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The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2021-P-21
Date: September 7, 2021

Subject:

Public Meeting Report

Envision Durham: Proposed Regional Official Plan Amendment – Policies and Delineations for Protected Major Transit Station Areas, File: OPA 2021-003.

Recommendation:

That the Planning and Economic Development Committee recommends to Regional Council:

- A) That Commissioner's Report #2021-P-21 be received for information; and
 - B) That all submissions received be referred to the Planning Division for consideration.
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Report:

1. Purpose

- 1.1 Envision Durham is Durham's municipal comprehensive review of the Regional Official Plan, addressing a variety of strategic land use planning and development matters. Envision Durham also represents the Region's provincially mandated exercise to ensure that the ROP conforms with Provincial Plans or does not conflict with them; has regard to matters of Provincial interest; and is consistent with the Provincial Policy Statement.
- 1.2 This report provides information on a proposed amendment to the Durham Regional Official Plan (ROP) to introduce a policy framework and delineations for Protected

Major Transit Station Areas (PMTSAs) to support transit-oriented development. The proposed PMTSAs that are the subject of the proposed amendment are currently limited to locations in the vicinity of certain Commuter Stations and Transportation Hubs along the Lakeshore East GO Rail Line, and the proposed GO East Extension.

- 1.3 A “Notice of Public Open House” and “Notice of Public Meeting” regarding the application was advertised in the “Ajax-Pickering News Advertiser”, the “Whitby This Week”, the “Oshawa This Week” and the “Clarington This Week” newspapers on July 29, 2021.
- 1.4 A summary of the submissions received through the Major Transit Station Areas Proposed Policy Directions consultation, and staff response, are provided as Attachment #1.

2. Previous Reports and Decisions

- 2.1 The following previous reports relate to planning for PMTSAs in Durham:
 - a. Envision Durham – Growth Management – Urban System Discussion Paper, File D12-01, [Report #2019-P-31](#);
 - b. Advancing Rapid Transit Implementation and Transit Oriented Development in Durham Region, [Report #2019-COW-26](#); and
 - c. Major Transit Station Areas – Proposed Policy Directions, [Report #2020-P-27](#).

3. Proposed Amendment and PMTSA Delineations

- 3.1 Major Transit Station Areas are defined in the Provincial Growth Plan as “*The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10 minute walk.*” “Protected” Major Transit Station Areas are MTSAAs that have been delineated by a municipality and subsequently approved by the Minister of Municipal Affairs and Housing, as “protected”. There is no legislative requirement for municipalities to identify PMTSAs. However, if a municipality wants to implement inclusionary zoning within an MTSA area, then it must “protect” them through Ministerial approval. Once the amendment is approved by the Minister, it is not appealable.

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- 3.2 Attachment #2 provides the proposed amendment to the Durham Regional Official Plan to implement the policy framework and delineations for Protected Major Transit Station Areas. For convenience, Attachment #3 is an annotated consolidation of the proposed amendment.
- 3.3 The proposed amendment is being undertaken to satisfy the requirements of the Growth Plan for the Greater Golden Horseshoe, and in accordance with subsection 16(16) of the Planning Act. The amendment is subject to Ministerial approval by the Minister of Municipal Affairs and Housing. Additional policies related to PMTSAs may be incorporated through the overall Envision Durham municipal comprehensive review through the new Regional Official Plan, in order to integrate PMTSAs into the new Regional Official Plan.
- 3.4 The proposed policies for PMTSAs would:
- a. Establish a vision, goals and objectives for areas so designated;
 - b. Implement provincial policy as appropriate;
 - c. Delineate their geographic extent;
 - d. Identify housing types and built form that support intensification and Transit Oriented Development;
 - e. Recognize best practices for Transit-Oriented Development (TOD);
 - f. Enable a variety of transit-oriented land uses;
 - g. Prioritize active transportation;
 - h. Encourage optimization of parking;
 - i. Promote an inviting and pedestrian oriented public realm, to enhance connectivity, generate employment and guide residential growth; and
 - j. Provide clear policy guidance to local area municipalities for inclusion within their respective official plan updates.
- 3.5 The proposed amendment includes delineations for PMTSAs at the following locations (Attachment #4):
- a. Pickering;
 - b. Ajax;
 - c. Whitby;
 - d. Thornton's Corners;
 - e. Central Oshawa;

- f. Courtice¹; and
 - g. Bowmanville.
- 3.6 Detailed land use designations will be prescribed by the respective area municipalities through their planning documents.
- 3.7 Previously, the existing Oshawa GO Station has been proposed as a Major Transit Station Area. Due to the industrial nature of the lands surrounding the existing Oshawa station, and the limited ability for intensification at this time, this area is not being put forward as a PMTSA through the proposed amendment.
- 4. Consultation**
- 4.1 Over the course of 2019, area municipal staff were engaged in workshops to delineate the PMTSA boundaries that were presented in the Urban System: Growth Management Discussion Paper for Envision Durham.
- 4.2 In 2020/2021, area municipal staff were involved in the review of the intensification analysis undertaken by Urban Strategies that demonstrated the potential densities for each of the PMTSAs. Once released, the Housing Intensification Technical Report will be available on the Envision Durham project [website](#).
- 4.3 In December 2020, the Region released the Proposed Policy Directions for Major Transit Station Areas with a 90-day review period. Agency and public submissions received, and a requisite response are provided in Attachment #1 to this report, as referenced earlier.
- 4.4 In June 2021, the Province was provided with the proposed amendment for PMTSAs for their review in advance of the statutory public open house and public meeting. As of the early release of this report, comments have yet to be received, but are anticipated well in advance of the finalization of the amendment.
- 4.5 The ROP Amendment has been circulated to a variety of agencies, including the Ministry of Municipal Affairs and Housing, Metrolinx, the area municipalities, conservation authorities, school boards and utility companies.

¹ The Municipality of Clarington has requested that the Courtice Protected Major Transit Station Area boundary include an area outside the urban area boundary east of Courtice Road. The broader Land Needs Assessment for the Growth Management Study being undertaken through Envision Durham will determine the need and location for any urban boundary expansions.

5. Public Consultation

- 5.1 Anyone who attends the public meeting may present an oral submission and/or provide a written submission to the Planning and Economic Development Committee on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision on whether to adopt the proposed amendment.
- 5.2 If a person or public body does not make oral submissions at a public meeting or does not make written submissions before the proposed official plan amendment is adopted, the person or public body:
- a. Is not entitled to appeal the decision of the Region of Durham to the Ontario Land Tribunal (formerly the Local Planning Appeal Tribunal , and formerly the Ontario Municipal Board); and
 - b. May not be added as a party to the hearing of an appeal before the LPAT, as appropriate, unless in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.
- 5.3 Following Council's consideration and adoption of the Regional Official Plan Amendment, it will be submitted to the Ministry of Municipal Affairs and Housing for approval under Section 16(16) of the Planning Act.
- 5.4 Anyone who wants to be notified of Regional Council's decision on the proposed ROP Amendment must submit a written request to:

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and Economic Development
Planning and Economic Development Department
Regional Municipality of Durham
Durham Regional Headquarters
600 Rossland Road East
Whitby, ON, L1N 6A3
planning@durham.ca

6. Future Regional Council Decision

- 6.1 The Planning and Economic Development Committee will consider the proposed Regional Official Plan Amendment at a future meeting and will make a recommendation to Regional Council.

6.2 All persons who make oral submissions, or have requested notification in writing, will be given notice of the future meeting of the Planning and Economic Development Committee and Regional Council at which the proposed amendment will be considered.

7. Relationship to Strategic Plan

7.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Under the goal of Community Vitality, 2.1, Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing; and
- b. Under the goal of Economic Prosperity, 3.3, Enhance communication and transportation networks to better connect people and move goods more effectively.

8. Attachments

Attachment #1: MTSA Proposed Policy Directions Submissions

Attachment #2: Proposed Regional Official Plan Amendment (Technical Amendment)

Attachment #3: Proposed Regional Official Plan Amendment (Annotated Consolidation)

Attachment #4: Protected Major Transit Station Area Delineations (7 individual maps)

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment #1 to Report #2021-P-21

Major Transit Station Areas Proposed Policy Directions Submissions Compendium

Agency Comments

Submission Number and Name	Description of Submission	Regional staff response
<p>Toronto Region Conservation Authority (TRCA) 001-001</p>	<ul style="list-style-type: none"> TRCA generally supports the proposed policy directions to help establish the vision, goals and objectives for MTSAs in Durham Region. Through effective implementation they will help support more intensive, mixed-use development around higher-order transit and promote connections to multi-modal forms of active transportation. This will help optimize infrastructure investments while conserving greenspace and reducing auto-related environmental and human health impacts, each of which align with TRCA's Living City vision. 	<ul style="list-style-type: none"> Comment noted.
<p>TRCA 001-002</p>	<ul style="list-style-type: none"> The document does not explicitly mention that natural hazards (e.g. flooding and erosion) are unsuitable and should not be planned for significant intensification. The Region's previous approach (in June 2019) to delineate MTSAs identified areas that were "unsuitable and unplanned for significant intensification", such as "stable neighbourhoods intended to remain as low density" and that, "this approach also excluded areas not intended to be redeveloped." As per Appendix C, TRCA 	<ul style="list-style-type: none"> Section 8 of the current Regional Official Plan includes a goal to protect key natural heritage or hydrologic features and functions located within or outside of Urban Areas from the impacts of urbanization. The policies proposed for PMTSAs in this Regional Official Plan Amendment direct area municipalities to identify specific land use designations within the delineated boundaries of MTSAs, and this would include areas for environmental protection.

Submission Number and Name	Description of Submission	Regional staff response
TRCA 001-003	<p>previously commented that it is critical that MTSA boundaries be subject to meeting criteria for addressing natural hazard management, natural heritage and water resource protection. We note that, in response to this comment (p. 10 - Appendix C), the Region indicated that, “through the delineation process non-developable areas were avoided, where appropriate (such as natural areas, highways, utilities, rail corridors, etc.) to form the outer boundaries of the MTSA.” It remains unclear as to whether the Region’s MTSA delineation process also considered natural hazards.</p> <ul style="list-style-type: none"> In delineating the Region’s MTSA and establishing a suite of related policies through the MCR process, we encourage the Region to explicitly specify, where appropriate, that natural hazards are unsuitable and should not be planned for intensification. 	<ul style="list-style-type: none"> Comment noted. Development in PMTSAs, similar to other areas across Durham would be subject to the regulatory requirements of conservation authorities.

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TRCA 001-004	<ul style="list-style-type: none"> 8.3 – Land Use Policies: In addition to outlining permitted land uses, we suggest that this section be expanded to also describe areas where new growth and development is not to be directed (e.g. in natural features and hazards). 8.3.4 – Mobility and Active Transportation: TRCA supports proposed policy that would establish MTSA as areas where trail systems are to be planned and developed to facilitate direct connections and create regional opportunities. These policies align well with TRCA’s Trail Strategy, which was developed in partnership with community groups and municipalities to provide for a publicly accessible regional trail network connecting our growing communities to nature, to culture, and to each other, contributing to active living and enhancing our conservation legacy. Trail alignments forming part of this regional system traverse sections of the draft MTSA boundaries within Pickering (Radom Street, Martins Drive) and Ajax (adjacent to Duffins Creek Branch). We would welcome the opportunity to work with the Region and its local municipalities to create connections with TRCA’s trail systems, and recommend that the updated ROP policies facilitate 	<ul style="list-style-type: none"> See response to TRCA 001-002. Comment noted. Through Envision Durham and the development of the new Regional Official Plan, consideration can be given to an overarching statement about collaboration with trail partners with regards to the Region’s active transportation network.

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TRCA 001-005	<p>collaboration among trail partners for its mobility and active transportation network.</p> <ul style="list-style-type: none"> Appendix A Best Practices Review: Connections and Accessibility – Sustainable Transportation: A strong emphasis has been placed upon prominent connections to public transit and provision of pedestrian and cycling access around MTSAs. TRCA recommends incorporating sustainable design measures to help obtain the Region’s objective of improving multi-modal transit access and connectivity. 	<ul style="list-style-type: none"> Proposed Policy 8.2.18 l) encourages the development of sustainable transportation policies by the area municipalities for PMTSAs.
TRCA 001-006	<ul style="list-style-type: none"> Figure 1 – Context Map of MTSAs, The Context Map of MTSAs shows a new “Commuter Rail Future” within TRCA’s jurisdiction of Durham Region. Please note that any transit infrastructure expansion or improvements adjacent to erosion hazards and/or flood plains should not result in increased flood or erosion risk to the public or private property upstream and downstream of any watercourses. 	<ul style="list-style-type: none"> Comment noted. Future transit infrastructure improvements may be undertaken by Metrolinx, the Region, the area municipality or private developers. Flood and erosion risk hazards will be considered through future design processes.
TRCA 001-007	<ul style="list-style-type: none"> For any station improvements, TRCA requires that the improvements be located outside of any flood and/or erosion hazard limits and associated buffers to reduce the risk to life and property. Further, given that many stations currently do not incorporate stormwater management (SWM) facilities to reduce runoff or pollutants from discharging 	<ul style="list-style-type: none"> Comment noted. Future station improvements may be undertaken by Metrolinx, the Region, or the area municipality. Stormwater management will be considered through future design processes.

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	<p>to watercourses, TRCA asks that any station improvements be accompanied with SWM plans to meet SWM Criteria targets set by TRCA staff.</p>	
<p>Ministry of Municipal Affairs and Housing (MMAH) 002-001</p>	<ul style="list-style-type: none"> • Commend the Region on its efforts to plan for and protect major transit station areas and for working closely with its lower-tier municipalities and public agencies to achieve this goal. 	<ul style="list-style-type: none"> • Comment noted.
<p>MMAH 002-002</p>	<ul style="list-style-type: none"> • The Region should identify major transit station areas as “protected major transit station areas” and ensure the provisions of subsection 16(16) of the Planning Act are addressed, including appropriate policy direction to lower tier municipalities. 	<ul style="list-style-type: none"> • Comment noted. References to MTSAs have been updated to PMTSAs throughout proposed amendment.
<p>MMAH 002-003</p>	<ul style="list-style-type: none"> • While the Planning Act shelters the introduction of certain policies that establish protected major transit station areas from appeal, it may not shelter all proposed policies. Please review subsection 17(36.1.4) of the Planning Act. The Region may wish to consider a phased implementation approach where additional policies are incorporated into the ROP through its MCR. 	<ul style="list-style-type: none"> • Comment noted. Additional policies related to PMTSAs may come forward through a latter stage of Envision Durham through the new draft Regional Official Plan that ensures alignment with the overall policy framework.
<p>MMAH 002-004</p>	<ul style="list-style-type: none"> • Commend the Region for supporting the implementation of IZ and working with its 	<ul style="list-style-type: none"> • Comment noted. It is the Region’s intent to identify four PMTSAs along the GO East

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	<p>lower-tier municipalities. The identification of a major transit station area as “protected” enables municipalities to implement inclusionary zoning policies within these areas in accordance with subsection 16(5)a) of the Planning Act.</p> <ul style="list-style-type: none"> It’s important to note that the Region can identify any existing or planned higher order transit stop or station as a protected major transit station area. The Region is not limited to only those stations on priority transit corridors identified in A Place to Grow (i.e. the existing GO Stations). As such, the four future stations along the Bowmanville expansion line could be eligible for the consideration of inclusionary zoning, should they be identified as protected major transit station areas in the Regional Official Plan. 	<p>Extension through this proposed amendment.</p>
MMAH 002-005	<ul style="list-style-type: none"> In section 8.3.7, the Region identifies an opportunity to develop an inclusionary zoning approach for MTSAs in Durham. The Region is offering to prepare the required assessment report and enabling policies for implementation by lower-tier municipalities. We are interested in learning more about this co-ordinated approach to the 	<ul style="list-style-type: none"> The Region has engaged N. Barry Lyon Consultants to undertake the comprehensive housing assessment report to support consideration of Inclusionary Zoning. Once drafted, the Region would welcome further consultation with the province.

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MMAH 002-006	<p>implementation of inclusionary zoning in the Region.</p> <ul style="list-style-type: none"> It is our understanding the Region is proposing to request an alternate density target for the Oshawa GO/VIA Station, citing significant development constraints. As part of this future request, the Region should demonstrate how the Oshawa GO/VIA Station meets the provisions set out in policy 2.2.4.4 of APTG. This information should be provided to the province as part of any future official plan amendment consultation process. 	<ul style="list-style-type: none"> Further to the work undertaken for the Proposed Policy Directions Report, the proposed amendment does not include the existing Oshawa GO Station as a PMTSA.
MMAH 002-007	<ul style="list-style-type: none"> Recognize that several proposed station area boundaries overlap with designated employment areas and provincially significant employment zones. The province is interested in learning more about the current status of employment area conversion requests in the Region, how they are being considered in the context of major transit station area delineations, and the timing of future implementation. 	<ul style="list-style-type: none"> The proposed amendment delineates the boundaries of the Protected Major Transit Station Areas. Employment conversions that would occur as a result of these delineations are being considered through the Region's land needs assessment process that will be considered by Committee/Council in the fall of 2021. In keeping with the amendment, detailed land use designations and policies for PMTSAs will be subsequently developed by the area municipalities through their respective planning documents.
MMAH 002-008	<ul style="list-style-type: none"> It is noted that the proposed Courtrice major transit station area boundary extends 	<ul style="list-style-type: none"> The Courtrice Protected Major Transit Station Area delineation presented in the

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	<p>beyond the settlement area boundary. Including this land as part of the delineated station area boundary would be contrary to the policies of APTG, which provides that major transit station areas are within a settlement area.</p>	<p>MTSA Proposed Policy Directions Report reflected a desire by Clarington Council to extend the settlement area boundary. This proposed amendment does not identify the area that would extend beyond the existing settlement area boundary. If the Region's land needs assessment identifies a need for a settlement area boundary expansion, this request will be considered at this time.</p>
MMAH 002-009	<ul style="list-style-type: none"> In accordance with the Planning Act and APTG, only the Region can delineate the boundaries of major transit station areas. No further refinement of the boundary by lower tier municipalities should be considered. The Region can propose further refinements to the boundaries of its major transit station areas at the time of its MCR, if required. 	<ul style="list-style-type: none"> Comment noted. Although this approach was seen as desirable by municipalities and in other public submissions, the proposed policy direction that contemplated flexibility for refining major transit station area boundaries by local area municipalities is not part of the proposed amendment based on this comment. .
MMAH 002-010	<ul style="list-style-type: none"> The Region should consider including Metrolinx-owned properties that are within proximity to the proposed station area boundaries, where it is appropriate to do so. 	<ul style="list-style-type: none"> Comment noted. To the extent possible, in keeping with the Region's delineation methodology, properties owned by Metrolinx have been included in the proposed delineations.
MMAH 002-011	<ul style="list-style-type: none"> The Region should ensure it promotes and prioritizes regional transit connections within station areas and plans its future road network accordingly. 	<ul style="list-style-type: none"> Comment noted.

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MMAH 002-012	<ul style="list-style-type: none"> The Region should include policies that recognize matters of accessibility for persons with disabilities within protected major transit station areas. 	<ul style="list-style-type: none"> Policy 8A.2.12 in the proposed amendment includes reference to matters of accessibility.
MMAH 002-013	<ul style="list-style-type: none"> It is important to emphasize that Metrolinx does not own the rail corridor between Oshawa and Bowmanville. As such, rail service beyond Oshawa on the Lakeshore East corridor depends on the successful outcome of negotiations with freight rail partners. Metrolinx is currently engaged in negotiations with CP to determine the best course forward. 	<ul style="list-style-type: none"> Comment noted. It is staff's understanding that the progress of negotiations between Metrolinx and CP has been positive. The Region appreciates the work being done to advance the commitment to the GO East Extension to date.
MMAH 002-014	<ul style="list-style-type: none"> The Region and lower-tier municipalities should refer to MTO's Transit-Supportive Guidelines when developing policies that support public transit by providing guidance on built form, complete streets, transit access and integration, and parking standards. These guidelines may also be helpful with respect to micro-transit and first/last mile considerations. 	<ul style="list-style-type: none"> Comment noted.

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Canada Mortgage and Housing Corporation (CMHC), Asset Manager, Bryton, Fox Street, Oshawa 003-01	<ul style="list-style-type: none"> Future municipal by-laws should not regulate rail setbacks as these matters will be addressed through future development applications and approved by the appropriate Authority (CN/ CP Rail). 	<ul style="list-style-type: none"> To ensure consistency in planning of development near railways, municipalities have prescribed minimum setback requirements to minimize noise, vibrations and safety issues for sensitive land uses. These standards offer guidance to regulators looking to minimize land use incompatibility caused by development near railway properties.
CMHC/ Bryton Fox Street, Oshawa 003-02	<ul style="list-style-type: none"> Secondary Plan or Block Plans should not be required for MTSA's. The Secondary or Block Planning process can be cumbersome with the unwanted result of increased timelines and costs that impact development feasibility. With the Region and City's overarching objective to create a transit-oriented community in a City where higher-density forms of housing are underrepresented, Bryton will be in a position to achieve this following the completion of the Region's Official Plan. To support the efficient growth of this MTSA, we request the Region remove the requirement for a Secondary Plan/ Block Plan process 	<ul style="list-style-type: none"> Protected Major Transit Station Areas offer unique opportunities for mixed use communities in Durham. Secondary Plans would provide detailed policies and designations to ensure that the principles of transit-oriented development and pedestrian oriented design are provided while being responsive to the local context. Secondary Plans also provide an opportunity to establish a positive fit and compatibility between existing communities and PMTSA's.
CMHC/ Bryton	<ul style="list-style-type: none"> The Region should commit to undertaking the Stellar Drive Environmental Assessment and construction processes. 	<ul style="list-style-type: none"> The most recent proposed configuration for the connection from the CN rail corridor south of Highway 401 northerly to the CP

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<p>Fox Street, Oshawa 003-03</p>	<ul style="list-style-type: none"> Preliminary concept plans for the subject site include the provision of a right-of-way from Stellar Drive connecting to the Fox Street/ Laval Street intersection. We will work with the Region to ensure that appropriate lands are reserved for the future road extension. 	<p>Rail corridor provides completely separate rail lines for GO trains and CP freight trains. The proposed configuration includes construction of a new bridge parallel to and immediately east of the existing CP Rail bridge, as well as a grade-separated crossing of the GO and CP lines north of the bridges. This additional rail infrastructure creates an additional barrier to implementation of the planned Stellar Drive-Laval Drive connection, which will further increase the costs and complexity of construction.</p> <ul style="list-style-type: none"> Metrolinx has agreed to protect a 30 m wide corridor for the future road connection across the rail corridor, so there would be no structures in the way of future construction of a Stellar-Laval underpass under the rail lines. The location of this corridor will be confirmed through the ongoing design work for the rail lines, and may require adjustment to the alignment of the corridor for the Laval Drive extension that was identified through previous Site Plan review work on the CMHC lands in 2016. The Stellar Drive-Laval Drive connection was added to the Regional Official Plan in 2018, but it is not yet included in the Region's current DC or Capital Program. The Region does not have current plans to

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		<p>initiate an Environmental Assessment (EA) study for this road, as there is currently insufficient information available to support proceeding with an EA. However, Metrolinx will be including a limited study of the Stellar-Laval connection as part of their overall transportation study for the TPAP addendum. The Region expects that additional study of this connection will be necessary as part of the planning and development of the Thornton's Corners PMTSA. As these studies progress, more information will become available on the Metrolinx rail corridor, transit-oriented communities and related development, which will allow the Region (in cooperation with the City of Oshawa and Metrolinx) to determine if and when additional study is necessary and appropriate.</p>

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CMHC/ Bryton Fox Street, Oshawa 003-04	<ul style="list-style-type: none"> Through the evaluation of the proposed Regional MTSA policies, we are of the opinion that these policy directions provide the framework for an exceptional mixed-use community on the subject property and within the Thornton's Corner MTSA as a whole. This policy direction would provide more affordable and market-based multi-unit housing in a transit-supportive form of development being planned near the frequent transit service, and prioritizes a form of intensification of the subject lands, which would also support the direction of Provincial Policies. 	<ul style="list-style-type: none"> Comment noted.

Municipal Comments

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City of Oshawa 001-01	<ul style="list-style-type: none"> Staff support M.T.S.A.s having specific transportation-related policies to guide and support their development as transit oriented development places. However, where an M.T.S.A. is located in a predominately industrial area and a Provincially Significant Employment Zone (e.g. the existing Oshawa GO Station), staff recommend that site specific policies be developed to allow a flexible approach to the development of M.T.S.A.s that still maintains the intent of the existing land use designations. This is in recognition of potential challenges associated with applications that may be submitted seeking to convert employment lands for non-employment uses. 	<ul style="list-style-type: none"> Upon review of comments received through the Proposed Policy Directions for MTSAS, the proposed amendment does not identify the existing Oshawa GO Station as a Protected Major Transit Station Area. More employment intensive uses would still be permissible without the need to identify this area as a PMTSA.
City of Oshawa 001-02	<ul style="list-style-type: none"> Staff support balancing population and employment growth and achieving healthy and complete communities within M.T.S.A.s. Having policies in place that pertain to the land use, urban design and built form, the public realm, and mobility is important in developing healthy and complete transit-oriented communities. 	<ul style="list-style-type: none"> Comment noted.
City of Oshawa 001-03	<ul style="list-style-type: none"> Staff note that these policies should be contingent upon Metrolinx's completion of its Environmental Assessment for the Oshawa-to-Bowmanville GO Rail Extension and the 	<ul style="list-style-type: none"> The Protected Major Transit Station Area Regional Official Plan Amendment is subject to approval by the Province. The Amendment provides broad policy direction

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City of Oshawa 001-04	<p>proposed new stations being built. Policies need to be in place to address what happens if the stations are not constructed (similar to Policy 2.1.8.6 in the Oshawa Official Plan).</p> <ul style="list-style-type: none"> Staff note that while a reduction in parking requirements may address certain site development issues and assist in achieving urban design objectives, it may also increase demand on the City's parking enforcement resources (i.e. increase in parking complaints). The reduced minimum parking standards should be encouraged but not mandatory. Staff also note that historically it has been up to municipalities to implement parking requirements based on their respective needs through municipal zoning. The Region has not commented in the past on parking matters. Parking issues can be localized in nature and it may be difficult for the Region to develop policy language equally across the municipalities. It should also be noted that the Parking Study currently being advanced for the City remains unfinished. 	<p>for transit-oriented development within PMTSAs and could enable opportunities for third party funding for station infrastructure if required.</p> <ul style="list-style-type: none"> Protected Major Transit Station Areas offer tremendous opportunities for intensification and place-making. Within these strategic growth areas, Regional staff support reduced parking requirements for new development, in to support existing and planned higher order transit service. Reduced parking standards in proximity of rapid transit stations supports heightened transit use and active transportation, reduces GHG emissions and helps to reduce development costs to support housing affordability.
City of Oshawa 001-05	<ul style="list-style-type: none"> Staff do not support the requirement for the completion of secondary plans for M.T.S.A.s given the relatively small size of the M.T.S.A.s. However, it should be noted that Oshawa City Council approved a Mobility 	<ul style="list-style-type: none"> Protected Major Transit Station Areas offer unique opportunities to develop mixed use communities in Durham served by higher order transit.

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	<p>Hub Transportation and Land Use Planning Study (Project Number 40-0057) for the future Central Oshawa GO Station in the 2021 budget, which staff will advance contingent upon Metrolinx's completion of its Environmental Assessment of the Oshawa-to-Bowmanville GO Rail Extension along the Canadian Pacific Rail mainline.</p>	<ul style="list-style-type: none"> Secondary Plans would provide detailed policies and designations to ensure that the principles of transit-oriented development and pedestrian oriented design are provided while being responsive to the local context. Secondary Plans also provide an opportunity to establish a positive fit and compatibility between existing communities and PMTSAs. While it is recognized that the City plans to undertake future work for the Central Oshawa (Ritson) Station, future opportunities for the Thornton's Corners GO Station should also be guided by a Part II/Secondary Planning process, or equivalent.
City of Oshawa 001-06	<ul style="list-style-type: none"> The third land use policy under Section 8.3.1 of the M.T.S.A. Policy Directions Report will allow places of worship within mixed use buildings and not in freestanding buildings in M.T.S.A.s. Staff are seeking clarification from the Region if they will be asking the Province to amend the D.R.O.P. to permit places of worship in Employment Areas in this regard. Under Section 8.3.1 of the M.T.S.A. Policy Directions Report, automobile-oriented 	<ul style="list-style-type: none"> The Proposed Policy Directions for Envision Durham address Places of Worship in Employment Areas, and broader permissions therein. Any changes in this regard will come forward as part of the new Regional Official Plan. This comment will be considered through the broader Envision Durham exercise.
City of Oshawa 001-07	<ul style="list-style-type: none"> The proposed policy related to limiting automobile-oriented uses is intended to apply to the establishment of new uses and to enable higher density, transit oriented 	<ul style="list-style-type: none"> The proposed policy related to limiting automobile-oriented uses is intended to apply to the establishment of new uses and to enable higher density, transit oriented

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City of Oshawa 001-08	<p>uses, including drive-through establishments, service stations, land extensive vehicle oriented uses, car washes, warehousing, public self-storage facilities, similar uses and lower density and land extensive uses are not permitted. Staff would like to highlight that there are existing automobile-oriented uses in the proposed M.T.S.A.s. Clarity is needed in terms of whether it is the intention of the Region to make these legal nonconforming uses or whether this land use policy will only prevent new auto-oriented land uses in M.T.S.A.s. The Region is encouraged to explore transitional policies which are flexible enough to allow drive-through establishments until such time as the M.T.S.A. develops.</p> <ul style="list-style-type: none"> • The first rail corridor policy under Section 8.3.5 of the M.T.S.A. Policy Directions Report will allow by-laws to be passed to permit development, in accordance with the policies for the M.T.S.A., involving decking over a Rail Corridor, provided that all appropriate technical studies have been undertaken and only in accordance with the policies for the MTSA, to the satisfaction of the applicable railway authority. Staff are seeking clarity as to whether the reference 	<p>mixed-use development. Allowing existing uses to continue as legal non-conforming uses would be permissible under the PMTSA policies.</p> <ul style="list-style-type: none"> • Transitional policies that would allow for new drive-throughs in PMTSAs in the interim are not being contemplated. <ul style="list-style-type: none"> • For clarity, reference to a “by-law” in Section 8.3.5 of the Policy Directions relates to a ‘zoning by-law’ to be implemented by the respective area municipality.

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City of Oshawa 001-09	<p>to a “by-law” relates to a zoning by-law or if it is in relation to a different type of by-law.</p> <ul style="list-style-type: none"> It will be a challenge for the City of Oshawa to achieve a minimum gross density target of 150 residents and jobs combined per hectare (as prescribed in the Growth Plan). The existing Oshawa GO Station is surrounded primarily by employment lands, which the City needs in order to achieve its current 2031 employment targets. Furthermore, the Oshawa GO Station M.T.S.A is already mostly developed and is physically constrained by infrastructure such as rail corridors and the Highway 401 corridor. Staff support having an alternative reduced density target that is reflective of jobs only for the existing Oshawa GO Station M.T.S.A. due to the lack of opportunity for transit oriented development (particularly residential development) and the nature of the existing built environment in the vicinity of this station. 	<ul style="list-style-type: none"> The proposed amendment does not identify the existing Oshawa GO Station as a PMTSA in recognition of its existing land use context.
City of Oshawa 001-010	<ul style="list-style-type: none"> Staff support shifting and expanding the proposed delineation of the Thornton’s Corners M.T.S.A. eastwards to reflect Metrolinx’s preferred alignment as contained in the document entitled “Bowmanville Rail Service Extension: Initial Business Case Update” dated February, 2020. 	<ul style="list-style-type: none"> The most recent proposed configuration for the connection from the CN rail corridor south of Highway 401 northerly to the CP Rail corridor provides completely separate rail lines for GO trains and CP freight trains. The proposed configuration includes construction of a new bridge parallel to and immediately east of the existing CP Rail

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	<ul style="list-style-type: none"> Per Report DS-20-149 dated December 4, 2020 regarding City comments on employment conversion requests, staff requested the Region to consider the potential conversion of lands within the draft delineation of the Thornton's Corners M.T.S.A. from employment lands to mixed-use development. The Region should consider through the land needs assessment process the potential for the proposed M.T.S.A. surrounding the planned future Thornton's Corners GO Station to accommodate opportunities for appropriate residential development. Establishing M.T.S.A. specific employment targets should be considered. Alternatively, any employment lands that are converted in the proposed Thornton's Corners M.T.S.A. should be replaced elsewhere in the City in order that the City's employment targets can be achieved. Staff note that to make this M.T.S.A. more viable, the Region needs to advance an Environmental Assessment for the easterly extension of Stellar Drive from Thornton Road South to the westerly terminus of Laval Drive (shown as a Future Type "C" Arterial Road in the D.R.O.P.). Through the City's previous comments on the Region's 	<p>bridge, as well as a grade-separated crossing of the GO and CP lines north of the bridges. This additional rail infrastructure creates an additional barrier to implementation of the planned Stellar Drive-Laval Drive connection, which will increase the costs and complexity of construction.</p> <ul style="list-style-type: none"> Metrolinx has agreed to protect a 30 m wide corridor for the future road connection across the rail corridor, so there would be no structures in the way of future construction of a Stellar-Laval underpass under the rail lines. The location of this corridor will be confirmed through the on-going design work for the rail lines, and may require adjustment to the alignment of the corridor for the Laval Drive extension that was identified through previous Site Plan review work on the CMHC lands in 2016. The Stellar Drive-Laval Drive connection was added to the Regional Official Plan in 2018, but it is not yet included in the Region's current DC or Capital Program. The Region does not have current plans to initiate an Environmental Assessment (EA) study for this road, as there is currently insufficient information available to support proceeding with an EA. However, Metrolinx will be including a limited study of the Stellar-Laval connection as part of their overall transportation study

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City of Oshawa 001-011	<p>Integrated Transportation Master Plan, staff noted that the City considers this future road connection to be a Regional Road, and should be constructed at the Region's cost.</p> <ul style="list-style-type: none"> To facilitate the development of the M.T.S.A., the environmental assessment for this road section should be advanced in a timely fashion so as to be appropriately coordinated with Metrolinx's advancement of the development of the Thornton's Corners GO Station. 	<p>for the TPAP addendum. The Region expects that additional study of this connection will be necessary as part of the planning and development of the Thornton's Corners PMTSA. As these studies progress, more information will become available on the Metrolinx rail corridor, transit-oriented communities and related development, which will allow the Region (in cooperation with the City of Oshawa and Metrolinx) to determine if and when additional study is necessary and appropriate.</p> <ul style="list-style-type: none"> The proposed amendment includes this change to the Central Oshawa GO Station PMTSA delineation.
City of Pickering 002-001	<ul style="list-style-type: none"> Staff recommend amending the boundaries of the Central Oshawa GO Station M.T.S.A. to include the self-storage facility on the east side of Storngo Boulevard, given that the size and location of this site makes it ideal for more intensive development in the long term. A master planning exercise was fairly recently completed for the Pickering City Centre (Urban Growth Centre), through the adoption of Amendment 26 to the Pickering Official Plan, a City Centre Zoning By-law, and Urban Design Guidelines, which addresses most of the lands within the Pickering M.T.S.A. Staff acknowledge that the City will be updating the Official Plan in the context of the new Growth Plan and Regional Official 	<ul style="list-style-type: none"> Comment noted. This change has been included in the proposed amendment.

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City of Pickering 002-002	<p>Plan. Staff request the Region to revise the policy direction to allow completion of Secondary Plans, block plans or equivalent.</p> <ul style="list-style-type: none"> Although the notion of maximum parking requirements is supported, it may still be challenging to implement it, since many of the services offered in the Pickering MTSAs are offered at a Citywide and Regional scale, and predominantly accessed by private vehicle. 	<ul style="list-style-type: none"> Protected Major Transit Station Areas offer tremendous opportunities for intensification in Durham, as key strategic growth areas. Regional staff support reduced parking standards for these areas. It is recognized that this shift will impact how area municipalities will deliver parking services and enforcement in future as the Region and area municipalities transition to intensified development in our Centres, Corridors and MTSAs.
City of Pickering 002-004	<ul style="list-style-type: none"> It is recommended that, for greater clarity, the Region include free standing “offices” in addition to permitting them as part of a mixed use development in MTSAs. 	<ul style="list-style-type: none"> The proposed amendment has been revised to include office and major office as a permitted land use.
City of Pickering 002-005	<ul style="list-style-type: none"> Related to permitted uses and infrastructure as a permitted use, it is recommended that the Region confirm that “infrastructure” includes district energy systems. 	<ul style="list-style-type: none"> The Envision Durham Proposed Policy Directions include the following definition for “infrastructure” to be included in the new ROP. Infrastructure: meaning physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and

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City of Pickering 002-006	<ul style="list-style-type: none"> The prohibition of drive-through establishments may be too restrictive. There are various banks and restaurants with drive-through facilities that are operating compatibly within the Pickering's MTSA. It is recommended that the Region forego the prohibition of drive-through establishments within MTSAs and allow the ancillary use to be addressed by area municipalities through area municipal policy or site-specific zoning by-law provisions. 	<p>distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.</p> <ul style="list-style-type: none"> District energy systems would be included as a distribution system in this definition. The proposed policy related to limiting automobile-oriented uses is intended to apply to the establishment of new uses. Area municipalities may approach existing uses as legal non-conforming in their planning documents.
City of Pickering 002-007	<ul style="list-style-type: none"> Despite prohibiting warehousing, self-storage, and similar uses, it is requested that the Region clarify that self-serve parcel storage lockers/kiosks for ground-based parcel deliveries that are part of last mile delivery networks, be permitted as an accessory use to the main development. 	<ul style="list-style-type: none"> The prohibition of warehousing, self-storage and similar uses was intended for singular uses. Supportive infrastructure integrated into a mixed-use building would be permitted.
City of Pickering 002-008	<ul style="list-style-type: none"> Please clarify whether the reference to "streets" in the urban design and built form policy directions is only in reference to public streets, or both public and private streets. On large redevelopment sites, some buildings will front private streets or aisles. 	<ul style="list-style-type: none"> Comment noted. The use of the term streets was not intended to describe ownership.

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City of Pickering 002-009	<ul style="list-style-type: none"> In view of the fact that urban design guidelines are non-mandatory, it is recommended that the Region consider revising the policy direction in Section 8.3.2.8 of the M TSA Report to require developments to meet the intent and principles of municipal urban design guidelines. 	<ul style="list-style-type: none"> The proposed amendment includes direction to the area municipalities to develop Urban Design Guidelines to guide the desired land use, density, built form and the pedestrian oriented public realm for each PMTSA.
City of Pickering 002-010	<ul style="list-style-type: none"> In relation to the public realm and open space policy direction, it is recommended that the Region consider including the provision for public art in the public realm. 	<ul style="list-style-type: none"> Comment noted. The proposed amendment includes a reference to public art in PMTSAs.
City of Pickering 002-011	<ul style="list-style-type: none"> It is recommended that the Region consider a policy direction encouraging station areas and public spaces to be designed according to Crime Prevention Through Environmental Design (CPTED) principles where those principles are complementary to the urban design principles and guidelines. 	<ul style="list-style-type: none"> The consideration of CPTED principles into the Regional Official Plan will be addressed through the broader Envision Durham exercise.
City of Pickering 002-012	<ul style="list-style-type: none"> It is recommended that the Region consider a policy direction ensuring public spaces and pedestrian networks/connections are designed to be accessible and barrier-free. 	<ul style="list-style-type: none"> Comment noted. The proposed amendment includes a policy that recognizes matters of accessibility for persons with disabilities. .
City of Pickering 002-013	<ul style="list-style-type: none"> Since there is no guarantee that the design of pedestrian areas could ensure comfort for all users under all circumstances, it is recommended that the Region consider revising the policy direction to maximize wind and thermal comfort conditions to the extent feasible. 	<ul style="list-style-type: none"> Comment noted. The proposed amendment includes reference to convenient, direct, sheltered pedestrian access to stations. The inclusions of specific reference to wind/thermal have not been carried forward to the proposed amendment.

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City of Pickering 002-014	<ul style="list-style-type: none"> Inclusionary zoning could be helpful tool to facilitate affordable housing within MTSAs. Staff strongly support the preparation of a housing assessment report by the Region. 	<ul style="list-style-type: none"> Comment noted. Work is underway on the preparation of a housing assessment report to support the local implementation of Inclusionary Zoning, which will be reported on separately.
City of Pickering 002-015	<ul style="list-style-type: none"> It is recommended that the Region elaborate if targets and timelines for the proposed monitoring metrics will be established and reported on, and how the data will be used to ensure the vision, goals, and objectives of MTSAs are achieved. 	<ul style="list-style-type: none"> The proposed amendment includes an enabling policy that will signal interest in monitoring growth in PMTSAs. The details regarding timelines and specific targets will be developed as part of further work following approval of the ROP related to other growth monitoring objectives.
Town of Ajax 003-001	<ul style="list-style-type: none"> Staff are supportive of the proposed delineation of the Ajax MTSA as the boundaries recognize surrounding barriers and existing employment uses to the east. Future land use studies will need to be completed as part of the Town's next Official Plan Review to create a comprehensive vision for the MTSA, applying specific land use policies and urban design framework. 	<ul style="list-style-type: none"> Comment noted. The proposed amendment recognizes the need/requirement for future planning studies, such as a secondary plan for PMTSAs.
Town of Ajax 003-002	<ul style="list-style-type: none"> Staff reviewed the MTSA Policy Directions Report released by the Region and are generally supportive of the overall policy framework as many policies resemble the policy framework currently utilized in the Ajax GO Transit Station Mixed Use Area designation. The policy framework also represents good planning with a variety of policies that support Transit Oriented 	<ul style="list-style-type: none"> Comment noted.

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Town of Ajax 003-003	<p>Development, active transportation and way finding, and promote good urban design.</p> <ul style="list-style-type: none"> Staff support the policy encouraging local municipalities to establish minimum job requirements within MTSAs as the Town currently requires a minimum of 50 jobs per hectare within the first phase of a development prior to permitting high density residential land uses. This is an important policy to encourage a mix of residents and jobs within MTSAs. 	<ul style="list-style-type: none"> Comment noted.
Town of Ajax 003-004	<ul style="list-style-type: none"> Staff support the land use permissions that allow higher density residential uses including apartments, stacked townhouses and live-work units. However, the Town's Official Plan also permits back-to-back townhouses within the high density residential designation; which can achieve higher densities and create positive pedestrian spaces through the utilization of underground parking. It is requested that back-to-back townhouses be permitted. Alternatively, a general clause such as 'other forms of high density residential uses' could be applied to allow alternative forms of housing. This would enable local municipalities to evaluate the appropriateness of locating other types of high density residential uses within MTSAs through the secondary/block planning stage, 	<ul style="list-style-type: none"> Comment noted. The proposed PMTSAs are intended to meet the minimum requirement of 150 people and jobs per hectare, which can be satisfied through a variety of built forms. Detailed work through the area municipal exercises, can allow a mix of residential units including higher density ground related housing to satisfy this policy objective.

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Town of Ajax 003-005	<p>provided that they comply with density requirements. This can also ensure that MTSAAs develop with a slightly more diverse range of housing options.</p> <ul style="list-style-type: none"> • Currently, it is unclear if recreational uses, such as 'commercial fitness centres' would be considered a 'commercial' use or 'public recreation' use. It is recommended that 'recreational uses' be added to policy 8.3.1.5 to permit a wider array of recreation uses. 	<ul style="list-style-type: none"> • Commercial fitness centres would be permitted as defined in the relevant area municipal official plan and/or zoning by-law, either as freestanding commercial facilities, or as part of a mixed-use building.
Town of Ajax 003-006	<ul style="list-style-type: none"> • Proposed policy 8.3.2.1 reads "areas within, adjacent, and in close proximity to Commuter Stations and Transportation Hubs, will be reserved for the highest development densities that showcase building heights to create focal points within the MTSAAs." While staff agree that these locations are best positioned to support the highest densities, how those densities are achieved should be left to the local municipality and the required secondary planning. Prescribing that local municipalities create focal points that showcase building heights does not allow municipalities to consider local conditions and pre-determines a design outcome that may not align with the municipalities' vision. It is recommended that the wording 'to showcase building heights' be removed. 	<ul style="list-style-type: none"> • Agree. The reference to showcasing building heights has not been included in the proposed amendment to respond to local conditions.

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<p>Town of Ajax 003-007</p>	<ul style="list-style-type: none"> Proposed policy 8.3.4.5 identifies that “a highly permeable road network with shorter blocks and frequent controlled crossings will be provided to optimize opportunities for safe and flexible pedestrian travel options.” Staff support this policy as it is important to support pedestrian movement within MTSAs. Two Regional roads, Westney Road South and Bayly Street West, run through the Ajax MTSA. Staff want to ensure that this policy is also applied to Regional roads. Therefore, it is requested that a sentence, or similar wording, be added to the end that reads “This policy shall also apply to Regional roads.” 	<ul style="list-style-type: none"> Comment noted. The Envision Durham Proposed Policy Directions included policy directions related to the design of arterial roads in Strategic Growth Areas (that include PMTSAs), through a complete streets approach, to help control traffic speeds while promoting safe, attractive environments for active transportation. This suggestion has not been incorporated into the proposed amendment.
<p>Town of Ajax 003-008</p>	<ul style="list-style-type: none"> The MTSA Policy Directions report proposes that the Region undertake the required assessment report needed to support inclusionary zoning on behalf of local municipalities, and develop the implementing policy framework for inclusion in local Official Plans. Staff agree with this approach as the required assessment report can be costly, and may offer limited cost benefits in the short and medium term if completed at the local level by each municipality. Completing the assessment report at a Regional level will realize efficiencies when completing the report, and 	<ul style="list-style-type: none"> Comment noted.

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Town of Ajax 003-009	<p>can encourage dialogue and partnerships to manage the affordable units, benefiting both the Region and local municipalities.</p> <ul style="list-style-type: none"> Staff support the creation of a Regional CIP. A Regional CIP should also consider support for major office development in MTSAs to support job creation in these areas. Staff are agreeable to working with the Region in the development of the Regional CIP and provide insight into the positive outcomes and challenges experienced by the Town when implementing its two CIP's. 	<ul style="list-style-type: none"> The Regional CIP project is proceeding separately and staff would welcome opportunity to work together at the appropriate time.
Municipality of Clarington 004-001	<ul style="list-style-type: none"> At a high level, staff support the draft policy directions. The comments contained herein add clarity and serve to improve the implementation of those directions as they relate to the MOC. 	<ul style="list-style-type: none"> Comment noted.
Municipality of Clarington 004-002	<ul style="list-style-type: none"> The Municipality requests that the Region commit in policy to support the decisions of local Council's based on good planning. Regional and/or Local Council decisions related to development within current and future Secondary Plans within MTSAs should not be weakened by other tools like CIPs. In addition, the municipality requests that the implementing ROPA be clear in terms of respecting the role of the local Council as being the final decision maker in terms of zoning and site plan control. 	<ul style="list-style-type: none"> Comments noted. The Region is examining the implementation of a Regional Community Improvement Plan through a separate, but ongoing project.

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Municipality of Clarington 004-003	<ul style="list-style-type: none"> The delineation of MTSAs should be conceptual, similar to the current policies for Regional Centres. The detailed delineation and boundary should be left to local Official Plans, Secondary Plans and/or Master Block Plans. This approach will respect the local council/municipality in guiding development through local planning tools, will reduce unnecessary ROPA's for minor changes, and will add certainty as developers will continue to deal with municipalities as the one window for development applications. Section 8.3 #7 should be reworded accordingly. 	<ul style="list-style-type: none"> The Growth Plan broadly supports intensification and the creation of compact and complete communities. However, it prioritizes Strategic Growth Areas (SGAs) as focused areas for mixed-use development at high densities. Major Transit Station Areas are identified as an SGA, similar to Urban Growth Centres and Regional Centres. To effectively monitor growth and performance, the Growth Plan requires SGAs to be assigned a minimum density target and their detailed boundaries to be delineated in the upper tier official plan. MMAH staff have confirmed that the PMTSA boundaries are required to be delineated in the Regional Official Plan to conform to the Growth Plan.
Municipality of Clarington 004-004	<ul style="list-style-type: none"> Staff have heard concerns from business owners south of Baseline Road related to the protection of their businesses. The policy directions should be updated to protect the rights of existing industrial businesses, including the permissions to expand on their current uses in the future, within the MTSAs and may be outlined in a Secondary Plan/Master Block Plan. 	<ul style="list-style-type: none"> The proposed amendment includes policy that directs area municipalities to detail land use designations within the boundary. The Municipality of Clarington may continue to designate this area for employment uses in its official plan and Secondary Plan/Master Block Plan.

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Municipality of Clarington 004-005	<ul style="list-style-type: none"> • The current definition of “Affordable Housing” in the Regional Official Plan is out of date. Staff requests that the Region commit to creating opportunities for Affordable Housing within MTSAs by: <ul style="list-style-type: none"> ○ Including policies for Inclusionary Zoning to establish specific targets, ○ Including policies that state the Regions definition of Affordable Housing is a foundation and ○ Including policies that clarify that High density does not equal affordable. • Clarington Staff also support the idea of the Region preparing the required assessment report and enabling policies for implementation by the local area municipalities. 	<ul style="list-style-type: none"> • The Envision Durham Proposed Policy Directions indicate the Region’s approach for affordable housing • Following the outcome of the comprehensive housing assessment, staff will be presenting a report pertaining to Inclusionary Zoning under separate cover.
Municipality of Clarington 004-005	<ul style="list-style-type: none"> • Clarington Staff support the idea of a Regional Community Improvement Plan to establish incentives or otherwise utilize the powers under the Planning Act, to support the principles and policies of Regional and Local Plans, including measures to support affordable housing, high-density mixed-use development, sustainability, and energy efficiency. 	<ul style="list-style-type: none"> • Comment noted.
Municipality of Clarington	<ul style="list-style-type: none"> • There is no discussion of Sustainability within Section 8 “Proposed Policy 	<ul style="list-style-type: none"> • Comment noted. Envision Durham and the new Regional Official Plan will consider

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004-006	Directions”. The policies should incorporate the key Sustainability principles guiding the policies and should be the Driving force of the design of our MTSAs. These policies should relate to building design, trails, open spaces, etc.	sustainability principles as an overarching goal.
Municipality of Clarington 004-007	<ul style="list-style-type: none"> How are the proposed policies implementing the Economic Development Plan of the Region? If a key component of the Plan is to make Durham Region an Energy Capital, the Regions plan should include policies that advance this focus within and surrounding the MTSAs. For example, the MTSA in Courtice should advance the energy cluster based on plans of OPG and the ongoing work within the Courtice Energy Park. 	<ul style="list-style-type: none"> Comment noted. The Envision Durham Proposed Policy Directions released in March 2021 include key policy directions related to a “Prosperous Economy” in Durham.
Municipality of Clarington 004-008	Getting people to the GO station via local transit needs to be addressed more thoroughly, with stronger policy language than “provide opportunities.” Are there other GO stations (in or out of Durham Region) that have essentially no local transit service? Are there any studies that suggest a high order transit station without local transit service is viable?	<ul style="list-style-type: none"> Comment noted. It is contemplated that each of the proposed GO stations would provide local transit service connections. .
Municipality of Clarington 004-009	Policies should include the submission of Urban Design and Sustainability Guidelines, specific to each MTSA.	<ul style="list-style-type: none"> The proposed amendment includes direction to the area municipalities to develop Urban Design Guidelines for each Protected Major

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Municipality of Clarington 004-009	The current policies do not set out parameters for definitions of mid and high-rise development including storeys. Staff support that local plans set these parameters	<p>Transit Station Area. The Envision Durham Proposed Policy Directions released in March 2021 included a policy direction that would require developments to be accompanied by the submission of supporting information that addresses green infrastructure, net-zero ready development and proposed building practices; and demonstrate how the proposed development would help support the Region’s Climate Resilient Development and Sustainability objectives, as a requirement for a complete application.</p> <ul style="list-style-type: none"> • Comment noted. It is expected that the area municipal planning documents would set out these parameters.
Municipality of Clarington 004-010	Section 8.3.1, point 4 refers to “retail stores” and “small-scale retail uses”. What is the difference?	<ul style="list-style-type: none"> • The proposed amendment describes permitted land uses in Protected Major Transit Station Areas to include commercial uses including retail, both convenience retail and small-scale retail uses. The reference to retail “stores” has not been carried forward. • Comment noted.
Municipality of Clarington 004-010	Staff agree with Region taking a hard line on all vehicle oriented uses so as to change the habits and expectations of land users.	<ul style="list-style-type: none"> • Comment noted.

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Municipality of Clarington 004-011	The Region should continue to be a commenting agency for zoning and site plan development applications. (Section 8.3.6)	<ul style="list-style-type: none"> • Comment noted. No change to process is proposed by the amendment.
Municipality of Clarington 004-012	Regional policies should emphasize that the character of existing neighbourhoods is equally as important as achieving density and heights. The document should be updated to include policies in this regard	<ul style="list-style-type: none"> • Comment noted. PMTSAs offer unique opportunities for mixed use communities in Durham. While this is a change in approach at the Region, it is in line with the goals and objectives of the Growth Plan related to strategic growth areas.
Municipality of Clarington 004-013	The northern edge of the MTSA delineation should be revised to remove curving upwards along the northern edge of the MTSA, to not introduce conflicts with the Southeast Courtyce Secondary Plan.	<ul style="list-style-type: none"> • Comment noted. The proposed amendment has incorporated this change to the delineation of the Courtyce PMTSA.
Town of Whitby 005-001	Town of Whitby generally supports the proposed policy but requires further details to better assess the implications for implementation at the local level.	<ul style="list-style-type: none"> • Comment noted.
Town of Whitby 005-002	Enable local decisions based on local context: MTSA policies should be enabling, not prescriptive, allowing the local circumstances to be taken into consideration to permit appropriate development and intensification unique to each MTSA.	<ul style="list-style-type: none"> • Comment noted. Section 16(16) of the Planning Act indicates that if an official plan contains policies for protected major transit station areas, it must also contain policies that identify the number of residents and jobs collectively per hectare that are planned to be accommodated within the area, and require official plans of the relevant lower tier municipality to identify the authorized uses of land in the area and of buildings or structures on lands in the area. Section 2.2.4.6 of the Growth Plan indicates

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Town of Whitby 005-003	<p>MTSA policies should acknowledge that some employment uses may need to be maintained with MTSA, to mitigate potential job displacement and erosion if Employment Area Lands are either converted or impacted by the introduction of sensitive uses. MTSA require transitional policies.</p> <p>Any requirement by the Region for Secondary Plans or Block Plans for MTSA should be discretionary and not mandatory to reflect local contexts.</p>	<p>that within MTSA, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. Additional policies are provided in 2.2.4.8 and 2.2.4.9.</p> <ul style="list-style-type: none"> • Comment noted. Area municipalities have the flexibility to provide more detailed land use designations within the delineated PMTSA boundary while maintaining employment uses in these areas, subject to the overall density target of 150 pj/ha.
Town of Whitby 005-004		<ul style="list-style-type: none"> • Protected Major Transit Station Areas offer unique opportunities for mixed use communities in Durham. • Secondary Plans would provide detailed policies and designations to ensure that the principles of transit-oriented development and pedestrian oriented design are provided while being responsive to the local context. Secondary Plans also provide an opportunity to establish a positive fit and compatibility between existing communities and PMTSAs.
Town of Whitby 005-005	<p>MTSA should support the development of complete communities. The Region should recognize that each MTSA is unique, and the appropriate range of land uses should be specific to each individual MTSA. MTSA should not be</p>	<ul style="list-style-type: none"> • Comment noted. The theme of complete communities permeates the current ROP. • Affordable housing in areas outside of PMTSAs is being addressed through Envision Durham, the Region's municipal comprehensive review.

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Town of Whitby 005-006	<p>the only locations in which affordable housing are located to support this goal.</p> <p>The draft list of permitted land uses within MTSA's should be enabling, not prescriptive, allowing the local area circumstances to be taken into consideration to permit appropriate development and intensification unique to each MTSA.</p>	<ul style="list-style-type: none"> Comment noted. The suite of permitted land uses is not intended to be exhaustive, nor it is intended to imply that each PMTSA must include each of the land uses identified. Area municipalities have the ability to shape their respective PMTSA(s) through subsequent, more detailed (secondary) planning exercises.
Town of Whitby 005-007	Emerging technologies for parking including structured parking should be considered to support MTSA's and environmental sustainability.	<ul style="list-style-type: none"> Comment noted.
Town of Whitby 005-008	Further details are required prior to providing comments, including the role of area municipalities in the preparation of required assessment reports for inclusionary zoning.	<ul style="list-style-type: none"> Comment noted. The Region has engaged N. Barry Lyon Consultants to undertake a comprehensive housing assessment to support consideration of Inclusionary Zoning and Regional staff look forward to sharing progress on this project in the near future.
Town of Whitby 005-009	If the MTSA ROPA advances separately, per Regional Council direction, then there should be continued opportunity for further consideration and potential refinement, through other future components of the Envision Durham exercise.	<ul style="list-style-type: none"> Agree. There will be an opportunity to achieve further alignment with the PMTSA policy framework and delineations when the new ROP is being prepared.
Town of Whitby 005-010	The Region's proposed boundary for the Whitby GO Station MTSA is supported.	<ul style="list-style-type: none"> Comment noted.
Town of Whitby 005-011	MTSA ROPA should be considered concomitantly with Employment Land conversion requests, and other proposed policy directions for growth	<ul style="list-style-type: none"> The proposed amendment delineates the boundaries of the PMTSAs. The conversion of lands within MTSA's current within

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	management to ensure a more comprehensive understanding of the impact of including/excluding certain land with the Oshawa GO MTSA	designated Employment Areas has been addressed through the Envision Durham Growth Management Study - Employment Strategy Technical Report, which indicates that the Region will be able to provide the required amount of Employment Area land to achieve the provincial forecast to 2051, while still providing for conversion of lands within PMTSAs. Detailed land use designations within PMTSAs will be defined by the area municipalities within their respective planning documents.
Town of Whitby 005-012	If the Thornton's Corners GO Station MTSA permits Mixed Uses, including High Density Residential development then intervening lands between the MTSA and Durham College, it may be difficult to develop for Prestige Industrial uses due to compatibility constraints.	<ul style="list-style-type: none"> • Comment noted. The location of the proposed Thornton's Corners GO Station has shifted easterly and would no longer be in the Town of Whitby. The previously proposed employment area conversions contemplated west of the CP Rail Spur are no longer part of the PMTSA boundary.
Town of Whitby 005-013	Further analysis and discussion with the Region is required to understand if the Thornton's Corner MTSA delineation should be extended to include additional lands north of Stellar Drive and West of Corbett Creek, to the Durham College property.	<ul style="list-style-type: none"> • Comment noted. The location of the Thornton's Corners GO Station has shifted easterly. Inclusion of the lands west of the CP Rail Spur in Oshawa/Whitby are no longer being contemplated.
Town of Whitby 005-14	MTSA ROPA should be considered concomitantly with Employment Land conversion requests, and other proposed policy directions for growth management to provide a more comprehensive understanding of the potential impacts on jobs and	<ul style="list-style-type: none"> • The proposed amendment delineates the boundaries of the Protected Major Transit Station Areas. The conversion of lands within MTSA's current within designated Employment Areas has been addressed through the Envision Durham Growth

Submission Number and Name	Description of Submission	Regional staff response
	intensification targets from including or excluding certain lands from the Thornton's Corner MTA.	<p>Management Study - Employment Strategy Technical Report, which indicates that the Region will be able to provide the required amount of Employment Area land to achieve the provincial forecast to 2051, while still providing for conversion of lands within PMTSAs. Detailed land use designations within PMTSAs will be defined by the area municipalities within their respective planning documents.</p>
Town of Whitby 005-015	The location of the Thornton's Corner MTA boundary should be contingent upon finalization of the Environmental Assessment for the Oshawa-to-Bowmanville GO Rail Extension, including a decision on the precise location of the new GO Station by the Province.	<ul style="list-style-type: none"> • Comment noted. The amendment to enact a policy framework and delineations for PMTSAs is subject to approval by the Province. It is expected that approval of the amendment, including the Thornton's Corners GO Station would be coincident with commitment for the GO East Extension.

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Town of Whitby 005-016	The Town of Whitby has undertaken detailed planning following extensive public consultation for the entire Whitby MTSA area and does not support any MTSA provisions that may create an entitlement for additional height or density beyond that currently identified.	<ul style="list-style-type: none"> • Comment noted. The proposed amendment prescribes 150 people and jobs per hectare for PMTSAs across the entire PMTSA. Height and density requirements would be set by the requisite municipality. • Section 16(16) of the Planning Act indicates that if an official plan contains policies for protected major transit station areas, it must also contain policies that identify the number of residents and jobs collectively per hectare that are planned to be accommodated within the area, and require official plans of the relevant lower tier municipality to identify the authorized uses of land in the area and of buildings or structures on lands in the area.

Public Comments

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<p>Marvin Green, River Oaks Group, 21st Company Inc 001-001</p>	<ul style="list-style-type: none"> Feb 22, 2021: Request that the Employment Area Conversion request for 1650 Champlain Avenue in Whitby be withdrawn. Both Menkes and Marvin Green, as the future and current owners of the subject site, request that the proposed MTSA draft boundary not be extended further west from what was shown in the Report. <p>(NOTE: IN December 2020, Bryce Jordan of GHD submitted comments on behalf of GHD requesting the site being included in the MTSA. These comments have not be included as they are superceded by Mr. Green's February correspondence)</p>	<ul style="list-style-type: none"> Comment noted. The location of the Thornton's Corners GO Station has shifted easterly and no longer includes lands west of the CP Rail spur.
<p>Marvin Green, River Oaks Group, 21st Company Inc 001-002</p>	<ul style="list-style-type: none"> Feb 24, 2021: Menkes Business Parks Limited has executed an Agreement to Purchase 1650 Champlain Avenue. Request that the Region confirm that the Employment Land Conversion Request will be withdrawn and no longer considered by the Region; and confirm that the Region intends to keep the boundary of Thornton's Corners MTSA east of Corbett Creek. 	<ul style="list-style-type: none"> Comment noted. The location of the Thornton's Corners GO Station has shifted easterly and the delineation no longer includes lands west of the CP Rail spur.
<p>Brandon Simon</p>	<ul style="list-style-type: none"> Feb 24, 2021: Executed an Agreement to Purchase 1650 Champlain/ dLAB lands with intention of developing it for industrial 	<ul style="list-style-type: none"> Comment noted. The location of the Thornton's Corners GO Station has shifted

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Menkes Business Parks Limited 001-003	<p>uses. Currently in the due diligence period of the Purchase Agreement.</p> <ul style="list-style-type: none"> No interest in pursuing an Employment Land Conversion and support the Proposed MTSA Draft Boundary for the Thornton's Corner MTSA delineated in the Directions Report. 	<p>easterly and the delineation no longer includes lands west of the CP Rail spur.</p>
Brandon Simon Menkes Business Parks Limited 001-004	<ul style="list-style-type: none"> Feb 24, 2021: Want to understand whether there are any planning obstacles to their proposed industrial development. 	<ul style="list-style-type: none"> Comment noted. The location of the Thornton's Corners GO Station has shifted easterly and the delineation no longer includes lands west of the CP Rail spur. It is our understanding that Menkes has had an early preconsultation meeting with Whitby staff to discuss uses on their property.
Doug McLaughlin 002-001	<ul style="list-style-type: none"> Dec 3, 2020: There is a deficiency in the MTSA policies concerning environmental sustainability. It is important that the MTSA policies align with the Durham Region Strategic Plan 2020-2024 Goal #1 	<ul style="list-style-type: none"> Comment noted. The current Regional Official Plan includes policies regarding protection of the environment. Envision Durham, the Region's municipal comprehensive review of the Regional Official Plan is proposing a suite of policy directions that will address sustainability, and are not specific to the PMTSAs. For more information, please visit www.durham.ca/envisiondurham to view the Proposed Policy Directions Report.
Erwin Waldinsperger 003-001	<ul style="list-style-type: none"> Dec 5, 2020: objects to the Option 2 rail alignment using the CP Rail Bellville spur bridge due to environmental, economic, 	<ul style="list-style-type: none"> Comment noted. Durham is supportive of the GO East Extension connecting with the CP Rail corridor to provide for the

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Erwin Waldinsperger 003-002	<p>social and physical reasons, including the impact on the operation of the GM Assembly Plant in light of the ratified uniform/ GM 3-4 year agreement</p> <ul style="list-style-type: none"> Dec 5, 2020: suggested that an overhead pedestrian crossing over Hwy 401 at the westside of Thornton Road S. connecting the lands in the vicinity of Leisure Lanes to the existing Oshawa GO station. 	<p>opportunity to developed mixed use communities in proximity to planned GO Stations.</p> <ul style="list-style-type: none"> Comment noted. Opportunities to strengthen and protect for pedestrian connectivity will be a consideration.
Erwin Waldinsperger 003-003	<ul style="list-style-type: none"> Jan 14, 2021: Increase train service along the CP corridor through Oshawa from Thornton Road S. will impact 17-18 neighbourhoods vs 7 neighbourhoods along the CN/VIA corridor. Option 4 Route alignment is a viable option with enhanced environmental features and lessen restrictions. 	<ul style="list-style-type: none"> The Metrolinx Initial Business Case (Feb 2020) evaluated the case for implementing rail service to Bowmanville on the Lakeshore East corridor through various alignments and service patterns. The options presented were based on Metrolinx’s initial view of achievable alignments and service patterns on a shared rail corridor, and the infrastructure requirements to enable the service extension – Option 2 was identified as the preferred alignment to advance as part of the Business Case process.
Erwin Waldinsperger 003-004	<ul style="list-style-type: none"> Jan 14, 2021: CP Freight Service schedule needs to be considered as a priority service in the vicinity of the CP GM spur 	<ul style="list-style-type: none"> As part of the Metrolinx Initial Business Case (Feb 2020), a high-level assessment of the infrastructure required on the CP corridor to enable a future state where GO service and CP freight operations can exist in tandem on the subdivision has been used. Consideration of not impacting CP’s freight operations or future capacity

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Erwin Waldinsperger 003-005	<ul style="list-style-type: none"> Jan 14, 2021: CP Freight Service schedule needs to be considered as a priority service in the vicinity of the CP GM spur 	<p>expansion capabilities on the subdivision and its track to General Motor were also factored.</p> <ul style="list-style-type: none"> Comment noted. Metrolinx plans to twin the CP Rail Spur to connect the GO East Lakeshore Corridor to the GO East Extension.
Erwin Waldinsperger 003-006	<ul style="list-style-type: none"> Jan 14, 2021: past ongoing maintenance practices of railways and poor stormwater management to the north have impacted floral and faunal activities beyond the operated corridors. 	<ul style="list-style-type: none"> Comment noted. This comment has been shared with Metrolinx.
Peter Garrett on behalf of Don Lovisa, Durham College 004-001	<ul style="list-style-type: none"> Dec 9, 2020: request that the Region consider modifying the Thornton's Corners MTSA boundary to include the Whitby campus. The industrial zoned areas between the Durham College campus and the proposed MTSA disconnects the campus. 	<ul style="list-style-type: none"> Comment noted. The location of the Thornton's Corners GO Station has shifted easterly and the delineation no longer includes lands west of the CP Rail spur. Once the station is established, Durham Region Transit can work with Durham College to ensure connections between the Thornton's Corners GO Station and the campus are provided.
Lindsay Dale-Harris Bousfields Inc. on behalf of Bara Group 005-001	<ul style="list-style-type: none"> 1201 and 1207 Brock Street South and 1200 and 1202 Green Street (the subject site). The Whitby GO MTSA boundary arbitrarily excludes the subject site; artificially limits the population and employment potential within 500-800 metres of the Whitby GO station; and thus do not conform to the Growth Plan for the Greater Golden Horseshoe. 	<ul style="list-style-type: none"> Comment noted. The proposed northern MTSA delineation for the Whitby GO Station is the Hwy 401 corridor. The Downtown Whitby Secondary Plan includes the area along Brock Street South.

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Lindsay Dale-Harris Bousfields Inc. on behalf of Bara Group 005-002	<ul style="list-style-type: none"> The subject site falls within a 500-800 metre radius from the centre of the rail platform. South of the Hwy 401 the proposed MTSA boundary extends well outside the 800 metre walking distance. 	<ul style="list-style-type: none"> Comment noted. Major Transit Station Areas are defined in the Provincial Growth Plan as “<i>The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10 minute walk.</i>”
Lindsay Dale-Harris Bousfields Inc. on behalf of Bara Group 005-003	<ul style="list-style-type: none"> The elimination of the MTSA north of the Hwy 401 excludes lands which have already been identified for intensification by the Town of Whitby: the MTSA boundary should be aligned with these areas. 	<ul style="list-style-type: none"> Comment noted. Areas identified for intensification in the Downtown Whitby Secondary Plan area can continue and are not hindered whether or not they are included in the PMTSA boundary.
Lindsay Dale-Harris Bousfields Inc. on behalf of Bara Group 005-004	<ul style="list-style-type: none"> The subject site was identified as an area for intensification in OPA 105, distinguishing it from the adjacent low density area and from the Downtown Whitby Secondary Plan area. The subject site should be re-developed for transit-supportive intensification. 	<ul style="list-style-type: none"> Comment noted. Intensification within the built-up area is supported.
Lindsay Dale-Harris Bousfields Inc. 005-005	<ul style="list-style-type: none"> Employment Areas were identified, and a determination was made as to whether there is redevelopment potential. As the subject site is designated Mixed Use, this consideration does not apply. 	<ul style="list-style-type: none"> Comment noted.

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Lindsay Dale-Harris Bousfields Inc. on behalf of Bara Group 005-006	<ul style="list-style-type: none"> The Intensification Corridor along Brock Street South was correctly included in the June 2019 report. There is no need to extend the MTSA boundary – retain the Brock Street South Intensification Corridor. 	<ul style="list-style-type: none"> Comment noted. The Brock Street South Intensification Corridor continues to be recognized in the Town of Whitby’s planning documents.
Lindsay Dale-Harris Bousfields Inc. on behalf of Bara Group 005-007	<ul style="list-style-type: none"> As per the 2041 Metrolinx Regional Transportation Plan, the subject site would be located within the Secondary Mobility Hub Zone of the Whitby GO Station, hence there is no reason for it to be excluded. 	<ul style="list-style-type: none"> Comment noted. The proposed northern MTSA delineation for the Whitby GO Station is the Hwy 401 corridor. The Downtown Whitby Secondary Plan includes the area along Brock Street South.
Michael Longarini 006-001	<ul style="list-style-type: none"> Supportive of the policy direction regarding MTSA Report#2020-P27. Would like the Region to emphasize more mid sized residential buildings and affordable home and rental options. 	<ul style="list-style-type: none"> Comment noted.
Michael Longarini 006-002	<ul style="list-style-type: none"> MTSAs should have a policy regarding ‘first-km, last-km’ access to sites and development along the major roadways that lead to the MTSA 	<ul style="list-style-type: none"> Comment noted.
Michael Longarini 006-003	<ul style="list-style-type: none"> Higher density of development should be approved inside and outside of settlement zones that are along Highway 2, in anticipation of future public transit use efficiency 	<ul style="list-style-type: none"> Comment noted.
CP REIT Ontario Properties Ltd.,	<ul style="list-style-type: none"> Growth Plan (2019) policy 2.2.4.3 states “Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target 	<ul style="list-style-type: none"> Comment noted. In order to plan Protected Major Transit Station Areas to be compact, mixed use communities, the Region and area municipalities will include a required

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2375 Hwy 2, Bowmanville & 1792 Liverpool Road, Pickering 007-001	<p>[emphasis added] of: ... c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network” while Policy 5.2.3.1 states “Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including: ... b) identifying minimum density targets [emphasis added] for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan”. In our submission, the “required” language in General Policy Directions 8.3.2 and 8.3.3 should be revised to reflect that minimum densities are a target under the Growth Plan and not a requirement.</p>	<p>minimum density in order to achieve the objectives of the Growth Plan.</p>
CP REIT Ontario Properties Ltd., 007-002	<ul style="list-style-type: none"> • Growth Plan (2019) Policy 5.2.5.5 states “Except as provided in policy 2.2.7.3, the minimum intensification and density targets in this Plan will be measured across all lands within the relevant area, including any lands that are subject to more than one target”. Accordingly, in our submission, in order to provide clarity, the General Policy Direction 8.3.2 language “will be measured within all of the lands in each MTSA” should be revised to “will be measured across all of the lands in each MTSA”; 	<ul style="list-style-type: none"> • Comment noted.

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CP REIT Ontario Properties Ltd., 007-03	<ul style="list-style-type: none"> General Policy Direction 8.3.4 states “The Region will encourage area municipalities to establish minimum job requirements in MTSAs within their respective Official Plans”. We request clarification as to what is intended by “minimum job requirements” that are encouraged to be established. 	<ul style="list-style-type: none"> The area municipalities will be required, through subsequent work, to identify a minimum jobs target for their respective Protected Major Transit Station Area to ensure a balance of jobs and population.
CP REIT Ontario Properties Ltd., 007-004	<ul style="list-style-type: none"> In order to provide clarity that MTSAs will consist of a diverse range of employment uses and not only higher intensity employment uses, we suggest that the wording be updated in the policy directions related to employment uses in MTSAs, to identify that existing lower intensity employment uses are permitted. 	<ul style="list-style-type: none"> Comment noted. The policies proposed through the amendment are not intended to preclude existing uses from continuing.
CP REIT Ontario Properties Ltd., 007-005	<ul style="list-style-type: none"> Land Use Policy Direction 8.3.1 states “MTSAs will support a broad mix of compatible uses at high densities, so that vibrant, active places are created and emerge as focal points within their respective communities. MTSAs will be planned on the basis of providing active places and streetscapes, allowing a wide range and mix of high-density transit-oriented uses, based on pedestrian oriented built form.” In our submission, in order to provide for existing uses over the short and medium terms prior to redevelopment, “over the long term” should be added before “on the basis of providing”; 	<ul style="list-style-type: none"> Comment noted. This introductory language from the policy directions report has not been translated to policy in the proposed amendment.

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<p>CP REIT Ontario Properties Ltd., 007-006</p>	<ul style="list-style-type: none"> Land Use Policy Direction 8.3.1 states “The following land uses will be permitted within MTSAs: ... 4. Commercial uses including retail, both convenience retail and small-scale retail uses, restaurants, personal and professional service shops, and day care uses”. As noted above, the vision for the Bowmanville GO Station MTSA includes mixed-use development that retains the retail and commercial uses, such as the existing Loblaws supermarket. Retail uses that are not small-scale or convenience retail provide retail anchors that support a complete community. In our submission, clarity should be provided to ensure that retail uses including the supermarket, which is not a convenience retail or small-scale retail use, continue to be permitted; 	<ul style="list-style-type: none"> Comment noted. The policies proposed through the amendment are not intended to preclude existing uses from continuing.
<p>CP REIT Ontario Properties Ltd., 007-007</p>	<ul style="list-style-type: none"> For Urban Design and Built Form Policy Direction 8.3.2.1 that states “Areas within, adjacent, and in close proximity to Commuter Stations and Transportation Hubs, will be reserved for the highest development densities that showcase building heights to create focal points within MTSAs”, we submit that “planned” should replace “reserved” before “for the highest development densities” and that “over the long term” be added after “within MTSAs”; 	<ul style="list-style-type: none"> The proposed amendment includes policy language that directs the area municipalities to concentrate the highest densities within Protected Major Transit Station Areas on the Commuter Station or Transportation Hub property, and in close proximity to the Station property to create focal points. The term “reserved” is no longer used.

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CP REIT Ontario Properties Ltd., 007-008	<ul style="list-style-type: none"> For Urban Design and Built Form Policy Direction 8.3.2.3 that states “Buildings will frame streets, with frequent pedestrian entrances”, in our submission “generally” should be added after “Buildings will” and “where appropriate” should be added after “pedestrian entrances” in order to incorporate flexibility to accommodate site specific context and operational needs; 	<ul style="list-style-type: none"> Comment noted.
CP REIT Ontario Properties Ltd., 007-009	<ul style="list-style-type: none"> For Urban Design and Built Form Policy Direction 8.3.2.6 that states “Vehicular parking will 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”, we suggest that “new” be added before “surface parking” in order to provide clarity for accommodating existing uses prior to redevelopment; 	<ul style="list-style-type: none"> Comment noted. The policies proposed through the amendment are not intended to preclude existing uses (such as existing surface parking lots) from continuing.
CP REIT Ontario Properties Ltd., 007-010	<ul style="list-style-type: none"> Mobility and Active Transportation Policy Direction 8.3.4.5 states that “A highly permeable road network with shorter blocks and frequent controlled crossings will be provided to optimize opportunities for safe and flexible pedestrian travel options”. In our submission, “Through redevelopment,” should be added before “A highly permeable road network” and “where appropriate,” should be added before “to 	<ul style="list-style-type: none"> Comment noted.

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	<p>optimize opportunities” to provide clarity that the provision of a permeable road network is not required to accommodate minor additions to existing buildings and small-scale infill development prior to redevelopment.</p>	
<p>CP REIT Ontario Properties Ltd., 007-011</p>	<ul style="list-style-type: none"> For Implementation Policy Direction 8.3.6.3 that states “Area municipal official plans will include land use designations, minimum density requirements, built form and urban design policies, and implementation policies, consistent with this plan for implementation through zoning by-laws and/or conditions of development approval”, in our submission and as outlined above, the reference to “minimum density requirements” should be changed to “minimum density targets” to reflect the Growth Plan (2019) as outlined in the comments above. 	<ul style="list-style-type: none"> The proposed amendment uses the language “minimum density targets” as per the Growth Plan.
<p>Johnson Litavski, on behalf of Alpa Pre-Engineering Panel Systems Inc 008-001</p>	<ul style="list-style-type: none"> The Region’s emerging policies would conflict with and prejudice existing employment uses within the Courtyce MTSA. The proposed land use Policy 8.3.1 in the Directions Report states that a broad mix of urban uses at higher density will be encouraged and specifically prohibits employment-related uses, including warehousing and similar lower density, land extensive uses. 	<ul style="list-style-type: none"> The proposed amendment includes policy that directs area municipalities to detail land use designations within the boundary. The Municipality of Clarington can continue to designate this area for employment uses in their official plan and Secondary Plan/Master Block Plan.

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	<ul style="list-style-type: none"> The emerging land use policy direction does not provide protection for existing employment uses to continue unhindered until such time that redevelopment occurs; More specifically, the emerging land use policy direction does not speak of properly separating new/proposed sensitive land uses from existing industry, nor of other methods of ensuring land use compatibility as the Courtyce MTSA develops; Municipality of Clarington Staff in their February 1, 2021 Staff Report (PDS-009-21), states their support for existing employment uses within the Courtyce MTSA, and that they should be protected and allowed to continue pending the redevelopment of surrounding area lands. 	
Bousfields on behalf of Brookfield Residential/MacMeg Companies 009-001	<ul style="list-style-type: none"> Ask that the Region provide more information with respect to the delineation of the MTSA. Defining the walkshed by the circles around a station are not necessarily suitable for all MTSAs. In Courtyce, as an example Highway 401 is a significant barrier to pedestrian and active transportation movements. 	<ul style="list-style-type: none"> The Major Transit Station Area delineation process is detailed in the Urban System Discussion Paper for Envision Durham released in June 2019 (see www.durham.ca/envisiondurham). The 500 m and 800 m circles were one step in the process to develop the draft delineations.
Bousfields on behalf of Brookfield Residential/	<ul style="list-style-type: none"> Request that additional information be provided with respect to the mechanisms to refine the MTSA boundaries, as discussed in 8.3 Item 7. Specifically, if MTSAs are delineated in the 	<ul style="list-style-type: none"> The Ministry of Municipal Affairs and Housing in their comments have advised that this minor refinement process cannot occur and that the delineation that is approved in the Regional Official Plan

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MacMeg Companies 009-002	Region's Official Plan that will be approved by the Province, how will the refinements be made? The Region's policies should provide that MTSA boundary changes identified through a Secondary Plan or a local municipal Official Plan amendment would not require a Regional Official Plan Amendment.	cannot be modified without amendment to the Regional Official Plan. This policy was not included in the proposed amendment.
Bousfields on behalf of Brookfield Residential/MacMeg Companies 009-003	<ul style="list-style-type: none"> With respect to the responsibilities of the upper and lower-tier municipalities, we support policy 8.3.6, item 3 (page 19) which states that land use, density, built form, urban design policies and implementation policies will be included in area municipal official plans. However, there are statements in other sections of the Report that indicate that there is an intention to address some of these matters in the Region's Official Plan. 	<ul style="list-style-type: none"> Comment noted. The policies of the Growth Plan direct the upper tier municipality to be more specific related to strategic growth areas. Also, Protected Major Transit Station Areas offer a unique opportunity in the Region to plan for mixed use communities.
Bousfields on behalf of Brookfield Residential/MacMeg Companies 009-004	<ul style="list-style-type: none"> Further, we would submit that the mix of uses included in each MTSA should be determined by the local municipality, particularly the inclusion of non-residential uses. Not all station areas can support the same mix of uses (as an example, some may be more appropriate for new office development than others), acknowledging that Appendix B states that the Courtyce 	<ul style="list-style-type: none"> Comment noted. While the proposed amendment includes permitted and prohibited land uses for Protected Major Transit Station Areas, the area municipality will be responsible for designating land uses within the delineated boundary.

Submission Number and Name	Description of Submission	Regional staff response
Bousfields on behalf of Brookfield Residential/MacMeg Companies 009-005	<p>MTSA would support an array of uses including major office development.</p> <ul style="list-style-type: none"> Supportive of the target of 150 residents and jobs per hectare, although we respectfully request that the Region confirm that the density target is intended as an average density to be achieved across the lands in each MTSA. In this regard, some of the policies should be revised (e.g. 8.3.1 Item 1) to provide that if the density is achieved on average across the entire MTSA there would be flexibility in the permitted built form and density types. Use of consistent terms or definitions to describe different forms of density might help to clarify this. 	<ul style="list-style-type: none"> The proposed amendment includes a policy that requires a minimum of 150 people and jobs per hectare across the entire Protected Major Transit Station Area. It is expected that the area municipality would need to define more specific targets by land use category to demonstrate the 150 people and jobs per hectare can be achieved.
Bousfields on behalf of Brookfield Residential/MacMeg Companies 009-006	<ul style="list-style-type: none"> The Report refers to the potential use of regional community improvement plans (section 8.3.6): are there more details on this approach? 	<ul style="list-style-type: none"> The Regional CIP project was initiated in late 2020 and consultation on any proposals will be later in 2021.
Bousfields on behalf of Brookfield Residential/MacMeg Companies	<ul style="list-style-type: none"> Can the Region provide clarification with respect to their role in the approval of development referred to in 8.3.6 Item 1. Would the Region's role be an agency that is circulated on the applications submitted 	<ul style="list-style-type: none"> The Region would still continue to act as a circulation agency, with particular input from our TOD Office.

Submission Number and Name	Description of Submission	Regional staff response
009-007	to the local municipalities or is another approach contemplated?	
Bousfields on behalf of Brookfield Residential/MacMeg Companies 009-008	<ul style="list-style-type: none"> 8.3.6 Item 1 refers to Master Development Agreements. We would assume that this requirement would be deemed satisfied if there are cost sharing agreements and/or an area secondary plan in place. 	<ul style="list-style-type: none"> Comment noted. If the conditions for development are satisfied, it can be through a variety of mechanisms.
Bousfields on behalf of Brookfield Residential/MacMeg Companies 009-009	<ul style="list-style-type: none"> Regarding 8.3.7: Will the Region be requesting an Order for inclusionary zoning for four new MTSA's? 	<ul style="list-style-type: none"> The Region is undertaking a comprehensive housing assessment to explore the implementation of inclusionary zoning for all of the Protected Major Transit Station Areas.
Bousfields on behalf of Brookfield Residential/MacMeg Companies 009-010	<ul style="list-style-type: none"> The Region's policies should balance the upper and lower-tier responsibilities in the detail of the policies. With different local contexts, character and markets, the local municipalities should be responsible for the detailed planning including determining the appropriate land use types, permitted built forms, housing types urban design guidance and implementation. The local municipality would be best positioned to establish the detailed vision for each MTSA in their own Official Plans. The Region's Official Plan should provide the general 	<ul style="list-style-type: none"> Comment noted. Protected Major Transit Station Areas offer unique opportunities for mixed use communities in Durham. While this is a change in approach at the Region, it is in line with the goals and objectives of the Growth Plan related to strategic growth areas.

Submission Number and Name	Description of Submission	Regional staff response
	<p>policy structure for MTSAs without being prescriptive.</p> <ul style="list-style-type: none"> Further, the Regional Official Plan policies should provide that local municipalities can modify development standards that are included in the Regional Official Plan in their own local Official Plans without triggering a Regional Official Plan Amendment. 	
<p>The Biglieri Group on behalf of Courtyce-Baseline Inc. 010-001</p>	<ul style="list-style-type: none"> Are in full support of the Subject Site's inclusion within the proposed Courtyce MTSAs. The Site's proximity to the future Courtyce GO Train Station, being within the 500 metre walkshed buffer from the GO Platform, make it an ideal location for higher density, mixed-use development. Support the need to develop an appropriate mix of higher density, transit-oriented land uses to help foster transit demand and supporting transit-oriented development within and around the proposed MTSAs. The Subject Site's location can support higher density development for a broad range of uses. 	<ul style="list-style-type: none"> Comment noted. Detailed land uses will be identified by the Municipality of Clarington through subsequent work.
<p>The Biglieri Group on behalf of Courtyce-Baseline Inc. 010-002</p>	<ul style="list-style-type: none"> Section 8.3.1 states "MTSAs will support a broad mix of compatible uses at high densities". A mix of land uses will encourage the development of complete communities within the MTSAs. Mid-rise and high-rise apartments are identified as 	<ul style="list-style-type: none"> Comment noted. Special needs housing could be included as a mix of compatible uses, subject to subsequent work being undertaken by the Municipality of Clarington.

Submission Number and Name	Description of Submission	Regional staff response
	<p>permitted higher-density land uses. We request that Special Needs housing such as long term care facilities, retirement homes, and seniors housing be included.</p>	
<p>The Biglieri Group on behalf of Courtice-Baseline Inc. 010-003</p>	<ul style="list-style-type: none"> Section 8.3.1 also identifies additional permitted land uses including commercial uses. We request that hotels be added as permitted commercial uses to ensure that a comprehensive range of land use is maintained. 	<ul style="list-style-type: none"> Comment noted. Hotels have been listed as a land use to the proposed Regional Official Plan Amendment.
<p>The Biglieri Group on behalf of Courtice-Baseline Inc. 010-004</p>	<ul style="list-style-type: none"> The Proposed Policy Directions Report notes that automobile-oriented uses are not permitted within the MTSA. We generally support this policy to encourage transit-oriented development that favours active transportation and public transit usage. In consideration of the location of the Subject Site in relation to the Highway 401 and Courtice Road interchange, we request that there be allowance for site-specific policies be included in the Courtice Employment Lands Secondary Plan that may permit certain automobile-oriented uses and that specific uses be identified in the implementing zoning by-law. 	<ul style="list-style-type: none"> Comment noted. Protected Major Transit Station Areas offer unique opportunities for mixed use communities in Durham. While this is a change in approach at the Region, it is in line with the goals and objectives of the Growth Plan related to strategic growth areas.
<p>The Biglieri Group on behalf of Courtice-Baseline Inc.</p>	<ul style="list-style-type: none"> Sections 8.3.2 and 8.3.3 outline policies relating to Urban Design and Built Form, and Public Realm & Open Space, respectively. These broad policies are supported to ensure a high-quality public 	<ul style="list-style-type: none"> It is our understanding that the Municipality of Clarington would be including urban design guidelines as part of their ongoing Secondary Planning exercise.

Submission Number and Name	Description of Submission	Regional staff response
010-005	<p>realm and pedestrian-oriented community. We understand that detailed Urban Design Guidelines will be prepared as part of the Courtyce Employment Lands Secondary Plan.</p>	
MHBC Planning on behalf of Home Depot (Pickering & Bowmanville) 011-001	<ul style="list-style-type: none"> Not opposed to the notion of increasing growth and intensification, and the promotion of mixed use redevelopment within the proposed MTSAs, (including the noted Home Depot sites) as part of the long-term vision for the Region. However, please be advised that Home Depot's priority is to preserve their existing development permissions on their sites, including the ability to expand their existing stores and operations. As such, it is requested that future Draft OPA policies reflect these existing permissions, and do not preclude the potential future expansion of existing Home Depot stores. 	<ul style="list-style-type: none"> Comment noted. The policies proposed through the amendment are not intended to preclude existing uses from continuing.
MHBC Planning on behalf of Home Depot (Pickering & Bowmanville) 011-002	<ul style="list-style-type: none"> There should be a mechanism in the future Draft OPA policies that allow for partial redevelopment of Home Depot's sites on an interim basis, without the need for the full redevelopment infrastructure being put in place that is associated with the Region's long-term vision. For example, if it has been determined that the current Home Depot sites are "over-parked", these lands may be better utilized 	<ul style="list-style-type: none"> Comment noted. Context specific policies are expected to be addressed at the area municipal level.

Submission Number and Name	Description of Submission	Regional staff response
	<p>for “out-parcel or pad developments” within the parking areas. This type of intensification redevelopment has been undertaken at various Home Depot sites throughout the GTA.</p>	
<p>MHBC Planning on behalf of Home Depot (Pickering & Bowmanville) 011-003</p>	<ul style="list-style-type: none"> It is requested that Draft OPA policies are implemented which would require new developments in proximity to Home Depot sites to undertake the necessary compatibility and mitigation studies, in order to address items such as air quality, odour, dust, noise, etc. with respect to Home Depot’s operations. 	<ul style="list-style-type: none"> Comment noted. Matters related to land use compatibility would represent a requirement for the evaluation of new residential development adjacent to a Home Depot facility, that would be evaluated through the development review process. The Region, as a commenting authority, would review and comment on any required studies as they are filed.
<p>GHD on behalf of Tribute Communities (Courtice) 012-001</p>	<ul style="list-style-type: none"> Generally supportive of the policy document and will continue to provide specific comments on the detailed wording of the proposed policies when they are released. Agree with the subject property being included in the M TSA. 	<ul style="list-style-type: none"> Comment noted.
<p>GHD on behalf of Tribute Communities (Courtice) 012-002</p>	<ul style="list-style-type: none"> The document needs to be consistent in its language - e.g. high density vs higher density, low density vs lower density 	<ul style="list-style-type: none"> Comment noted. The proposed amendment has been reviewed with this comment in mind.
<p>GHD on behalf of Tribute</p>	<ul style="list-style-type: none"> As a Regional policy document the land use framework should be general and leave flexibility for specific land use policy 	<ul style="list-style-type: none"> Comment noted. Protected Major Transit Station Areas offer unique opportunities for mixed use communities in Durham. While this is a change in approach at the Region,

Submission Number and Name	Description of Submission	Regional staff response
Communities (Courtice) 012-003	variation at the area municipal level in order to fit local circumstances.	it is in line with the goals and objectives of the Growth Plan related to strategic growth areas.
GHD on behalf of Tribute Communities (Courtice) 012-004	<ul style="list-style-type: none"> Related to the Vision, the principle that the highest densities be concentrated at or adjacent to the station property with a reduction in density further away is endorsed. The specifics of these density numbers and housing types should be determined in the area municipal Official Plans. 	<ul style="list-style-type: none"> Comment noted.
GHD on behalf of Tribute Communities (Courtice) 012-005	<ul style="list-style-type: none"> Agree that the overall density of 150 people and jobs per hectare is an appropriate policy for the DROP as it comes directly from Provincial policies. We understand and emphasize that this is a minimum density and an overall average target which would be implemented through a graduation of densities. 	<ul style="list-style-type: none"> Comment noted. The minimum density target of 150 people and jobs per hectare is anticipated for the entire Protected Major Transit Station Area. It is expected that area municipalities would identify minimum targets for people and/or units by land use designation.
GHD on behalf of Tribute Communities (Courtice) 012-006	<ul style="list-style-type: none"> Do not agree with the establishment of minimum job quotas. These types of policies have never worked in past attempts. At most, targets and land use designations can be put in place, but not quotas. 	<ul style="list-style-type: none"> Comment noted. Minimum job requirements are required to be included by area municipalities in their planning documents. Requiring a threshold of minimum jobs helps to encourage a mix of residents and jobs within MTSAs.
GHD on behalf of Tribute Communities (Courtice)	<ul style="list-style-type: none"> If the Regional policy is going to be specific enough to list housing built forms, it should include townhouses as well. Again, the area municipal Official Plan will have to allocate specific built forms and densities 	<ul style="list-style-type: none"> Comment noted. The proposed amendment would allow for a mix of housing forms, including ground-related housing. The achievement of the minimum

Submission Number and Name	Description of Submission	Regional staff response
012-007	<p>such that the overall, minimum Regional density target is met.</p> <ul style="list-style-type: none"> Do not see a reason for the Region to have a more prescriptive role in the implementation of development in MTSA's than in any other part of the Region. The implementation tools available to the Region as set out in the Durham Regional Official Plan and Provincial legislation should be sufficient for development throughout the Region, including MTSA's. There is no need to include separate implementation policies for MTSA's in the ROP. 	<p>density target of 150 people and jobs per hectare would apply across the PMTSA.</p> <ul style="list-style-type: none"> Comment noted. Protected Major Transit Station Areas offer unique opportunities for mixed use communities in Durham. While this is a change in approach at the Region, it is in line with the goals and objectives of the Growth Plan related to strategic growth areas.
Weston Consulting on behalf of Kaitlin Corp., Bowmanville Ave 013-001	<ul style="list-style-type: none"> Request that the lands along Bowmanville Avenue, that include a commercial plaza be included in the MTSA boundary to allow for future redevelopment opportunities. 	<ul style="list-style-type: none"> The Bowmanville MTSA delineation was developed in consultation with the Municipality of Clarington following the rigorous process set out in the Envision Durham Urban System Discussion Paper. The inclusion, or not, of the plaza in the MTSA delineation does not preclude future development opportunities.
Weston Consulting on behalf of Kaitlin Corp, Stevens Road, Bowmanville 014-001	<ul style="list-style-type: none"> Request that the lands that lie northeast of the proposed Bowmanville MTSA boundary be included in the MTSA to allow for higher density uses to be contemplated on the site. While outside of the 800 m radius, the subject lands are near the MTSA/GO Station and are logical and appropriate to support higher density land use 	<ul style="list-style-type: none"> Comment noted. The proposed PMTSA boundary was considered thoughtfully through a delineation exercise that involved the Municipality of Clarington and conforms to the Growth Plan. The northern boundary is not proposed to be modified.

Submission Number and Name	Description of Submission	Regional staff response
MGP, on behalf of the NE Pickering Landowners Group 015-001	<p>permissions. Higher forms of density, including townhouses, apartment typology and seniors' residence, present attractive options for redevelopment.</p> <ul style="list-style-type: none"> The provincial A Place to Grow Plan 2020 requires that Durham Region delineate the boundaries of MTSAs 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. Unlike other policy areas in this plan, it is not required, nor expected, that all development will be achieved in these areas by the time horizon of the plan (2051.) It is therefore required that the Region estimate the potential for growth in these areas to be achieved by 2051 as a key input into its Land Needs Assessment. The Region must determine the realistic residential growth potential to 2051 that could occur in these areas in the context of a market-based demand analysis for housing in the Region. Seek clarification on the method the Region will use to make this determination, and at what point this will be determined through the rest of the Municipal Comprehensive Review process. 	<ul style="list-style-type: none"> The Envision Durham Growth Management Study and accompanying Land Needs Assessment, including the Housing Intensification Study, will determine the growth anticipated in Strategic Growth Areas by 2051. This work will be released in the fall of 2021.

Proposed Amendment

Regional Official Plan Amendment 2021-003

Amendment #___ 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 minimum density targets 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 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
- 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 Planning 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

- 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.
Policies that identify the maximum densities and minimum or maximum heights of buildings or structures in Major Transit Station Areas.

Through the Region establishing Protected Major Transit Station Areas through Section 16(16), area municipalities will complete secondary planning exercises to establish policies pertaining to Major Transit Station Areas and policies which identify maximum densities and minimum or maximum heights of 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 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 PMTSA 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) Introduction of Schedule 'C5" to the Durham Regional Official Plan, as illustrated on Exhibits 1 and 2.

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: <p>“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.”</p>
2.	Sub-heading (after policy 8.1.8)		<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:</p> <p>“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:</p> <p>“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	
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

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>Transit Station Areas” after “Local Centres”</p> <p>The policy will therefore read as follows:</p> <p>“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:</p> <p>“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	
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:</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>“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:</p> <p>“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:</p> <p>“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: <p>“policies, designations and delineations for Protected Major Transit Station Areas.”</p>
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:</p> <p>“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: <p>“PROTECTED MAJOR TRANSIT STATION AREAS”</p>

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: <p>“Protected Major Transit Station Areas shall be developed as transit-oriented communities that support and foster innovation and entrepreneurship, and integrate mixed-use development throughout, anchored by a Commuter Station or Transportation Hub.”</p>
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: <p>“PROTECTED MAJOR TRANSIT STATION AREAS”</p>
25.		8A.2.8	<ul style="list-style-type: none"> • Add new policy to read as follows and renumber subsequent sections accordingly: <p>“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:</p> <ul style="list-style-type: none"> 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: <p>“Protected Major Transit Station Areas will be planned as focal points within their respective communities, providing active places and</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			streetscapes, with a wide range and mix of high-density transit-oriented uses, based on pedestrian oriented built form.”
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 within the delineated Protected Major Transit Station Areas: <ol style="list-style-type: none"> a) Higher density residential uses including mid-rise and high-rise apartments, stacked townhouses, and live-work units; b) Offices and major office; 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 within MTSAs; j) Home occupations; k) Public uses including infrastructure, libraries, recreation/community centres, parks, urban squares, trails and conservation uses.”
28.		8A.2.11	<ul style="list-style-type: none"> • Add new policy to read as follows:

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>“The following land uses will be prohibited in Protected Major Transit Station Areas:</p> <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.”
29.		8A.2.12	<ul style="list-style-type: none"> • Add new policy to read as follows: <p>“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.”</p>
30.		8A.2.13	<ul style="list-style-type: none"> • Add new policy to read as follows: <p>“Protected Major Transit Station Areas shall be planned to accommodate a minimum 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.”</p>
31.		8A.2.14	<ul style="list-style-type: none"> • Add new policy to read as follows: <p>“The Region, in consultation with the area municipalities and Metrolinx may designate additional Protected Major Transit Station Areas coincident with planning for existing and future rapid transit facilities or stations.”</p>
32.		8A.2.15	<ul style="list-style-type: none"> • Add new policy to read as follows: <p>“Local road and private access spacing and access permissions to Regional arterial roads</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			within Protected Major Transit Station Areas will be addressed on a case-by-case basis to the satisfaction of the Region.”
33.		8A.2.16	<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; 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 and zoning bylaw amendment processes.”
34.		8A.2.17	<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: <ul style="list-style-type: none"> a) Delineate Protected Major Transit Station Area boundaries and provide detailed land use designations within the boundary; b) Establish minimum density, population, employment and housing targets; c) Establish minimum job requirements for Protected Major Transit Station Areas; d) Enable alternative development standards

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>to support transit-oriented development, including but not limited parking requirements which support the use of transit;</p> <ul style="list-style-type: none"> 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) Incorporate Urban Design Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian oriented public realm, that: <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 compact in form and pedestrian-oriented; 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

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>strictly along local public streets, where appropriate;</p> <ul style="list-style-type: none"> 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; and viii. Require that connections to the Commuter Stations or Transportation Hubs include pedestrian weather protection and station way-finding; <p>j) Include policies that encourage place-making through policy approaches that:</p> <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

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>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.</p> <p>k) Include sustainable transportation policies that:</p> <ul style="list-style-type: none"> i. Ensure that road designs support transit use, pedestrian travel, and cycling while accommodating automobile travel; 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.”
35.		8A.2.18	<ul style="list-style-type: none"> • Add new policy to read as follows: <p>“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 requirements are provided prior to or coincident with development.”</p>
36.		8A.2.19	<ul style="list-style-type: none"> • Add new policy to read as follows: <p>“The Region and area municipalities may require cost-sharing agreements, front-ending agreements or other measures as appropriate to</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			ensure the timely delivery of infrastructure and the equitable distribution of development and infrastructure costs.”
37.		8A.2.20	<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; b) flexibility for future expansion to rail operations and modifications and improvements to the track and signal system will not be reduced; and 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.”
38.	8A.2.8	8A.2.21	
39.	8A.2.9	8A.2.22	<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: “Regional Corridors shall be planned and developed in accordance with Policy 8A.1.5 and</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			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.”
40.	8A.2.10	8A.2.23	
41.	8A.2.11	8A.2.24	
42.	8A.2.12	8A.2.25	
43.	8A.2.13	8A.2.26	
44.	8A.2.14	8A.2.27	
45.	8A.2.14 f)	8A.2.27 f)	<ul style="list-style-type: none"> • Delete subsection “f) transit nodes” and renumber subsequent sections accordingly
46.	8A.2.14 g)	8A.2.27 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>
47.	8A.2.14 h)	8A.2.14 g)	
48.	8A.2.14 i)	8A.2.14 h)	<ul style="list-style-type: none"> • Add a comma after “Corridors” • Add the phrase “Protected Major Transit Station Areas,” after “Local Corridors”

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<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>
49.	8A.2.14 j)	8A.2.14 i)	
50.	8A.2.15	8A.2.28	
51.	8A.2.16	8A.2.29	<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>
52.	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,</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>shall provide for:</p> <ul style="list-style-type: none"> 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; 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.”
53.		14.10.4	<ul style="list-style-type: none"> • Add a new policy as follows and renumber subsequent section accordingly: <p>“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:</p> <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;

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<ul style="list-style-type: none"> 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; and h) parking spaces, loading facilities, transit improvements and active transportation infrastructure.”
54.	14.10.4	14.10.5	
55.	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

Implementation:

The provisions set forth in the Durham Regional Official Plan regarding the implementation of the Plan shall apply in regard to this Amendment.

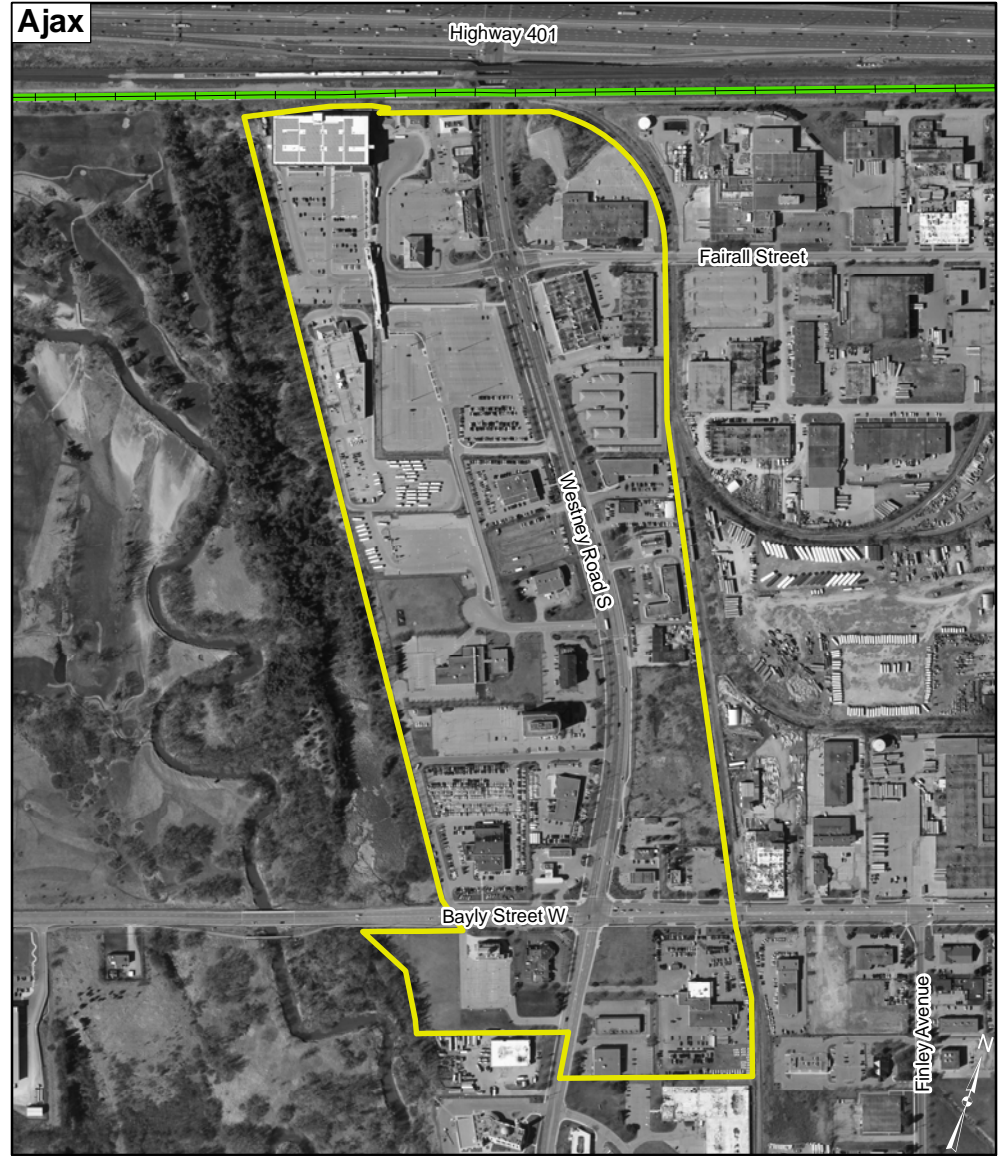
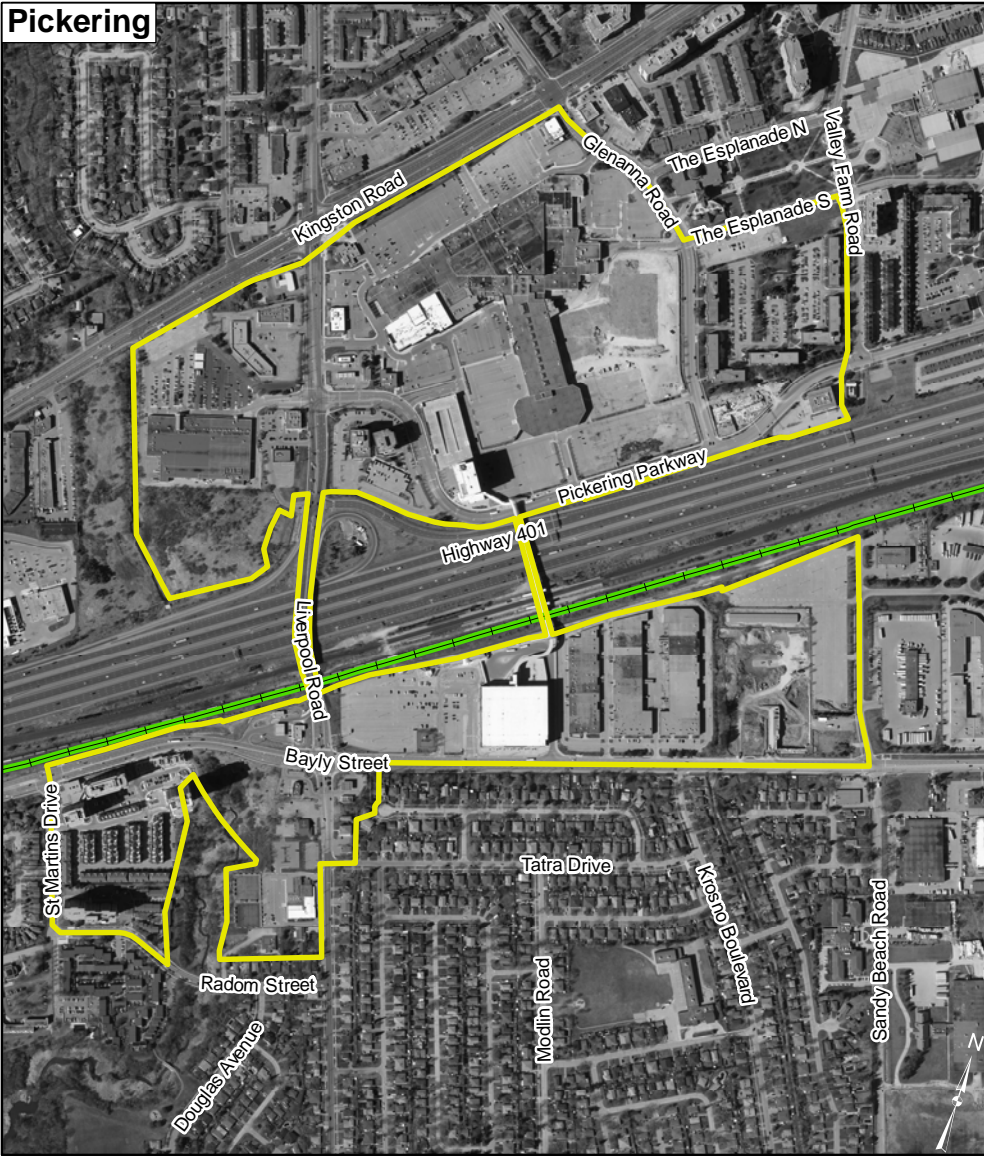
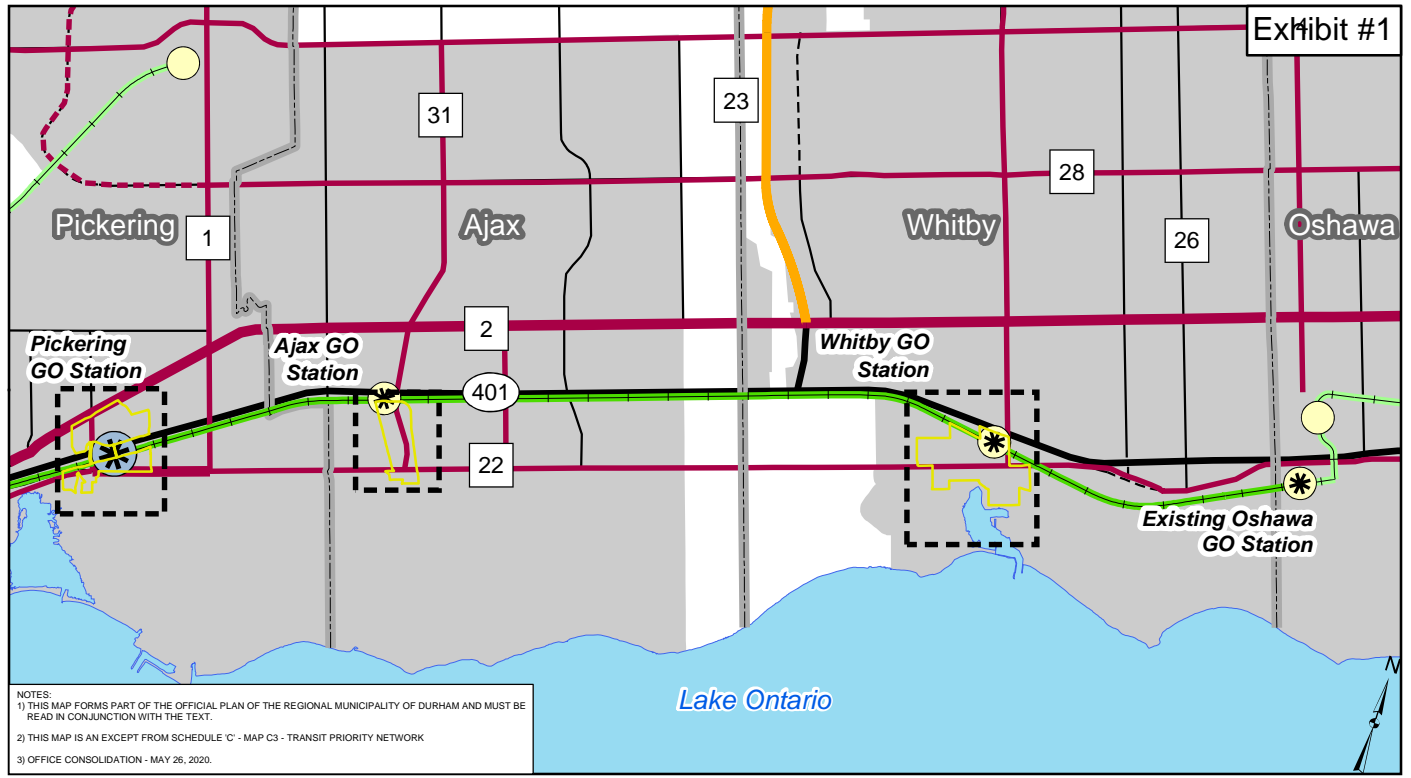


**OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM**

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

LEGEND

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





**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 COMMUTER RAIL **FUTURE**

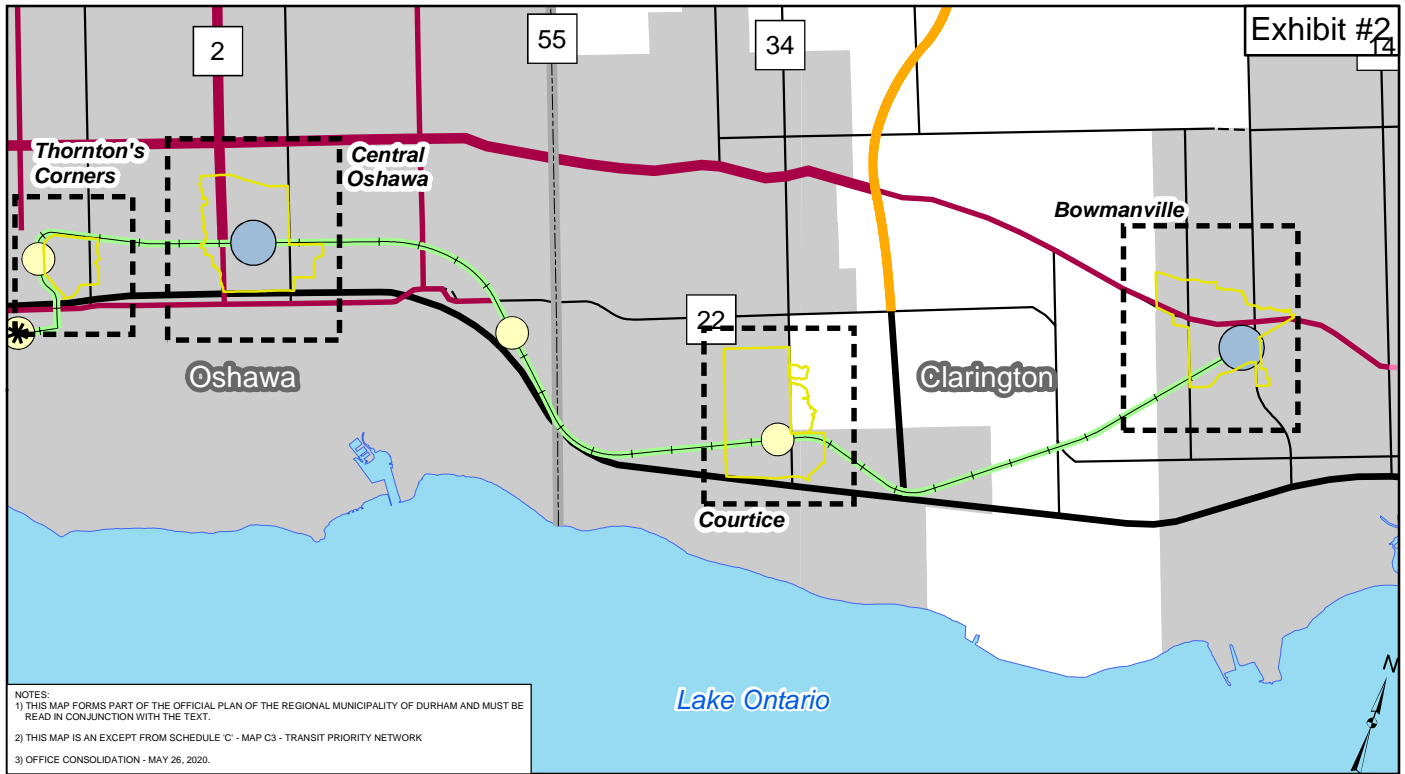
FREEWAY TRANSIT

RAPID TRANSIT SPINE

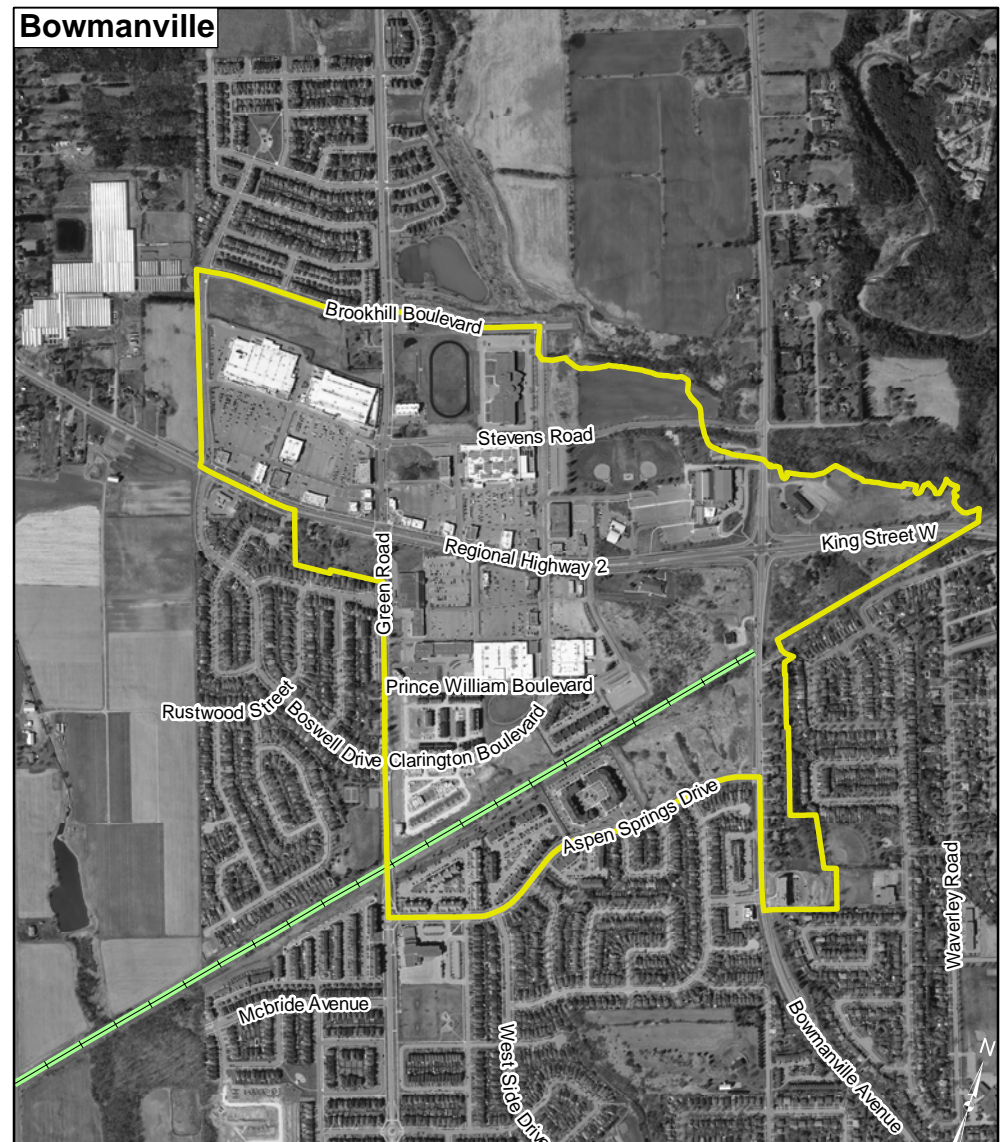
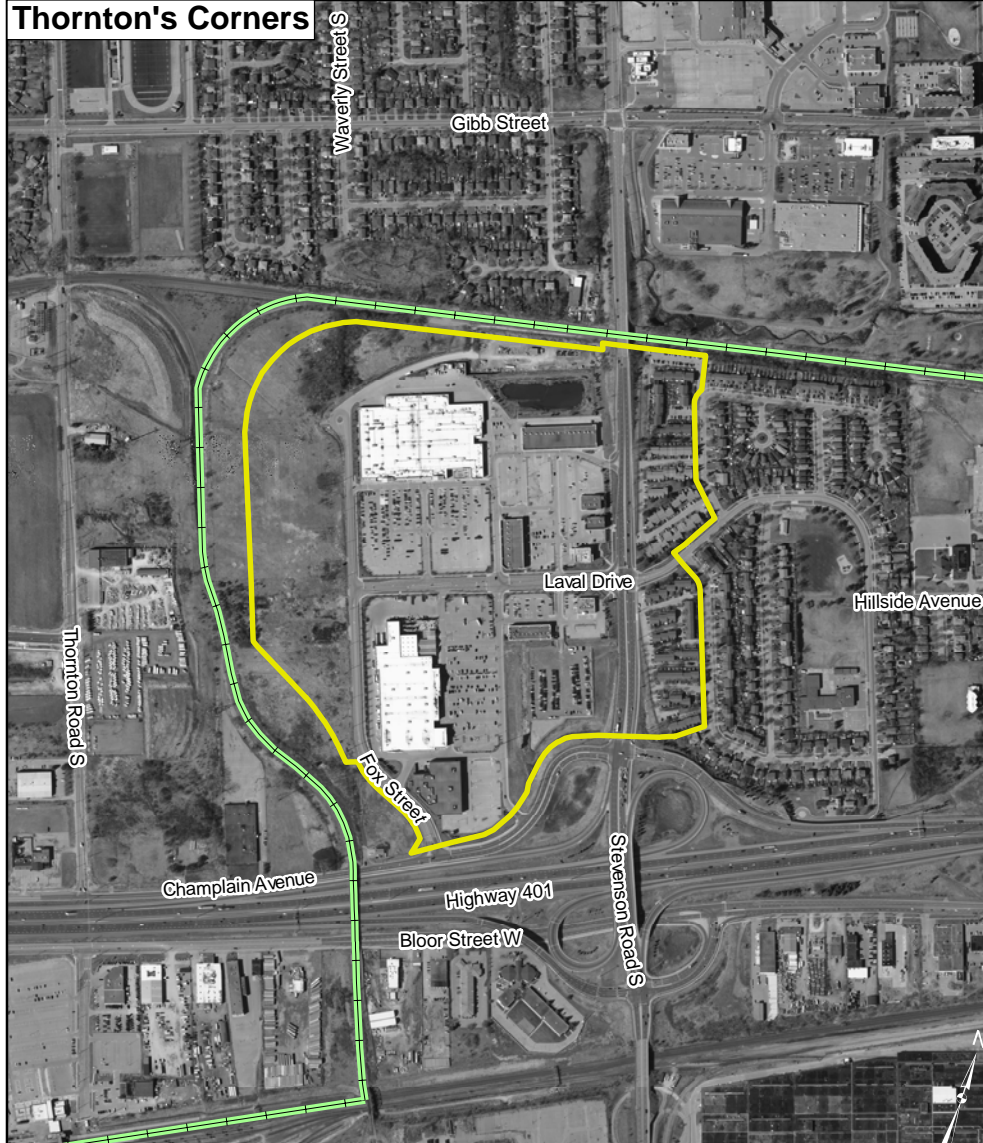
HIGH FREQUENCY TRANSIT NETWORK

TRANSPORTATION HUB

COMMUTER STATION



NOTES:
1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
2) THIS MAP IS AN EXCEPT FROM SCHEDULE 'C' - MAP C3 - TRANSIT PRIORITY NETWORK
3) OFFICE CONSOLIDATION - MAY 26, 2020.



Attachment #3

Annotated Consolidation of ROPA 2021-003

Protected Major Transit Station Areas

Section 8

Urban System

8.1 Goals

- 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.
- 8.1.6 To protect *key natural heritage or hydrologic features and functions* located within or outside of Urban Areas from the impacts of urbanization.
- 8.1.7 To integrate nature into the urban fabric of the Region.
- 8.1.8 To provide convenient access to fresh locally grown produce and other healthy food from sources such as farm markets, community gardens and grocery stores.
- 8.1.9 To plan for *transit-oriented development* within walking distance of existing and planned rapid transit stations as focal points for active transportation and a compatible mix of higher density uses.**

CENTRES, CORRIDORS, **PROTECTED MAJOR TRANSIT STATION AREAS** AND WATERFRONT PLACES

~~8.1.9~~

- 8.1.10** To recognize Urban Growth Centres, ~~and~~ Regional Centres **and Protected Major Transit Station Areas** in Urban Areas as focal points of urban development **and intensification** in the Region.

~~8.1.10~~

- 8.1.11** 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~~

8.1.12 To develop Urban Growth Centres, Regional **Centres**, ~~and~~ Local Centres **and Protected Major Transit Station Areas** that are characterized by distinctive forms of art and architecture.

~~8.1.12~~

8.1.13 To develop Waterfront Places as focal points along the Lake Ontario waterfront.

~~8.1.13~~

8.1.14 To restore the historic integration of the shopping function with the other traditional functions, such as housing, employment, recreation, social activities and cultural facilities.

~~8.1.14~~

8.1.15 To link Urban Growth Centres, Regional Centres, **Protected Major Transit Station Areas** and Waterfront Places with supportive Corridors focused on *active transportation* and transit routes.

8.1.16 **To build upon significant place-making opportunities within Protected Major Transit Station Areas, as focal points for high density, mixed-use, transit-oriented development and a pedestrian-oriented public realm.**

LIVING AREAS

~~8.1.15~~

8.1.17 To establish suitable areas for the provision of a full range of housing which will be developed in a cost-effective and efficient manner.

~~8.1.16~~

8.1.18 To create and maintain an attractive living environment that is safe, energy efficient and in harmony with nature.

EMPLOYMENT AREAS

~~8.1.17~~

8.1.19 To establish Employment Areas that provide for the *development* of industries and businesses that require separation from sensitive land uses, and to efficiently guide their *development* to obtain the greatest benefit for the Region.

~~8.1.18~~

8.1.20 To increase industrial and high skilled job opportunities for the residents of the Region.

8.1.19

8.1.21 To attract industries and businesses that will maximize and diversify the economic and employment opportunities in the Region.

8.2 General Policies

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 **and Protected Major Transit Station Areas**;
- 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;
- f) linkages for pedestrians and cyclists which link communities internally and externally and to the public transit system;
- g) a grid system of arterial roads, and collector roads, where necessary, to provide for a transit-supportive road pattern while recognizing environmental constraints; and
- h) a Greenlands System that complements and enhances the Urban System.

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

8.3 Policies

8.3.1 Urban Area boundaries are designated on Schedule 'A'. Components of the Urban System are designated on Schedule 'A' and primarily consist of Urban Growth Centres and Regional Centres and Corridors, Living Areas and Employment Areas which shall be integrated and supportive of each other. The boundaries of the Urban Areas and the components of the Urban System shall be determined in accordance with Section 15.

- 8.3.2 The *development* of the Seaton community and the preservation of the Duffins Rouge Agricultural Preserve shall be in conformity with the provisions of the Central Pickering Development Plan as identified in Policy 13.2.1, Specific Policy Area A (Pickering).
- 8.3.3 Regional Council shall initiate a streetscape improvement program in Urban Areas along Regional roads.
- 8.3.4 Notwithstanding Policy 8.2.2, Schedule 'A' designates areas within Urban Areas to be developed on:
- a) private drilled wells and private sewage disposal systems;
 - b) private drilled wells and municipal sanitary sewerage facilities; and
 - c) municipal water systems and private sewage disposal systems.

If deemed desirable by Regional Council and the Council of the respective area municipality, such Areas may be developed in accordance with the intent of this Plan on full municipal services and the provisions of Policy 6.3.4. *Development* on private services shall be subject to the relevant provisions of Policies 9B.2.10, 9B.2.11 and 9B.2.12.

Prior to any *development* on partial or full private services, Regional Council shall investigate the feasibility of providing full municipal services through:

- i) additional capacity resulting from water supply or sanitary sewage plant expansions; or
 - ii) servicing alternatives, such as communal systems.
- 8.3.5 Where urban *development* is designated in areas presently characterized by agricultural activities, Regional Council and the Council of the area municipality shall secure an orderly withdrawal of agricultural activities. In addition, an area municipal Council may place such areas in an agricultural or holding zone in the respective area municipal zoning by-laws.
- 8.3.6 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.
- 8.3.7 Existing shopping centres shall be encouraged to redevelop with a full array of compatible uses, particularly residential uses, in accordance with any other relevant provisions of this Plan.
- 8.3.8 For the purposes of this Plan, Regional Interest in commercial planning shall be based upon the following:

- a) Any commercial proposal of 56,000 m² or larger, on an individual or cumulative basis; or
- b) Any commercial proposal that would have the potential to negatively impact the planned function of a Regional Centre.

8.3.9 Regional Council shall require the preparation of a retail impact study for any retail commercial *development* proposal that is of Regional interest, in accordance with Policy 8.3.8.

AREA MUNICIPAL OFFICIAL PLANS

8.3.10 In the preparation of area municipal official plans, Councils of the area municipalities shall ensure the inclusion of:

- a) policies and designations to implement the intent of this Plan and the provisions of this Section, and particularly Policy 8.2.1;
- b) a variety of mixed uses and *intensification*;
- c) urban design guidelines and solutions; and
- d) policies to promote *transit-oriented development* ~~forms and patterns~~;
- e) **policies, designations and delineations for Protected Major Transit Station Areas.**

Sub-Section 8A

Centres, Corridors, **Protected Major Transit Station Areas** and Waterfront Places

8A.1 General Policies

CENTRES

- 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.
- 8A.1.3 Generally the size of each Centre is based upon its function as described in Policy 8A.2.2, the population of the area it serves, and the accessibility to Centres of equal or larger scale. The expansion of any Centre shall not be permitted if it is likely to cause an undue economic decline in another centre. No single Centre shall include a concentration of the retail functions of a size that would preclude the *development* of another designated Centre of equal scale.

PROTECTED MAJOR TRANSIT STATION AREAS

- 8A.1.4 **Protected Major Transit Station Areas shall be developed as transit-oriented communities that support and foster innovation and**

entrepreneurship, and integrate mixed-use development throughout, anchored by a Commuter Station or Transportation Hub.

CORRIDORS

8A.1.4

8A.1.5 Corridors form the key connections between Centres and are considered the main arteries of the Region's urban structure. They provide for the movement of people and goods between the Centres to support their vitality.

8A.1.5

8A.1.6 Corridors shall be developed in accordance with the principles contained in Policy 8.2.1 and the following:

- a) promoting public transit ridership through well designed *development*, having a mix of uses at higher densities;
- b) sensitive urban design that orients *development* to the corridor, complemented by the consolidation of access points;
- c) maintaining and enhancing historical main streets by integrating new forms of *development* with existing *development*; and
- d) preserving and enhancing cultural heritage resources.

8A.2 Policies

CENTRES

8A.2.1 Urban Growth Centres and Regional Centres are designated on Schedule 'A'. The detailed boundaries of Urban Growth Centres and the Regional Centres shall be designated in area municipal official plans. Local centres, consisting of Urban Centres, Community Centres and Neighbourhood Centres, may be designated in area municipal official plans, within the Living Areas in accordance with the provisions of this Plan.

8A.2.2 Centres shall be classified in a hierarchy of form and function as follows:

- a) Urban Growth Centres:
 - i) downtown Oshawa and downtown Pickering are recognized as Urban Growth Centres in accordance with the Growth Plan for the Greater Golden Horseshoe, and shall function as the dominant Centres within the Region;
 - ii) shall be planned as focal areas for institutional, region-wide public services, *major office*, commercial (which may include *major retail*), recreational, cultural, entertainment and residential

uses, serving as major employment centres supporting higher order transit services;

- iii) shall be planned to accommodate a minimum density target of 200 persons and jobs combined per *gross* hectare and a *floor space index* of 3.0. The built form for the Urban Growth Centres should be a mix of predominantly high-rise development, with some mid-rise, as determined by area municipalities.
- b) 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;
 - 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; and
 - iii) shall support an overall, long-term density target of at least 15 residential units per *gross* hectare in Beaverton, Cannington, Sunderland, Uxbridge and Port Perry.
- c) Local Centres designated in area municipal official plans shall be planned and developed in accordance with the following:
- i) Urban Centres shall be planned and developed similar to, but generally smaller in scale than, the Regional Centres in order to serve large segments of Urban Areas through the provision of uses which complement those offered within the Regional Centres. Urban Centres shall support an overall, long-term density target of at least 30 residential units per *gross* hectare and a *floor space index* of 2.0. The built form should be a wide variety, generally mid-rise in height, with some lower and higher buildings, as determined by area municipalities;
 - ii) Community Centres shall be planned and developed similar to, but generally smaller in scale than, the Urban Centres and shall serve small segments of Urban Areas through the provision of uses which complement those offered within the Urban Centres; and

- iii) Neighbourhood Centres shall be planned and developed similar to, but generally smaller in scale than, the Community Centres and shall serve the day-to-day needs of the residents of the surrounding neighbourhood.
- 8A.2.3 Urban Growth Centres and Regional Centres shall be the primary and priority locations for public investment, including public buildings and community facilities and services.
- 8A.2.4 Area municipal official plans shall include detailed policies, or a Secondary Plan, for the *development* of any new Regional Centre, addressing:
 - a) guidelines for the integration of local transit services with the road network;
 - b) urban design guidelines to promote transit supportive land uses;
 - c) design standards to promote pedestrian-oriented *development* and transit friendly facilities; and
 - d) *intensification* and mixed-use objectives of this Plan.
- 8A.2.5 Prior to the consideration of an amendment to this Plan for the purpose of designating a new Regional Centre, Regional Council shall select and retain, at the expense of the proponent, a qualified consultant to prepare a retail impact study to ensure that the proposal does not unduly affect the planned function and viability of any designated Regional Centre on Schedule 'A', or any Local Centre designated within area municipal official plans.
- 8A.2.6 Prior to the consideration of the expansion of an existing Regional Centre, as detailed in an area municipal official plan, it shall be determined if there is a Regional Interest in accordance with Policy 8.3.8. Where there is a Regional Interest, a retail impact study shall be required to justify such expansion, and ensure that the proposal does not unduly affect the planned function and viability of any other Centre.
- 8A.2.7 Prior to the designation of a new Local Centre in an area municipal official plan or the expansion of an existing Local Centre, the Council of the area municipality shall determine if there is a Regional Interest in accordance with Policy 8.3.9. Where there is a Regional Interest, a retail impact study shall be required to justify such designation or expansion and ensure that the proposal does not unduly affect the planned function and viability of any other Centre.

PROTECTED MAJOR TRANSIT STATION AREAS

- 8A.2.8 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.**

8A.2.9 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.

8A.2.10 Notwithstanding the land use designations in the vicinity of existing and future GO Stations identified on Schedule 'A', the following land uses will be permitted within the delineated Protected Major Transit Station Areas:

- a) Higher density residential uses including mid-rise and high-rise apartments, stacked townhouses, and live-work units;**
- b) Offices and major office;**
- 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 within MTSAs;**
- j) **Home occupations;**
- k) **Public uses including infrastructure, libraries, recreation/community centres, parks, urban squares, trails and conservation uses.**

8A.2.11 The following land uses will be prohibited in Protected Major Transit Station Areas:

- 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.**

8A.2.12 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.

8A.2.13 Protected Major Transit Station Areas shall be planned to accommodate a minimum density target of 150 people and jobs per gross 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.

8A.2.14 The Region, in consultation with the area municipalities and Metrolinx may designate additional Protected Major Transit Station Areas coincident with planning for existing and future rapid transit facilities or stations.

8A.2.15 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.

8A.2.16 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:

- 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; 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 and zoning bylaw amendment processes.**

8A.2.17 Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will:

- a) **Delineate Protected Major Transit Station Area boundaries and provide detailed land use designations within the boundary;**
- b) **Establish minimum density, population, employment and housing targets;**
- c) **Establish minimum job requirements 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) **Incorporate Urban Design Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that:**
 - i. **Provide appropriate transitions in building heights to surrounding areas and public spaces;**

- ii. **Direct that all development will be designed to be compact in form and pedestrian-oriented;**
- 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; and**
- viii. **Require that connections to the Commuter Stations or Transportation Hubs include pedestrian weather protection and station way-finding;**
- j) **Include policies that encourage place-making through policy approaches that:**
 - 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.

- k) Include sustainable transportation policies that:**
- i. Ensure that road designs support transit use, pedestrian travel, and cycling while accommodating automobile travel;**
 - 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.**

8A.2.18 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 requirements are provided prior to or coincident with development.

8A.2.19 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.

8A.2.20 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:

- a) existing and future capacity and safety of train operations in the rail corridor will not be compromised;**
- b) flexibility for future expansion to rail operations and modifications and improvements to the track and signal system will not be reduced; and**
- 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.

CORRIDORS

~~8A.2.8~~

8A.2.21 Regional Corridors are designated as an overlay of the underlying land-use designation on Schedule 'A', Regional Structure. Local Corridors may be designated in area municipal official plans, in accordance with the provisions of this Plan.

~~8A.2.9~~

8A.2.22 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 *gross* hectare and a *floor space index* 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.

~~8A.2.10~~

8A.2.23 Local Corridors shall be planned and developed in accordance with Policy 8A.1.5 as mixed-use areas, with appropriate densities to support frequent transit service. The Local Corridors shall provide efficient transportation links to the Urban Growth Centres and Regional Centres and/or Local Centres within Urban Areas. Portions of Local Corridors with an underlying Living Area designation, which are identified as appropriate for mixed-use development shall support an overall, long-term density target of at least 30 residential units per *gross* hectare and a *floor space index* of 2.0. The built form should be a wide variety of building forms with mid-rise predominating, as detailed in area municipal official plans.

WATERFRONT PLACES

~~8A.2.11~~

8A.2.24 Schedule 'A' designates Waterfront Places along the Lake Ontario waterfront at the following locations:

- a) Frenchman's Bay;
- b) Whitby Harbour;

- c) Oshawa Harbour;
- d) Port Darlington; and
- e) Port of Newcastle.

~~8A.2.12~~

8A.2.25 Waterfront Places shall be developed as focal points along the Lake Ontario waterfront having a mix of uses, integrated with the Greenlands System. Uses may include residential, commercial, marina, recreational, tourist, and cultural and community facilities. The scale of *development* shall be based on and reflect the characteristics of each Waterfront Place. Where appropriate Waterfront Places shall be planned to support an overall, long-term density target of at least 60 residential units per *gross* hectare and a *floor space index* of 2.0. The built form should vary, and be developed in a manner that is sensitive to the interface with the natural environment, as detailed in area municipal official plans.

~~8A.2.13~~

8A.2.26 The area municipalities, in consultation with the Region and other agencies having jurisdiction shall prepare plans to detail the boundaries and land uses of Waterfront Places in their respective official plans. These plans should:

- a) consider environmental constraints and opportunities;
- b) maximize access to Waterfront Places by a variety of transportation modes, such as roads, public transit, water, and trails;
- c) emphasize the unique landscape features and heritage resources of each Waterfront Place to strengthen community identity;
- d) consider opportunities to develop east-west natural corridors to link Waterfront Places and natural areas along the waterfront, and to develop north-south corridors along creek valley systems;
- e) consider opportunities to increase public access to lands because of their ecological, cultural or recreational value through acquisition or other means; and
- f) assess how new growth will affect the natural environment and where possible enhance the function of Coastal Wetlands and other natural heritage features.

AREA MUNICIPAL OFFICIAL PLANS

~~8A.2.14~~

8A.2.27 In the preparation of area municipal official plans, the area municipalities shall include the following:

- a) policies and designations to implement the intent of this Plan and provisions of this Section, particularly Policies 7.3.9, 8A.1.2, 8A.1.5 and 8A.2.12, 8A.2.16, 8A.2.17, 8A.2.18;
- b) boundaries, as well as land use designations, of all Centres, Protected Major Transit Station Areas, and Waterfront Places;
- c) a network of walkways, civic squares and parks;
- d) requirements for the preparation of traffic access studies;
- e) policies to ensure the *development* of higher densities;
- f) ~~transit nodes;~~
- g) ~~g)~~
- f) policies to ensure and guide higher density *development* 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;
- h) ~~h)~~
- g) policies to ensure that generally, new *development* along Corridors shall either front or flank the roadway. Reverse lotting along Corridors should only be permitted where other design solutions are not feasible. The approach for designating the extent or detailed delineation of corridors shall be determined by the area municipality;
- i) ~~i)~~
- h) 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
- j) ~~j)~~
- i) policies to encourage higher density uses permitted in accordance with Section 8C, along Regional Corridors with an underlying Employment Areas designation.

8A.2.15

8A.2.28 Notwithstanding any provisions of this Plan to the contrary, area municipalities may recognize special purpose commercial areas and may include specific provisions in area municipal official plans and zoning by-laws to distinguish the function of these areas.

AREA MUNICIPAL ZONING BY-LAWS

8A.2.16

8A.2.29 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 *development* in these areas consistent with the intent of this Plan.

Transportation System

11.1 Goals

- 11.1.1 To provide a Transportation System that is integrated, safe, efficient and reliable for all users and modes.
- 11.1.2 To offer a variety of mobility choices for all Durham residents.
- 11.1.3 To develop a Transportation System that supports the retention of existing businesses and attraction of new investment and economic activity.
- 11.1.4 To support sustainable transportation initiatives that respect natural, social and cultural environments.

11.2 General Policies

- 11.2.1 Regional Council supports the planning, design and operation of a fully integrated Regional Transportation System, composed of Road, Transit Priority and Strategic Goods Movement networks.
- 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.
- 11.2.3 Freeway, highway and arterial road corridors shall be protected from uses which may jeopardize the implementation of such corridors.
- 11.2.4 Priority shall be given to the optimization of existing transportation infrastructure before adding new infrastructure.
- 11.2.5 New technologies and practices are supported that improve urban travel conditions and help protect the environment, such as Intelligent Transportation Systems, Transportation Demand Management and Employee Trip Reduction programs.
- 11.2.6 A Transportation Master Plan (TMP) which identifies policies, programs and infrastructure improvements required to address Durham's transportation needs, shall be adopted and maintained.

11.3 Policies

ROAD NETWORK AND DESIGN

- 11.3.1 This Plan provides for the protection and development of an integrated hierarchy of roads comprised of freeways, arterial, collector and local roads. Schedule 'C' – Maps 'C1' and 'C2', Road Network, designate freeways, Type A, Type B and Type C arterial roads within the Region, without regard to present or future jurisdiction. Area municipal official plans shall designate the grid network of collector roads. This Plan does not imply that Regional Council will assume the authority of roads shown on Schedule 'C' – Maps 'C1' and 'C2' which are not under the jurisdiction of the Region.
- 11.3.2 The alignments of freeways and arterial roads designated on Schedule 'C' – Maps 'C1' and 'C2', Road Network are approximate. The design and construction of these roads shall take place after more detailed planning and engineering studies have been carried out. These studies shall identify community and environmental impacts, and shall identify measures to be undertaken to mitigate any such impacts. Any change to the alignment of the designated freeways and arterial roads that is in keeping with the goals and intent of this Plan shall not require an amendment to this Plan.
- 11.3.3 Subject to site-specific conditions and accepted planning, urban design and traffic engineering principles, Type A, Type B and Type C arterial roads shall be designed in accordance with Schedule 'E' – Table 'E7', Arterial Road Criteria.
- 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.

- 11.3.5 The design of arterial roads shall consider adequate channelization at intersections to facilitate transit and commercial vehicle turning movements, the provision of bus bays and lanes, and other transit-oriented improvements.
- 11.3.6 Regional Council shall prepare an implementation plan for all components of the Transportation System, which shall be reviewed annually, to define priorities and assess financial implications.
- 11.3.7 The Region recognizes the importance of the Provincial freeway system, including Highways 401, 404, 407, 412, 418 and 115, in fostering continued economic development and reducing the Transportation System capacity deficiencies at the western limit of the Region. To improve the Provincial freeway and highway network, Regional Council supports the accelerated implementation of:
- a) the extension of Highway 407 to Highway 35/115, including the Highway 418 freeway connection to Highway 401 and planned transitway on Highways 407, 412 and 418;
 - b) the expansion of Highway 401, including the construction of new or improved interchanges;
 - c) the extension of Highway 404 and the related widening of Highways 12 and 48; and
 - d) improvements to Highways 7, 7A, 7/12, 35 and 35/115; and
 - e) modifications to the alignment of the Highway 7/12 intersection at Thicksen Road, subject to further study by the Town of Whitby and Ministry of Transportation, that may be updated without amendment to this plan.

Although, Provincial Highways are shown on Schedule 'C' – Maps 'C1' and 'C2', Road Network, these highways are under the jurisdiction of the Ministry of Transportation, which has sole responsibility for such matters as standards, design criteria and widening requirements.

- 11.3.8 The Region of Durham encourages the Ministry of Transportation to construct the Highway 407 interchanges at Westney Road, Salem Road and Thornton Road, Highway 412 interchange at Rossland Road, and complete the Highway 401/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction.
- 11.3.9 The Region of Durham shall formally request and encourage the implementation of environmental design standards for Highways 407, 412 and 418, including the provision of treed and landscaped buffer strips within the right-of-way along each side of the highway and within the interchanges.

- 11.3.10 Regional Council recognizes the importance of providing a north/south arterial road connection between Highway 401 and Highway 407 in the City of Toronto and the City of Markham to supplement the grid network of freeways throughout the Greater Toronto and Hamilton Area. Furthermore, Council shall oppose any decision, *development* proposal or other action which seriously compromises the ability to protect and implement such a facility.
- 11.3.11 Regional Council encourages the Provincial Government to take a leadership role in facilitating inter-regional transportation improvements, such as the Markham By-pass – Morningside Avenue Extension and the widening of Steeles Avenue, and partner in their implementation.
- 11.3.12 Regional Council, encourages the Ministry of Transportation, to investigate the ultimate role of Highway 35/115 between Highway 401 and Highway 407, including its possible development as a Provincial freeway facility.
- 11.3.13 Regional Council recognizes the need to improve east-west transportation linkages at the west Durham boundary and will continue to explore opportunities with the affected jurisdictions to enhance inter-Regional connections between the Region and the municipalities to the west. Although policies regarding the Rouge National Urban Park preclude additional inter-Regional arterial road connections south of Steeles Avenue. Regional Council will protect for the existing connections. Additionally, Regional Council will protect for the realigned Whitevale Road in Pickering to 14th Avenue in the Region of York and shall work with the affected municipalities to ensure that the proposed road connection is implemented.
- 11.3.14 To protect the integrity of hamlets and historic downtowns from excessive through traffic, a by-pass may provide a feasible solution. Prior to designating new by-passes of arterial roads within this Plan, a By-pass Study will be undertaken in consultation with affected stakeholders to examine:
- a) the need for the by-pass;
 - b) alternatives to the by-pass;
 - c) the transportation, land use, environmental, socio-economic and cultural heritage impacts associated with each alternative, including the status quo;
 - d) a vision, and design considerations for the preferred alternative;
 - e) a detailed cost-benefit analysis for the preferred alternative; and
 - f) an implementation plan.
- 11.3.15 The Region recognizes the need to improve east-west transportation linkages south of Highway 401. The Region also recognizes the importance of Waterfront Areas as “people places”, and providing public access to the waterfront and open spaces. As such, the potential for an east-west connection between South Blair Street and Thicksen Road, south of Victoria

Street in the Town of Whitby, will be considered in conjunction with any proposal to redevelop the existing uses in the Employment Area north of Ronald C. Deeth Park.

TRANSPORTATION DEMAND MANAGEMENT

- 11.3.16 This Plan supports the development of a comprehensive Transportation Demand Management (TDM) program as part of an effort to reduce single occupant vehicle dependency, by promoting alternative modes of transportation such as transit, carpooling, cycling and walking, and alternative work arrangements such as staggered work hours and telecommuting to reduce peak period travel.
- 11.3.17 Employers are encouraged to promote programs to reduce automobile usage as a means of addressing energy consumption and air pollution. Such trip reduction programs may include:
- a) the provision of transit passes;
 - b) ridesharing and van pooling programs to increase vehicle occupancies;
 - c) the provision of incentives in parking lots and supporting parking management strategies to encourage the use of high occupancy vehicles, such as designated carpool spaces;
 - d) consideration for alternative work hours and telecommuting; and
 - e) the provision of facilities to encourage the use of bicycles.

TRANSIT PRIORITY NETWORK

- 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:
- a) "Rapid Transit Spine" that is planned to provide dedicated transit lanes in most arterial road sections, and intersect with local transit services;
 - 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;
 - c) "Other Transit Connection" that facilitate longer-distance trips, providing direct links to Transportation Hubs and Commuter Stations from smaller urban and rural areas;

- 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; and
- g) "Freeway Transit" services that facilitate long-distance inter-regional and inter-municipal transit trips within the Highway 407, 412 and 418 right-of-way. The designation of Freeway Transit supports the implementation of frequent bus service, with dedicated commuter parking lots and transit terminals at interchanges, which is planned to evolve to a dedicated transitway facility beside the freeway in the long-term.

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~~ **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;
- 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.~~

11.3.20 Centres and Corridors that correspond to a Rapid Transit Spine, as designated on Schedule 'C' – Map 'C3', Transit Priority Network, should be

developed to their fullest potential in accordance with Sub-Section 8A of this Plan.

- 11.3.21 Where technically and financially feasible, suitable transit services are encouraged to be provided to newly developing areas as early as possible.
- 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.

REGIONAL CYCLING PLAN

- 11.3.23 The Region in cooperation with the area municipalities, will implement a Regional Cycling Plan, which will:
 - a) recognize that cycling facilities form part of a balanced transportation system;
 - b) establish a network of on and off road cycling facilities across the Region;
 - c) provide policies and programs to address matters of encouragement, enforcement, education, engineering and funding; and
 - d) recommend actions for the implementation of the Plan's policies, programs, and cycling network.
- 11.3.24 The Regional cycling network will be established over time, and as budget considerations permit, in association with Regional and area municipal projects and activities.
- 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.

GOODS MOVEMENT

- 11.3.26 Schedule 'C' – Map 'C4', Strategic Goods Movement Network, identifies preferred haul routes that are planned to accommodate commercial vehicles on a year round basis, and which link major generators of traffic. Infrastructure to support this network will be considered as part of the capital works program and will be subject to budgetary considerations.
- 11.3.27 In the consideration of *development* applications adjacent to railways, a landscape buffer shall be required of a size to be determined by the Provincial

Government and/or the Council of the respective area municipality, in consultation with the appropriate railway authority.

- 11.3.28 Prior to the development of the future airport in the City of Pickering, an investigation to establish the required Transportation System improvements shall be undertaken.
- 11.3.29 The Region recognizes the 1997 Agreement between the City of Oshawa and Federal Government that guarantees the operation of the Oshawa Executive Airport for fifty years unless a new airport at Pickering opens, in which case Oshawa has committed to continue operating the Executive Airport until at least 2033. Should the Oshawa Executive Airport cease operation, the policies of Section 8, as well as the extension of Stevenson Road and Beatrice Street shown on Schedule 'C', Map 'C2', Road Network, shall apply to this area without amendment to this Plan.
- 11.3.30 Councils of the area municipalities may recognize, at their sole discretion, licensed aircraft landing strips in the respective zoning by-laws, provided that such are compatible with the intent of this Plan.
- 11.3.31 The Oshawa Harbour shall be maintained as a commercial port facility in the Region until such time as studies have been completed for both Oshawa Harbour and St. Marys Cement dock facility in the Municipality of Clarington, after which the role of the Oshawa Harbour may be reconsidered.
- 11.3.32 Regional Council supports investigations by the Federal and Provincial Governments to examine measures to improve the level of safety associated with the transportation of dangerous goods.
- 11.3.33 Regional Council supports the development of coordinated, consistent and comprehensive emergency response plans to address incidents related to the transportation of dangerous goods.

MITIGATING COMMUNITY AND ENVIRONMENTAL IMPACTS

- 11.3.34 In the consideration of *development* applications abutting or adjacent to arterial roads, Regional Council and Councils of the area municipalities shall have regard to the Region's guidelines and other area municipal guidelines where applicable.
- 11.3.35 In the consideration of *development* applications abutting arterial roads where access opportunities are limited, development patterns that promote pedestrian *connectivity* and permeability to the arterial road will be supported by:
 - a) minimizing the amount of reverse lot frontage along the arterial road;
 - b) promoting alternatives to reverse lot frontage such as window streets and cul-de-sacs adjacent to the arterial road;

- c) providing noise attenuation walls or fencing, where applicable, along the sideyard of lots adjacent to the arterial road; and
- d) establishing direct visual and pedestrian connections from proposed land uses and/or local streets and to the arterial road.

11.3.36 The Region in conjunction with area municipalities may assess the need for and develop corridor plans in conjunction with Municipal Class Environmental Assessments for major road works, or significant *development* applications or plans. Such corridor plans will provide a vision for the development of Regional Road corridors over time and shall address:

- a) the transportation environment, including present and future mobility and access requirements;
- b) adjacent land uses and the future built environment; and
- c) streetscaping and the public realm.

These corridor plans will be used to guide the development of key arterial corridors and will provide implementation measures and financial commitments for activities such as planning, design, maintenance, planting, construction or reconstruction.

11.3.37 Where a *development* application or site plan is contingent upon road improvements that are subject to a Municipal Class Environmental Assessment or a corridor plan, as determined by the Region in conjunction with the area municipality, the *development* application or site plan shall not be approved until the Municipal Class Environmental Assessment or corridor plan are completed to the extent required to assess the *development* application or site plan.

AREA MUNICIPAL OFFICIAL PLANS

11.3.38 In the preparation of area municipal official plans, Councils of the area municipalities shall ensure the inclusion of policies and designations to implement the intention of this Plan and the provisions of this Section, particularly Policies 11.3.1, 11.3.3, 11.3.17, 11.3.18, 11.3.25, 11.3.34 and 11.3.35.

Section 14

Implementation

14.1 Goal

14.1.1 To offer guidance for the actions and decisions of all governments, individuals, corporations, authorities, boards and agencies.

14.2 General Policies

14.2.1 It is the intention of the Region to implement this Plan by utilizing the powers conferred upon it by the Planning Act, the Municipal Act, and such other statutes as may be applicable.

14.2.2 The Plan recognizes that the implementation of any policy herein requires that the Region have the legal jurisdiction to do so. Specifically, this Plan is not intended to, in any way, infringe, nor is it to be interpreted as in any way infringing, on the statutory rights, powers or prerogatives of any other legal jurisdiction, except as the Region has the legal authority to do so.

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.

14.2.4 The provisions of this Plan require that certain types of *development* proposals, such as aggregate resource extraction areas and aggregate-related industrial uses be permitted only by an application to amend this Plan. This will allow a comprehensive, consistent and thorough review of the appropriateness of such proposals throughout the Region.

14.2.5 Technical changes to the base information on Schedules 'A', 'B', and 'C' shall be made without amendment to this Plan.

14.2.6 Changes and refinements to Schedule 'B' – Map 'B1', *Key Natural Heritage and Hydrologic Features*, based on updated information from the Province or as a result of a natural heritage evaluation and/or hydrological evaluation will be incorporated into this Plan through a *comprehensive review*.

14.2.7 Changes as a result of new information shall be made to Schedule 'D' without amendment to this 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.

14.2.9 All agricultural and non-agricultural developments outside of Urban Areas shall comply with the Provincial *Minimum Distance Separation formulae*.

14.3 Area Municipal Official Plans

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.

14.3.3 Area municipalities are encouraged to prepare official plans for part of or for their entire municipality. In the preparation of these plans, priority shall be given to Urban Areas and hamlets. For municipalities not having complete official plan coverage, the policies of this Plan shall be used to guide *development* and assess *development* applications.

14.4 Community Improvement Plans

REGIONAL COMMUNITY IMPROVEMENT PLANS

14.4.1 For the purposes of promoting complete communities, consistent with the objectives of this Plan pertaining to the principles for the development of Urban Areas, in particular, *intensification*, the Region may support community improvement from time to time by designating by by-law, Community Improvement Project Areas for the purposes of adopting Regional *Community Improvement Plans*. These Plans, adopted by Regional Council in accordance with the provisions of Section 28 of the Planning Act, may contain provisions for grants or loans, or providing other assistance consistent with the objectives described in the *Community Improvement Plan*.

Regional *Community Improvement Plans* may address the following:

- a) *affordable* housing;
- b) infrastructure that is within the Region’s jurisdiction;
- c) land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide for higher density mixed use *development* and *redevelopment*; or
- d) other matters as the Province may prescribe in accordance with the Planning Act.

AREA MUNICIPAL COMMUNITY IMPROVEMENT PLANS

14.4.2 The Region of Durham recognizes that the area municipalities may adopt *Community Improvement Plans* in accordance with the Planning Act, to

stimulate the re-use, revitalization, *redevelopment* and rehabilitation of Urban Areas, based on local needs and priorities.

- 14.4.3 To assist in the implementation of area municipal *Community Improvement Plans*, the Region may adopt a Revitalization Program that will guide how the Region may participate financially, or otherwise, in area municipal *Community Improvement Plans*.
- 14.4.4 The Region's participation in an area municipal *Community Improvement Plan* will be subject to both the Region's Revitalization Program and the Region's annual Business Plan and Budget process.
- 14.4.5 The Region's participation in the implementation of an area municipal *Community Improvement Plan* is intended for projects that contribute to achieving the goals of the Regional Official Plan for the development of Urban Areas.
- 14.5 Zoning By-laws
- 14.5.1 Where this Plan or any part thereof takes effect, every zoning by-law then in effect in the Region, affected thereby, shall be amended forthwith by the area municipalities to conform with this Plan, pursuant to the Planning Act.
- 14.5.2 In accordance with the provisions of the Planning Act and the appropriate provisions of this Plan, the Council of an area municipality is encouraged to prezone land using the holding symbol "H" or "h", in conjunction with any use category, and indicate the use to which lands, buildings or structures may be put at such time in the future as the holding symbol is removed by amendment to the by-law.
- 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.
- 14.5.4 Notwithstanding Policy 14.5.1, this Plan is not intended necessarily to prevent the continuation, expansion, or enlargement of uses which do not conform to the designations and provisions of this Plan. At their sole discretion, the Councils of the area municipalities may zone to permit the continuation, expansion or enlargement of legally existing uses, or the variations to similar uses, provided that such uses:

- a) have no adverse effect on the present uses of the surrounding lands or the implementation of the provisions of this Plan;
- b) comply with Provincial *Minimum Distance Separation formulae*, as amended from time to time, if applicable;
- c) are accessible by a public road which is maintained by the appropriate authority as open to traffic on a year-round basis and is of a standard of construction adequate to provide for the additional traffic generated by the proposed use;
- d) are subject to any conditions that may be contained in an area municipal official plan;
- e) where located on the Oak Ridges Moraine; were lawfully existing as of November 15, 2001; and where any expansion or enlargement thereto or variation to a similar use is implemented in conformity with Parts III and IV of the Oak Ridges Moraine Conservation Plan, which contains policies intended to maintain, improve or restore the *ecological* and *hydrological integrity* of the Moraine; and
- f) where located in the Protected Countryside of the Greenbelt Plan Area; were lawfully existing as of December 15, 2004; and where any expansion or enlargement thereto or variation to a similar use is implemented in conformity with the Greenbelt Plan.

Each case will be considered on its own merits by the Council of the respective area municipality and may be subject to site plan control. Lot creation associated with such uses shall not be granted.

14.5.5 Regional Council may enact by-laws to regulate the use of land lying within a distance of 45 metres from any limit of a Regional road, as provided for by the Municipal Act.

14.6 Site Plan Control

14.6.1 Regional Council shall encourage the use of the site plan control provisions of the Planning Act to implement the policies and provisions of this Plan and the area municipal official plans, and to coordinate and enhance the physical *development* of the area municipality.

14.6.2 Provisions for site plan control shall be detailed in the area municipal official plans. To enable the use of site plan control in area municipalities not having appropriate, approved site plan control provisions in their respective official plans, each such municipality is hereby declared to be a proposed site plan control area. The following uses, however, shall be exempted:

- i) residential *development* of one or two dwelling units per lot;
- ii) agricultural and farm-related buildings or structures that are utilized in farming operations; and

- iii) aggregate resource extraction activities.

In addition, drawings showing plans and elevations of each building to be erected within designated site plan control areas may be required for apartments and other multiple-family type dwellings of less than 25 units, with the exception of those dwellings exempted herein.

The provisions of this Section shall not apply to area municipalities with appropriate, approved site plan control provisions in the respective official plans.

14.6.3 The Council of an area municipality may, by by-law, designate the whole or part of the proposed site plan control area within its jurisdiction as a site plan control area.

14.6.4 Where *development* subject to site plan control abuts a road, under the jurisdiction of the Region, the area municipality, upon application for site plan approval, shall advise the Region to enable the implementation of the Planning Act.

14.6.5 The Council of the area municipality and/or Regional Council may require the owners of land proposed for *development* under site plan control to enter into one or more agreements under the Planning Act to address all matters contained therein.

14.7 Subdivision and Condominium Approvals and Agreements

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.

14.8 Severances

- 14.8.1 Severances shall only be granted in conformity with the intent of this Plan and this Plan's designations, uses and policies, the zoning by-laws of the respective area municipality and in accordance with the Planning Act. In addition, under no circumstances shall severances be granted that are contrary to this Plan and/or any area municipal official plan.
- 14.8.2 In determining whether a plan of subdivision under the Planning Act is necessary, three additional lots may be considered as the maximum number of division by severance.
- 14.8.3 The division of lands by severance shall be in compliance with the provisions of any site plan, subdivision or any other development agreements registered against the title of the subject lands.
- 14.8.4 The division of land by severance in Employment Areas shall be discouraged unless there exists an agreement between the owner and the Council of the respective area municipality and, where applicable, Regional Council, registered on title of the subject lands, indicating among other things, the subdivision design and the provision of services for the lands affected. The application of this provision, at the discretion of the Council of the respective area municipality, need not apply to infilling within established Employment Areas.
- 14.8.5 All proposed lots shall have frontage upon, and access to, a public road which is maintained by the appropriate authority as open to traffic on a year-round basis and is of a standard of construction adequate to provide for the additional traffic generated by the proposed *development*.
- 14.8.6 Notwithstanding Policy 14.8.5, a land-locked parcel related to a land assembly for a future subdivision proposal may be created, provided that

there is an overall plan, indicating the approximate extent of the land assembly and provisions for future access.

- 14.8.7 All parcels of land shall be of an adequate size for the use proposed, having regard to the topography of the land, the siting of proposed buildings and points of access. Where municipal services do not exist and are not to be provided for the *development*, regard shall be had to the suitability of the soil conditions to provide for an adequate potable private water supply, and for the installation of a satisfactory private sewage disposal system which complies with the standards of the Ministry of the Environment, Conservation and Parks and the Region.
- 14.8.8 The creation of a lot in an area susceptible to flooding, erosion or any other physical or environmental constraint will be discouraged, unless it can be clearly established that the proposed use does not adversely impact such constraints, in accordance with Policy 2.2.7.
- 14.8.9 Where applicable, the Provincial *Minimum Distance Separation formulae* and the Environmental Protection Act and regulations made thereunder shall apply to the division of land by severance.
- 14.8.10 Where applicable, the approval of any application for severance for multiple residential, commercial or industrial uses shall be subject to the provisions of a site plan control agreement under the Planning Act, which has been entered into with the Council of the respective area municipality, and to the provisions of a servicing agreement, which has been entered into with the Region, and such agreements shall be registered on the title of the subject property.
- 14.8.11 On the granting of a severance, conditions may be imposed on both the severed and retained parcels, but not to be limited to, the following:
- a) the fulfillment of financial requirements of the Region and/or area municipality;
 - b) the dedication of lands to the area municipality for park purposes or, as an alternative, the payment of cash-in-lieu of such dedication may be accepted by the area municipality;
 - c) where applicable, the dedication of appropriate road widenings or one-foot reserves across the frontages of all proposed lots;
 - d) the limitation of time for the fulfillment of conditions of approval prior to the lapsing of the severance;
 - e) the submission of a registered reference plan; and
 - f) in the case of surplus farm dwellings, that the retained farm parcel be zoned to prohibit any further severances and the establishment of any residential dwelling, in perpetuity.

- 14.8.12 In Prime Agricultural Areas and Major Open Space Areas, any severance applications for *agricultural and agricultural-related uses* shall be considered in accordance with Sub-Section 9A and Policy 10A.2.3. Where applicable, such severance applications will conform with the Oak Ridges Moraine Conservation Plan, which contains restrictive lot creation policies that are intended to maintain, improve or restore the *ecological and hydrological integrity* of the Moraine; and the Greenbelt Plan, which contains restrictive lot creation policies that are intended to support long-term agricultural production and economic activity and long-term sustainability of the Natural Heritage System within the Protected Countryside.
- 14.8.13 The Region shall annually monitor severance activity within the Region.
- 14.8.14 Acquisition of land in appropriate locations by municipalities or conservation authorities for natural heritage conservation purposes is supported. A severance to secure valued greenspace for natural heritage conservation purposes may be permitted to adjust a property boundary or create a new lot provided that the severed parcel is zoned to permit only natural heritage conservation uses. However, consistent with other policies of this Plan, no new lot may be created for a residential dwelling in Prime Agricultural Areas or where *development* would negatively impact a *key natural heritage* and/or *hydrologic feature*.
- 14.8.15 In the Oak Ridges Moraine and Greenbelt Protected Countryside, no new lots may be created, except those specified in this Plan, within or partially within a minimum *vegetation protection zone* of a *key natural heritage feature* and/or a hydrologically sensitive feature.
- 14.9 Land Acquisition
- 14.9.1 Regional Council and the Council of an area municipality may acquire land to implement any feature of this Plan in accordance with the provisions of the Municipal Act and the Planning Act or any other statute.
- 14.9.2 Acquisition of land by municipalities, public agencies and utility providers for *infrastructure* to implement any feature of this Plan may be considered, in accordance with the policies of this Plan, applicable statutes, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, where applicable.
- 14.10 Review And Monitoring
- 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.
- 14.10.2 A *comprehensive review* of all of this Plan shall be initiated at the appropriate time to inform the Region's participation in Provincial Plan Reviews, including the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the

Growth Plan for the Greater Golden Horseshoe. In particular, such review will be initiated to assess the implementation of settlement area expansions in the Townships of Brock, Scugog and Uxbridge at the 10 year review of the Greenbelt Plan.

- 14.10.3 The Region, in consultation with the area municipalities will monitor the following key growth management objectives on a regular basis:
- a) population and employment forecasts, coincident with the release of relevant Census of Canada information, and updates to the Growth Plan for the Greater Golden Horseshoe;
 - b) *intensification* rates for each area municipality in relation to Schedule 'E' – Table 'E9' and the Region-wide target of 40% *intensification* within the *built-up* area, including the following key growth areas:
 - i) Centres;
 - ii) Corridors; and
 - iii) Waterfront Places;
 - c) the Region-wide density of population and jobs in relation to the 50 people and jobs combined per *gross* hectare target in *greenfield* areas and more specifically, the achievement of minimum *greenfield* area targets for Living Areas and Employment Areas;
 - d) the density of population and jobs in the Urban Growth Centres of Oshawa and Pickering, in relation to the combined density target of 200 residents and jobs per *gross* hectare; and
 - e) the mix, range, and affordability of housing units.
- 14.10.4 **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:**
- 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; and**

- h) **parking spaces, loading facilities, transit improvements and active transportation infrastructure.**

~~14.10.4~~

14.10.5 The Region will not initiate a *comprehensive review* under s.26 of the Planning Act that would propose an expansion to the Urban Area boundary of the City of Pickering related to the lands referenced in Policy 7.3.11 p) of this Plan, in the absence of an amendment to the Growth Plan for the Greater Golden Horseshoe that provides increased forecasts in Schedule 3.

Section 15

Interpretation

- 15.1 Unless otherwise specified in this Plan, deviation from the provisions of the text and Schedules 'A', 'B' and 'C' of this Plan will require an amendment to this Plan.
- 15.2 In order to provide for flexibility in the interpretation of the numerical figures and quantities in the text, it is intended that such figures and quantities be considered to be approximate, and that for the purposes of preparing area municipal official plans, zoning by-laws, subdivision approvals, site plan approvals, severances or building permits, minor deviations may be permitted, without amendment to this Plan, provided that such deviations do not alter the intent of this Plan. Further, changes to the policy numbering and/or cross-referencing may be undertaken without amendment to this Plan, as well as editorial, lettering and map changes which do not alter the intent of the Plan.
- 15.3 The examples of permitted uses are included in this Plan to illustrate the range of activities permitted in each designation. Specific uses shall be defined at such time as the area municipal official plans and/or zoning by-laws come into effect.
- 15.4 Schedule 'A' shows the extent of the urban areas and the distribution of their components. Where the external boundaries of Urban Areas abut or are located immediately adjacent to roads, rights-of-way, railways, transmission lines, lot lines, concession lines and watercourses, it is intended that these boundaries shall coincide with such features. Deviations therefrom shall require an amendment to this Plan. The internal boundaries and alignments of the components of these urban areas are approximate only, and are not intended to mark the exact location or extent of the designation of such components, except where such designation coincides with arterial roads, railways, valleys, transmission lines or other clearly recognizable physical features. The exact internal boundaries shall be defined at such time as the area municipal official plans and zoning by-laws come into effect.
- 15.5 The detailed boundaries of the Urban Areas of Beaverton, Cannington, Sunderland, Uxbridge, Port Perry and Orono shall be determined in accordance with the limits of municipal service areas.
- 15.6 Those lands designated as "Living Areas" and being located on the south side of Dundas Street and west of a tributary of the Lynde Creek, Part of Lots 31 and 32, Concession 1, Town of Whitby, represent only those lands within Registered Plan 40M-1484.
- 15.7 The symbols used on Schedule 'A' are intended to be considered as the general location of certain activities. The exact boundaries shall be defined in area municipal official plans and zoning by-laws.

- 15.8 In determining the boundaries of the Prime Agricultural Areas, Shoreline Residential Areas, Major Open Space Areas and Waterfront designations for purposes of preparing zoning by-laws, regard shall be had to the various uses permitted in the respective designations, existing and future roads, other man-made features, property lines, rights-of-way, soil capability, topography, wooded areas, hazard lands and *key natural heritage* and *hydrologic features*, in accordance with Section 2, and Schedule 'A', which serves as a general indication of the boundary lines.
- 15.9 Where clarification is required for the interpretation of any policy in the Plan, reference shall be made to the general policies and, if necessary, the goals of the Plan.
- 15.10 This Plan has been prepared in accordance with relevant Provincial policies and/or plans. Specific terms appearing in *italics* in this Plan, are defined in Sub-Section 15A, and where noted, are consistent with the definitions provided in the Provincial Policy Statement (PPS), Oak Ridges Moraine Conservation Plan (ORMCP), Central Pickering Development Plan (CPDP), Greenbelt Plan (GBP) and Growth Plan for the Greater Golden Horseshoe (GP). For specific applicability to any respective Provincial Policy or Plan regard should be given to that document. The boundaries of the Oak Ridges Moraine and Greenbelt Plan Area are shown on Schedules 'A', 'B' and 'D'. The Greenbelt Protected Countryside refers to those lands located within the Greenbelt Plan Area. In accordance with the Greenbelt Plan, the Protected Countryside lands are intended to enhance the spatial extent of agriculturally and environmentally protected lands currently protected by the Oak Ridges Moraine Conservation Plan while at the same time improving linkages between this area and the surrounding major *lake* systems and *watersheds*.
- 15.11 This Plan shall be referred to in area municipal official plans as the Durham Regional Official Plan.
- 15.12 The Region, and Regional Council, in this Plan shall mean The Regional Municipality of Durham.
- 15.13 This Plan contains provisions for which approvals have not been granted by the Ministry of Municipal Affairs and Housing (Deferrals). Such areas do not form part of the approved Plan, until or unless they receive approval from the Ministry of Municipal Affairs and Housing through further approved amendments to this Plan initiated by Regional Council, but do identify the position of Regional Council.

Section 15 A

Definitions

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.

Part E – Schedules

Schedule A Regional Structure Maps

Map 'A1' – Brock

Map 'A2' – Uxbridge

Map 'A3' – Scugog

Map 'A4' – Pickering, Ajax, Whitby, Oshawa

Map 'A5' – Clarington

Schedule B Greenlands System Maps

Map 'B1' – Greenbelt Natural Heritage System & Key Natural Heritage and Hydrologic Features

Map 'B2' – High Aquifer Vulnerability and Wellhead Protection Areas

Map 'B3' – Oak Ridges Moraine Land Use

Map 'B4' – Oak Ridges Moraine Landform Conservation

Schedule C Transportation System Maps

Map 'C1' – Road Network

Map 'C2' – Road Network, Pickering, Ajax, Whitby, Oshawa, Courtice Urban Areas

Map 'C3' – Transit Priority Network

Map 'C4' – Strategic Goods Movement Network

Map 'C5' – Protected Major Transit Station Areas

Schedule D High Potential Aggregate Resource Areas Map

Schedule E Tables

Table 'E1' – Aggregate Resource Extraction Areas

Table 'E2' – Country Residential Subdivisions

Table 'E3' – Rural Employment Areas

Table 'E4' – Aggregate-Related Industrial Use Exceptions

Table 'E5' – Land Use Groups by Risk to Groundwater

Table 'E6' – Wellhead Protection Areas – Land Use Restrictions

Table 'E7' – Arterial Road Criteria

Table 'E8' – Complete Application Requirements

Table 'E9' – Minimum Intensification Allocations, 2015-2031



**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 FUTURE

COMMUTER RAIL

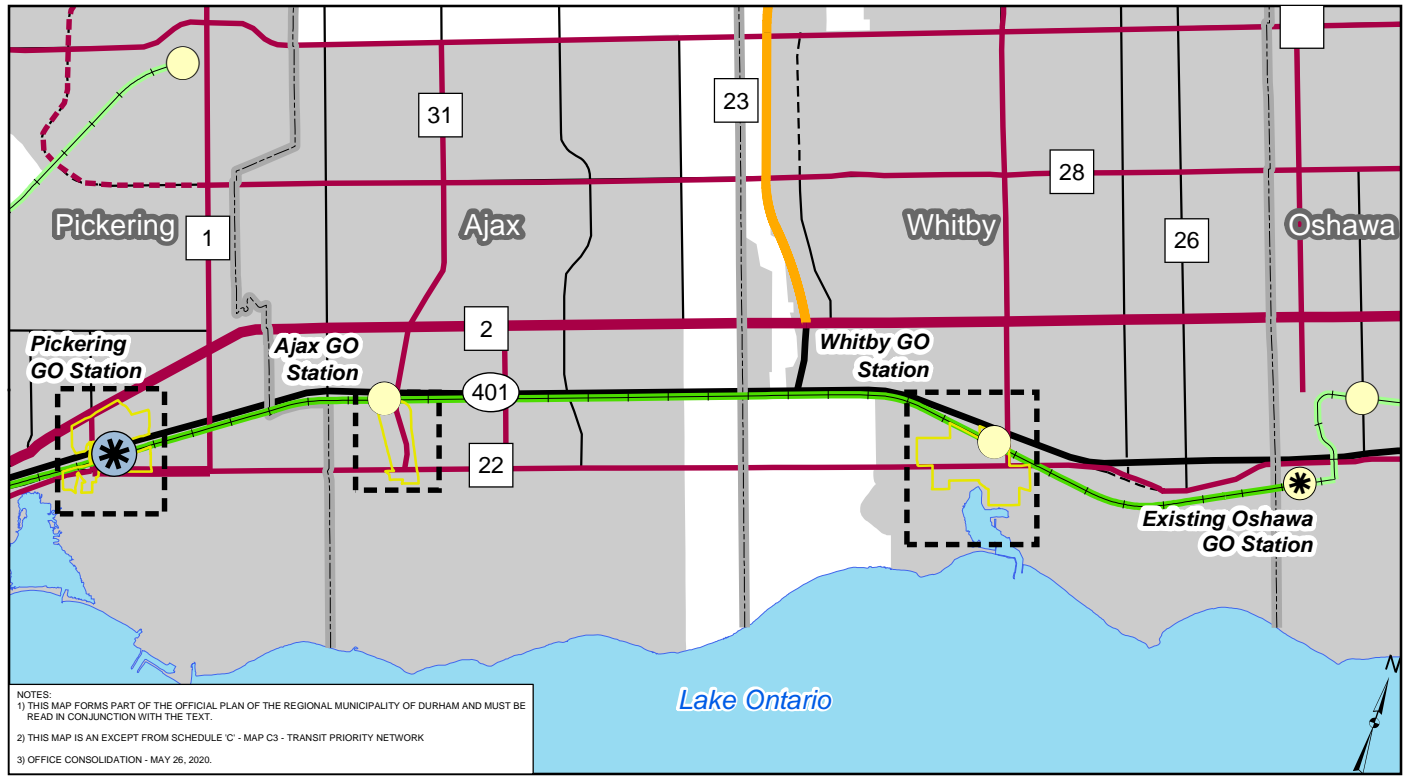
FREEWAY TRANSIT

RAPID TRANSIT SPINE

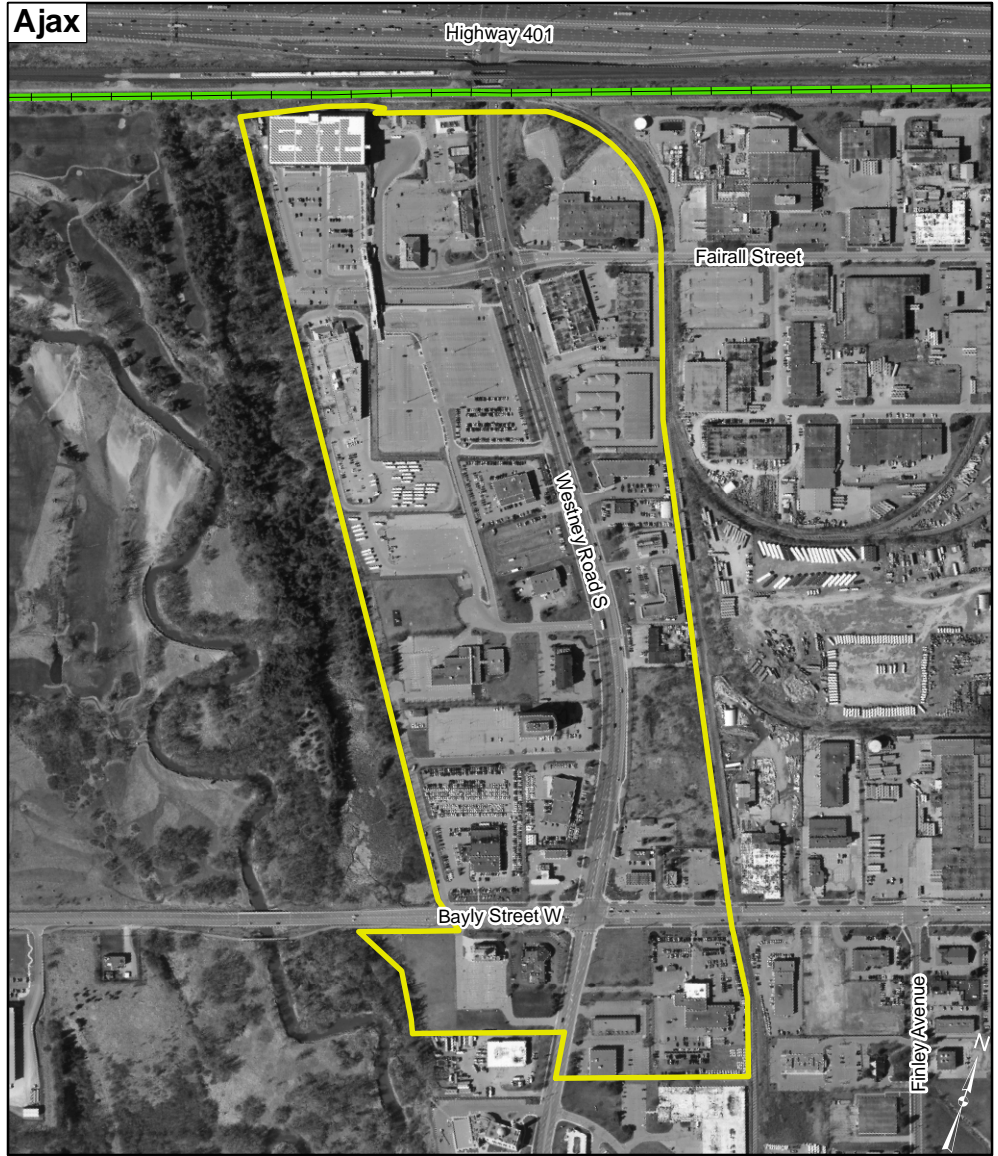
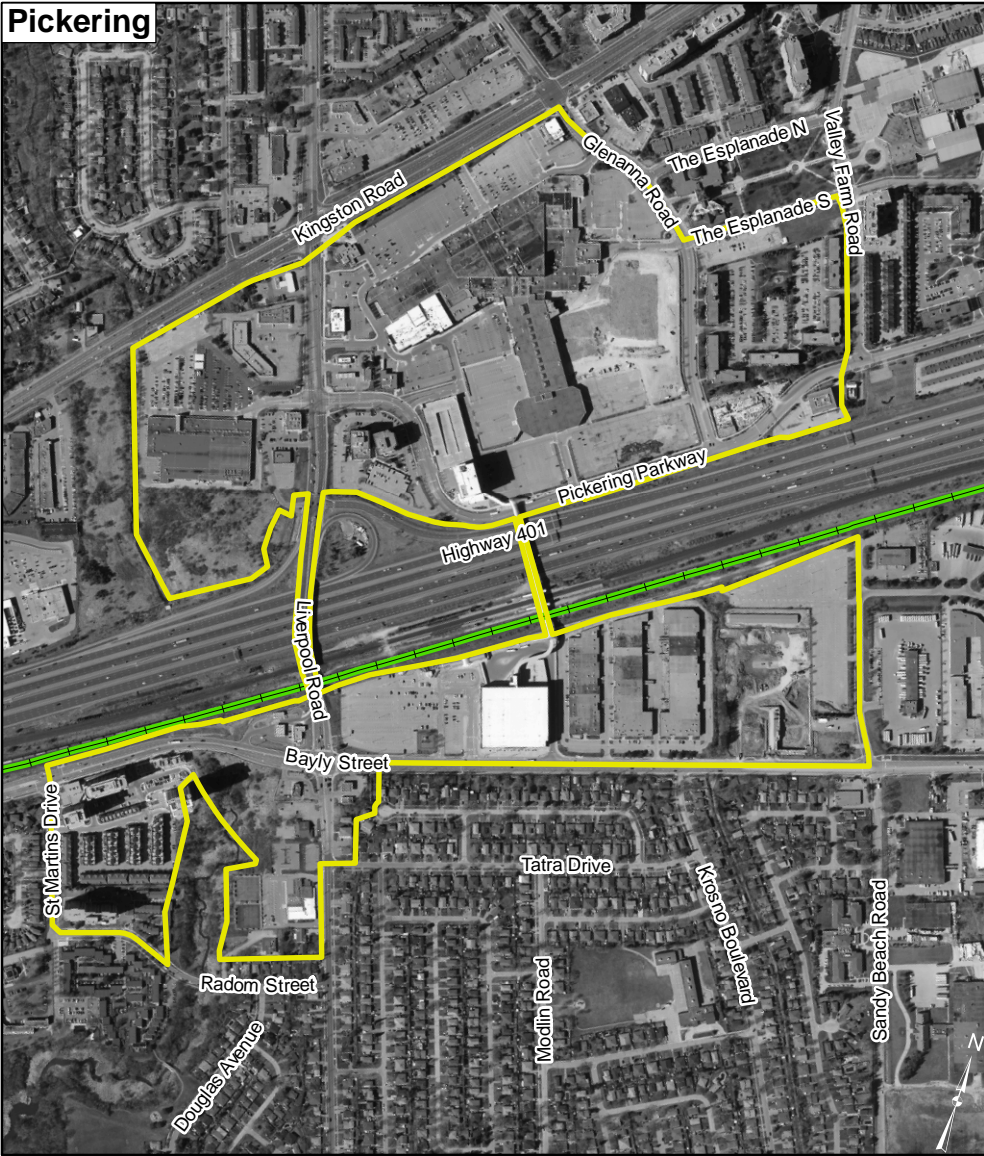
HIGH FREQUENCY TRANSIT NETWORK

TRANSPORTATION HUB

COMMUTER STATION



NOTES:
1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
2) THIS MAP IS AN EXCEPT FROM SCHEDULE 'C' - MAP C3 - TRANSIT PRIORITY NETWORK
3) OFFICE CONSOLIDATION - MAY 26, 2020.



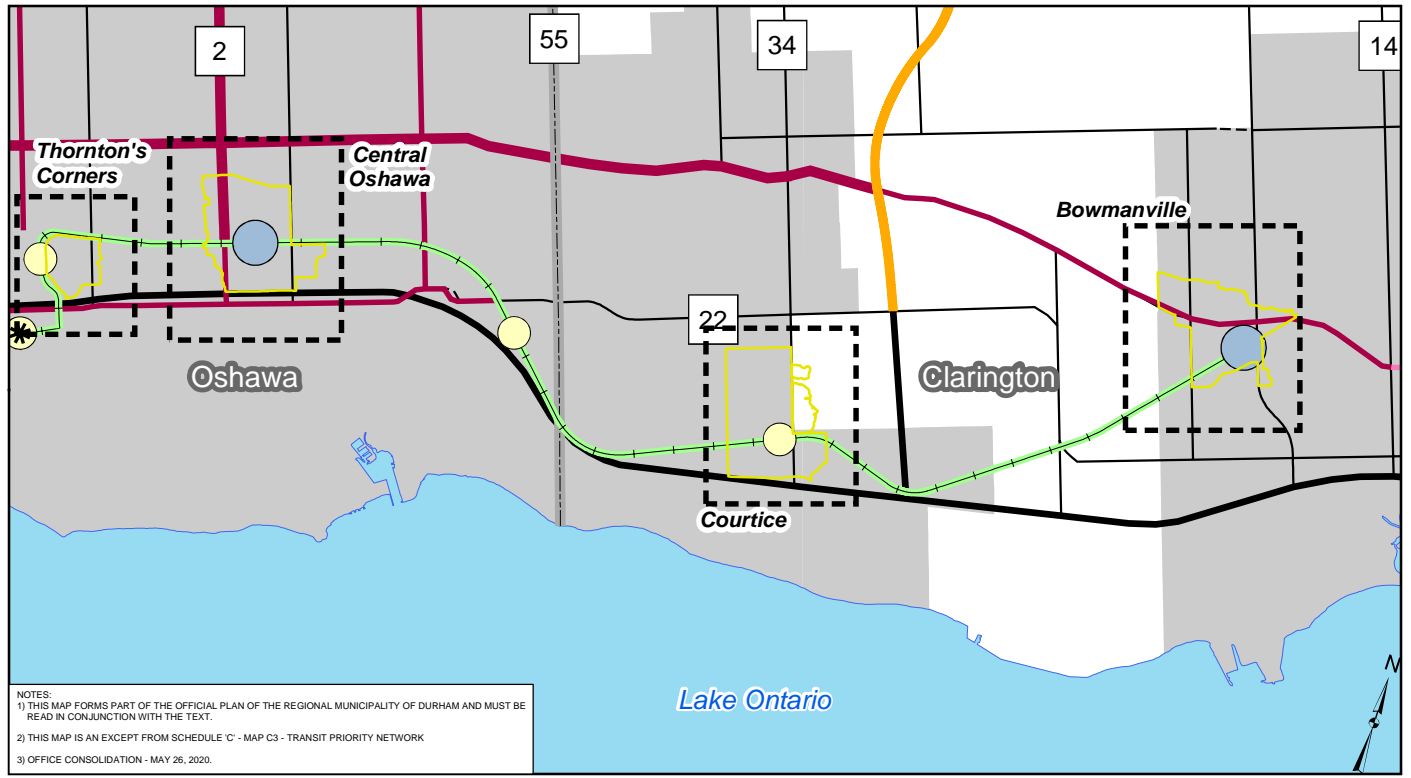


**OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM**

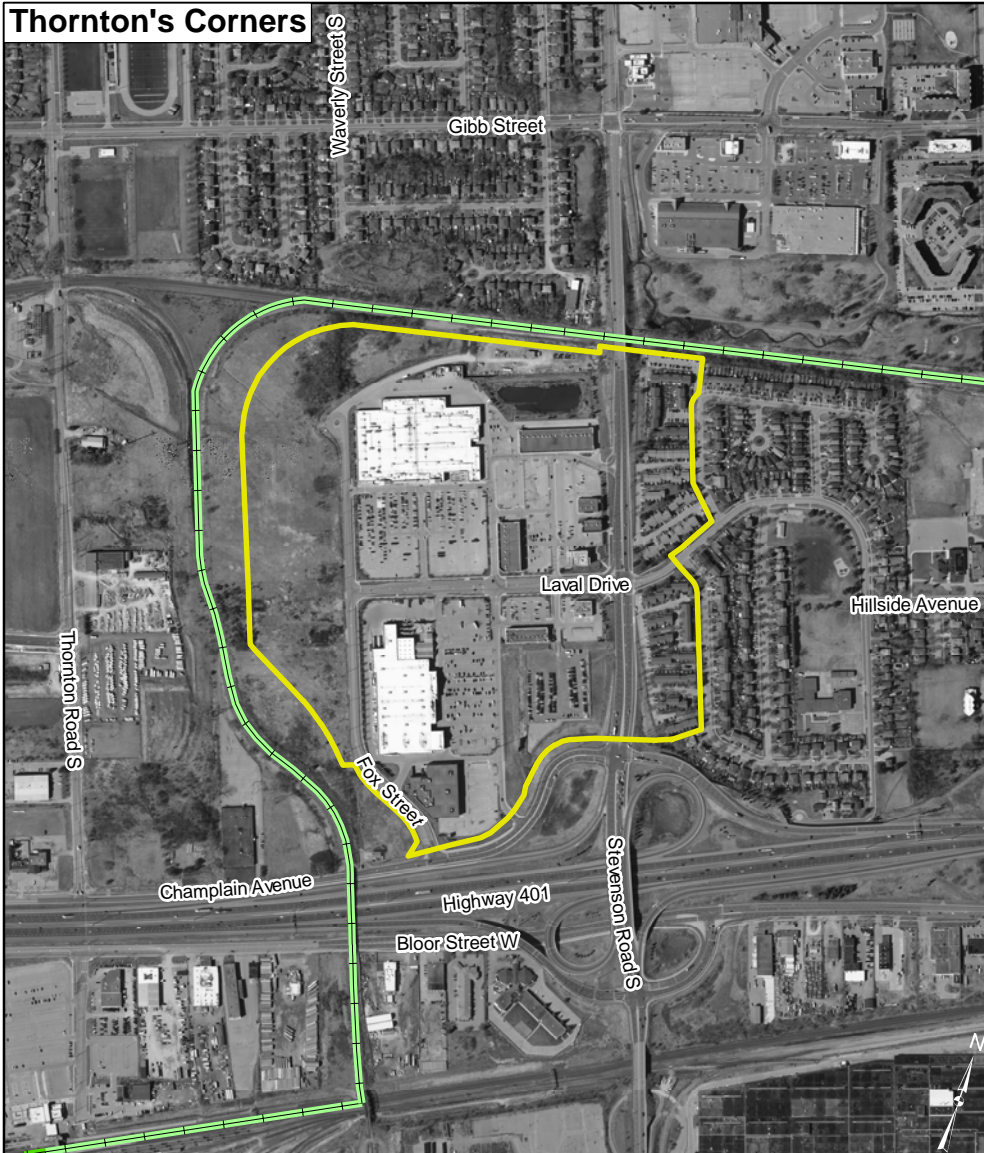
**SCHEDULE 'C' - MAP 'C5b'
PROTECTED MAJOR TRANSIT
STATION AREAS**

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 | |



Thornton's Corners



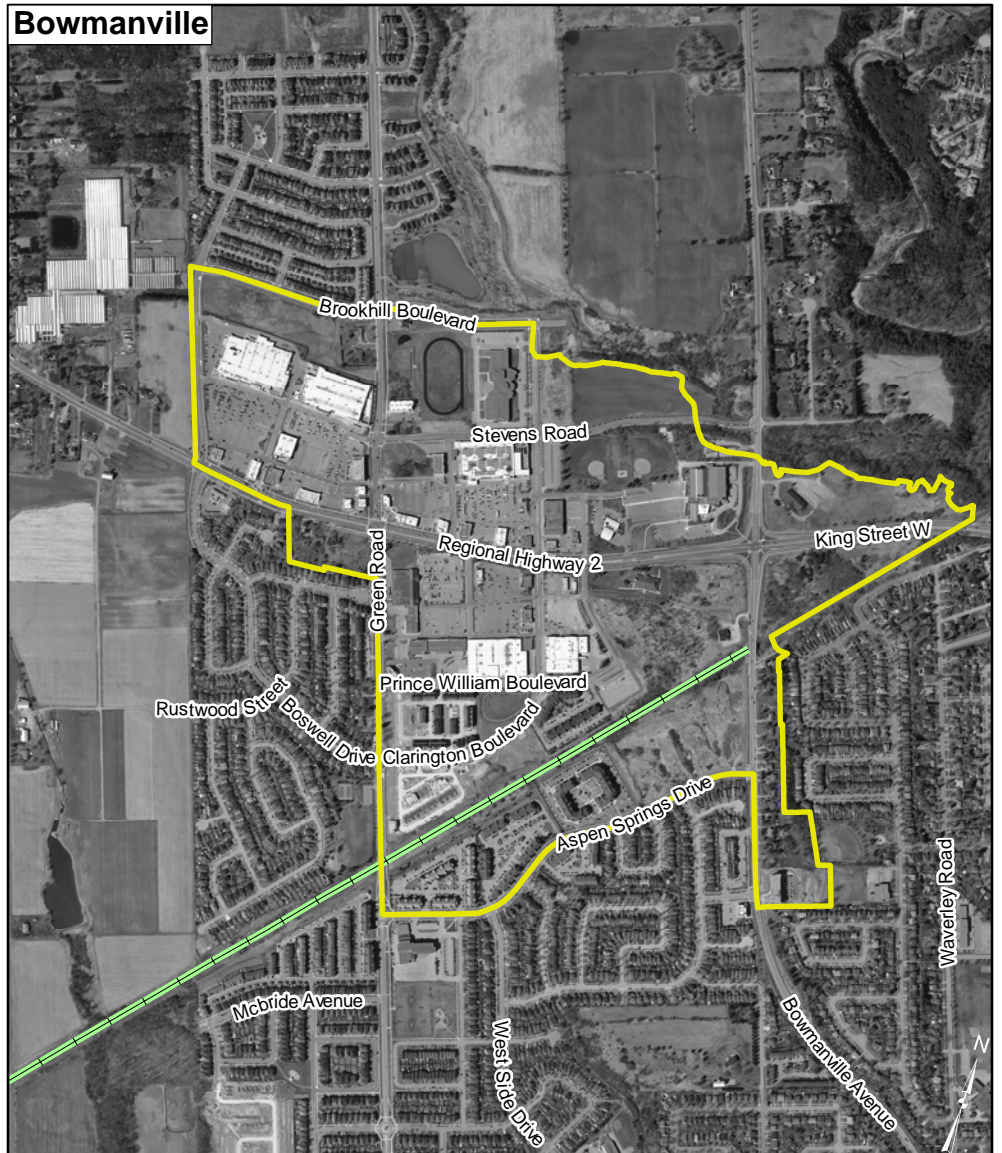
Central Oshawa



Courtyce

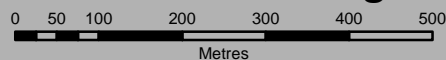




Bowmanville







Proposed Delineation – Pickering GO Station MTSA



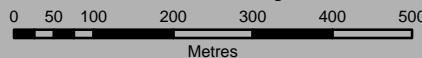
 Proposed MTSA Draft Boundary
  GO Platform





 Growth Plan Walkshed Buffer (500m)
  Region's TMP Walkshed Buffer (800m)





Proposed Delineation – Ajax GO Station MTSA

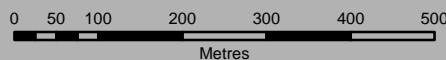


-  Proposed MTSA Draft Boundary
-  GO Platform
-  Growth Plan Walkshed Buffer (500m)
-  Region's TMP Walkshed Buffer (800m)





Proposed Delineation - Thornton's Corners GO Station MTSA



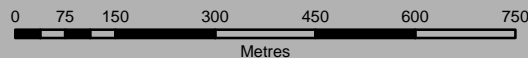
- Proposed MTSA Draft Boundary
- GO Platform
- Growth Plan Walkshed Buffer (500m)
- Region's TMP Walkshed Buffer (800m)





**153.68HA
(379.76AC)**

Proposed Delineation - Central Oshawa GO Station MTSA

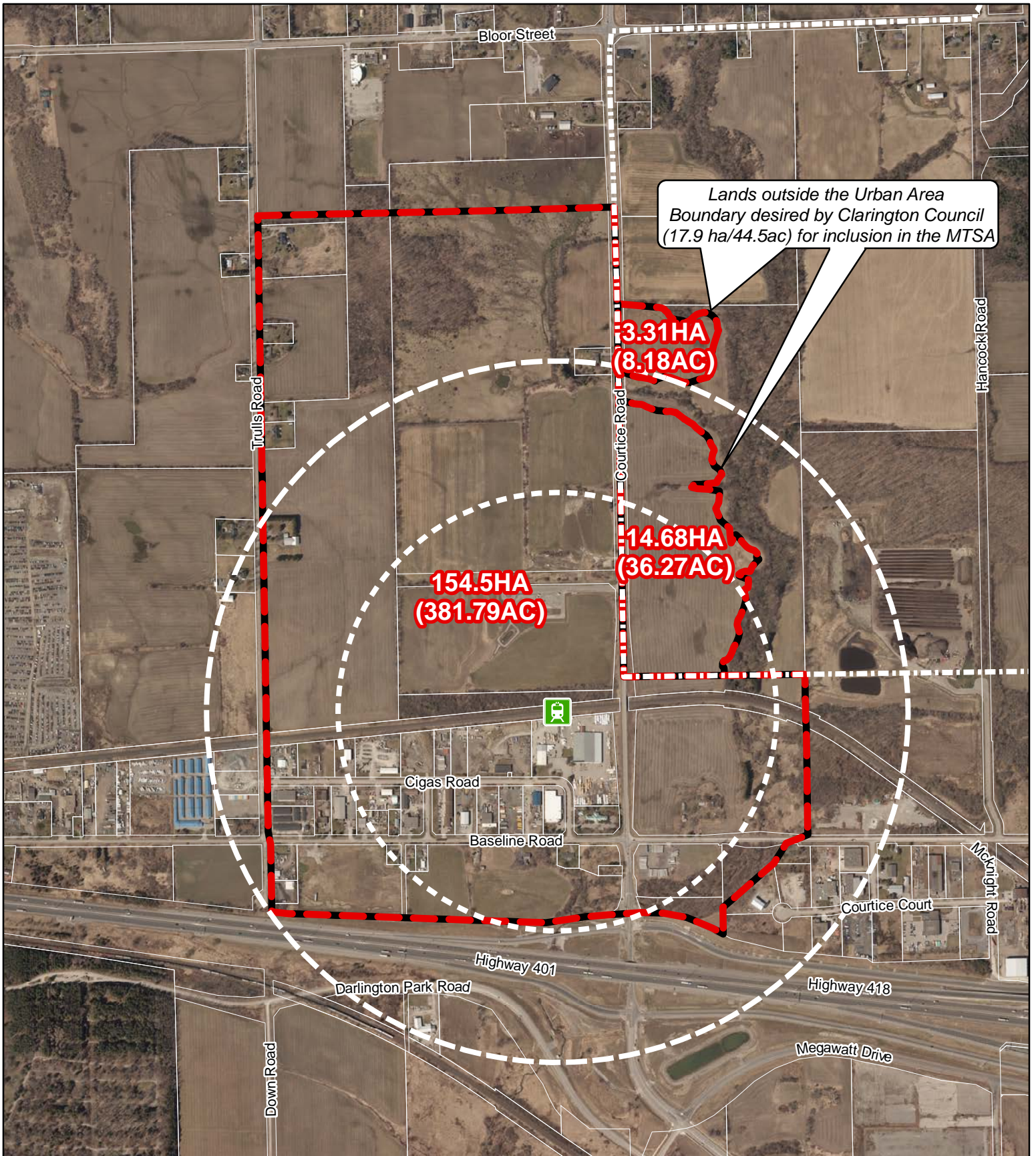


Proposed MTSA Draft Boundary GO Platformold

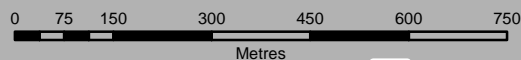
Growth Plan Walkshed Buffer (500m) Region's TMP Walkshed Buffer (800m)



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Proposed Delineation – Courtice GO Station MTSA



Proposed MTSA Draft Boundary



GO Platform



Urban Area Boundary

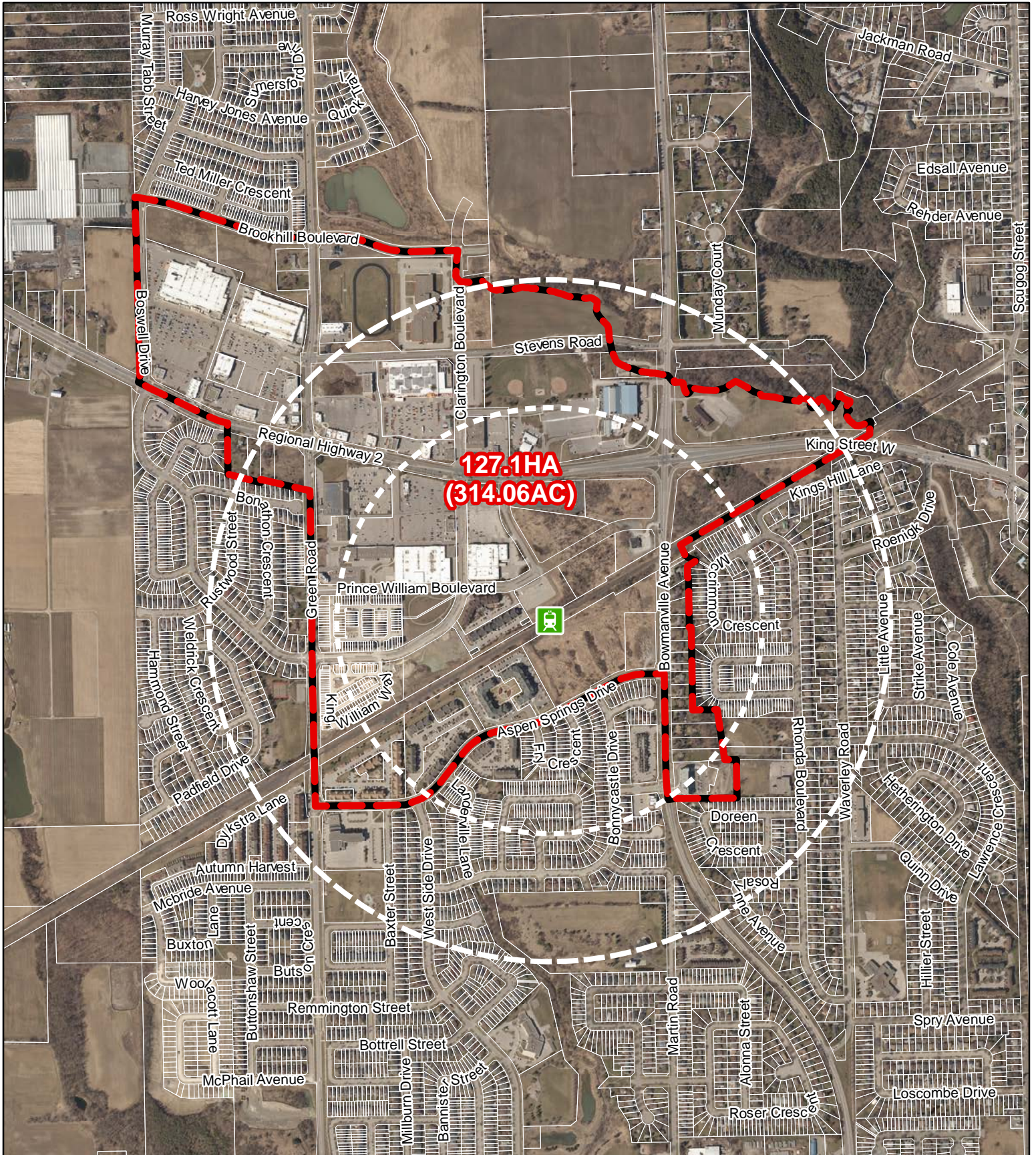


Growth Plan Walkshed Buffer (500m)

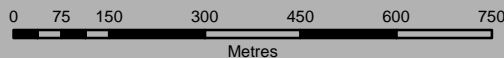


Region's TMP Walkshed Buffer (800m)





Proposed Delineation – Bowmanville GO Station MTSA



Proposed MTSA Draft Boundary



GO Platform



Growth Plan Walkshed Buffer (500m)



Region's TMP Walkshed Buffer (800m)

