

File #: OPA 2021-003

Date of Decision: December 22, 2021

Related File(s): Not Applicable

Date of Notice: December 30, 2021

Subject Lands: Delineated areas surrounding existing and proposed stations:
Pickering GO, Ajax GO, Whitby GO, Thornton's Corners GO, Central Oshawa GO, Courtice GO, and Bowmanville GO

The Regional Municipality of Durham

Notice of Adoption

With Respect to Amendment #186 to the Durham Regional Official Plan
Section 17(23) of the Planning Act

Purpose and Effect of the Requested Official Plan Amendment

The purpose and effect of this Amendment is to delineate the boundaries of Protected Major Transit Station Areas (PMTSAs) in the City of Pickering, Town of Ajax, Town of Whitby, City of Oshawa (at Thornton's Corners and Central Oshawa), and the Municipality of Clarington (Courtice and Bowmanville). The Amendment also introduces a policy framework to support transit-oriented development and establishes a minimum density target of 150 people and jobs per hectare within these PMTSAs.

The Amendment and background materials are available for inspection by appointment. To arrange an appointment, call 905-668-7711 ext. 2251 at the Regional Planning and Economic Development Department, Regional Municipality of Durham, 605 Rossland Road East, Fourth Floor, P.O. Box 623, Whitby, Ontario, Monday to Friday between 8:00 a.m. and 5:00 p.m. The Amendment and materials are also available for viewing on the Region of Durham website at www.durham.ca/envisiondurham.

Related Planning Act Files

There are no Planning Act Applications related to this file.

Written and Oral Submissions

Public consultation on the application was undertaken in accordance with the requirements of the Planning Act. The Region received a number of written and oral submissions on the application. All submissions were given full consideration. Further details regarding how the public input was considered is available in Commissioner's Report #2021-P-26 and in the Planning and Economic Development Committee minutes dated December 7, 2021.

Decision of Regional Council

The Council of the Regional Municipality of Durham adopted Amendment #186 to the Durham Regional Official Plan by By-law #49-2021, on December 22, 2021.

Approval Authority

Under the provisions of Section 17(1) of the Planning Act, the Minister of Municipal Affairs and Housing is the approval authority for amendments adopted under Section 26(1) of the Planning Act. This adopted amendment will be forwarded to the Minister as required by Section 17(31) of the Planning Act.

Any person of public body will be entitled to receive notice of the decision of the approval authority if a written request to be notified of the decision (including the person's or public body's address, fax number or email address) is made to the approval authority. Request to be notified of the decision should be sent to the Municipal Service Office – Central Ontario C/O Maya Harris, Manager Community Planning and Development (East). The address of the approval authority is: The Ministry of Municipal Affairs and Housing, 777 Bay Street, 13th Floor, Toronto, Ontario, M5G 2E5 or email requests can be sent to maya.harris@ontario.ca.

Cheryl Bandel

Deputy Regional Clerk

Amendment #186 to the Durham Regional Official Plan

Purpose and Effect:

The purpose of this Amendment is to establish a policy framework and delineations for Protected Major Transit Station Areas and the establishment of a minimum density target for these Areas in the Durham Regional Official Plan.

This Amendment also provides a Regional policy framework to guide further implementation of Protected Major Transit Station Areas.

Location:

Lands generally surrounding existing and future higher order transit corridor stations and stops, and in particular, lands delineated around existing and future GO Stations as shown on Exhibits 1 and 2.

Basis:

Planning Act R.S.O 1990

The Planning Act (the Act) sets out Provincial interests and directions on many issues, including:

the adequate provision and efficient use of transportation, the appropriate location of growth and development, and the promotion of development that is designed to support public transit and be oriented to pedestrians.

Section 16(16) of the Act further sets out enabling policies for Upper-tier municipalities to:

- protect and delineate the boundaries of existing and planned higher order transit stations or stops;
- Set the minimum number of people and jobs per hectare for the planning areas; and
- Require the official plan of the applicable lower tier municipalities to include policies that authorize the use of land for building and structures that support minimum densities.

This Amendment for Protected Major Transit Station Areas meets the requirements of Section 16(16) of the Act to ensure certainty with respect to municipal objectives around leveraging transit investment by enabling transit supportive uses and densities.

Section 17(36.1.4) of the Act outlines the Major Transit Station Area policies which are sheltered from appeal; namely:

- The identification of Major Transit Station Areas through Section 16(16) and any changes to those policies.
- The Region or lower-tier municipality's Official Plan policies pertaining to Protected Major Transit Station Areas; and
- Policies that identify the minimum densities for lands, buildings or structures in Major Transit Station Areas.

Through the Region establishing Protected Major Transit Station Areas under Section 16(16), area municipalities will complete secondary planning exercises (or equivalent) to establish policies pertaining to Major Transit Station Areas, including policies which identify the authorized uses of land, buildings or structures in these areas and minimum densities for buildings or structures in Major Transit Station Areas.

A Place to Grow, 2019: Growth Plan for the Greater Golden Horseshoe and Amendment #1 2020

The Growth Plan 2019, Section 2.2.4 - Transit Corridors and Station Areas provides the Provincial policy framework for Protected Major Transit Station Areas on priority transit corridors and outlines criteria to be met to delineate the boundaries of Major Transit Station Areas and establish minimum or alternative density targets. This amendment is also being undertaken as part of the Region's municipal comprehensive review under Section 26 of the Planning Act.

The Amendment to include Protected Major Transit Station Areas meets the requirements of Section 2.2.4 of the Growth Plan as well as achieves overall Growth Plan objectives related to planning a complete community that supports the intensification of existing built-up areas, more compact greenfield development, and better alignment between land use and transit planning.

The proposed amendment will designate and delineate seven Protected Major Transit Station Areas on the GO East Rail line. The amendment also establishes a policy framework to facilitate implementation planning by directing the applicable area municipalities to undertake comprehensive land use planning to meet minimum requirements.

Through Envision Durham and the associated Growth Management Study, the Region undertook work in consultation with the City of Pickering, Town of Ajax, Town of Whitby, City of Oshawa and Municipality of Clarington to delineate the Protected Major Transit Station Area boundaries, and set a minimum density of 150 people and jobs per hectare to support local planning contexts and Provincial policy requirements.

This Amendment conforms to the Durham Regional Official Plan, the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.

Amendment:

The Official Plan of The Regional Municipality of Durham is hereby amended as follows:

- 1) Adding policy language to certain sections and renumbering some sections of the Durham Regional Official Plan as per Table 1 attached hereto; and
- 2) Introducing Schedule 'C5' to the Durham Regional Official Plan, as illustrated on Exhibits 1 and 2.

Implementation:

- 1) Notwithstanding the land use designations illustrated in the Regional Structure of the Durham Regional Official Plan on Schedules 'A4' and 'A5', for lands identified as Protected Major Transit Station Areas on Schedule 'C5', the policies for Protected Major Transit Station Areas shall apply. The provisions set forth in the Durham Regional Official Plan regarding the implementation of the Plan shall apply in regard to this Amendment.

Table 1:

Item	Old Section Number	New Section Number	Details of Policy Amendment
1.		8.1.9	<ul style="list-style-type: none"> • Add a new policy to read as follows: “To plan for <i>transit-oriented development</i> within walking distance of existing and planned rapid transit stations as focal points for active transportation and a compatible mix of higher density uses.”
2.	Sub-heading (after new policy 8.1.9)		<ul style="list-style-type: none"> • Add the phrase “PROTECTED MAJOR TRANSIT STATION AREAS” after “CENTRES, CORRIDORS,” <p>The sub-heading will therefore read as follows: “CENTRES, CORRIDORS, PROTECTED MAJOR TRANSIT STATION AREAS AND WATERFRONT PLACES”</p>
3.	8.1.9	8.1.10	<ul style="list-style-type: none"> • Add a comma after the phrase “Urban Growth Centres” • Delete the word “and” between “Urban Growth Centres” and “Regional Centres” • Add the phrase “and Protected Major Transit Station Areas” after “Regional Centres” • Add the phrase “and intensification” after the phrase “urban development” <p>The policy will therefore read as follows: “To recognize Urban Growth Centres, Regional Centres and Protected Major Transit Station Areas in Urban Areas as focal points of urban development and intensification in the Region.”</p>
4.	8.1.10	8.1.11	

Item	Old Section Number	New Section Number	Details of Policy Amendment
5.	8.1.11	8.1.12	<ul style="list-style-type: none"> • Add the word “Centres” and a comma after the word “Regional” • Delete the word “and” between “Regional” and “Local Centres” • Add the phrase “and Protected Major Transit Station Areas” after “Local Centres” <p>The policy will therefore read as follows: “To develop Urban Growth Centres, Regional Centres, Local Centres and Protected Major Transit Station Areas that are characterized by distinctive forms of art and architecture.”</p>
6.	8.1.12	8.1.13	
7.	8.1.13	8.1.14	
8.	8.1.14	8.1.15	<ul style="list-style-type: none"> • Add a comma after the phrase “Regional Centres” • Add the phrase “Protected Major Transit Station Areas” after “Regional Centres” <p>The policy will therefore read as follows: “To link Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Waterfront Places with supportive Corridors focused on <i>active transportation</i> and transit routes.”</p>
9.		8.1.16	<ul style="list-style-type: none"> • Add a new policy to read as follows and renumber subsequent sections accordingly: <p>“To build upon significant place-making opportunities within Protected Major Transit Station Areas, as focal points for high density, mixed-use, <i>transit-oriented development</i> and a pedestrian-oriented public realm.”</p>
10.	8.1.15	8.1.17	
11.	8.1.16	8.1.18	
12.	8.1.17	8.1.19	
13.	8.1.18	8.1.20	
14.	8.1.19	8.1.21	

Item	Old Section Number	New Section Number	Details of Policy Amendment
15.	8.2.1 b)		<ul style="list-style-type: none"> • Add a comma after “Centres” • Delete the word “and” between “Centres” and “Corridors” • Add the phrase “and Protected Major Transit Station Areas” after “Corridors” <p>The subsection will therefore read as follows: “a mixture of uses in appropriate locations, with particular consideration given to Centres, Corridors and Protected Major Transit Station Areas;”</p>
16.	8.3.6		<ul style="list-style-type: none"> • Add comma after “Corridors” • Add the phrase “and Protected Major Transit Station Areas” after “Corridors” <p>The policy will therefore read as follows: “Commercial uses shall be concentrated in locations that are supportive of the function of Regional and Local Centres and Corridors, and Protected Major Transit Station Areas, in accordance with the policies of this Plan.”</p>
17.	8.3.10 d)		<ul style="list-style-type: none"> • Delete the phrase “forms and patterns” after the phrase “policies to promote” and replace with “transit-oriented development” <p>The subsection will therefore read as follows: “policies to promote <i>transit-oriented development</i>”</p>
18.		8.3.10 e)	<ul style="list-style-type: none"> • Add a new subsection to read as follows: “policies, designations and delineations for Protected Major Transit Station Areas.”
19.	Sub-Section Header 8A		<ul style="list-style-type: none"> • Add a comma after the word “Corridors” • Add phrase “Protected Major Transit Station Areas” after “Corridors” <p>The header will therefore read as follows: “Centres, Corridors, Protected Major Transit Station Areas and Waterfront Places”</p>
20.		Sub-heading (after 8A.1.3)	<ul style="list-style-type: none"> • Add a new sub-heading to read as follows: “PROTECTED MAJOR TRANSIT STATION AREAS”

Item	Old Section Number	New Section Number	Details of Policy Amendment
21.		8A.1.4	<ul style="list-style-type: none"> • Add a new policy to read as follows, and renumber subsequent sections accordingly: “Protected Major Transit Station Areas shall be developed as transit-oriented communities that encourage and support innovation and entrepreneurship, and integrate mixed-use development throughout, anchored by a Commuter Station or Transportation Hub.”
22.	8A.1.4	8A.1.5	
23.	8A.1.5	8A.1.6	
24.		Sub-heading (after 8A.2.7)	<ul style="list-style-type: none"> • Add sub-heading to read as follows: “PROTECTED MAJOR TRANSIT STATION AREAS”
25.		8A.2.8	<ul style="list-style-type: none"> • Add new policy to read as follows and renumber subsequent sections accordingly: “Schedule ‘A’ identifies existing and future GO Stations along the Lakeshore East GO Rail line and the GO East Extension. Schedule ‘C5’ designates and delineates Protected Major Transit Station Areas at the following GO Station locations: a) Pickering; b) Ajax; c) Whitby; d) Thornton’s Corners; e) Central Oshawa; f) Courtice; and g) Bowmanville.”
26.		8A.2.9	<ul style="list-style-type: none"> • Add new policy to read as follows: “Protected Major Transit Station Areas will be planned as focal points within their respective communities, providing active places and streetscapes, with a wide range and mix of high-density transit-oriented uses, based on pedestrian oriented built form.”

Item	Old Section Number	New Section Number	Details of Policy Amendment
27.		8A.2.10	<ul style="list-style-type: none"> • Add new policy to read as follows: “Notwithstanding the land use designations in the vicinity of the existing and future GO Stations identified on Schedule ‘A’, the following land uses will be permitted in Protected Major Transit Station Areas identified on Schedule ‘C5’: a) Higher density residential uses including, but not limited to, mid-rise and high-rise apartments, multiple attached dwellings, including but not limited to stacked townhouses, and live-work units; b) Offices and <i>major office</i>; c) Hotels and convention centres; d) Compatible employment uses, institutional uses, educational facilities and post-secondary institutions; e) Places of worship within mixed-use buildings rather than in freestanding buildings; f) Commercial uses including retail, both convenience retail and small-scale retail uses, restaurants, personal and professional service shops, and day care uses; g) Cultural, arts and entertainment uses; h) Recreational uses, amenities, and public art; i) Mixed use buildings that integrate community and commercial uses with upper-storey apartment and/or office uses to ensure amenities are provided in close proximity population and employment growth ; j) Home occupations; k) Public uses including infrastructure, libraries, recreation/community centres, parks, urban squares, trails and conservation uses.”

Item	Old Section Number	New Section Number	Details of Policy Amendment
28.		8A.2.11	<ul style="list-style-type: none"> • Add new policy to read as follows: “The following land uses will be prohibited in Protected Major Transit Station Areas: <ul style="list-style-type: none"> a) Automobile-oriented uses such as drive-through establishments, gasoline stations, service stations, and car washes; and b) Land extensive uses such as automobile dealerships with outdoor vehicle storage and display areas, warehouses and storage facilities, including self-storage facilities.”
29.		8A.2.12	<p>Notwithstanding any other policies of this Plan to the contrary, <i>sensitive uses</i> are not permitted on the lands located within the Courtice Protected Major Transit Station Area, east of Courtice Road and south of Baseline Road in the Municipality of Clarington, due to proximity to the Darlington Nuclear Generation Station.</p>
30.		8A.2.13	<ul style="list-style-type: none"> • Add new policy to read as follows: “Development within Protected Major Transit Station Areas will offer convenient, direct, sheltered pedestrian access from high-density development sites to neighbouring Commuter Stations or Transportation Hubs, recognizing matters of accessibility for persons with disabilities, pedestrians, cyclists, and connections to a variety of transportation modes.”
31.		8A.2.14	<ul style="list-style-type: none"> • Add new policy to read as follows: “Protected Major Transit Station Areas shall be planned to accommodate a minimum overall density target of 150 people and jobs per <i>gross</i> hectare, in accordance with the Growth Plan for the Greater Golden Horseshoe. In cases where a Protected Major Transit Station Area and an Urban Growth Centre or Regional Centre overlap, the higher density requirements shall apply.”

Item	Old Section Number	New Section Number	Details of Policy Amendment
32.		8A.2.15	<ul style="list-style-type: none"> • Add new policy to read as follows: “The Region, in consultation with the area municipalities and Metrolinx may, by amendment to this Plan, designate additional Protected Major Transit Station Areas coincident with planning for existing and future rapid transit facilities or stations.”
33.		8A.2.16	<ul style="list-style-type: none"> • Add new policy to read as follows: “Local road and private access spacing and access permissions to Regional arterial roads within Protected Major Transit Station Areas will be addressed on a case-by-case basis to the satisfaction of the Region.”
34.		8A.2.17	<ul style="list-style-type: none"> • Add new policy to read as follows: “The Province of Ontario has authorized the use of Inclusionary Zoning within Protected Major Transit Station Areas, to require the provision of affordable housing units within new developments. To support the application of Inclusionary Zoning: <ul style="list-style-type: none"> a) A Regional Assessment Report shall be completed which includes an analysis of demographics, income, housing supply, housing need and demand, current average market prices and rents and an analysis of potential impacts on the housing market, having regard to Section 4.3 of this Plan; and b) Area municipalities are encouraged to consider the application of Inclusionary Zoning in their respective Protected Major Transit Station Area through subsequent secondary planning, or equivalent, and zoning bylaw amendment processes.”
35.		8A.2.18	<ul style="list-style-type: none"> • Add new policy to read as follows: “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will:

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<ul style="list-style-type: none"> a) Delineate Protected Major Transit Station Area boundaries coincident with boundaries identified in Schedule 'C5' and provide detailed land use designations within the boundary; b) Establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per ha; c) Establish a minimum job target for Protected Major Transit Station Areas; d) Enable alternative development standards to support transit-oriented development, including but not limited parking requirements which support the use of transit; e) Support the creation of focal points by concentrating the highest densities in close proximity to Commuter Stations or Transportation Hubs; f) Include policies or approaches to ensure that the heights and densities of buildings are appropriately scaled to ensure compatibility with neighbouring lower density residential areas; 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, and shared parking as part of new development; i) account for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking), as well as the protection for future facility expansion when new development on existing GO station lands is proposed;

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>j) Incorporate Urban Design and Sustainability Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian oriented public realm, that:</p> <ul style="list-style-type: none"> i. Provide appropriate transitions in building heights to surrounding areas and public spaces; ii. Direct that all development will be designed to be pedestrian-oriented and accessible to all ages and abilities; iii. Require buildings to frame streets, with frequent pedestrian entrances; iv. Restrict vehicular access to private property from adjacent local roadways; v. Support the use of rear lanes to serve development loading, servicing and vehicular parking access requirements rather than strictly along local public streets, where appropriate; vi. Require vehicular parking to be located below grade or located in a manner to minimize the visual impact on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized; vii. Incorporate the use of design elements to assist with orientation, including wayfinding and the use of gateways and entrance feature; viii. Require that connections to the Commuter Stations or Transportation Hubs include pedestrian weather protection and station way-finding; and

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<ul style="list-style-type: none"> ix. Establish sustainable design measures and key sustainability principles for development in Protected Major Transit Station Areas; k) Include policies that encourage place-making through policy approaches that: <ul style="list-style-type: none"> i. Ensure a well-defined public realm that provides active gathering spaces, pedestrian destinations and connections; ii. Support the establishment of integrated trails, parks and open space systems for various levels of use year-round; iii. Provide active streetscapes with sidewalks or multi-use paths on both sides of all roads, and related for pedestrian amenities; iv. Encourage streets and boulevards to be designed to allow for patios, sitting areas, while ensuring adequate space for pedestrians and streetscape plantings for shade and beautification; v. Encourage sustainable technologies, permeable pavers, low impact development techniques, and designs which support the use of renewable energy in the design of new development, the public realm and streetscapes. l) Include sustainable transportation policies that: <ul style="list-style-type: none"> i. Ensure that road designs support transit use, pedestrian travel, and cycling while accommodating automobile travel;

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<ul style="list-style-type: none"> ii. Support active transportation through safe, well-designed and direct connections between and amongst component uses and transit stations; iii. Include adequate and secure long-term and short-term bicycle parking and end-of-trip facilities; and iv. Include below grade pedestrian connections, including knock-out panels where deemed appropriate, to facilitate a continuous pedestrian network between development sites.”
36.		8A.2.19	<ul style="list-style-type: none"> • Add new policy to read as follows: “The Region and the respective area municipality may require the coordination of development applications through measures such as Master Development Agreements or other similar approaches, to ensure an orderly, coordinated and phased approach to the provision of transportation, servicing and other infrastructure are provided prior to or coincident with development.”
37.		8A.2.20	<ul style="list-style-type: none"> • Add new policy to read as follows: “The Region and area municipalities may require cost-sharing agreements, front-ending agreements or other measures as appropriate to ensure the timely delivery of infrastructure and the equitable distribution of development and infrastructure costs.”
38.		8A.2.21	<ul style="list-style-type: none"> • Add new policy to read as follows: “In the event that development within a Protected Major Transit Station Area is proposed above a rail corridor, all appropriate technical studies must be undertaken to the satisfaction of the applicable railway authority, to ensure the following: <ul style="list-style-type: none"> a) existing and future capacity and safety of train operations in the rail corridor will not be compromised;

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>b) flexibility for future expansion to rail operations and modifications and improvements to the track and signal system will not be reduced; and</p> <p>c) all environmental, safety and mitigation concerns associated with such development, including noise, vibration, air quality, parking, snow and ice accumulation, servicing, pedestrian access and vehicle access, and the capacity of the transportation system serving such development have been satisfactorily addressed to the satisfaction of the rail authority, the Region and the applicable area municipality.”</p>
39.	8A.2.8	8A.2.22	
40.	8A.2.9	8A.2.23	<ul style="list-style-type: none"> • Add a comma after “Regional Centres” • Ass phrase “Protected Major Transit Station Areas” after the phrase “ Regional Centres” <p>The policy will therefore read as follows:</p> <p>“Regional Corridors shall be planned and developed in accordance with Policy 8A.1.5 and the relevant Policies of the underlying land-use designation, as higher density mixed-use areas, supporting higher order transit services and pedestrian oriented development. The Regional Corridors shall provide efficient transportation links to the Urban Growth Centres and Regional Centres, Protected Major Transit Station Areas, as well as other centres in adjacent municipalities. Portions of Regional Corridors with an underlying Living Area designation, which are identified as appropriate for higher density mixed-use development in area municipal official plans, shall support an overall, long-term density target of at least 60 residential units per <i>gross</i> hectare and a <i>floor space index</i> of 2.5. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in area municipal official plans.”</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
41.	8A.2.10	8A.2.24	
42.	8A.2.11	8A.2.25	
43.	8A.2.12	8A.2.26	
44.	8A.2.13	8A.2.27	
45.	8A.2.14	8A.2.28	
46.	8A.2.14 f)	8A.2.28 f)	<ul style="list-style-type: none"> • Delete subsection “f) transit nodes” and renumber subsequent sections accordingly
47.	8A.2.14 g)	8A.2.28 f)	<ul style="list-style-type: none"> • Add a comma after “Local Corridors” • Add the phrase “Protected Major Transit Station Areas,” after “Local Corridors” <p>The policy will therefore read as follows:</p> <p>“policies to ensure and guide higher density <i>development</i> in Urban Growth Centres, Regional and Local Centres, Regional and Local Corridors, Protected Major Transit Station Areas, and Waterfront Places, while protecting the integrity of historic downtowns, where applicable;”</p>
48.	8A.2.14 h)	8A.2.28 g)	
49.	8A.2.14 i)	8A.2.28 h)	<ul style="list-style-type: none"> • Add a comma after “Corridors” • Add the phrase “Protected Major Transit Station Areas,” after “Local Corridors” <p>The policy will therefore read as follows:</p> <p>“policies for the phasing of development in Centres, Corridors, Protected Major Transit Station Areas, and Waterfront Places, to ensure the implementation of the higher density form and function targets of this Plan; and</p>
50.	8A.2.14 j)	8A.2.28 i)	
51.	8A.2.15	8A.2.29	

Item	Old Section Number	New Section Number	Details of Policy Amendment
52.	8A.2.16	8A.2.30	<ul style="list-style-type: none"> • Add a comma after “Regional Centres” • Add the phrase “Protected Major Transit Station Areas,” after “Regional Centre” • Add a comma after “Regional Corridors” <p>The policy will therefore read as follows:</p> <p>“In the preparation of area municipal zoning by-laws, Councils of the area municipalities shall develop permissive zoning within Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas, and along Regional Corridors, as an incentive to implement higher density, mixed-use <i>development</i> in these areas consistent with the intent of this Plan.”</p>
53.	11.3.19		<ul style="list-style-type: none"> • Delete the phrase “Policy 8A.2.2” • Add the phrase “Policies 8A.2.8 through 8A.2.20” after the phrase “context in accordance with” • Add the phrase “that are also identified as Protected Major Transit Station Areas,” after “Commuter Stations” • Delete the second paragraph in its entirety <p>The policy will therefore read as follows:</p> <p>In support of existing and future transit services, <i>development</i> 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:</p> <p>a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policies 8A.2.8 through 8A.2.20 for Transportation Hubs and Commuter Stations that are also identified as Protected Major Transit Station Areas, and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<ul style="list-style-type: none"> 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 <i>redevelopment</i> of existing surface parking.”
54.		14.10.4	<ul style="list-style-type: none"> • Add a new policy as follows and renumber subsequent section accordingly: “The effect of new policies, implementing by-laws and projects within Protected Major Transit Station Areas will be monitored in consultation with the area municipalities, based on the following: <ul style="list-style-type: none"> a) the amount, type and pace of development; b) the mix and density of land uses in the area; c) the re-use and demolition of existing buildings, including heritage buildings; d) the amount and type of employment; e) the overall population; f) the unit count and mix of housing types; g) the population to job ratio; h) parking spaces, loading facilities, transit improvements and active transportation infrastructure; and i) the size, scale and extent of public uses, including parks, recreational facilities and schools.”
55.	14.10.4	14.10.5	
56.		15.8	<ul style="list-style-type: none"> • Add a new policy as follows and renumber subsequent sections accordingly: “As per the policies of the Growth Plan for the Greater Golden Horseshoe, amendments to a Protected Major Transit Station Area delineation, as shown on Schedule ‘C5’, will require an amendment to this Plan.”

Item	Old Section Number	New Section Number	Details of Policy Amendment
57.	15.8	15.9	
58.	15.9	15.10	
59.	15.10	15.11	
60.	15.11	15.12	
61.	15.12	15.13	
62.	15.13	15.14	
63.	15 A		<ul style="list-style-type: none"> • Add Transit-Oriented Development (TOD) to Section 15A (Definitions) <p>Definition reads as follows:</p> <p>“Transit-Oriented Development (TOD): is the clustering of high-density, compact development in proximity to transit infrastructure. The design of TOD places includes a mix of residential, community use, retail and other pedestrian amenities that support transit ridership, along with good quality active transportation connections.”</p>

Schedules:

- Exhibit 1: Map 'C5a' – Protected Major Transit Station Area delineations
- Exhibit 2: Map 'C5b' – Protected Major Transit Station Area delineations



**OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM**

**SCHEDULE 'C' - MAP 'C5a'
PROTECTED MAJOR TRANSIT
STATION AREAS**

LEGEND

PROTECTED MAJOR TRANSIT STATION AREA

URBAN AREA MUNICIPAL BOUNDARY

EXISTING **COMMUTER RAIL** **FUTURE**

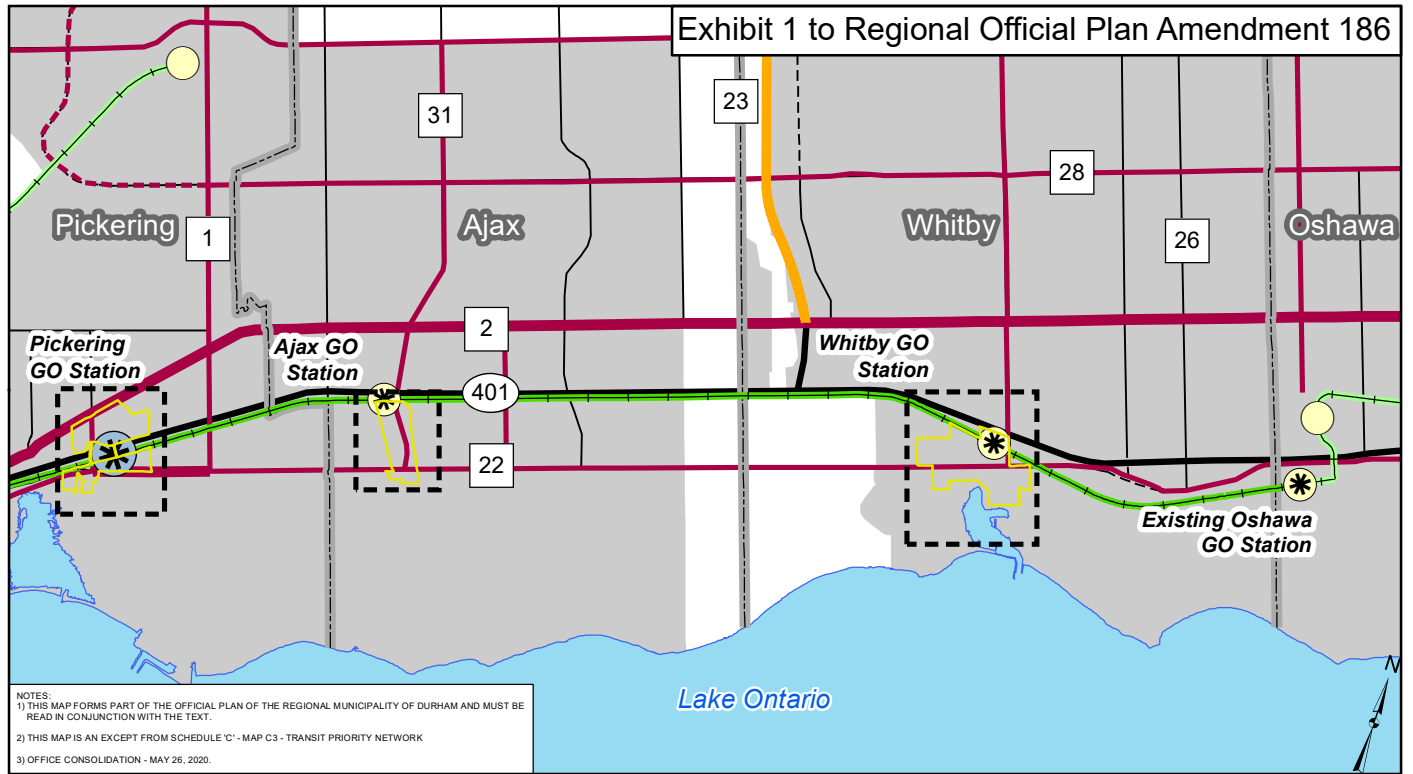
FREEWAY TRANSIT

RAPID TRANSIT SPINE

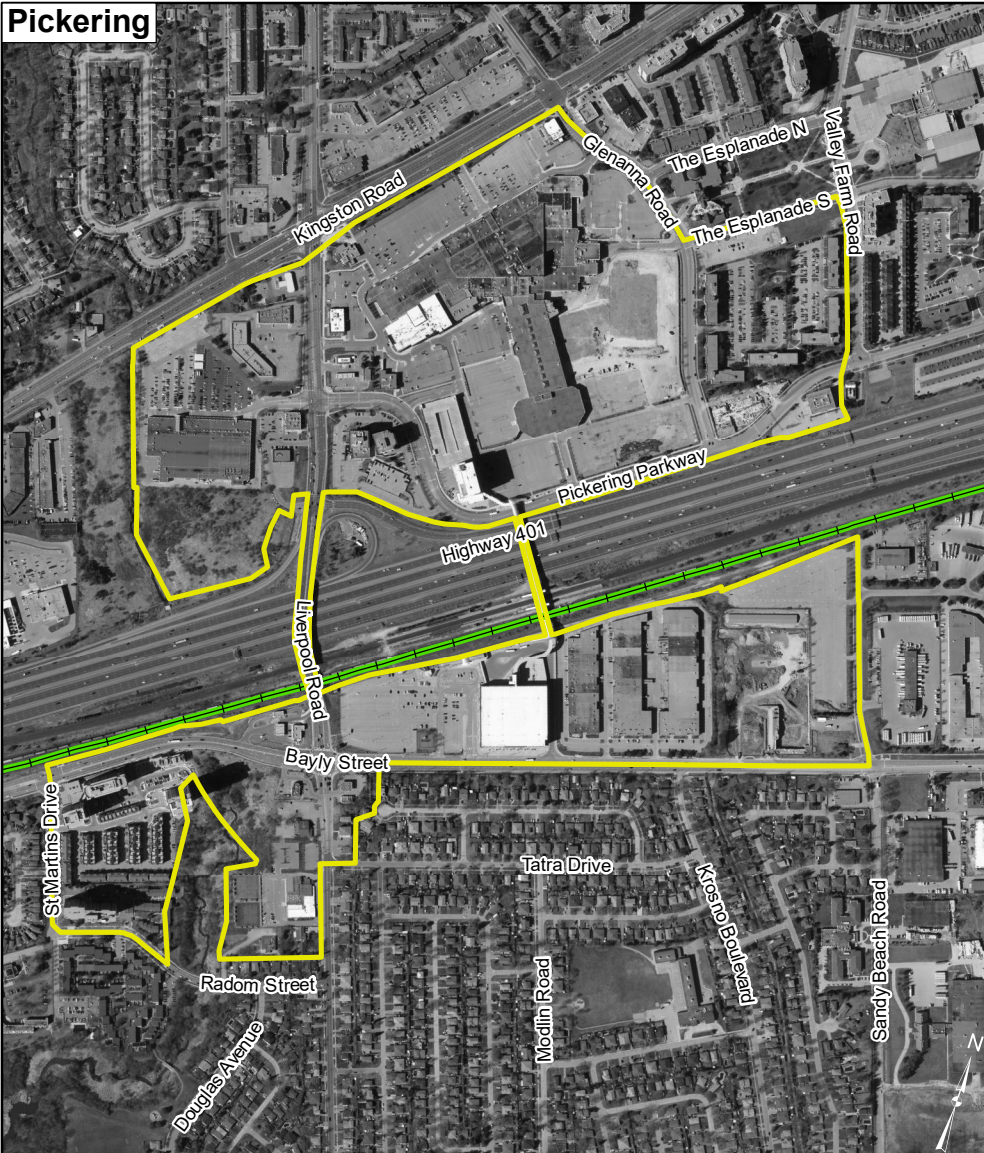
HIGH FREQUENCY TRANSIT NETWORK

TRANSPORTATION HUB

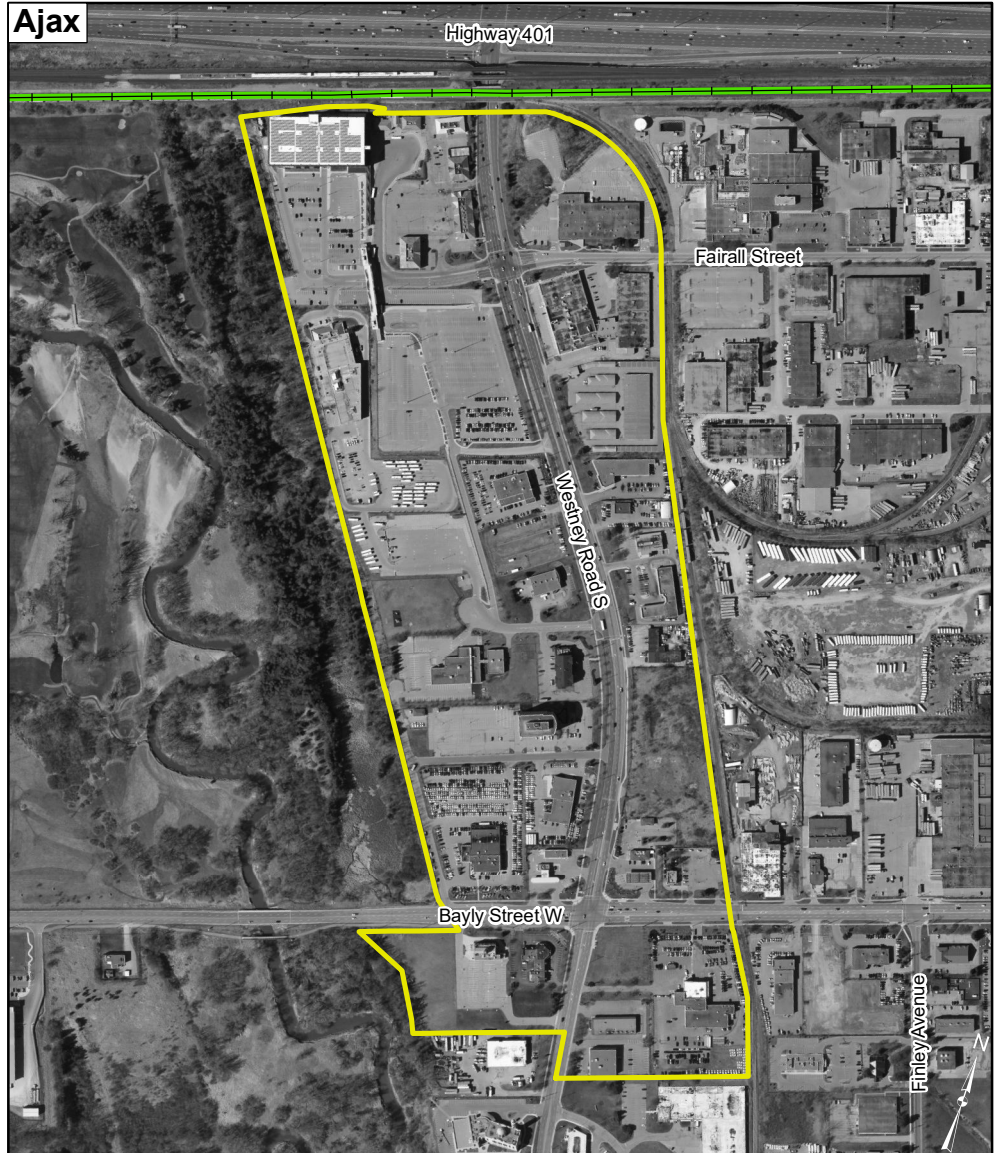
COMMUTER STATION



Pickering



Ajax



Whitby





**OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM**

**SCHEDULE 'C' - MAP 'C5b'
PROTECTED MAJOR TRANSIT
STATION AREAS**

LEGEND

- PROTECTED MAJOR TRANSIT STATION AREA
 - URBAN AREA
 - MUNICIPAL BOUNDARY
- | | | |
|-----------------|--------------------------------|---------------|
| EXISTING | | FUTURE |
| | COMMUTER RAIL | |
| | FREEWAY TRANSIT | |
| | RAPID TRANSIT SPINE | |
| | HIGH FREQUENCY TRANSIT NETWORK | |
| | TRANSPORTATION HUB | |
| | COMMUTER STATION | |

