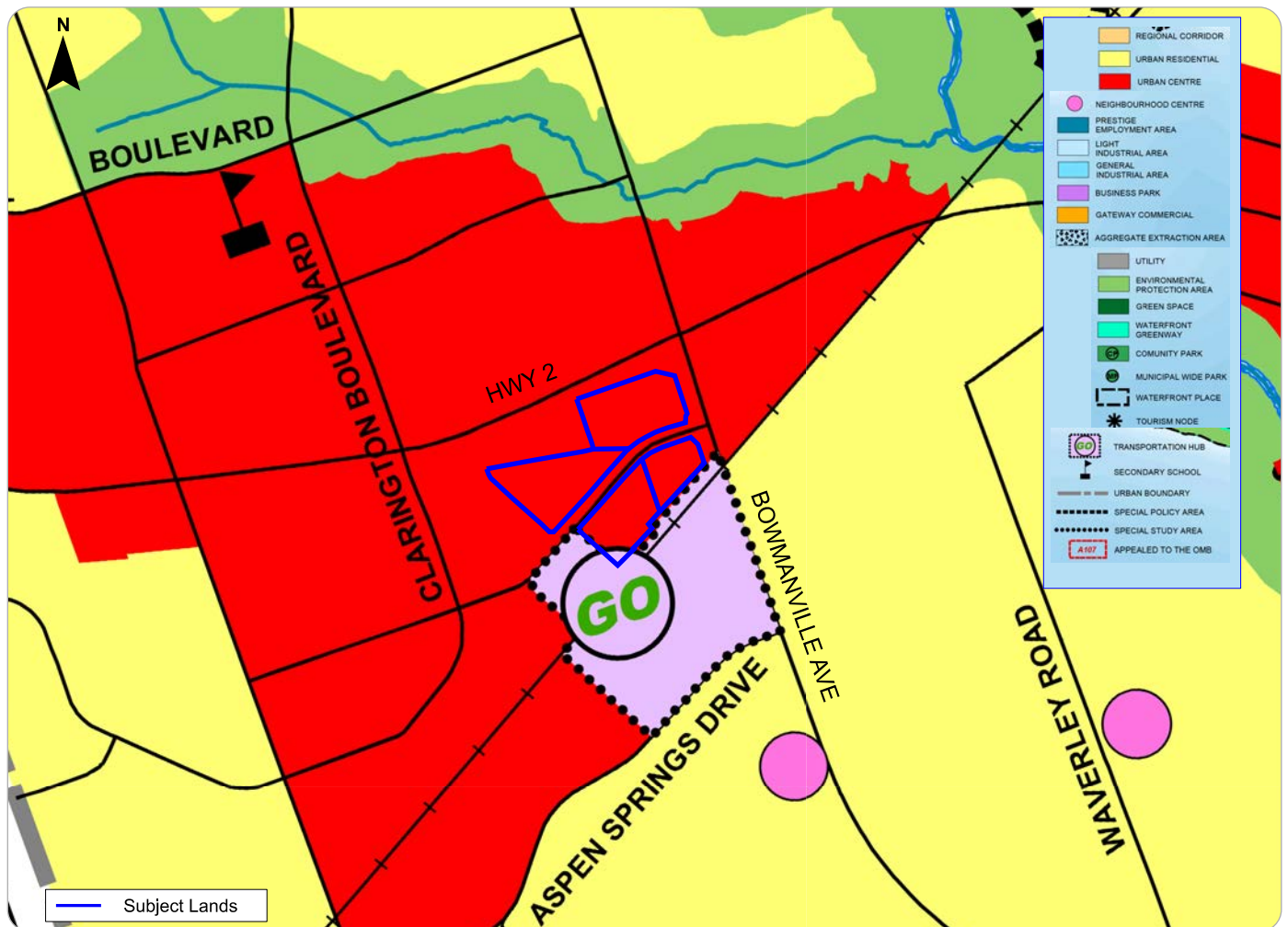


Figure 24: Map A4 – Land Use – Municipality of Clarington Official Plan (2018)

## Secondary Plans

Map 'C' of the Municipality of Clarington Official Plan identifies that the subject lands are located within a Secondary Plan Area (Refer to Figure 25 in this Report). The subject lands are located within the Bowmanville West Town Centre Secondary Plan, per the Municipality of Clarington Official Plan. Map 'A' of the Bowmanville West Town Centre Secondary Plan, located in Part Six of the Municipality of Clarington Official Plan designates the subject lands as, *Neighbourhood Park Mid-Rise High Density Residential and Office Commercial Area* (Refer to Schedule 26 in Section 7.7 of this Report).

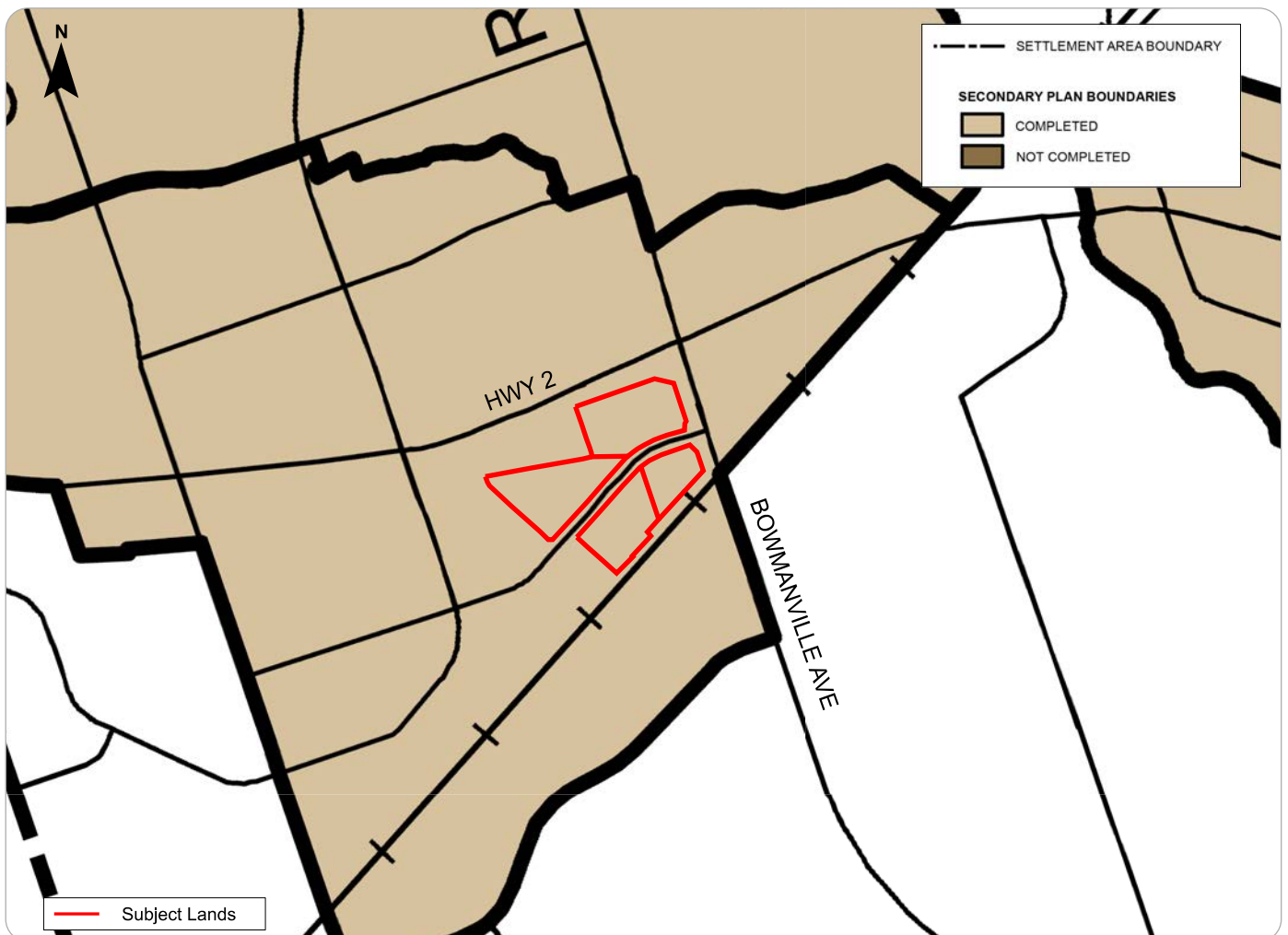


Figure 25: Map C – Secondary Plan Areas – Clarington Urban Areas - Municipality of Clarington Official Plan (2018)



The Bowmanville West Town Centre Secondary Plan is in full force and effect; however, the Municipality is currently preparing an update to the Secondary Plan, in consideration of updates to provincial policy frameworks, the anticipation of a future Bowmanville GO Station and Official Plan Policies that give regard to review of Secondary Plans every five years to bring them into conformity with applicable land use planning policy framework at all levels of government. Until such time that the Secondary Plan is amended or replaced, the following policies apply to the proposed development:

*4.6.1 Secondary Plans, as shown on Map C, will be prepared by the Municipality to provide for a detailed planning framework for these lands.*

*4.6.2 Development on future Secondary Plan area lands shall only proceed after the Secondary Plan has been approved.*

*4.6.3 To implement the growth management objectives and policies of this Plan, the Regional Official Plan, and the Provincial Growth Plan, new Secondary Plans will be prepared for the areas as shown on Map C. Secondary Plan areas may only be altered as part of a municipally initiated comprehensive review.*

*4.6.4 All Secondary Plans will be reviewed and updated on a five year cycle from the time of adoption. The Municipality will update all Secondary Plans existing on October 31, 2016 to bring them into conformity with this Plan.*

*4.6.5 Preparation of the next Secondary Plan shall consider:*

- a) The sequencing policies of the Durham Regional Official Plan;*
- b) Land supply and housing demand in each lakeshore urban area;*
- c) Progress on build out of existing Neighbourhoods; and*
- d) The achievement of the Municipality's Residential Intensification Target.*

*4.6.6 Secondary Plans shall include phasing policies that address the following:*

- a) Sequential phasing of development within the Secondary Plan;*
- b) Efficient use and extension of all infrastructure and services, in particular, optimizing the use of existing infrastructure and services;*
- d) Minimizing the financial implications to the Municipality of servicing, operating and cost recovery for municipal services.*

The proposed development has regard to the in-force Bowmanville West Town Centre Secondary Plan and its policies, however, an amendment is being sought. It is planned to meet the current growth management objectives and policies outlined in provincial policy documents, and the Region of Durham and Municipality of Clarington's Official Plans and is planned in a resilient manner to meet changing needs of existing and future residents.

## **Creating Vibrant and Sustainable Urban Places**

The Municipality of Clarington has committed to *achieving greater sustainability through community, site and building design practices, in specific, the Municipality identifies that urban and architectural design provides the context for the way in which people interact with the built environment – streets, blocks, buildings, landscaping, open spaces. The Municipality has identified that good, sustainable urban and architectural design creates a comfortable environment for residents and establishes a positive [community], and that sustainable design contributes to community and environmental health, a high quality of life, and climate change mitigation and preparedness (Chapter 5). The following policies apply to the proposed development:*

### **Built Form**

*5.4.1 New development and redevelopment in established neighbourhoods will be designed to:*

- a) *Respect and reinforce the physical character of the established neighbourhood having regard to the pattern of lots, streets and blocks, the size and configuration of lots, building types of nearby properties, the height and scale of buildings and the setback of buildings from the street, rear and side yards;*
- c) *Adhere to all relevant Urban Design Guidelines and expectations for high-quality architectural design and sustainable building materials; and*
- d) *Maximize opportunities to improve accessibility and pedestrian and cycling systems, enhance neighbourhood and transit connections, and reduce energy, water, and resource use.*

**5.4.3 Development in Centres, Corridors and Priority Intensification Areas will be designed to:**

- a) *Have buildings sited near the street line to contribute to a sense of enclosure and a strong street edge;*
- c) *Locate main building entrances that are visible and directly accessible from the public sidewalk of the main street;*
- d) *Provide active ground floor uses and avoid blank façades;*
- e) *Enhance the built environment with attention to massing, building articulation, exterior cladding, architectural detail, the use of local materials and styles;*
- f) *Enhance the pedestrian environment with awnings, pedestrian scale lighting, landscaping, benches and other street amenities;*
- g) *Provide transitions in scale to areas of lower density;*
- h) *Provide for adequate light and privacy for the occupants of new development and the occupants of adjacent properties;*
- i) *Contain all refuse internal to the principal buildings. Where refuse and recycling cannot be contained in the principal building a separate roofed and gated enclosure may*

*be constructed of materials and colours to match the principal buildings on the property;*

- k) *Minimize adverse shadow and wind impacts on neighbouring properties or the public realm areas; and*
- l) *Enclose or screen roof top mechanicals, including the incorporation telecommunications equipment within the building.*

**5.4.12** *The Municipality will minimize land consumption by encouraging shared parking, parking structures, below grade parking and active transportation infrastructure.*

**5.4.13** *Adequate off-street parking is required for all new development. All parking areas shall be designed to:*

- a) *Minimize conflict with traffic on arterial roads;*
- b) *Provide barrier-free;*
- c) *Minimize the impact on the pedestrian environment;*
- d) *Accommodate secure bicycle parking and storage areas for short term and long term visits;*
- e) *Provide priority parking spaces for electric cars;*
- f) *Provide landscape screening along street frontages;*
- g) *Limit the number of parking spaces based on transit service and opportunities for shared parking; and*
- h) *Minimize hard surface areas and replace with vegetation where possible.*

**5.4.14** *The Municipality will seek to minimize light pollution by:*

- a) *Developing lighting standards for all forms of development to ensure community safety while minimizing negative impacts from lighting;*
- b) *Utilizing appropriate street-lighting; and*

c) *Retrofitting existing street-lighting luminaries over time.*

The proposed development and planning applications are supported by an Urban Design Brief, prepared by John G. Williams Limited Architect, which identifies that the development is designed to be adaptive and integrative, and is sited to fit within the established residential neighbourhood to the north and the commercial uses to the south. It is designed to meet urban design guidelines by provided for high-quality architectural design and sustainable building materials.

The development acknowledges its importance as a gateway and district in the context of the traveling public along King Street West and Bowmanville Avenue, as well as, the future Bowmanville GO Train Station.

The proposal is planned to provide a pedestrian-friendly and walkable streetscape within the site and through connections to the existing pedestrian and active transportation network along the municipal roads, private streets, open spaces and future connection to the GO Transit Station lands, and broader community. The development has proposed entrances and accesses along the streetscape, and propose to maintain vehicular access and parking for these buildings internal to the site, which creates an urban streetscape condition along the street frontages.

Vehicular access to the apartment sites will be provided via the internal private road network that as well as the surrounding public road system. Pedestrian access points will be well defined from the adjacent private and public roads. Pedestrian walkways will run throughout the development and connect to the proposed amenity areas, surrounding developments and adjacent public roads.

These walkways shall be defined by trees and accented by landscaping. Underground parking garages will be provided for each block and an elevated parking podium along the rail corridor is proposed. Views of surface parking, including handicap and visitors parking from public roads will be minimized through placement and landscape treatments. Drop off areas are centralized and are integrated into the public realm. Access points to the underground parking for the apartment building will be located in an area that avoids conflicts with pedestrians and shall be clearly identified.

A streetscape that involves the combination of landscape elements including street trees, entry features, fencing, lighting and utilities elements will be implemented into the proposed development. These elements will provide unification to the proposed development, create visual interest, and provide shade, resulting in a comfortable pedestrian atmosphere. A consistent approach to the design and placement of streetscape elements will be provided to foster a high quality character and image for the developments and is thought to work well in consideration of safety and functional objectives to complement the proposed built form and provide comfort for pedestrian activities.

The architecture of proposed buildings will define the other access points into the development supported by landscape planting treatments. The architecture and landscape of the enclave features should be coordinated with the architecture and landscaping of the residential development.

It is our opinion that the proposed development conforms to the Municipality of Clarington's Built-Form policies. Additional information and reference to the proposed development and the built-form can be taken from the supporting materials, including the Urban Design Brief, Sustainability Report and Noise Study.

## Sustainable Design and Climate Change

*5.5.1 Clarington will seek to address climate change and become a more sustainable community that minimizes the consumption of energy, water, and other resources and reduces impacts on the natural environment. To this end, the Municipality will:*

- d) Promote mixed land uses at higher densities to efficiently utilize existing infrastructure;*
- e) Promote the integration of transit and active transportation modes into the early stages of new development;*
- f) Promote the reduction, reuse, and recycling of waste, with particular attention to multi-residential housing forms, which meets applicable Provincial standards and has given consideration to the Region's waste collection design and servicing requirements; and*
- g) Promote employment and housing in Urban and Village Centres and Regional Corridors to shorten commute times and decrease greenhouse gas emissions.*

## Implementation of Urban Design Policies

*5.6.1 Urban design policies will be further elaborated through:*

- a) Urban design policies in other sections of the Official Plan;*
- b) Urban design policies in Secondary Plans;*
- c) Urban design guidelines adopted in relation to Secondary Plans;*
- d) Urban design briefs and guidelines on specific topics/sites (i.e. landscape, lighting);*
- e) The zoning by-law (site and building performance standards);*

*5.6.2 Urban Design policies have equal value to land use policies and any other policy in this plan. Both land use and urban design policies must be considered in the interpretation of the context of the site and building.*

As identified in this report, the proposed development is designed to meet the Municipality of Clarington's Urban Design policies. Complimenting this report is an Urban Design Brief, prepared by John G. Williams, enclosed with this report, outlines how the proposal addresses and meets the Municipality's Urban Design policies.

## Encouraging Housing Diversity

The Municipality of Clarington Official Plan encourages the opportunity to implement a *broad range of housing types, tenure, and cost within Settlement Areas to meet the evolving housing needs for people of all ages, abilities, and income groups* (Policy 6.1.1). The Official Plan identifies the following housing goals and policies that apply to the proposed development:

*6.2.1 To maintain an adequate supply of land for housing purposes.*

*6.2.2 To encourage a minimum of 30% of all new housing to be affordable in Urban Areas.*

*6.2.4 To create complete communities that will meet the daily housing needs of residents.*

*6.3.1 The Municipality, in co-operation with other levels of government, shall encourage the provision of a diverse housing stock in terms of type, size, tenure, and cost within the Municipality to provide living accommodations that address various socio-economic factors and different lifestyle choices.*

The proposal intends to support the Municipality's goal of encouraging a diverse housing stock, through a mix of housing type and size that addresses various socio-economic factors and different lifestyle choices. It proposes residential development on lands located within Municipality of Clarington's Urban Areas and provides a mix of townhouse and apartment units that aids in the creation of complete communities, and locational requirements for new housing.



## Land Use Policies

The following sections provide an overview of the land use planning policies that apply to the proposed development on the subject lands.

### Urban Centres

As identified in this report, the subject lands are designated as *Urban Centres*, per Schedule 'A4' of the Clarington Official Plan and are located within the Bowmanville West Urban Centre. The Clarington Official Plan identifies the following goals and policies that relate to the *Urban Centres* designation and to the proposed development:

*10.1.1 To develop Urban and Village Centres as the main focal points of economic, social and cultural activities for the various communities within the Municipality*

*10.1.6 To develop the Transportation Hubs in Courtice and Bowmanville as a mixed use, higher density place to support the timely expansion of the GO train to Clarington.*

*10.2.1 To provide for a mix of uses with a focus on higher density within Centres and Corridors to support the successful development of complete communities.*

*10.3.1 Urban and Village Centres, Neighbourhood Centres, Gateway Commercial Centres, Regional and Local Corridors and Transportation Hubs are shown on Map A and B.*

*10.3.4 In the consideration of development applications, applicants must demonstrate how the proposal contributes towards the achievement of the Floor Space Index and densities established in Table 4-2 of this Plan and the Durham Regional Official Plan.*

*10.3.7 As part of the Municipality's program of streetscape improvements, developers or owners of commercial properties will be encouraged to assist in the creation of a high quality public realm through contributions to street tree planting and street furniture in addition to landscaping improvements on private lands.*

*10.3.8 A reduction to the parking space requirements in Priority Intensification Areas may be considered where it is demonstrated that:*

- a) There will be minimal adverse impacts on the surrounding areas;*
- b) On-street parking can support additional parking demands;*
- c) The site is accessible to transit, walking and/or cycling facilities;*
- d) The development is for a mixture of uses; and*
- e) The reduction is offset by a payment-in-lieu of parking where appropriate.*

*10.4.1 Urban and Village Centres shall be developed as the main concentrations of activity in each community. They shall provide an array of retail and personal service, office, residential, cultural, community, recreational and institutional uses.*

*10.4.2 Urban and Village Centres will function as the focal point of culture, art, entertainment, and civic gathering, be places of symbolic and physical interest for residents, and foster a sense of local identity.*

*10.4.3 Each Urban and Village Centres will have a distinct character and function generally in accordance with the following:*

- a) Urban Centres will be larger in scale, provide goods and services for a large segment of Clarington's population and will develop with a higher overall density than Village Centres;*



- b) *Bowmanville Urban Centres will be planned and developed as a centre of regional significance providing the highest level of retail and service uses and shall be the primary focal point of cultural, community, recreational and institutional uses in Clarington;*

*10.4.4 Urban and Village Centres shall be comprehensively developed in accordance with their respective Secondary Plans which shall provide for:*

- a) *Residential and/or mixed use developments in order to achieve higher densities, achieve transit oriented development and reinforce the objective of achieving a diverse mix of land uses;*
- b) *Redevelopment and intensification with a wide array of uses;*

*10.4.6 Urban and Village Centres shall be developed in accordance with the urban design policies of Chapter 5.*

The subject lands are designated to support the growth and development in the Municipality of Clarington through intensification. The proposed residential development addresses the Municipality of Clarington's desire to implement a mix of uses with a focus on higher densities within Centres, to support the successful development of complete communities. It is designed to implement a density of 820 units per hectare and a Floor Space Index (FSI) of 7.27, which meets and exceeds the minimum density identified by the region and the Municipality in their Official Plans. The proposed development is designed to be supportive of existing and planned transit infrastructure.

## **Connected Transportation Systems**

Chapter 19 of the Official Plan provides policy direction in relation to facilitating the movement of people by means of an integrated, accessible, safe, and efficient transportation system providing a full and practical range of mobility options (Policy 19.1.1). The following objectives and policies apply to the proposed development:

*19.2.1 To develop an interconnected transportation system that connects to community amenities and facilitates economic activity.*

*19.2.3 To support and connect Clarington to the Go Regional Express Rail and the bus rapid transit systems in the Greater Toronto Area.*

*19.2.4 To give priority to Built-Up Areas for investments in transportation options, such as public transit, cycling and walking.*

*19.2.5 To improve the public realm and establish walkable, transit supportive Centres and Corridors through high quality streetscaping and built form.*

*19.3.2 The Municipality, in co-operation with other authorities and senior levels of governments, will plan for and protect for future Regional and Provincial transportation corridors and facilities that support the future growth of the Municipality.*

*19.3.4 The Municipality recognizes the importance of integrating complete streets principles into the planning and design of urban streets, particularly new and reconstructed roads, particularly within Priority Intensification Areas and new neighbourhoods.*

*19.3.5 To implement this Official Plan, the Municipality will prepare a Transportation Master Plan to identify policies, programs, and infrastructure improvements required to serve the mobility needs of the Municipality. The Transportation Master Plan will be updated to reflect the changes as a result of a comprehensive review of the Official Plan or when new secondary plans are adopted by Council.*

## Public Transit Network

19.4.1 The public transit network is the responsibility of the Province and the Region of Durham. It is essential infrastructure for the future economic development and transportation needs of Clarington, supporting the objectives of the Provincial, Regional and Municipal Plans. The Municipality will work in cooperation with the Province, Metrolinx, the Region, and neighbouring municipalities to plan for the future enhancements of the public transit network.

19.4.3 To implement the public transit network for Clarington, the Municipality encourages the Province and the Region to:

- a) Implement the approved eastern extension of GO Rail service to the Courtice and the Bowmanville Transportation Hubs 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;
- b) Introduce higher order transit along the Regional Transit Spine to Bowmanville;
- c) Increase the frequency and extend the routing of local transit service in Courtice, Bowmanville, and Newcastle connecting with Employment Areas;
- d) Introduce local transit service to newly developing neighbourhoods as early as possible;

19.4.4 To work in partnership with the Province and the Region to provide a transit supportive environment, the Municipality will:

- a) Direct higher density development and economic activity around the Transportation Hubs, along or near the Regional Transit Spine, and along Regional and Local Corridors;
- b) Require buildings to be oriented towards the street frontage in Centres and along Corridors to reduce walking distances to transit and enhance the pedestrian environment;

- c) Develop an active transportation network that supports transit use;
- d) Improve pedestrian access from the interior of neighbourhoods to arterial streets; and
- e) Facilitate the securement of lands required for public transit right-of-ways.

## Active Transportation Network

19.5.2 The Municipality will prepare and update an Active Transportation Master Plan to create a coordinated active transportation network,

19.5.3 The Active Transportation Master Plan will provide for an extensive network of on-road and off-road facilities designed to efficiently move a range of active transportation users and that is accessible to all abilities. The Active Transportation Master Plan will address safety issues, environmental benefits, education, infrastructure, design standards and a capital program that is part of the Municipality's overall transportation program

19.5.4 To support the development of a complete and interconnected active transportation network, the Municipality will:

- a) Design and construct streets in accordance with the complete streets principles outlined in Section 19.6.4;
- b) Maintain and improve the connections of sidewalks and multi-use paths to major destinations, neighbourhood facilities and transit stops, where feasible, especially during the winter in order to encourage year-round usage;
- c) Implement wayfinding signage that directs users to and from key locations, including Urban Centres and the Waterfront Trail;
- d) Promote active transportation in coordination with Smart Commute Durham and the Region of Durham;
- e) Ensure that development proposals are designed to connect with the active transportation network;

- f) *Support increased network connectivity by prioritizing pedestrian and cyclist crossings across key barriers, including major arterial roadways, Provincial freeways, watercourses and railways;*
- g) *Securing the dedication of lands through the development approval process; and*
- h) *Support and promote cycling as a safe mode of transportation by:*
  - i. *Designing municipal standards for on-road cycling facilities in accordance with Provincial standards;*
  - ii. *Supporting the Regional Cycling Plan by prioritizing network components that are under the jurisdiction of the Municipality;*
  - iii. *Requiring the provision of bicycle parking and storage facilities as a condition of approval of development applications;*
  - iv. *Providing exclusive bicycle parking and storage facilities at primary destinations in the Urban Centres, including major parks and community facilities; and*
  - v. *Continuing to promote cycle tourism and recreational cycling in the Municipality.*

Durham Region has identified that the subject lands are located within the Bowmanville Major Transit Station Area. The Region is undertaking a Municipal Comprehensive Review to establish a planning framework that outlines growth and population targets for lands within the MTSA. Both the Region and the Municipality of Clarington have anticipated the implementation of rapid transit in the Bowmanville West Town Centre Area and has planned for a radial community centre around the GO Station and the Regional Corridor along King Street. The Region and Municipality of Clarington have Transportation Master Plans, which plan for long-term transit and transportation initiatives for local communities, including the subject lands. The proposed development is located along an existing cycle lane and shared road along Green Road, which connects the subject lands to destinations within the Municipality and Region through existing and planned transportation and transit infrastructure.

The proposed development is designed to provide ingress and egress connections to the local street network and existing active transportation infrastructure adjacent to and abutting the subject lands, which provides the opportunity to connect the subject lands to existing transit and planned rapid transit infrastructure through the existing and planned active transportation network.

## **Road Network**

*19.6.1 The road network will be based on a grid system of walkable streets which reinforces and complements the land use patterns of this Plan. The location of future arterial roads and collector roads shown on Map J are approximate. The final alignment shall be determined either through further studies or the consideration of development applications.*

*19.6.2 Streets in the Official Plan are classified on the basis of their vehicular function but will be designed on the basis of the land use context and the provision for all appropriate mobility options. The street network is the backbone upon which the transit network and the active transportation network is to be built, balancing the needs for all mobility options.*

*19.6.3 The Municipality recognizes the importance of integrating complete streets principles in the planning and design of urban streets, particularly in Priority Intensification Areas and new neighbourhoods. Complete streets are designed and operated to enable safe access for all users. Pedestrians, cyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.*

*19.6.4 The following principles will be considered to implement complete streets in secondary plans and new capital projects:*

- a) *A context-based approach shall be used to consider character of the planned land uses with the appropriate street design;*

- b) *Street design elements shall improve the quality of service for pedestrians, cyclists and transit users in addition to the level of service for vehicles;*
- c) *Safe and convenient access to transit stops shall be provided;*
- d) *Local streets shall provide multiple points of access and limited block lengths;*
- e) *Intersections shall be designed not only to meet the desired level of service for vehicles but the desired level of service for pedestrians and cyclists, implementing measures such as minimizing crossing distances; and*
- f) *Streets will be designed with integrated accessibility features.*

### **Arterial Road**

The east portion of the subject lands are located along a Type 'B' Arterial Road as identified in the Region's Official Plan, and the proposed development is designed to provide ingress and egress connections to the arterial road and public roadways through a private condominium road. The following policies apply to the proposed development:

*19.6.11 Arterial roads are under the jurisdiction of the Ministry of Transportation, the Region of Durham, or the Municipality. The arterial roads shown on Map J are classified as follows*

- *Type B Arterial Roads are designed to move significant volumes of traffic at moderate speeds from one part of the municipality to another.*

*19.6.12 Arterial roads shall be designed in a context sensitive manner in accordance with the requirements of the Durham Regional Official Plan, the Durham Region Arterial Corridor Guidelines, and Appendix C to this Plan.*

*19.6.14 Design standards of arterial roads within Urban and Village Centres shall:*

- a) *Be consistent with urban design objectives of this Plan;*
- b) *Provide a high quality urban environment for pedestrians;*

*19.6.16 Right-of-way width exceptions are identified in Appendix C, Table C-3.*

*19.6.17 The Municipality will undertake a streetscape improvement program with particular attention to Urban and Village Centres, Regional Corridors, local corridors, the Regional Transit Spine on Highway 2, and gateway locations to each urban community.*

*19.6.18 Within established Hamlets, it is recognized that the arterial road standards established in Appendix C, Table C-2 may not be practical or implemented precisely. In this regard, the desired operating speed and the access requirements of arterial roads shown in Appendix C, Table C-2 do not apply. The exceptions to the right-of-way width requirements are identified in Appendix C, Table C-3.*

The Transportation Impact Study (TIS) prepared by GHD has identified that the exist and planned road network can appropriately accommodate the proposed development, and that the proposed development does not have an unacceptable impact on the existing and planned transportation network servicing the subject lands.

### **Parking**

The proposed development is designed to include appropriate levels of parking to service the buildings for both residents, visitors, and accessible spaces. Access to the underground parking are proposed in suitable and appropriate locations. At-grade parking for visitors and accessible parking spaces is limited to Block A and services the non-residential uses. The following parking policies apply to the proposed development:



19.6.26 Vehicle parking shall be managed to minimize adverse impacts including:

- a) Inefficient use of serviced land, gaps in the urban fabric;
- b) Contribution to unattractive urban places;
- c) High rates of stormwater runoff;
- d) Encouraging single occupant vehicle use over other modes of travel; and
- e) Urban heat island impacts.

19.6.27 The Municipality will permit, where appropriate, on-street parking on arterial roads under the Municipality's jurisdiction, in the Bowmanville Town Centre and the Courtice Town Centre in order to support mixed use development and to contribute to an active street life.

19.6.28 All new development shall provide adequate off-street parking having consideration for the following:

- a) Safe access and egress;
- b) Provision of accessible parking spaces and minimizing surfaces that create barriers for people with disabilities;
- c) The use of landscaping to screen parking areas and to provide a hard street edge;
- d) Use low impact development techniques to reduce stormwater runoff and long term maintenance requirements; and
- e) Support for carpool, carshare and zero emission vehicles through preferential parking or reduced parking rates.

19.6.29 The Municipality will seek to reduce parking area land needs and their negative impact on the urban environment by:

- a) Consideration of variable public or private price parking for peak parking periods;
- b) Developing innovative parking standards;
- c) Construction of municipal parking garages in historic downtowns and the Bowmanville West Town Centre;

- d) Allowing for reduced parking requirements when shared parking areas are provided with appropriate laneway or cross-access easements;
- e) Allowing for reduced parking requirements when land uses have off-setting peak parking periods;
- f) Allowing for reduced parking requirements in the historic downtowns of Bowmanville, Newcastle and Orono;
- g) Consideration of incentives for the provision of underground or decked parking facilities; and
- h) Construction of municipal parking garages in historic downtowns and the Bowmanville West Town Centre.

The proposed development is designed to accommodate all parking demand on-site. The proposed parking rates are suitable to accommodate residents and visitors of the residential and non-residential uses.

## **Conclusion**

The subject lands are in an area that supports and connects Clarington to the GO Regional Express Rail and the bus rapid transit systems in the Greater Toronto Area (GTA). As mentioned, the subject lands are located directly adjacent to the Bowmanville Park and Ride Station and the future Bowmanville GO Train Station. In addition, the above noted policies indicate that the utilization of the subject lands for a development that supports higher-order transit investment is a priority for the Municipality. The subject lands are in an area targeted for growth given its location to a transportation hub. In our opinion, the proposal provides for moderate intensification to a site.

The proposed building addition is located on a street served by higher-order transit, specifically Viva Bus Rapid Transit.



## 7.7 BOWMANVILLE WEST TOWN CENTRE SECONDARY PLAN

The above policies indicate that the utilization of the subject lands for a development that supports higher-order transit investment is a priority for the Municipality and is necessary to support the mobility needs for high intensity growth areas. The subject lands are in an area targeted for growth given its location on a Regional Intensification Corridor which is near a Regional Centre. In our opinion, the proposal provides for moderate intensification to the subject lands and supports the Municipality's objectives to provide a density that will utilize and support the existing and future transportation facilities.

### Summary

The proposed development is consistent with the policies and objectives of Municipality of Clarington Official Plan. It conforms to the objectives of the Urban Centre, which is meant to be developed to accommodate planned growth projections for the Municipality in high-density built forms the proposal provides to a maximum height of 40 storeys and a minimum density (units per net hectare) of 820. The proposed development provides for a high-quality development which will assist the Municipality in meeting its population targets and will promote the development of efficient compact, transit-supportive built forms.

The proposed development is representative of an intensified development which makes efficient use of land and resources and promotes a compact built form within the municipalities' built-up area. It is our opinion that the proposal meets the general intent of the Official Plan's policies and that the amendment to the Official Plan is representative of good planning and urban design principles.

The lands are in the Bowmanville West Town Centre Secondary Plan (BWTSCSP) Area, per Map C of the MOP. As part of the Municipality of Clarington's Official Plan Review, the secondary plan for the subject lands and surrounding area is currently under review and is being updated to conform with the current provincial policy regime. The new Secondary Plan (the Bowmanville West Urban Centre Secondary Plan – BWUCSP), is currently in its final phase and is anticipated to be released in draft form in Fall 2023.

Notwithstanding the anticipated BWUCSP, the BWTSCSP is currently in-force and applicable to the subject lands. It designates the subject lands as *Neighbourhood Park Mid-Rise High-Density Residential and Office Commercial Area*, per Map A of the Secondary Plan (Refer to Figure 26 of this Report). The BWTSCSP Area is planned to *[establish] a mix of higher density uses, and [integrate] residential, employment, cultural and community uses. [The] Bowmanville West Town Centre will serve as a focal point of activity, interest and identify 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 (Policy 1.1).*

The BWTCSP establishes the following goals for the Bowmanville West Town Centre Area:

- Create a strong and vibrant activity centre for residents of Bowmanville, the Municipality of Clarington and the Regional Municipality of Clarington (2.1);
- 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 (2.2);
- 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 (2.3); and,

- 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 (2.4).

In addition to the above, the following objectives apply to the proposed development:

- Urban Structure/Land Uses (3.1);
- Transportation (3.3);
- Urban Design (3.4).

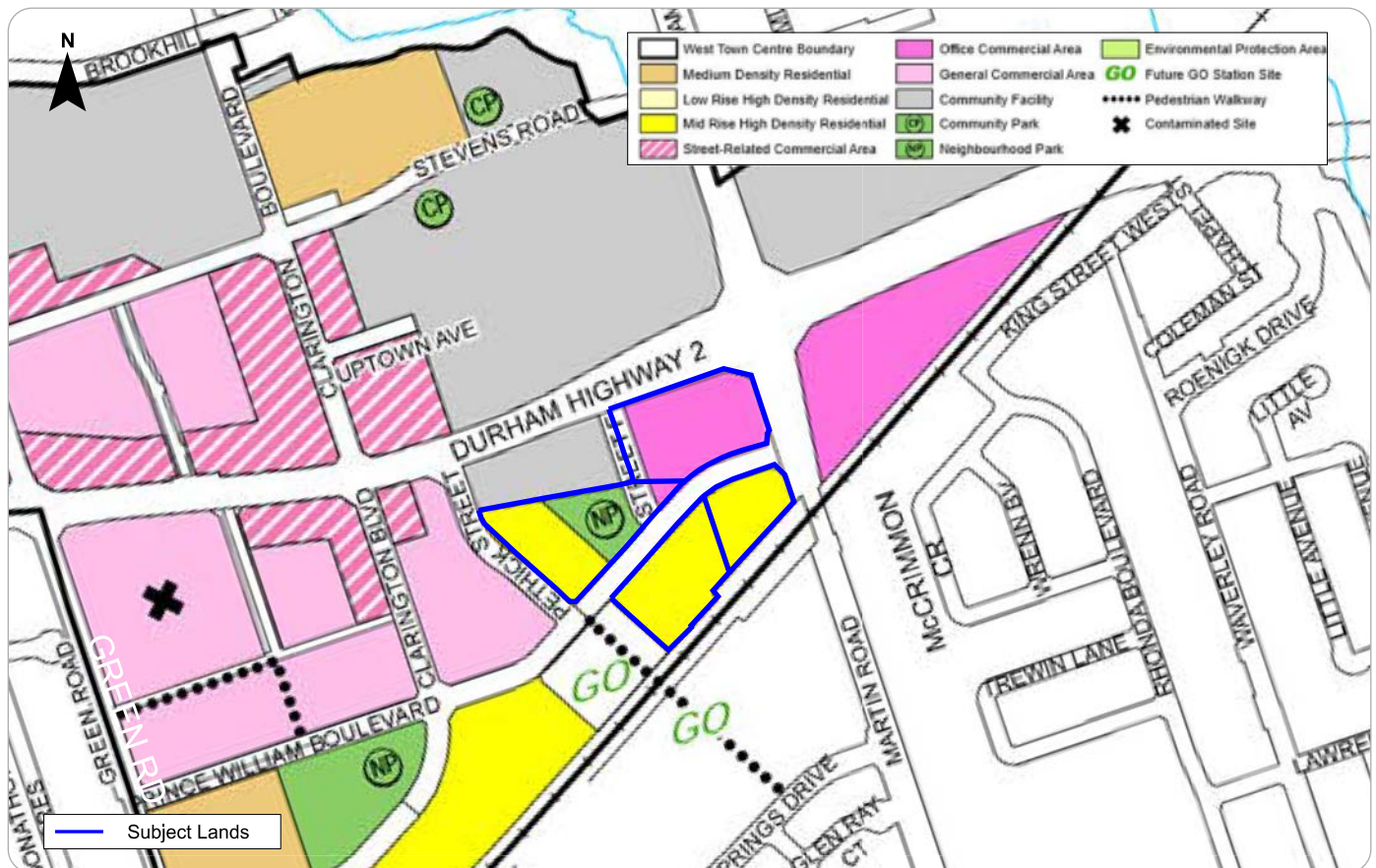


Figure 26: Map A – Bowmanville West Town Centre Secondary Plan – Land Use Plan

The following policies from the above-noted objectives apply to the proposed development:

*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.*

*3.1.5 To provide housing opportunities at medium and high densities to meet the changing housing requirements of the population of the Municipality of Clarington.*

*3.1.9 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.*

*3.3.4 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.*

*3.4.1 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.*

*3.4.3 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 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.*

*3.4.5 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.*

*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.*

*8.1 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.*

*8.2.1 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.*

### 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.*

8.2.5 *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.*
- 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.*

11.1 *The GO Station Area designation on Map A of this Plan is intended for the development of a GO transit station.*

The subject lands are planned to realize its location within the Secondary Plan Area, in specific, its proximity to the planned Bowmanville GO Station, existing community services and facilities and commercial development, through the implementation of low-rise high density infill development. The proposal seeks to implement a phased development with 3,938 units, 820 units per hectare and 7.27 FSI, in the form of high-rise residential and high-rise mixed-use buildings. The proposed townhouse and apartment dwellings are proposed in a higher density and provide a mix of unit types and sizes that provide for an alternative to typical residential building types than what exists in the Municipality of Clarington and Bowmanville.

The development is planned to provide residents indoor and outdoor amenity areas that is designed in accordance with the Municipality's Amenity Guidelines for Medium and High Density Residences, storage areas in the underground parking garage, and meets the minimum required parking standards for both residents and visitors.

### Urban Design Policies

The following Urban Design policies apply to the proposed development:

13.1 *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;*
- 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.*

#### 13.4.1 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.*
- *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.*

Based on the above, the proposed development conforms to Policy 13.4.1 as outlined below:

- The proposed building façades are oriented to frame the block and lot boundaries and along street fronts. Open space, park and landscape amenities are designed to support the public realm and limit the impact of vehicle traffic on pedestrians.
- Most of the planned parking for the buildings are located below-grade with limited at-grade parking on Block A to service non-residential use visitors. The at-grade parking is generously setback from the public street and sited to limit potential sight line impacts.
- The proposed buildings are planned to accommodate an active public realm with podiums above-grade, amenity areas, non-residential uses, a linear park block and pedestrian connections to the proposed GO Train Station and broader community.
- The buildings are designed with articulation through a pattern and rhythm of windows, variety in colour palette, balconies and building setbacks to limit long, unbroken facades and blank walls.
- The buildings are designed as interior corridor buildings with overlooks on common landscape and amenity areas, and the private and public roads.

- The design of the roof plan will be designed to be integrated with the building during the site plan application process.
- Material, colour, and textural differences for the proposed buildings will be proposed during the site plan application stage.

#### 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.*

Based on the above, the proposed development conforms to Policy 13.4.2 as outlined below:

- The blocks are designed with podiums and centered around adequate space at-grade to accommodate independent entrances from the street. This creates a strong identity and provides a transition from the street to the buildings. Weather proofing and protection between the street and apartment building entrances are proposed.
- The proposed main building entrances are oriented along the private sidewalks, the linear park, public street, and to the landscape / amenity areas.

#### 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.*

Based on the above, the proposed development conforms to Policy 13.4.3 as outlined below:

- Private amenity areas for the units in the proposed high-rise mixed-use buildings are proposed. The buildings propose balconies and terraces on various floors, whose design will be finalized with consideration to this policy at the detailed-design stage of the planning and development process.
- Block B is designed with a 4-storey podium, which will be utilized for private amenity space for the users of the buildings in the Block.
- Ground-level private patios are contemplated for ground level units.

#### 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 consider the following:*
  - o *Orientation and shading for optimum solar access*
  - o *Shelter for access during inclement weather*
  - o *Planting location and type for durability, ease of maintenance and aesthetic quality*
  - o *Ground surface materials to allow access in all weather conditions*
  - o *Privacy of dwellings facing open spaces*
  - o *Public access and measures to control access where required*
  - o *Safety, in the form of lighting, informal surveillance, as well as restricted access to pools and water features for children*
  - o *Shelter from noise, wind and traffic from adjacent streets or incompatible uses.*

Based on the above, the proposed development conforms to Policy 13.4.3 as outlined below:

- A 5,000 square metre linear park is proposed to be located on Block C at the northeast corner of Prince William Boulevard and Pethick Street. The proposed strata park will operate as a privately-owned publicly accessible open space (POPS), and will be accessed from sidewalks along Prince William Boulevard, Pethick Street and Street A (private street). Tower C2 will contain non-residential space that will front onto the street and may include patio spaces.
- The linear park is intended to provide linear connectivity through the site to the future GO Train Station and become a destination for use by the residents and visitors of the broader community. It is designed to be usable during all times of the year and programmed for a wide range of community uses, including a winter garden and to host events.
- The linear park may contain a series of elements that meet this policy, including shade structures, paved pedestrian walkways and decorative paving.
- The development proposes a series of urban squares and courtyards within Block A.
- An amenity deck is proposed within Block B on top of the covered parking podium. This space will be accessible from the three towers within Block B.
- Rooftop amenity spaces are contemplated within Blocks A, B and C, and may include dining areas, lounge areas, shared work spaces, and trellis' and tree plantings.

#### 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.*
- *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*

Based on the above, the proposed development conforms to Policy 13.4.5 as outlined below:

- The proposed development provides for a combination of limited parking, multi-level underground parking, and multi-level aboveground parking structures. The ramps to the above and below ground parking structures will be located internal to the development blocks or integrated within the podium structures.
- The ground level parking will be screened from public view through building placement, and the aboveground parking podium will contain active uses (i.e., non-residential uses) facing Prince William Boulevard and the remainder of the parking structure is sensitively designed to form an integral component of the overall building architecture through consistent architectural detailing.
- Bicycle parking spaces are proposed within the parking structures and additional spaces will be located near the main building entrances within the outdoor amenity areas.
- Pedestrian walkways are proposed throughout the site, connecting the site to the public roadway, and underground parking facilities. Lighting infrastructure will be provided along the walkways.

#### 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.*

Based on the above, the proposed development conforms to Policy 13.4.6 as outlined below:

- The proposed landscaping areas reinforces the street edge and provides buffers where appropriate.
- Pedestrian-scale lighting and fencing will be outlined during the site plan application stage.

#### 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.*

Based on the above, the proposed development conforms to Policy 13.4.7 as outlined below:

- Service areas, including garbage handling and loading, are planned to be located away from public view and screened, to the extent possible through decorative fencing, building walls or dense plantings of evergreen trees, and shrubs.

- Utility meters, transformers and HVAC equipment will be planned to be located away from public views or screened with landscaping and/or located internal to the building, where possible.
- HVAC exhaust vents/grilles shall be incorporated as part of the overall façade design.
- Rooftop mechanical and telecommunications equipment will be planned to be screened from public view and integrated into the design of the building.
- Ventilation shafts, vents and other above-ground mechanical equipment or site servicing elements should be located away from public sidewalks and other public or private outdoor amenity areas.

#### Transportation:

The following Transportation policies apply to the proposed development:

- 15.1 *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.*

#### Road Network:

- 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.

15.2.5 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 Regional Municipality of Durham and the Municipality.

#### **Public Transit:**

15.3.1 The Municipality, in conjunction with the Regional Municipality 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.

#### **Pedestrian Route:**

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.*

**Parking:**

*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.*

The subject lands are planned to be developed into a mid-rise high-density development that is supportive of the above-noted transportation policies, and the planned transit and transportation network for the surrounding area.

The proposed transit-oriented development is located within the Bowmanville GO Major Transit Station Area, and supports the Secondary Plan's policies that relate to supporting the development of higher densities, compact development and designing a development that is oriented to the existing street network through connectivity to pedestrian and active transportation infrastructure.

**Municipal Services:**

The Bowmanville West Town Centre Secondary Plan plans for the development of lands and the accommodation of growth and development through municipal servicing. The following policies apply to the proposed development:

- 16.1 To ensure a high standard of water supply, sanitary sewage collection and treatment and stormwater management within the West Town Centre.
- 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 Regional Municipality 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.

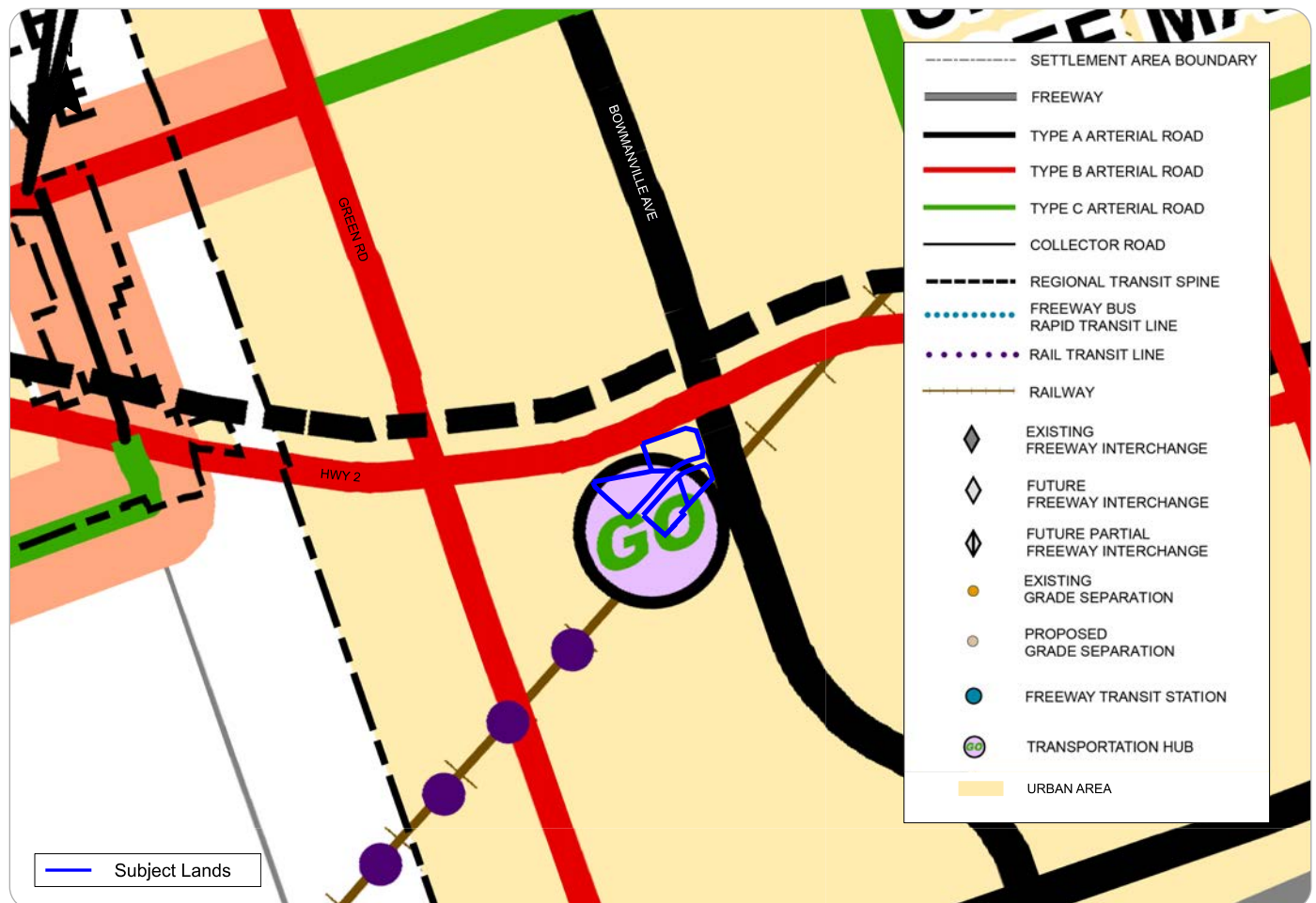


Figure 27: Map J3 – Transportation Network – Municipality of Clarington Official Plan (2018)

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.*

The proposed development is planned to conform to the servicing policies of the Municipal of Clarington Official Plan and the Bowmanville West Town Centre Secondary Plan. The Functional Servicing Report and Stormwater Management Report prepared by IBI Group identifies that the proposed development can be supported by the water and wastewater infrastructure servicing the subject lands.

#### **Implementation:**

The following Implementation policies from the Secondary Plan applies to the proposed development:

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:*

- g) *A stormwater management implementation report be submitted, as described in Section 16.2.5.*
- h) *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 300 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.*
- i) *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.*



j) *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.*

17.3 *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.*

This planning justification report is submitted as part of the Zoning By-law Amendment application to facilitate the proposed development. The proposed development is designed to conform with the policies of the Secondary Plan, except when modified through the amendment and the Zoning By-law Amendment application considers the planned condition of the subject lands and the Secondary Plan Area. It is acknowledged that the Municipality of Clarington may impose holding provisions in accordance with Section 24 of the Official Plan and Sections 17.2.3 and 17.2.4 of the Secondary Plan.

The proposed Draft Plan of Subdivision for the subject lands conforms to the policies of the Secondary Plan, including Section 17.3 of the Secondary Plan Areas, are not premature based on the planned Bowmanville GO Station, are in the public interest by providing additional housing units to support planned residential growth targets, and take into consideration existing and planned municipal servicing.

**Site Plan Control:**

The following policies apply to the proposed development:

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.*

18.1 *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.*

These policies are acknowledged as relevant to the subject lands as a Site Plan Control approval is needed to facilitate the proposed development. A Site Plan Control application will be submitted to the Municipality at a later date.

### **Summary**

The proposed development is consistent with the general policies and overarching objectives of the Bowmanville West Town Centre Secondary Plan notwithstanding the need to amend the Secondary Plan to allow for increased height and density, and a redesignation of the lands to accommodate high-rise high-density residential and mixed-use buildings.

The proposed development provides for a high-quality development, which will assist the Municipality in meeting its population targets and will promote the development of efficient, compact, context sensitive and transit-supportive built forms.

Furthermore, the proposed development conforms with the policy and direction of the Secondary Plan Area's centrality around the planned Bowmanville GO Station, and the province's growth target of a minimum of 150 residents and jobs per hectare for Major Transit Station Areas, serviced by GO transit. The proposed development provides for a built form (high-rise high density apartments and mixed-use buildings) within the Bowmanville GO MTSA that achieves a unit per net hectare basis that is aligned with provincial, regional, and municipal policy framework, despite exceeding the height and density policies within the existing Secondary Plan framework.

The proposed development is representative of an intensified development which makes efficient use of land and resources and promotes a compact built form within the municipality's built-up area and the Bowmanville West Centre Secondary Plan Areas.

## 7.8 BOWMANVILLE WEST URBAN CENTRE AND MAJOR TRANSIT STATION (GO TRAIN) AREA SECONDARY PLAN

It is our opinion that the proposal meets the general intent of the Official Plan's policies and that the amendment sought is representative of good planning and urban design, and that the proposed amendment to the Secondary Plan to support the proposed development of the subject lands is appropriate as it conforms to other provincial, regional and municipal policies.

As indicated in Section 7.6 of this Report, the Municipality of Clarington is updating the secondary plan, which was originally adopted in 1993 and updated in 2006, for the subject lands and the lands surrounding the future GO Train Station adjacent to the subject lands.

The update to the Secondary Plan is intended to proactively plan for intensification around the future Bowmanville GO Station and to conform with current provincial and regional policy framework, which plans for strategic growth and transit-supportive intensification and development focused around the new Bowmanville GO Station. A draft of the Secondary Plan and Zoning By-law is expected to be released for public feedback in the late Fall 2023.

It should be noted that the landowner has actively met with Municipal Staff to discuss the future redevelopment of the Subject lands and have participated in the Public Information Centres that the Municipality has held in partnership with their consultant managing the Secondary Plan process.

As currently reflected in the land use plan presented at the fifth Public Information Centre held on March 8, 2023, the Subject lands would be designated *Mixed Use High Density, Transit Station* with maximum building heights of 12 to 18 storeys. In our opinion, the adjacency of the subject lands to the future Bowmanville GO Station presents an unparalleled opportunity for building heights above the 12-storey limit currently specified in the Secondary Plan materials. The Region of Durham has estimated that there is potential for approximately 7,000 new units (13,370 people) and 6,220 jobs within the Bowmanville Major Transit Station Area. However, in its Public Information Centre #5 Feedback Summary Report, the Municipality acknowledges that approximately 18,900 people and jobs will need to be accommodated across the 126-hectare Secondary Plan area to achieve the 150 people and jobs per hectare density target.

## 7.9 MUNICIPALITY OF CLARINGTON COMPREHENSIVE ZONING BY-LAW 84-63

As stated in Report PDS-039-23, the Municipality has acknowledged that this intensification is necessary to support the development of the Bowmanville GO Station. The minimum density target of 150 residents and jobs combined per hectare for Major Transit Station Areas associated with GO Stations is outlined in the Growth Plan, the proposed Provincial Planning Statement, and the new Durham Region Official Plan. It is acknowledged that this density target is a minimum, and higher densities exceeding this target may be appropriate in locations closest to the future Bowmanville GO Station, such as the subject lands.

The Municipality of Clarington Zoning By-law 84-63 regulates the development of land within Clarington between Lake Ontario and the Oak Ridges Moraine.

Schedule 3D of the Zoning By-law zones the subject lands as *Agriculture (A)* and *Agriculture (A-82)* and *Office-Commercial (H)OC* (refer to Figure 28 of this Report). The applicable zones do not reflect the goals, objectives, and land use planning policy framework applicable to the subject lands.

The proposal of high-density, high-rise residential and mixed-use buildings with a height of up to 40-storeys, a total of 3,938 residential dwelling units does not comply with the existing zoning permissions.

A Zoning By-law Amendment is required to rezone the subject lands to the *Mixed Use 3 (MU3) Zone* as well as the *Environmental Protection (EP) Zone* to facilitate the development of a high density, high-rise mixed use development with buildings with height up to 40-storeys in height and a strata park.

It is our opinion that the *Mixed Use Zone* appropriately represents the proposed development on the subject lands. Enclosed with the planning applications is a Draft Zoning By-law Amendment, which rezones the lands to MU3-XX, and implements site-specific provisions by amending the applicable provisions in the MU3 and EP Zone categories and other relevant sections of By-law 84-63.



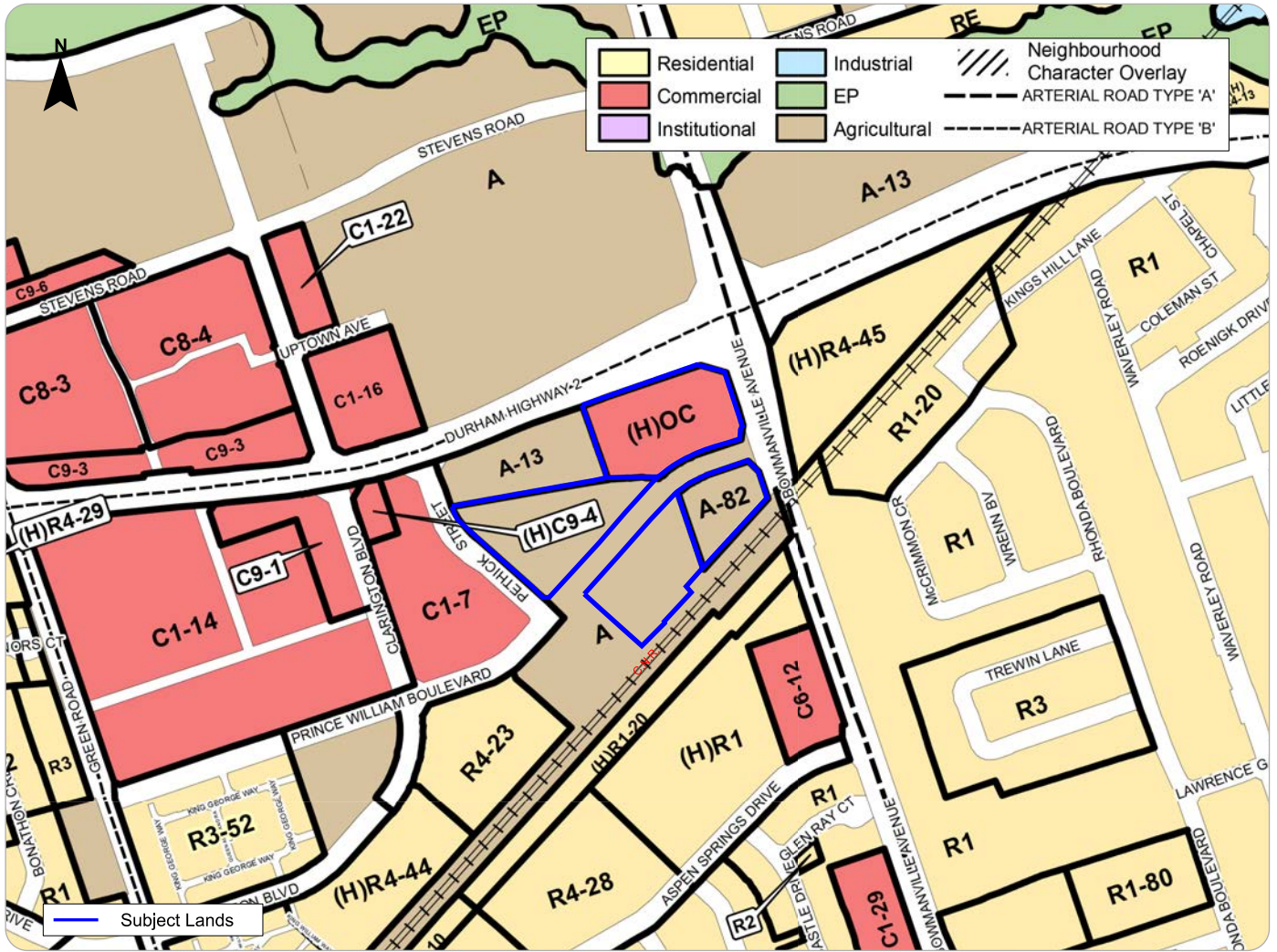


Figure 28: Schedule 3D – Clarington Zoning By-law 84-63

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## 8. NON-STATUTORY DOCUMENTS

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## 8.1 DURHAM REGION MUNICIPAL COMPREHENSIVE REVIEW – ENVISION DURHAM

In addition to the policies outlined above, other documents have relevance to the proposed development as they provide background information to the policies and clarify the Region of Durham and Municipality of Clarington's position regarding future development on and around the subject lands.

On May 17, 2023, the Council of the Regional Municipality of Durham adopted the new Durham Regional Official Plan through By-law No. 38-2023. The new Official Plan provides policies and directions to guide future growth, development, land use planning, and infrastructure and service delivery to 2051. On June 21, 2023, the Official Plan was posted on the Environmental Registry of Ontario (ERO) for public comment over a 60-day consultation period. The Minister of Municipal Affairs and Housing is the approval authority for the new Official Plan under Sections 17 and 26 of the *Planning Act*.

It is understood that upon proclamation of certain sections of *Bill 23, the More Homes Built Faster Act*, the Durham Regional Official Plan will become the Official Plan of each of Durham's eight area municipalities, including the Municipality of Clarington. The landowners submitted a letter in support of the Regional Official Plan to the province, and requested that the Region and the Province continue to acknowledge the importance of the planning for growth through intensification by encouraging and requiring the Municipality of Clarington implement a similar transit-supportive policy framework as the Region, demanding and requesting that re-development initiatives on the subject lands implement a *Minimum Transit Supportive Density Target* of 150 people and jobs per gross hectare and eliminate the maximum height limits proposed on the subject lands through the draft Bowmanville West Urban Centre and Major Transit Station (GO Train) Area Secondary Plan and in the in-force Municipal Official Plan and Secondary Plan. It is our opinion that by eliminating the maximum height framework that development of the subject lands would encourage optimal use and meet provincial goals and objectives.



## 8.2 DURHAM REGION TRANSPORTATION MASTER PLAN (TMP)

The Transportation Master Plan (TMP) describes the policies, programs, and infrastructure improvements that the Region will require to support its growth and development to 2021 and beyond. The TMP seeks to create a balanced transportation system that reduces reliance on single-occupant vehicles. The three coordinated strategies of the TMP are:

- *Providing more travel choices;*
- *Improving the road system; and*
- *Mitigating environmental and community effects.*

As identified in this report, the subject lands abut Prince William Boulevard, Highway 2 and Regional Road 57, which contains existing and planned active transportation infrastructure and is positioned to connect to services and facilities within the region and municipality through active transportation infrastructure and planned rapid transit infrastructure.

## 8.3 CLARINGTON TRANSPORTATION MASTER PLAN

The Clarington Transportation Master Plan is being completed in conjunction with the Official Plan Review. The purpose of the Plan is to create a “coordinated, integrated, realistic and accessible multi modal transportation system”. It will include recommendations for new roads, transit, cycling, and walking infrastructure. In the proposed Plan mapping from 2014, Highway 2 is an important spine in the Clarington cycling network. The Plan also proposes cycling trails along the ravine that makes up the eastern and southern boundaries of the subject lands. In terms of transit, the Plan proposes enhanced Pulse service along Highway 2 to the University of Toronto Scarborough campus.

## 8.4 DURHAM REGION HOUSING PLAN (2014-2024)

In 2013, the Region of Durham undertook a comprehensive study of housing supply, affordability, and demographic trends in the region. The resulting plan, *At Home in Durham*, the Durham Housing Plan 2014-2024, has four overarching goals:

- *End Homelessness in Durham;*
- *Affordable Rent for Everyone;*
- *Greater Housing Choice; and,*
- *Strong and Vibrant Neighbourhoods.*

Under the goal of greater housing choice, the Region aims to cultivate a diverse range of housing options that differ by type, size, and tenure. The proposed development supports the Region's commitment to higher density development and intensification. Under the goal of strong and vibrant neighbourhoods, the Region intends to target investment into municipality-led Community Improvement Projects, which encourage growth in urban locations.

## 8.5 METROLINX 2041 REGIONAL TRANSPORTATION PLAN

The Metrolinx 2041 Regional Transportation Plan (RTP) was developed by Metrolinx, it builds on the first RTP – *The Big Move* released in 2008, which outlines a \$30 billion investment in rapid transit including the completion of nine major transit projects: UP Express (Union Station – Pearson International Airport); Highway 7 bus rapid transit (Yonge – Unionville GO); Davis Drive bus rapid transit (Yonge – Newmarket GO); Mississauga Transitway (Winston Churchill – Renforth); Toronto York Spadina Subway Extension; and four GO Transit extensions (Kitchener, Barrie, Richmond Hill and Lakeshore West lines). The 2041 RTP is a *blueprint for creating an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses, and institutions. It supports Ontario's Growth Plan for the Greater Golden Horseshoe 2017, which sets out a broad vision for where and how the region will grow, and identifies policies on transportation planning in the GTHA.*

As referenced in page 26 of the plan, the Bowmanville GO Extension will link Bowmanville and downtown Oshawa to downtown Toronto, with a length of approximately 20km. The anticipated opening year is 2024. *The Bowmanville extension will provide additional regional service to areas that can benefit from improved capacity and service but do not require the frequency proposed for the Frequent Rapid Transit Network.*

## 8.6 MUNICIPALITY OF CLARINGTON AMENITY GUIDELINES FOR MEDIUM AND HIGH DENSITY RESIDENCES

The Municipality of Clarington has established guidelines for the provision of amenities in medium and high density residential and mixed-use developments. The guidelines intend to serve three purposes:

- 1) Establish guidelines for development to provide citizens in medium and high density developments, indoor and outdoor amenity spaces.
- 2) Establish a level of predictability and consistency in the quantity and quality of indoor amenities in medium and high density residential and mixed-used developments.
- 3) Guide and assist developers and development in the provision of indoor and outdoor amenity spaces for medium and high density residential and mixed-use proposals.

The guidelines are *not rules or specifications, not mandatory [and] they do not preclude alternatives – instead, they are the [Municipality’s] objectives and preferences. The document identifies that every development will have unique features on its own merits.*

The following general guidelines and requirements are relevant to the proposed high density residential and mixed-use development on the subject lands.

### *Indoor Amenity:*

- One multipurpose room for projects with 16 or more dwelling units is required.
- 2.0 square metres per dwelling unit of indoor amenity space is required for projects with 26 or more dwelling units.
- Indoor amenity areas typically do not include: indoor landscaping, common utility areas and public art in lobbies.

### *Outdoor Amenity:*

- One playground and one tot lot are required for projects with 50 or more dwelling units.
- 4.0 square metres per dwelling unit of outdoor amenity space is required for projects with 26 or more dwelling units.
- Private outdoor amenity areas, i.e., balconies and patios, are not required but recommended and encouraged.

The proposed development on the subject lands is envisioned to meet the minimum indoor and outdoor amenity requirements and provide suitable and appropriate amenities to future residents within each building, lot, and block. It should be acknowledged that the proposed development is not at the detailed design stage and that programming of anticipated indoor and outdoor amenity spaces has not been fully developed and established at this stage in the planning application process.

It is acknowledged that the indoor and outdoor amenity guidelines apply to all residential development with 16 or more dwelling units and that are subject to site plan approval. The developer is committed to referencing the guidelines and designing spaces that meet and exceed the goals and objectives of the guidelines, the expectations of the municipality, and market-demands.

## 8.7 GUIDELINES FOR NEW DEVELOPMENT IN PROXIMITY TO RAILWAY OPERATIONS

The Railway Association of Canada and the Federation of Canadian Municipalities developed Guidelines for New Development in Proximity to Railway Operations for use by developers and other organizations to be utilized to guide developments in proximity to railways. The report provides a set of guidelines that can be applied to mitigate the impacts of locating new development in proximity to railway operations, which include noise, vibration, and safety hazards, to ensure that the quality of life of a building's residents and users is not negatively impacted. The Guidelines establish principles for mitigation design, which are intended for developers and municipalities to have regard to when designing or assessing new residential development in proximity of railway corridors. The guidelines are not intended to be applicable law, rather reference points and guidance when designing or assessing developments in proximity of railway corridors.

The three principles for mitigation design are as follows:

1. *Standard mitigation measures are desired as a minimum requirement.*
2. *In instances where standard mitigation measures are not viable, alternative development solutions may be introduced in keeping with the Development Viability Assessment process.*
3. *All mitigation measures should be designed to the highest possible urban design standards. Mitigation solutions, as developed through the Development Viability Assessment process, should not create an onerous, highly engineered condition that overwhelms the aesthetic quality of an environment.*

As identified in this report, the subject lands and proposed development abut the Canadian Pacific Railway and future GO Transit Line. These lines are categorized as Principle Main Lines and are applicable to standard recommended building setback of 30 metres.

The guidelines acknowledge that municipalities should establish minimum setback requirements through their policy and regulatory framework, whilst acknowledging an ability for developments to include reductions in the standard recommended building setback for new development in proximity to railway operations identified in the guidelines. Reductions in the setback may be introduced and implemented when safety berms and crash walls are incorporated into the design of the development.

When a development introduces a crash wall into a low-occupancy podium (i.e., elevated parking podium), the setback distance may be measured as a combination of horizontal and vertical distances if the horizontal and vertical value add up to the recommended setback (Refer to Figure 29 of this Report for an illustration from the Guidelines conceptualizing an acceptable combined setback).

The proposed block and buildings abutting the railway on the subject lands establishes a 15-metre wide rail setback zone with landscaping and planting features is proposed throughout Block B alongside a 15-metre highway crash wall is proposed at the base of the 4-storey podium of Block B, which is sufficient to meet the minimum recommended requirements under the Guidelines.

In addition to the rail setback, the development proposes a series of measures to mitigate noise and vibration from the railway. A Noise and Vibration Feasibility Study prepared by HGC Engineering was prepared to support the proposed development and to meet the minimum recommendations identified within the Guidelines.

Further refinement to the proposed development can be made to address comments from the municipality and other commenting agencies and stakeholders at the detailed-design stage of the planning and development process.

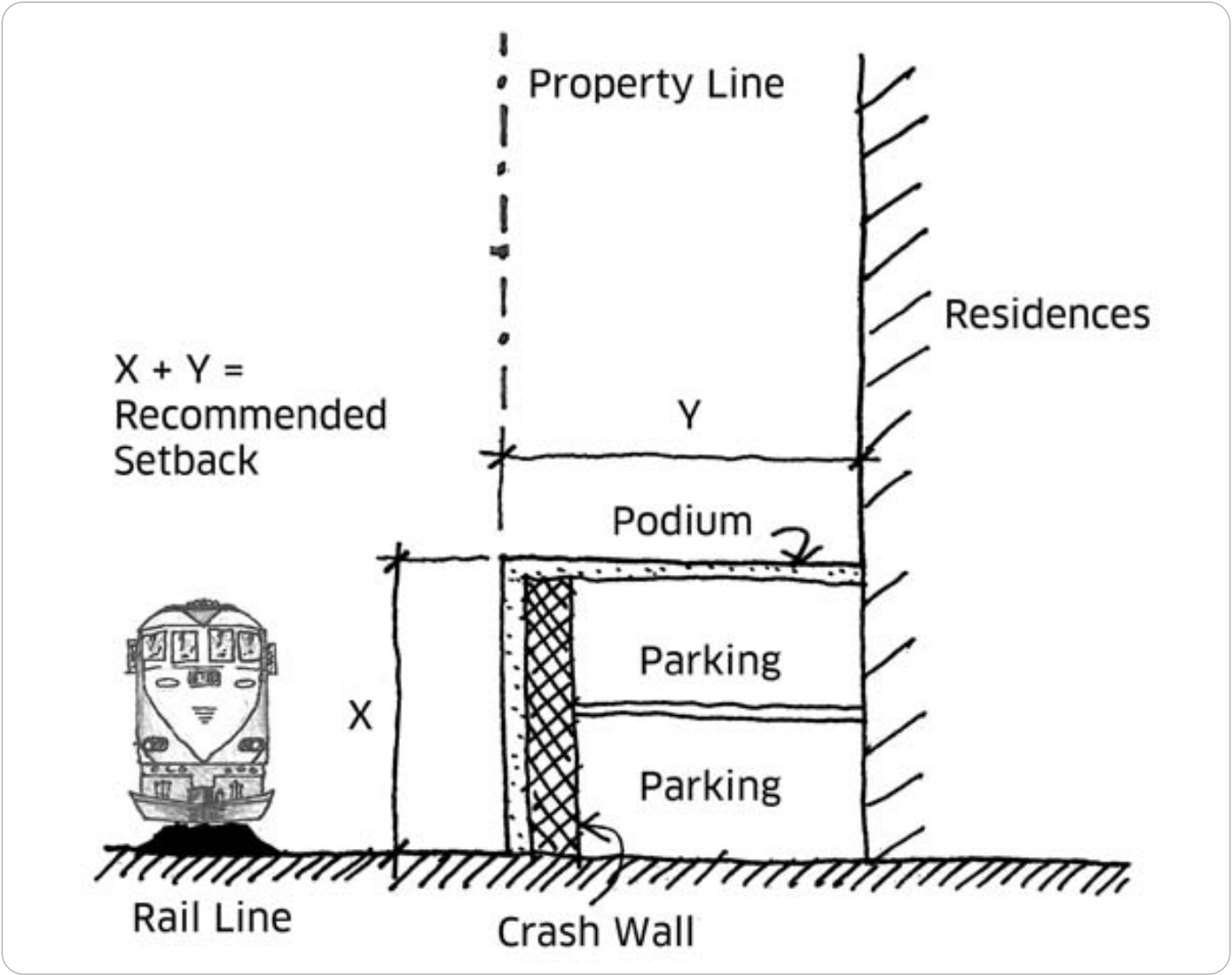


Figure 29: Horizontal Setback to Railway



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## 9. MUNICIPAL AND PROVINCIAL CONSULTATION AND CORRESPONDENCE

This Section of the Report provides an overview of the consultation and correspondence the owner and applicant has undertaken with approval and review agencies, including, the Municipality of Clarington and the Province of Ontario (Metrolinx).

The owner established their intent to develop the subject lands and initiated discussions with the Municipality of Clarington through Pre-Application Consultation (PAC) Meetings, which represented a three block development framework, presented to Clarington Staff in 2016 and 2020.

The owner care-of Weston Consulting facilitated three additional PAC Meetings with Municipal Staff, on October 6, 2022, January 20, 2023, and the third on July 7, 2023. The latter of the two PAC Meetings were held in a design charrette setting, whereby Weston Consulting and Cusimano Architects shared the updated design vision and concept plans with municipal staff and an exercise of talking, collaborating and sketching through the designs to explore and share planning and design principles to refine the proposed concept was undertaken.

Planning and Development Services Staff issued a PAC presentation outlining Municipality of Clarington Staff's comments on the conceptual plan and a PAC Checklist outlining the required planning applications and materials to support complete applications under the Planning Act to facilitate the development on the subject lands on October 7, 2022.

Following the October 6, 2022, meeting with Staff and the October 7, 2022, presentation and PAC Checklist provided by Staff, the landowner and the consulting team worked to revise the development concept based on commentary and input from Staff. An additional PAC Meeting was conducted on January 20, 2023, with Staff to discuss the revised planning and design principles for the subject lands and to conduct a design charrette.

Staff provided commentary to Weston Consulting and the architect on the updated concept plan and provided an opportunity for the landowner to refine the concept plan and meet with Staff on July 7, 2023, for a final PAC Meeting and design charrette. Municipality of Clarington Staff provided initial feedback to Weston Consulting and the architect during the July 7, 2023, PAC Meeting, which is reflected in the development proposed as part of the planning applications.

In addition to the PAC Meetings conducted with Municipal Staff, the owner has participated in all the Municipality's Public Information Centres (PICs) for the update to the secondary plan for the area and the subject lands. The owner acknowledges the Municipality's intention of releasing a draft updated secondary plan document and anticipates providing commentary to Municipal Staff on the secondary plan process following the submission of the planning application to facilitate the proposed development on the subject lands.

The landowner has consulted with Metrolinx on the proposed development of the subject lands and the development of the area as a Transit Oriented Community (TOC). Further consultation and coordination with the province and Metrolinx is expected.

## 10. PUBLIC CONSULTATION STRATEGY

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As required as part of a “complete application” under the *Planning Act* for Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications, a public consultation strategy needs to be established and outlined upon application submission. A public consultation strategy has been developed for this proposal and will be initiated following the submission of the above-noted applications. The public consultation strategy is outlined below:

- After receiving confirmation from Staff advising that the application is complete, a “Public Notice” sign advising that applications for an Official Plan Amendment, a Zoning By-law Amendment and a Draft Plan of Subdivision have been applied for will be posted on the subject lands by the applicant. The wording on the sign will be prepared by Staff.
  - Staff will send out notice of the applications and the intention to Schedule a Community Consultation Meeting to consider the applications to all property owners within 120 metres (400 feet) of the subject lands at least 20 days prior to the meeting date and within 15 days of the applications being determined to be complete.
  - A Preliminary Report prepared by Staff will be prepared for information purposes with the Recommendation that a Community Consultation Meeting be held.
  - Notice of the meeting is to be placed by Staff in the local newspaper publications and on the Municipality of Clarington website as well as a mail out to all property owners within 120 metres of the subject lands.
- This Community Consultation Meeting will be held at a local institution in the evening or virtually via the internet to ensure accessibility in terms of location and timing. Additionally, it is important to note that it is the prerogative of the ward councillors to expand the circulation radius of the notice;
  - Input from the Community Consultation Meeting will be considered and revisions may be made to the plans, as appropriate, for a re-submission;
  - It may be determined by the Applicant that an additional Open House is to be organized for members of the local community. If determined, same procedures for notification of the Community Consultation Meeting will be followed.
  - A statutory Public Meeting will be held by the Planning and Development Committee to consider the applications and the Public Meeting Report. Staff will notify all property owners within 120 metres (400 feet) of the subject lands of the Public Meeting at least 20 days prior to the meeting date. At the Public Meeting, any person will be provided the opportunity to express concerns or opinions regarding the applications.

It is our understanding that the above public consultation strategy is appropriate and in compliance with the requirements under the *Planning Act*. Weston Consulting is committed to facilitating public engagement efforts with the public throughout the application process.



## 11. PLANNING ANALYSIS AND JUSTIFICATION

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## 11.1 POLICY CONTEXT – GROWTH MANAGEMENT

The proposed development represents an appropriate level of intensification on an underutilized site in a Secondary Plan Area and a Protected Major Transit Station Area that is planned for higher order transit infrastructure. The development proposes a design that is respectful of the existing low-rise residential area to the north and the existing commercial development to the south. The proposal is aligned with the planned densities and building heights in the Secondary Plan Area and Protected Major Transit Station Area ('PMSTA'), associated with the future Bowmanville GO Station, and is seen as providing an appropriate level of intensification to meet growth management goals and objectives set out by the province and regional municipality. The following rationale is provided to justify the proposal in the context of the overall Planning framework.

The proposed development conforms to the in-force provincial policy regime, which includes the Provincial Policy Statement ('PPS') and the Growth Plan of the Greater Golden Horseshoe and conforms with the Region of Durham Official Plan.

### **Provincial Policy**

The Provincial Policy Statement (2020) provides direction regarding an array of land use planning matters that must be considered by decision makers. The Provincial Policy Statement encourages development that considers intensification, compact urban form, infrastructure, and the environment to create communities that are healthy, liveable, and safe. The PPS imposes no density maximums or policies limiting intensification. Consistent with Provincial direction, the proposed development will provide the Municipality an intensified redevelopment that will efficiently use underutilized and vacant lands within the Settlement Area. It is our opinion that the proposed development is consistent with the applicable policies of the PPS.

The Growth Plan for the Greater Golden Horseshoe (2020) provides a vision for the Greater Golden Horseshoe that is meant to guide how land is developed and guide decision making on a range of issues that includes: housing, urban form, transportation, natural heritage, and the promotion of economic development. The proposed development supports the Growth Plan's criteria for growth and development within Settlement Areas and is consistent with the policy framework that promotes development within delineated built boundaries that are serviced by municipal water and wastewater infrastructure. Given the range of housing opportunities, compatibility with surrounding land uses, and economic benefit presented, it is our opinion that the proposed development is conforms with the principles and polices of the Growth Plan and contributes to the overall development of complete communities.

The Growth Plan recognizes higher order transit areas and corridors, such as Bowmanville GO Station Major Transit Station Area, as key focus areas for development. In addition, the development of the subject lands brings to fruition provincial objectives for establishing complete communities. The proposal promotes diversity in uses and housing options by introducing a mix of apartment and townhouse dwelling types, providing for new residential units to underutilized lands that are planned for intensification and to accommodate growth. The proposal achieves a compact built form by introducing residential intensification at a density that efficiently utilizes land, resources and planned transit and active transportation infrastructure.

### **Regional Policy**

The Regional Official Plan classifies the subject lands as being within the built-up area within the *Urban System* in a *Regional Centre*, and in proximity of a *Transportation Hub*, associated with a *Future GO Station* and *Future GO Rail*. The Region places emphasis on accommodating intensification in built-up areas and in locations with existing and planned infrastructure to maximize use.

The Region of Durham Official Plan encourages growth and intensification that utilizes existing infrastructure and services, whereas it considers the growing and changing urban housing market. The Region of Durham is anticipated to grow by 312,660 residents by the year 2031, of which 51,980 are anticipated for the Municipality of Clarington. The 2017 Growth Plan increase densities in urban areas, based on the 2041 population forecasts that Region of Durham is anticipated to reach 1,190,000 people and 430,000 jobs. The proposed development supports the Region's objectives with encouraging compact developments along arterial roads that are positioned to utilize existing and planned infrastructure. It is our opinion that the proposed development conforms to the applicable land use policies of this Plan.

### **Municipal Policy**

The Municipality of Clarington Official Plan encourages growth and intensification in specific areas of the municipality, including within planned Major Transit Station Areas, Urban Centres and in Secondary Plan Areas. The proposed development supports the Municipality of Clarington's Official Plan policies that relate to encouraging the greatest heights and densities within Urban Centres and in proximity of rapid transit. It is designed to respect and reinforce the characteristics of the existing and planned community and provide opportunity for the creation of complete communities that are compact and transit-supportive.

### **Summary**

The subject lands are a prime location for redevelopment with the potential to support the objectives for intensification directed by the current Provincial, Regional, and local policies. The development allows for efficient use of land through compact infill development and provides for a greater range and mix of housing in a design considerate of the surrounding context, in accordance with the objectives of all levels of relevant planning policy.

The range of apartment units and transit-supportive uses proposed on the Subject lands are geared to provide housing options for an array of household types and size and demographic cohorts. The application is in the public interest as it is consistent with the PPS 2020, conforms to the provincial Growth Plan 2020, and the Durham Region Official Plan, and the Municipality of Clarington Official Plan, including the in-force Bowmanville West Town Centre secondary Plan and the proposed applicant and municipal-initiated amendments to the Clarington Official Plan.

It is our opinion that the proposed development is consistent with the in-force policy regime and satisfies the intensification objectives for Major Transit Station Areas set-out by the province, and Regional Centres set-out by Durham Region.

## 11.2 DRAFT PLAN OF SUBDIVISION [SECTION 51 (24) OF THE PLANNING ACT]

The following provides an overview on how each of the criteria under Section 51 (24) of the *Planning Act* are met.

*(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

The proposed Draft Plan of Subdivision is consistent with matters of provincial interest, as identified through the Provincial Policy Statement (PPS), 2020 and Growth Plan for the Greater Golden Horseshoe, 2020. The proposed Draft Plan of Subdivision maintains the goals and objectives of the PPS and Growth Plan by facilitating development within a Settlement Area and provides a mix and range of housing and intensification opportunities where full municipal services are available.

*(b) whether the proposed subdivision is premature or in the public interest;*

The Draft Plan of Subdivision is in the public interest as it promotes intensification within an existing built-up urban area that is well serviced by transit and infrastructure. The proposed development represents an orderly succession of development within the Bowmanville, the Bowmanville West Town Centre, and surrounding neighbourhood.

*(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The proposed development represents the orderly succession of development within the Bowmanville West Town Centre Secondary Plan Areas and contributes to the intensification of the Bowmanville community and subject lands that are in proximity of planned rapid transit.

The proposed development considers the importance of the subject lands and is appropriately designed to conform to urban design policies regarding implementing a compatible built form that respects and reinforces the character of the existing and planned neighbourhood as well as, responding to the needs and desires of the province, region, and local municipality as it relates to growth and intensification. It conforms to the policies within the applicable planning policies, including the Municipality of Clarington Official Plan concerning growth management, housing, transportation, transit, and intensification.

*(d) the suitability of the land for the purposes for which it is to be subdivided;*

The proposed Draft Plan of Subdivisions is suitable for the land in that it is consistent with the land use designations amended to facilitate the proposed development on the subject lands. Draft Plan of Condominium and Site Plan Control Applications are required to facilitate the proposed development. The proposed development will be phased in a logical manner and the developer will work with the appropriate stakeholders to ensure uniform and sequential development.

*(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*

The proposed development does not specifically include any affordable housing units; however, the community is composed of a compact built-form offering a range of unit size and mix alternatives to the market, that is adaptive to changing demographics in the Municipality and Region and will support more affordable housing options.

*(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*

The subject lands abut public roads on four sides with a built-form that offers connectivity through a public and private road network. The proposed development and Draft Plan of Subdivision will provide access and egress to Bowmanville Avenue, King Street West, Pethick Street and Prince William Boulevard.

The proposed private roads that will service the development has been designed to meet applicable municipal and regional road standards, The number, width, location and proposed grades and elevations of the proposed private condominium roads are linked to the existing road network and are designed based on Municipal standards to achieve safe access and accessibility.

*(f) the dimensions and shapes of the proposed lots;*

The proposed Draft Plan of Subdivision consists of three proposed blocks, which are intended for high density high-rise mixed use development. The shape and dimensions of the proposed Blocks are appropriate and can accommodate the technical requirements identified by the region and municipality. The technical requirements of the development will be implemented through the corresponding Zoning By-law and detailed design applications.

*(g) Clarington and the corresponding Zoning By-law amendment the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

Any known restriction will be addressed through the Zoning By-law and site plan design processes. Appropriate easements, if required, will be established through the Draft Plan of Subdivision and condominium processes to ensure proper maintenance of the common elements.

*(h) conservation of natural resources and flood control;*

N/A

*(i) the adequacy of utilities and municipal services;*

TYLin has prepared a Functional Servicing and Stormwater Management Report, which demonstrates that full municipal water, sanitary and stormwater drainage services are available to service the proposed development. Existing municipal infrastructure is available at the corner along Prince William Boulevard and Bowmanville Avenue.

*(j) the adequacy of school sites;*

There are an adequate number of schools to accommodate the residents of the proposed development.

*(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.*

A 3.00 metre road widening is to be dedicated to the Municipality of Clarington along Bowmanville Avenue along the east side of the subject lands. Any road widenings, easements or 0.3 metre reserves required by the Municipality for this development must be granted free and clear of any encumbrances and in a form satisfactory to the Municipality's Solicitor.

The Municipality of Clarington has obtained lands from the owner for the future extension of Prince William Boulevard from Pethick Street to Bowmanville Avenue.

*(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use, and conservation of energy; and*



## 11.3 LAND USE

The proposed Draft Plan of Subdivision represents a sustainable and responsible use of land and resources. The proposed subdivision design provides for a walkable community within an existing neighbourhood context.

*(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

A Site Plan application will be submitted under separate cover to address appropriate relationships and it will implement the subdivision configuration.

The proposed development consists of three blocks, which comprise of nine high rise buildings, consisting of an ultimate total of 3,938 residential dwelling units and non-residential units. The subject lands are situated within an established mixed-use community and is designated for high-density development in provincial, regional and municipal policy frameworks. The proposed development is compatible with adjacent and neighbouring lands uses, as well as the planned context for the subject lands and secondary plan area. The proposed development connects to, extends, and completes the existing and planned neighbourhoods.

## 11.4 INFRASTRUCTURE AND SERVICES

Residential intensification of the property represents an efficient development pattern and provides an opportunity for the use of existing infrastructure, as supported by the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The subject lands can be serviced with full municipal servicing, including water and sanitary services that exists in proximity of the subject lands.

As a provincial strategy, intensification represents the wise use and management of resources necessary to achieve efficient development patterns that meet future needs and avoid impact to significant resources or rural landscapes. The development contemplates a contextually appropriate level of intensification for the subject lands that will effectively utilize existing municipal servicing on the lands, representative of the wise management of land.

The subject lands are currently served by municipal water, storm water and sanitary services. The Functional Servicing and Preliminary Stormwater Management Report prepared by TYLin provides an overview of existing municipal services and has determined that the proposed development can be readily serviced by existing municipal water, and sanitary servicing.

The TYLin report provides a site grading and a preliminary site servicing plan. The preliminary site servicing plan has been designed with thoughtful consideration of the existing grading and natural features that characterize the subject lands and the plans have determined that the drainage of the site and design of storm sewers will result in outflow to the existing creek in a well-designed manner.

## 11.5 TRANSPORTATION AND TRANSIT

The surrounding transportation network and infrastructure can support the proposed development. Significant transportation investments are being coordinated within the Municipality of Clarington. The subject lands are located within the Bowmanville GO Major Transit Station Area. The MTSA is planned to accommodate GO Transit infrastructure and is planned as a mobility hub. The GO line will connect the subject lands and Bowmanville to Oshawa and to stations along the Lakeshore East Go Line.

Additionally, the proposed development is located adjacent to a Regional cycling network along King Street West and is within walking distance to bus stops providing regular service and has been designed to connect with the sidewalk facilities provided throughout the area. The subject lands are serviced by Durham Region Transit (DRT) system, along King Street West and Bowmanville Avenue.

The proposed development is located in an area that is planned for tremendous investment in transit-oriented and active transit infrastructure from the province, region and local municipality, and will be implemented through updates to the Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan.

A Transportation Impact Study was prepared by GHD, which determines that the increased trips generated by the proposed development during the weekdays and weekends are expected to have a negligible impact on the existing road network and intersections.

## 11.6 DENSITY

The Province of Ontario has established a growth policy framework the subject lands with a desired density of 150 people and jobs per hectare, as the lands are located within a PMTSA.

The new Durham Regional Official Plan provides long-term strategic policy framework for growth and development. It designates the subject lands as *Protected Major Transit Station*. The new DROP states that long term density targets of at least 150 residential units per gross hectare, is encouraged and desired for *Protected Major Transit Station Area* designation. The proposed development achieves a density higher than the Region's minimum.

In addition, the Municipality of Clarington Official Plan designates the subject lands as *Urban Centres* and establishes a density target of at least 120 units per hectare.

The proposed development conforms with the policy and direction of the province, region and municipality as the development plans to achieve a net density of 820 units per hectare. The proposed development provides for a built form within a PMTSA and an *Urban Centre* that achieves an appropriate density above the minimum density targets for the subject lands and Secondary Plan Area.

This proposed development contributes and achieves the growth targets set out by the province, region and municipality, and responds to the direction for the implementation of transit-supportive, compact built-form and complete communities that respond to sustainability goals.

## 11.7 PARKLAND

The Municipality of Clarington Official Plan and the *Planning Act* requires the establishment of parkland through parkland dedication or cash-in-lieu of parkland dedication. The proposed development and the proposed strata park meets the required parkland dedication requirement based on the provision of 10% of the total land area under Section 42 of the *Planning Act*.



In summary, the proposed development and associated development applications are based on good planning and urban design principles and supported by applicable policies and the technical and supporting studies referenced herein. As outlined throughout this report, it is our opinion that the proposed development represents good planning and should proceed through the process prescribed by the *Planning Act*.



An aerial photograph of a suburban neighborhood, showing residential streets, houses, and some commercial buildings. A semi-transparent blue rectangular box is overlaid on the center of the image. Inside this box, the text 'WESTON CONSULTING' is written in white, uppercase letters. To the right of the text is a white logo consisting of three slanted, parallel lines of varying lengths, forming a stylized 'W' or a zigzag shape.

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