

Brooklin Expansion Area and Other General Updates (OPAs 3 & 4)

Phase 1 Whitby Official Plan Review
Background Summary and Analysis Report

August 14, 2024

Table of Contents



1	Introduction	1
1.1	What is an Official Plan?	1
1.2	Why Undertake an Official Plan Review?	1
1.3	Purpose of this Report.....	5
2	Provincial Legislation and Policy	6
2.1	Bill 108.....	6
2.2	Bill 109.....	7
2.3	Bill 23.....	8
2.4	Bill 97.....	10
2.5	Bill 185.....	11
2.6	Provincial Policy Statement 2020.....	11
2.7	Growth Plan 2019, amended in 2020	13
3	Envision Durham	15
3.1	Population and Job Projections.....	15
3.2	Housing	16
3.3	Urban Design	17
3.4	Climate Change and Sustainability	18
3.5	Indigenous Culture and Heritage	18
3.6	Environmental and Community Impacts	19
3.7	Servicing Related Policies	20
3.8	Utilities and Energy.....	21
3.9	Noise, Vibration and Odour	22
3.10	Other Urban Boundary Expansions	22
3.11	Other PMTSA.....	24
3.12	Designated Greenfields Areas	26
3.13	Employment	26
3.14	Agricultural and Rural Lands	26
3.15	Hamlets	27
3.16	Heritage Resources	27

3.17	Transportation Related Policies	27
3.18	Site Specific Policies.....	40
3.19	Implementation and Interpretation	40
4	Whitby Official Plan	41
4.1	Sustainability	41
4.2	Transportation	42
4.3	Mature Neighbourhoods	43
4.4	Mixed Use Policies.....	45
4.5	Special Activity Nodes	47
4.6	Major Commercial Designation	47
4.7	Parks	48
4.8	Food Store and Supermarket	48
4.9	Agricultural Policies.....	48
4.10	Places of Worship and Schools in Industrial Areas	48
4.11	Additional Dwelling Units	49
4.12	Targets and Floor Space Index	49
4.13	Policy References	50
4.14	Readability.....	50
4.15	Mapping Updates	50
4.16	Other.....	51
5	Brooklin Expansion Constraints and Opportunities	52
5.1	Designations in Envision Durham	52
5.2	Existing Land Uses and Built Form	54
5.3	Transportation Analysis	63
5.4	Servicing Analysis.....	66
5.5	Natural Heritage Analysis	66
5.6	Cultural Heritage Information	69
6	Other.....	70
6.1	Strategic Plan.....	70
7	Conclusion and Next Steps.....	71
8	Appendices	72

1 Introduction



1.1 What is an Official Plan?

An Official Plan is a document that sets out a vision and policies to guide the growth and development of a municipality over the long term. At a high level, an Official Plan establishes the structure of a community and what type of land uses are permitted in different areas, including how much, where and what type of growth and development will occur. It provides policy direction on a wide range of topics relevant to the function and planning of a community, including parks, servicing, transportation, protection of lands for agricultural uses, protection of natural areas, urban design and sustainability, as well as policies related to the implementation of the Official Plan.

1.2 Why Undertake an Official Plan Review?

Under the requirements of the Planning Act of Ontario, every municipality is required to review and update their Official Plan every 5 years. Since the Official Plan for the Town of Whitby was last updated in 2018, the Town is required to undertake a review to update their Official Plan. Part of that process will include updates to the Official Plan to ensure consistency and conformity with Provincial legislation and policies, as well as Regional policies, specifically the adopted Region of Durham Official Plan (Envision Durham).

Envision Durham recently introduced a number of changes that are required to be reflected into the Town of Whitby's Official Plan, including the delineation of and establishment of policies for a Protected Major Transit Station Area (MTSA) around the Whitby GO Station, the identification of areas where growth is to occur, and an Urban Boundary expansion, primarily around Brooklin. Envision Durham has been adopted by the Region but is with the Minister of Municipal Affairs and Housing for approval.

While the Official Plan Review is being undertaken as one comprehensive project, the updates to the Town of Whitby's Official Plan will happen via four Focus Areas or separate Official Plan Amendments (OPAs):

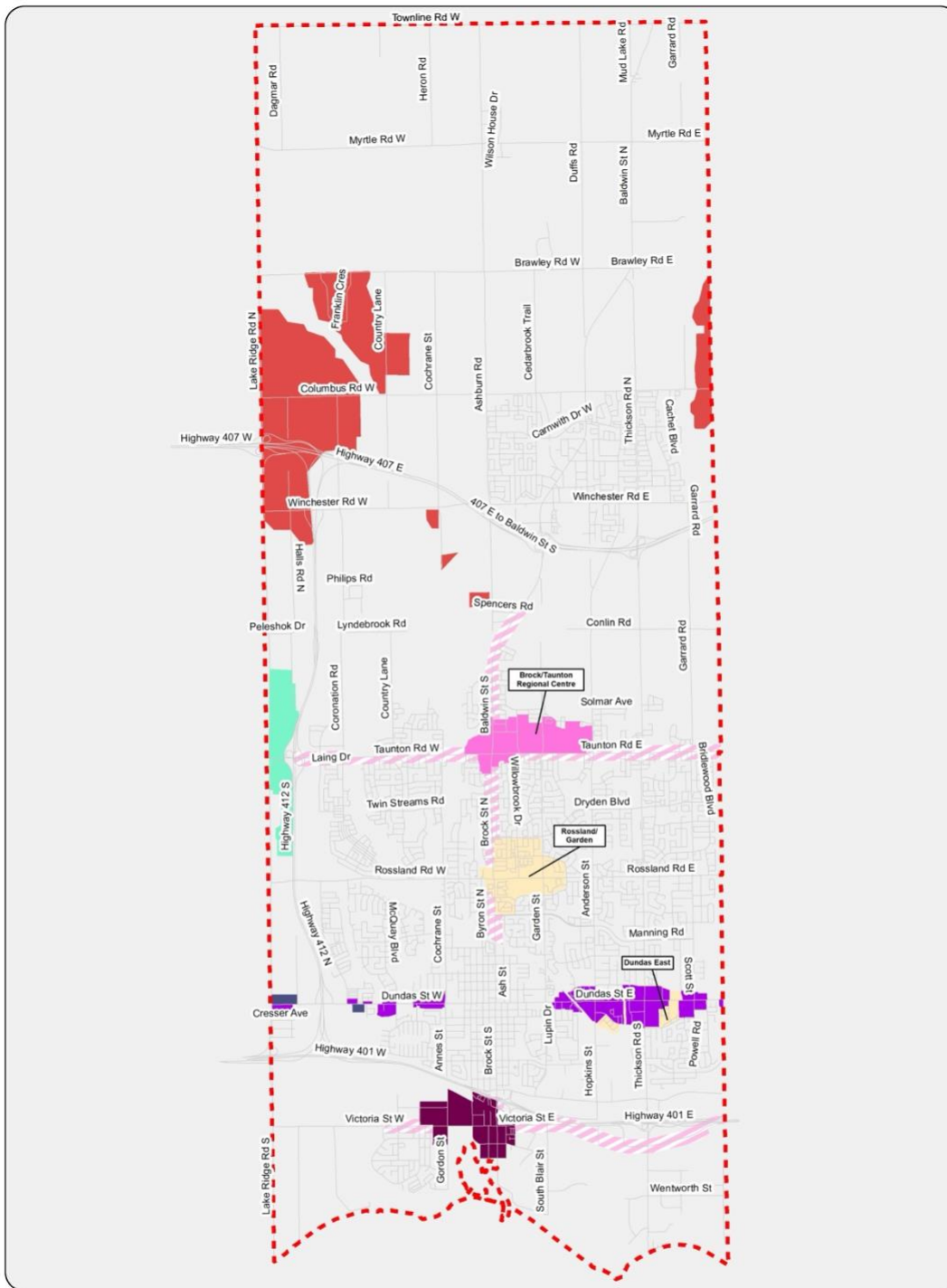
Focus Area/OPA 1: Updates related to the Protected Major Transit Station Area located in and around the Whitby GO Station, as identified in Envision Durham. Protected Major Transit Station Areas are areas planned to accommodate greater densities around a major transit stations, such as train stations.

Focus Area/OPA 2: Updates related to Strategic Growth Areas and other Nodes and Corridors.

Focus Area/OPA 3: Updates related to the expansion of the Brooklin urban area as set out in Envision Durham.

Focus Area/OPA 4: All other updates required to confirm to upper-level policy and legislation.

The locations of where these four Focus Areas or OPAs will apply is identified on Figure 1.



TOWN OF WHITBY
OFFICIAL PLAN REVIEW

OPA/PROJECT STREAMS

FIGURE # 1

OPA 1
Protected Major Transit Station Area

OPA 2
Regional Centre
Rapid Transit Corridor
Rapid Transit Corridor Employment
Regional Corridor
Urban Central Area

OPA 3
Brooklin Urban Expansion

OPA 4 - All other areas in Whitby
Additional Urban Expansion Area

Whitby Boundary

Roads



MAP DRAWING INFORMATION:
DATA PROVIDED BY: WINDY REGION OF DURHAM,
TOWN OF WHITBY
MAP CREATED BY: AC
MAP CHECKED BY: SM
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N

SCALE 1:60,000

0 5001,000 2,000 m



PROJECT: 24-7548 STATUS: DRAFT DATE: 5/3/2024

FILE LOCATION: C:\Users\SGL\Desktop\working files\GP\WH3 - Maps\Streams_Figure.mxd

For context, the Strategic Growth Areas and Other Nodes and Corridors being addressed in Focus Area/OPA 2 include the:

Strategic Growth Areas in Envision Durham:

- Brock/Taunton Regional Centre as identified in Envision Durham;
- Dundas Street Rapid Transit Corridor as identified in Envision Durham, reflecting the planned Bus Rapid Transit (BRT);

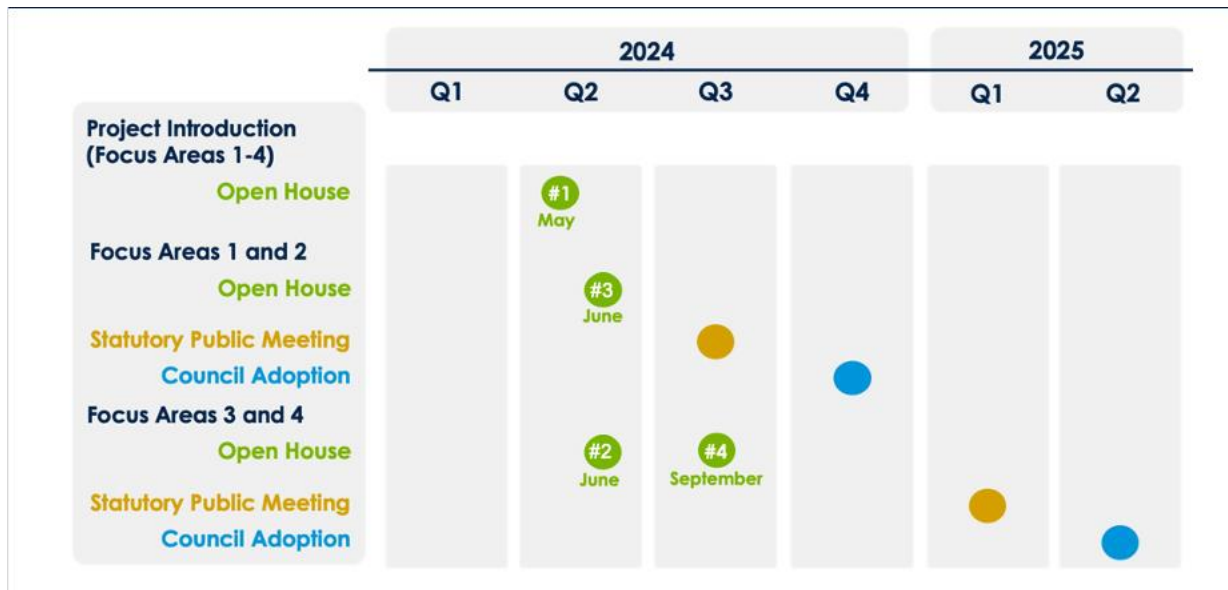
Other Nodes and Corridors

- Brock Street Regional Corridor as identified in Envision Durham;
- Taunton Road Regional Corridor as identified in Envision Durham;
- Victoria Street Regional Corridor as identified in Envision Durham;
- Rossland/Garden Urban Central Area as identified in the Whitby Official Plan; and
- Dundas East Urban Central Area as identified in the Whitby Official Plan.

While an PMTSA is also considered a Strategic Growth Area, it is not listed under the list above because it is being brought forward in a separate OPA (OPA 1).

The other Regional Centres being Downtown Brooklin and Downtown Whitby, as well as the Regional Corridors along Winchester Road, Columbus Road and Baldwin Street North in Brooklin are not specifically being dealt with through this report, owing to the recent update of the Brooklin Community and Downtown Whitby Community Secondary Plans within which these centres and corridors are located.

The project schedule, for all Focus Areas, is shown in the following schedule, with any proposed Official Plan changes related to Focus Areas 1 and 2 intended to be adopted by mid 2025.



1.3 Purpose of this Report

The purpose of this report is to identify policy changes required to be incorporated into the updated Whitby Official Plan, based on a review of Provincial legislation and policies, Regional policies and local policies and other applicable documents. This report summarizes the background information related specifically to Streams/OPAs 3 and 4, being the Brooklin Expansion Area and all other areas of Whitby outside of the PMTSAs and Strategic Growth Areas. Focus Areas 1 and 2 are discussed in detail under a separate report.

This report is outlined as follows:

Section 1 is the introduction.

Section 2 highlights Official Plan updates required based on Provincial legislation and policy related to the Brooklin Expansion Area and all other areas and policies outside of the PMTSAs and Strategic Growth Areas and Other Nodes and Corridors.

Section 3 highlights Official Plan updates required based on Envision Durham regarding the Brooklin Expansion Area and all other policy areas excluding those related to PMTSAs and Strategic Growth Areas.

Section 4 highlights Official Plan updates required to streamline and clarify the Official Plan.

Section 5 summarizes technical background information to inform land use decisions for the Brooklin Expansion Area.

Section 6 summarizes relevant information from Whitby's Strategic Plan.

Section 7 provides a conclusion and next steps.

2 Provincial Legislation and Policy



The authority to regulate land use in Ontario is established by the Planning Act. Recent updates to the Planning Act are considered as part of the Official Plan Review to ensure conformity with the Act, as are recent changes to the Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”). The description of the legislation in this report does not focus on changes to policy and legislation relevant to Major Transit Station Areas (MTSAs), Strategic Growth Areas and Other Nodes and Corridors. For other information on policy and legislation changes relevant to those Focus Areas, please see the other background report.

2.1 Bill 108

The Bill 108, *More Homes, More Choices Act*, 2019, was approved and received Royal Assent on June 6, 2019. Bill 108 implemented changes to a number of acts including the *Planning Act* and the *Conservation Authorities Act*.

Planning Act Changes

The following sub themes highlight updates introduced to the Planning Act by Bill 108 related to Streams/OPAs 3 and 4.

Additional Residential Units

Bill 108 permits up to two residential units in a house or a second unit in an ancillary building, however this permission was later updated again through Bill 23; which is addressed later in Section 2.3 of this Report.

Timelines

Significant changes introduced by Bill 108 were the changes to the timelines for making a decision on a development application. These changes influence the circulation period of development applications and require Council decision within new prescribed timelines. Although the new timelines affect the Town’s processing of applications, application timelines are typically not addressed in Official Plans. Therefore, no changes are proposed to the new Official Plan.

Parkland Dedication

Bill 108 also introduced changes to the parkland dedication requirement by implementing an alternative rate that can be considered, as well as setting out a maximum rate for dedication that can be applied to larger sites.

Updates to the parkland dedication section in the new Official Plan would be required should the alternative rate be desired.

Heritage Act Changes

Bill 108 made changes to the Heritage Act by requiring municipalities to maintain a register of properties with cultural heritage value and include the legal description, name and address of the owner, as well as an explanation of heritage value or interest. Bill 108 also introduced changes regarding notice of adding a property to the registry and consideration related to objections. Bill 108 introduced appeal rights to the Ontario Land Tribunal for designation decisions and decisions on alterations to a designated property; objections to which were previously heard by the Conservation Review Board.

Appeal rights, statutory notices and the required information to be included in a heritage registry are typically not included within an Official Plan; so no changes to the Official Plan are proposed.

2.2 Bill 109

The Bill 109, *More Homes for Everyone Act*, 2022 was approved and received Royal Assent on April 14, 2022. Bill 109 implemented changes to a number of acts, including the *Planning Act*.

Planning Act Changes

New Powers for Minister

Bill 109 provides new powers for the Minister such as permitting the Minister to refer plans to the Ontario Land Tribunal (OLT) for a recommendation or a decision. It also enables the Minister to set out rules for when the Minister can suspend the appeal period for a failure to make a decision.

The powers of Minister are set out in the *Planning Act* and do not need to be included in the Town's new Official Plan.

Development Application Fee Refunds

The *Planning Act* was amended to set out application refunds related to Zoning By-law Amendments, Official Plan Amendments and Site Plan Approval applications should a municipality not make a decision within the prescribed timelines set out in Bill 108.

Although this change affects how the Town processes an application, timelines are typically not addressed in an Official Plan, rather through an implementing By-law. Therefore, no changes to the Whitby Official Plan are proposed.

Community Benefit Charges

Bill 109 provides direction that if a municipality passes a Community Benefits Charge (CBC) By-law the CBC shall be reviewed every five (5) years. A CBC may be introduced to fund the capital costs of any public service associated with new growth, including parkland, if those costs are not already recovered from development charges and parkland provisions.

Site Plan

Bill 109 introduced several changes related to Site Plan Approval applications including requiring a pre-consultation meeting prior to submitting a Site Plan Approval application; that the supporting material and application requirements of a Site Plan Approval application be consistent with the Official Plan and/or Zoning By-law Amendment application; and changes to Site Plan Approval review timelines, as well as delegating Site Plan Approval decisions to municipal staff.

These changes should be incorporated into Section 10 - Implementation and Interpretation of the new Official Plan to appropriately capture the changes to the Site Plan Approval process. As noted previously, changes to approval and review timelines are not typically included in an Official Plan.

2.3 Bill 23

The Bill 23, *More Homes Built Faster Act, 2022*, was approved and received Royal Assent on November 28, 2022. Bill 23 implemented changes to a number of acts including but not limited to the *Development Charges Act*, *Heritage Act*, and the *Planning Act*.

Planning Act Changes

New Minister Powers

New powers are provided to the Minister to amend an Official Plan, however as previously mentioned, this is not included in an Official Plan.

Community Benefit Charges

For municipalities that have passed a Community Benefit Charges By-law, Bill 23 enables a landowner advancing a development to provide the municipal facilities, services or other matters that are required as a result of the redevelopment. Bill 23 also stipulates the maximum contribution for Community Benefit Charges.

These details should be introduced in a Community Benefit Charges By-law rather than an Official Plan.

Site Plan

Bill 23 revises the scope of Site Plan Control areas by exempting residential buildings that contain 10 or less units and removing exterior design as a matter of Site Plan Control.

Section 10.1.11 - Site Plan Control of the Whitby Official Plan will need to be updated to introduce and reflect these changes.

Public Notice

Bill 23 removes the requirement of a public meeting for Draft Plan of Subdivision approvals.

Notices and timelines are better suited to be included in implementing By-laws and are not typically included in an Official Plan.

Additional Residential Units

The amendment requires municipal Official Plans and Zoning By-laws to permit three (3) residential units per lot with municipal services.

The new Official Plan policies would need to be revised to be consistent with the terminology used to describe an additional residential unit and the permission for additional units.

Parkland

Bill 23 sets out maximum parkland dedication amounts based on the type of development or redevelopment. It also provides an alternative requirement for parkland conveyances and payments in lieu.

The Whitby Official Plan should be updated to introduce these policy changes with respect to parkland dedication.

Upper and Lower Tier Planning Authority

Bill 23 removes the planning responsibilities of upper-tier municipalities which includes the County of Simcoe as well as the Regions of Durham, Halton, Niagara, Peel, Waterloo and York.

There is no set date as it relates to changes to Durham Region planning responsibilities at this time.

Heritage Act Changes

New Criteria for Designation and Heritage Conservation Districts

Bill 23 introduces additional criteria for designating a property or designating a Heritage Conservation District.

Section 6.1 - Cultural Heritage Resources and Archaeological Resources of the new Official Plan should be updated to reflect the new additional criteria.

Heritage Registry

Bill 23 also changes how a municipality manages the heritage registry, specifically requiring the removal of a property in the following instances after a notice of intention is circulated: if Council withdraws notice; Council does not pass a By-law to designate within 120 days of circulating notice of intention; or where the Ontario Land Tribunal repeals a By-law or directs a By-law to be repealed.

Section 6.1 - Cultural Heritage Resources and Archaeological Resources of the new Official Plan can be updated to reflect the additional criteria.

2.4 Bill 97

Bill 97, *Helping Homebuyers, Protecting Tenants Act, 2023* was approved and received Royal Assent on July 6, 2023. Bill 97 implemented changes to a number of acts including but not limited to the *Building Code Act*, *Ministry of Municipal Affairs and Housing Act*, and the *Planning Act*.

Planning Act Changes

Definition of “Area of Employment”

Bill 97 changed the definition and meaning of “area of employment” to mean an area of land designated in an Official Plan for clusters of business and economic uses including manufacturing uses; research and development in connection with manufacturing; warehousing uses, including uses related to the movement of goods; retail uses and office uses that are associated with the above mentioned uses; facilities that are ancillary to the above mentioned uses; and business and economic uses. Uses excluded from an “area of employment” include institutional uses and commercial uses, including retail and office uses not referred to above.

Although the Town’s Official Plan does not contain this definition, the new Official Plan can consider including it for greater clarity.

New Powers for Minister

Bill 97 introduces new powers for the Minister including transitional matters which the Minister determines are necessary or desirable to facilitate implementation; the power of

the Minister regarding Zoning and Subdivision Control where policies do not apply in respect to licenses, permits and approvals. It also enables the Minister to require an owner of land to enter into an agreement with the Minister or a municipality for matters where the Provincial Land and Development Facilitator or the Deputy Facilitator has been directed by the Minister to make recommendations.

Generally, these details are not included in Official Plans and are not recommended to be included in the new Official Plan.

Timelines and Refund of Development Application Fees

The Bill 97 shortened the period of time in which a municipality is required to give notice related to an interim control by-law and its extension. Bill 97 also provides additional details regarding the exceptions and transitional period for when a municipality must implement refunds related to not making a decision on an application within the timelines outlined in Bill 108 and 109.

Statutory required timelines and refunds are generally implemented within By-laws and are not outlined in an Official Plan; therefore no changes are proposed to the new Official Plan related to the refund details outlined in Bill 97.

2.5 Bill 185

A draft of bill 185 was released by the Province on April 10th 2024 and received Royal Assent on June 6, 2024. Bill 185 will have implications for the Official Plan. Section 10.1.14.1 of the Official Plan will need to be updated to reflect that pre-consultation for applications is no longer required.

2.6 Provincial Policy Statement 2020

The province issued a new Provincial Policy Statement (PPS) on February 28, 2020, which came into effect on May 1, 2020. The following themes summarize the changes and outlines potential changes to be considered in the new Official Plan.

Settlement Area Boundary Expansion and Employment Conversion

The previous 2014 PPS limited settlement area boundary adjustments to only occur during a Municipal Comprehensive Review, such as an Official Plan Review, whereas PPS 2020, permits the adjustment of a municipality's settlement area boundary subject to new criteria. This criteria and direction is further refined in the Growth Plan 2020, which is summarized later in this report.

The PPS 2020 also permits the conversion of employment areas to non-employment uses outside of a comprehensive review, subject to new criteria.

The new Official Plan should be updated to introduce these permissions.

Employment Uses

The PPS 2020 introduces new protection for employment areas by requiring planning authorities to protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment from sensitive land uses; requiring adequate appropriate separation or mitigation measures for sensitive land uses to protect and maintain the long-term viability of employment areas; and restricting sensitive land uses that are not ancillary to employment uses.

The new Official Plan should ensure Section 3 - Economic Prosperity and Sustainable Community Planning and the employment related subsection of Section 4 - Land Use are updated to reflect this direction.

Housing

The PPS 2020 revises the definition of Residential Intensification to include new housing options within developed areas as well as the conversion or expansion of existing buildings to create new residential units or accommodation. New residential units or accommodation include accessory apartments, additional residential units, rooming houses, and other housing options. The PPS 2020 also places a greater focus on transit supportive developments and prioritizing intensification in proximity to transit including corridors and stations.

Section 7.5 - Residential Intensification of the new Official Plan should be updated, as well as ensuring that the term “residential intensification” is correctly used throughout the new Official Plan. The intensification chapter of the new Official Plan should also be updated to ensure it accurately captures the focus on transit supportive developments and intensification.

Climate Change

The PPS 2020 shifts the approach to preparing for the impacts of climate change.

Section 5 - Environmental Management of the new Official Plan as well as the other sections that speak to it should ensure the direction is consistent with the updated approach of the PPS 2020.

Municipal Services

The PPS 2020 introduces new policies related to water, wastewater and stormwater management. These changes impact rural lands related to on-site services and require a municipality to review the feasibility of long-term impact of individual on-site services.

The Rural Lands policies in subsection 4.11 of the new Official Plan should be updated to ensure consistency with the PPS 2020 approach to servicing.

Time Horizon

The PPS 2020 introduces a planning time horizon up to 25 years, whereas the PPS 2014 was 20 years. The PPS 2020 also requires municipalities to maintain the ability to accommodate residential growth for a minimum of 15 years.

The new Official Plan's horizon should be updated accordingly.

Consultation

The PPS 2020 specifically includes Indigenous communities in relation to consultation including when managing cultural heritage and archaeological resources.

The new Official Plan will need to include the consultation requirements set out in the PPS 2020.

Cultural Heritage

The PPS 2020 revises the definition of terms including built heritage resource, conserved, cultural heritage landscape, and significant.

The new Official Plan will need to ensure the use of these terms and definitions are correctly reflected based on the PPS 2020 direction.

This report considers in force policy, it is noted however, that a draft Provincial Policy Statement was released on April 10th, 2024 and was available for comment at the time of the writing of this report. Given that the proposed Provincial Policy Statement is a draft, detailed review for implications to the Whitby Official Plan has not been undertaken however, should it come into effect during this study process, it will be addressed as part of the Whitby Official Plan update, at that time.

2.7 Growth Plan 2019, amended in 2020

The new Growth Plan took effect on May 16, 2019, and was subsequently amended (amendment 1) May 1, 2020. Changes introduced in the Growth Plan that should be considered for the new Official Plan are summarized below.

Intensification

The Growth Plan introduced a minimum intensification target of 50% for all residential development to occur annually within the built-up area.

The updated Official Plan intensification target will need to be updated.

Employment Areas

The Growth Plan stipulates that municipalities should designate and preserve lands within settlement areas that are near major goods movement facilities and corridors. This is consistent with the PPS direction as it provides greater policy direction regarding

the development of sensitive land uses near employment areas. The Growth Plan also requires upper-tier municipalities to consult with lower-tier municipalities and establish a minimum density target for all employment areas within settlement areas.

The Growth Plan also further refines the criteria for permitting employment areas to be converted to non-employment uses outside of a Municipal Comprehensive Review.

The updated Official Plan will need to ensure that lands are designated appropriately near major goods movement facilities and corridors, as well as ensuring the density target is consistent with the Region's Official Plan. The updated Official Plan should also include the permission for an employment conversion outside of a Municipal Comprehensive Review.

Designated Greenfield Area Density

The Growth Plan sets out a new minimum density target of 50 residential and jobs combined per hectare for greenfield areas within the Region of Durham. The Region is to set specific targets for each local municipality.

The policies related to greenfield areas will need to reflect the minimum density target for Whitby set out in the adopted Durham Region Official Plan,

Settlement Area Boundary Expansion

The Growth Plan now permits a settlement area boundary expansion outside of a Municipal Comprehensive Review for up to 40 hectares, so long as the area is not within the Greenbelt Area or a rural settlement. The Growth Plan provides criteria for evaluating a 40 hectare or less settlement area boundary.

The new Official Plan should include the permission for a 40 hectare or less settlement area boundary expansion outside of a Municipal Comprehensive Review.

Growth Forecasts

The planning horizon including population and job projections was changed to 2051.

The new Official Plan should be updated accordingly to reflect the new planning horizon.

Consultation

The Growth Plan echoes the PPS 2020 regarding municipalities requiring to engage with Indigenous communities.

The new Official Plan should include policies for engaging Indigenous communities during any planning approval processes.

3 Envision Durham



Envision Durham is the Region Official Plan (ROP) which was adopted by the Regional Council on May 17, 2023. While not yet approved by the Minister of Municipal Affairs and Housing, this version of the ROP was the source for the policy review and conformity analysis to inform the Town of Whitby's updated Official Plan.

The purpose of this Section is to review Envision Durham with a municipal lens against the existing Town of Whitby Official Plan to identify any key policy gaps and opportunities that the Town should consider further in the Official Plan Review. This section deals specifically with topics relevant to Focus Areas 3 and 4. For discussion on policy relevant to Focus Areas 1 and 2, the Protected Major Transit Station Area, Strategic Growth Areas and other Nodes and Corridors, please refer to the other Phase 1 background report.

Appendix A of this Report includes a more detailed review of relevant Envision Durham policies that apply to area municipalities or the Town of Whitby in particular. The findings of this Background Review and Gap Analysis are noted in this Section of the Report.

3.1 Population and Job Projections

Consistent with and in conformity with the Provincial policies, Envision Durham provides updated population and employment (jobs) projections, as well as the number of households in each municipality to the year 2051 (refer to **Figure 2**). By the year 2051, the Town of Whitby is anticipated to reach a total population of 244,890 people, 95,210 jobs and 85,710 households.

Municipality	2021	2026	2031	2036	2041	2046	2051
Whitby							
Urban:	141,600	157,270	174,170	190,890	206,930	224,590	242,650
Rural:	2,150	2,170	2,190	2,200	2,210	2,220	2,240
Total Population:	143,750	159,440	176,360	193,090	209,140	226,810	244,890
Households:	46,450	52,330	58,670	65,060	71,480	78,510	85,710
Employment:	48,730	55,950	63,760	71,480	78,910	87,020	95,210

Figure 2 - Extract of Figure 2: Population, employment and household allocations table from Envision Durham

Policy 2.2.2 and Table A of the Town's Official Plan include the population and growth forecasts to the year 2031. The 2031 projections are referenced throughout the Town's current Official Plan including but not limited to the growth management objectives

(policy 2.2.3), basis (policy 2.2.1.b), municipal structure (policy 2.4.1, 2.4.2), and secondary plans section (9.3.1).

Table A in the Town's current Official Plan and the policy references to population and job projections as well as the number of households should be updated to reflect the 2051 allocations contained within Envision Durham.

In meeting these projections and in conformity with the Growth Plan, Envision Durham sets out a minimum requirement that 50% of all new residential units across the Region are to occur through intensification within the built-up area (Policy 5.1.11). The Official Plan update will need to incorporate this new intensification target to guide future growth. As set out in Envision Durham, the greatest amount of intensification is directed to the Strategic Growth Areas (SGA), Protected Major Transit Station Areas (PMTSAs), and Rapid Transit Corridors, followed by other nodes and centres. This requirement is considered against the existing intensification strategy, as detailed under a separate report focusing on these areas of the Town.

3.2 Housing

In meeting the housing objectives set out in the Provincial Policies and the recent Bills, Envision Durham introduces numerous new policies that seek to support a diverse range of housing. In supporting new housing options within low-rise neighbourhoods and building upon the permission of Bill 23, Envision Durham permits additional residential units in new and existing residential developments. Policy 3.1.14 permits up to three (3) residential units in a dwelling, including a detached house, semi-detached house, or townhouse. An additional dwelling unit is also permitted within a building or structure ancillary to the primary dwelling. Envision Durham also notes that minimum unit size requirements should not apply to additional dwelling units. With respect to parking, Policy 3.1.14 states that a maximum of one (1) parking space shall apply to additional dwelling units, and municipalities such as the Town of Whitby are encouraged to remove parking space requirements for additional dwelling units in MTSA and SGAs.

The Whitby Official Plan policies related to garden suites would need to be revised to be consistent with the terminology used to describe an additional residential unit and the new permissions.

With respect to affordable housing and purpose built rental housing, Envision Durham provides new policy requirements, specifically requiring a minimum of 25% of all new residential units in the region be affordable, and 35% of new residential units in SGAs including MTSA are to be affordable (Policy 3.1.20, 3.1.21). Envision Durham also provides policies for retaining and protecting the existing rental housing stock and providing conditions that are required to be met for the conversion of rental housing to condominium tenure (Policy 3.1.28 and 3.1.29). Envision Durham also requires that when converting six (6) or more rental units to condominium ownership, it will require an amendment to both the Regional Official Plan and municipal Official Plan (Policy 3.1.30). Envision Durham also provides criteria for the demolition of rental housing

including but not limited to: maintaining the same number of rental housing units and providing existing tenants the first right to occupy following the redevelopment (Policy 3.1.31 and 3.1.32).

In light of the rise of short-term rentals, Envision Durham encourages municipalities to enact zoning by-laws to regulate and license short-term rentals to better protect the Region's rental stock (Policy 3.1.33).

The new Official Plan Housing Mix (Section 7.4) policies related to affordable housing and rental housing will need to be updated to ensure they conform with the new targets, requirements and protections of rental housing.

3.3 Urban Design

Envision Durham weaves the requirement for high quality urban design and placemaking throughout Chapter 3.3, Complete Communities as well as Chapter 5, Vibrant Urban Systems. Within these sections of Envision Durham, the Region provides direction to local municipalities to provide policies in their official plans ensuring development is of a high quality urban design and contributes to local placemaking.

The Town's Official Plan, through Chapter 6.2 Urban Design, provides a set of objectives that include the promotion of high quality urban design and policies on varied topics such as streets and blocks, streetscapes, landmarks, views, parks and open spaces, to list a few. The chapter also provides some specific design guidance with regards to land use designations or specific areas such as the waterfront, central areas and intensification corridors. However, high quality urban design is not something that is woven through the existing Whitby Official Plan, nor is there requirements for development to contribute to placemaking. Through this Official Plan review process, the requirement for high quality urban design and placemaking needs to be better aligned with Envision Durham and updated to current best practices.

The Whitby Official Plan policies should be updated to reflect a more modern approach to urban design that addresses intensification, transit-oriented development and compatibility of high density built forms. Specifically, updated policies that address built form, placemaking and transit-oriented development to ensure compatibility and appropriate transition will be important.

Though it would fall outside the scope of this project, it would be important to have a current companion(s) urban design guidelines to confirm how the requirements in policy should be incorporated or addressed as part of development or redevelopment. For example, the policies could require a 45 degree angular plane from a specific location or a specified building setback could be illustrated in an urban design guideline showing how that is achieved.

The detailed analysis of the Urban Design policies is provided in **Appendix A**.

3.4 Climate Change and Sustainability

In supporting sustainable and healthy communities, Envision Durham encourages municipalities to introduce a community-wide program for monitoring and reducing Green House Gas (GHG) emissions (Policy 3.2.4). This program is to contribute to a region wide effort to reach net-zero emissions by 2050.

As part of this Official Plan Amendment, Section 3.2 Sustainable Community Planning of the Whitby Official Plan could be updated to identify the need for GHG monitoring and reduction programs as part of growth management.

In creating more sustainable communities, new excess soil management policies were introduced in Envision Durham. Excess Soil refers to soil, or soil mixed with rock, that has been excavated as part of a development or infrastructure project and removed. Envision Durham directs municipalities to include a policy for developing best management practices for excess soil and to regulate excess soil through site alteration by-laws (Policy 4.2.14, and 4.2.15). The Whitby Official Plan Review should include new policies related to excess soil in Section 5 - Environmental Management, which is outlined in **Appendix A**.

Envision Durham also provides policy guidance for the creation of local green development practices, sustainability guidelines, water conservation, and incentive programs (Policy 3.2.18 and 3.2.20). Section 3.2 Sustainable Community Planning of the Whitby Official Plan should be updated to include this new policy direction, which is summarized in **Appendix A**.

Envision Durham promotes alternative, renewable energy and energy storage as part of new development and supports the development of low carbon energy systems leveraging public and private partnerships where feasible. Envision Durham permits alternative energy systems and renewable energy systems throughout the region, however, large-scale commercial renewable energy facilities are not permitted within Prime Agricultural Areas, key natural heritage areas, and natural hazard lands (Policy 4.3.19, and 4.3.20). These permissions should be included in the Agricultural policy section of the Whitby Official Plan.

3.5 Indigenous Culture and Heritage

The current Whitby Official Plan does not have a land acknowledgement or clear section on reconciliation and fostering Indigenous heritage and history in Whitby. The Envision Durham Plan provides a preamble that notes the history of Indigenous peoples on the land. The key policy themes applicable to Indigenous rights and reconciliation in the Envision Durham Plan include:

- Supporting economic reconciliation and collaborating with Indigenous rights holders and communities to foster their wellbeing;
- Collaborating on the protection and restoration of regional wetlands and woodlands;

- Collaborating with the Region, conservation authorities and Indigenous communities to consider traditional ecological knowledge and increase tree canopy cover;
- Promoting the conservation, protection and enhancement of built and cultural heritage resources and landscapes, including Indigenous cultural heritage;
- Engagement with Indigenous communities to consider their interests when identifying, protecting and managing cultural heritage and archaeological resources; and
- Partnering with the Region, conservation authorities, and Indigenous communities and other organizations to target restoration and enhancement initiatives within areas of the regional natural heritage system and enhancement opportunity areas with the greatest vulnerability to the impacts of a changing climate.

In addition to recommendations that may arise through direct engagement with First Nations and Indigenous organizations over the OP Review process, the recommendations of the Culture Connects Whitby Draft Plan (2020) could be reinforced through the Strategic Objectives in Section 2.3.2.2 and Section 6 of the Official Plan. These include working collaboratively with Whitby's educational and postsecondary institutions to connect communities and enhance Indigenous cultural programming and design of public spaces in the Town.

3.6 Environmental and Community Impacts

The objectives and policies in this section of Chapter 8 of Envision Durham seek to mitigate the impacts of transportation infrastructure on communities, the environment and climate, and the impacts of a changing climate on transportation infrastructure through studies, design considerations and implementation measures.

The policy implications of this Section of Envision Durham pertain to the Municipal Class Environmental Assessment process to minimize environmental impacts from a transportation perspective.

As per Policy 8.6.6 of Envision Durham, area municipalities are required to evaluate and identify preferred alignments for new arterial and collector roads needs in a comprehensive manner under the Municipal Class Environmental Assessment process to minimize environmental impacts while achieving the optimal solution from a transportation perspective.

There are a number of policy recommendations and considerations that can also be taken into account, as identified in **Appendix A**. For instance, as per Policy 8.6.4 of Envision Durham, the Region will assess the need for and development of corridor plans, in conjunction with the area municipalities, which may be a component of a Municipal Class Environmental Assessment study for major road works or significant development applications or planning studies. Such corridor plans will provide a vision for the development along the Regional Road over time. The Town's Official Plan can

also include policies that reference the development of corridor plans in conjunction with the Region, where necessary.

3.7 Servicing Related Policies

Regional infrastructure and services include regional roads, transit, water distribution and treatment, sewage collection and treatment, waste collection and diversion, social services, including housing services, public health, and paramedicine.

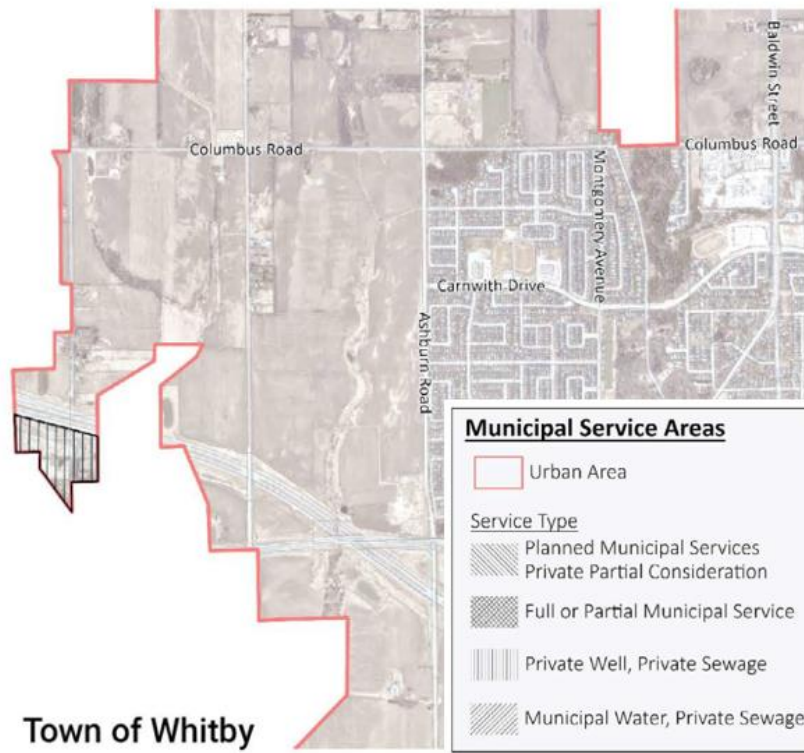
Chapter 4 of Envision Durham, entitled Supportive Infrastructure and Services, outlines policies related to infrastructure and services provided by the Region.

The following subsections outline the key findings from the Policy Background and Gap Analysis undertaken to examine the key policy gaps. The full analysis can be found in **Appendix A**.

Municipal Servicing

Policy 4.1.26 of Envision Durham recognizes there are locations within the Urban Area in which the provision of municipal water and/or sewage services is not technically or financially feasible, or may be in process but not yet completed, including but not limited to the areas identified on **Figure 3**. This area will need to be identified in the Town Official Plan to ensure clear messaging regarding this area of land.

Figure 3 - Municipal Service Areas (Town of Whitby) from Envision Durham



In addition, there are a number of policy recommendations and considerations from Envision Durham that can also be taken into account as well, should the Town want, as identified in **Appendix A**. For instance, Policy 4.1.3 of Envision Durham intends to prioritize infrastructure and services in marginalized communities identified as Durham’s Priority Neighbourhoods, where possible. The Town of Whitby should align policies with these prioritizations in areas such as downtown Whitby.

3.8 Utilities and Energy

Implementation of energy conservation and efficiency measures and the establishment of renewable, district and alternative energy systems across the region will help our communities mitigate, adapt and build resilience to the impacts of a changing climate.

Policy 4.3.2 of Envision Durham states that utility infrastructure that meets the definition of Major Facilities may occur in any designation subject to the policies of this Plan. The Town of Whitby Official Plan shall confirm that its policies conform to this. As per Policy 8.2.4 of the Town’s Official Plan, major utility facilities and corridors are indicated on Schedule A - Land Use, for information purposes and may be updated without amendment to this Plan.

Policy 4.3.20, 4.3.21 and 4.3.25 of Envision Durham provides policy direction to regulate the design and scale of renewable energy systems with consideration for land use compatibility. They also include policy language to require area municipalities to promote and facilitate such systems through their official plans and zoning by-laws.

Further, Policy 3.2.6.4 of the Town's Official Plan includes policy language that encourages new development to explore options to incorporate or connect to on-site energy generation systems, such as district energy facilities, where feasible.

The Town should consider additional policy regarding the regulation of the design and scale of renewable energy systems, as it currently does not have policy on this in the Official Plan.

In addition to these policies, there are a number of policy recommendations and considerations from Envision Durham that can also be taken into account as well, should the Town want, as identified in **Appendix A**. For instance, Policy 4.3.13 of Envision Durham encourages area municipalities to consider the inclusion of policies in their respective official plans to ensure that energy facilities, including renewable energy facilities, are located appropriately.

3.9 Noise, Vibration and Odour

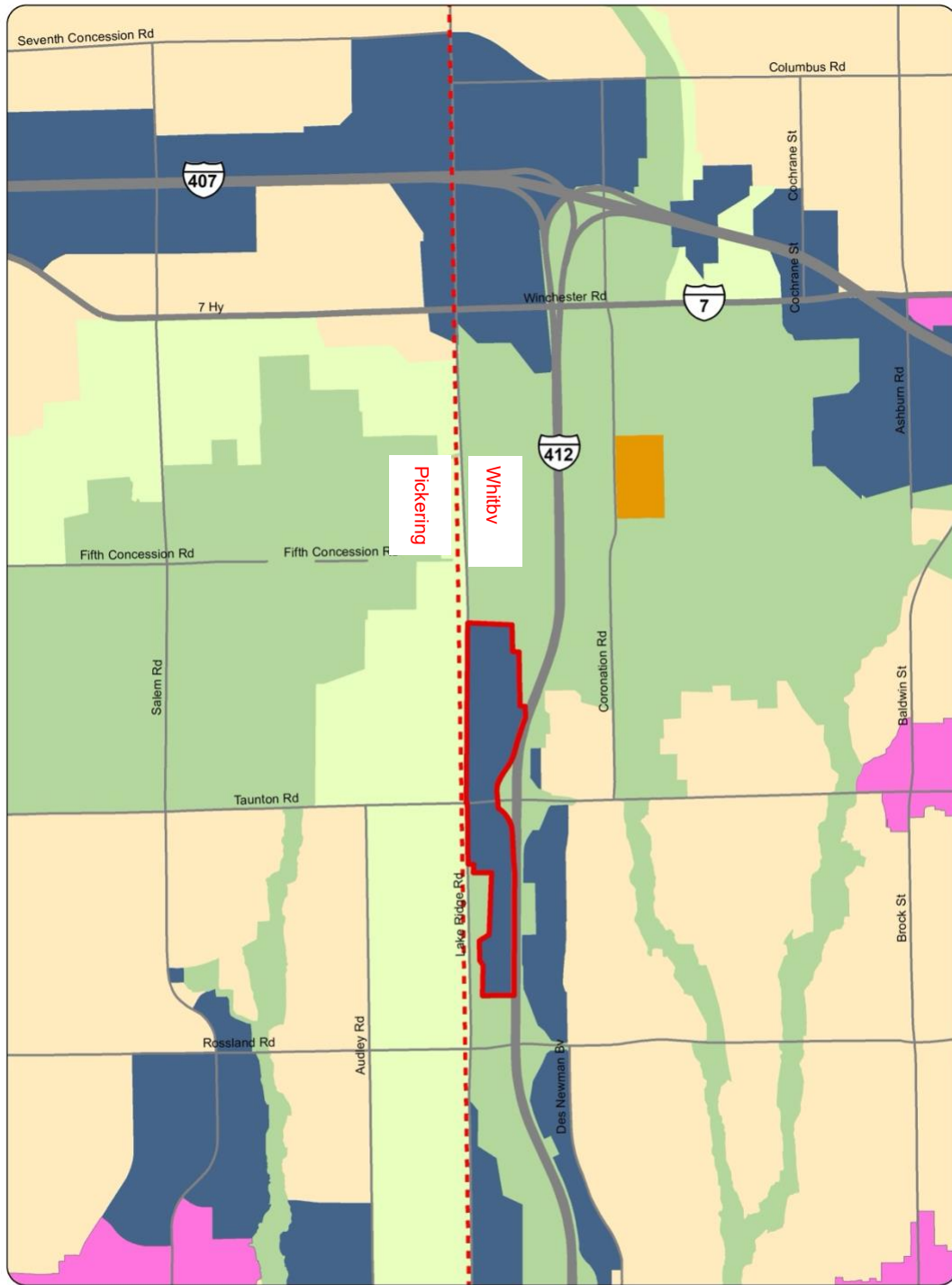
Envision Durham enables municipalities to designate Class 4 Areas on a case-by-case basis through a development approval process (Policy 3.3.8). Class 4 Noise Area is a classification part of the NPC-300 Environmental Noise Guidelines and is intended to allow for residential infill and redevelopment in proximity to existing stationary sources of noise, such as industry, while still protecting residences from undue noise.

Section 5.3.15 Noise, Vibration and Odour of the new Official Plan should be updated to include this permission.

With respect to light pollution, the current Official Plan already contains policies in Section 5.3.14, that are generally consistent with the Envision Durham's but should add the policy for encouraging the enactment of by-laws related controls on signs and outdoor lighting (Policy 3.3.10). Similarly, Policy 5.3.14.3 of the current Official Plan, which speaks to directing light away from the Natural Heritage System should be expanded to include key hydrologic features, associated vegetation protection zones, and other environmentally sensitive areas (Policy 3.3.13).

3.10 Other Urban Boundary Expansions

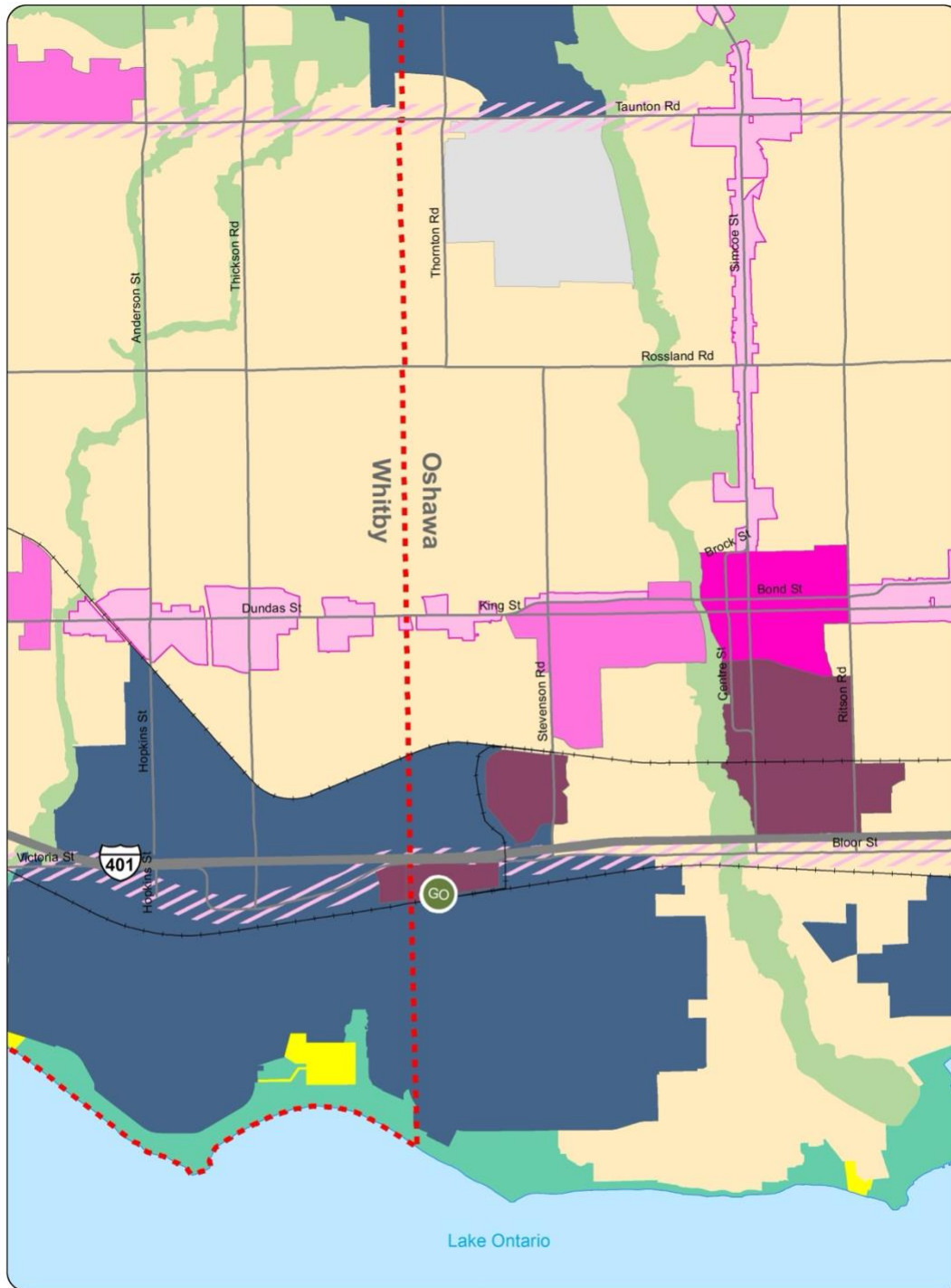
In addition to the Brooklin Expansion Area, a smaller area on the west side of Whitby was brought into the Urban Boundary (**Figure 4**). This area is entirely identified as Employment Areas in Envision Durham. The Whitby Official Plan's Urban Boundary will have to be updated to reflect that change in boundary, with the additional Urban Area designated Employment in the updated Whitby Official Plan.



<p>TOWN OF WHITBY OFFICIAL PLAN REVIEW</p>	<table border="0"> <tr> <td> Whitby Boundary</td> <td>Official Plan Designations</td> <td> Hamlet</td> <td> Regional Centre</td> </tr> <tr> <td> Expansion Area</td> <td> Community Area</td> <td> Major Open Space Area</td> <td></td> </tr> <tr> <td> Regional Corridor</td> <td> Employment Area</td> <td> Prime Agricultural Area</td> <td></td> </tr> </table>	Whitby Boundary	Official Plan Designations	Hamlet	Regional Centre	Expansion Area	Community Area	Major Open Space Area		Regional Corridor	Employment Area	Prime Agricultural Area	
Whitby Boundary	Official Plan Designations	Hamlet	Regional Centre										
Expansion Area	Community Area	Major Open Space Area											
Regional Corridor	Employment Area	Prime Agricultural Area											
<p>ADDITIONAL EXPANSION AREAS FIGURE # 4</p>	<p>DRAFT Region of Durham Data per Revision Durham new Regional Official Plan - as adopted by Region of Durham; not yet approved by Province</p> <p>MAP DRAWING INFORMATION: DATA PROVIDED BY: WNIIP, REGION OF DURHAM, TOWN OF WHITBY</p> <p>MAP CREATED BY: AC MAP CHECKED BY: SM MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N</p> <p>SCALE 1:30,000 0 262.5525 1,050 m</p> <p>PROJECT: 24-7548 STATUS: DRAFT DATE: 5/1/2024</p> <p> </p> <p><small>FILE LOCATION: C:\Users\SGL\Desktop\working_files\OP\WH13 - Maps\Additional Expansion Areas.mxd</small></p>												

3.11 Other PMTSA

While the Whitby GO Protected Major Transit Station Area is being addressed in a separate report as part of this Study, it is noted that a portion of the Oshawa GO PMTSA identified in Envision Durham extends into Whitby (**Figure 5**). The Whitby Official Plan will need to be updated to identify the portion of the Oshawa PMTSA within the Town. As the area is within the Employment Areas, no residential growth will be planned, but policies will be updated, as needed to encourage job intensification.



<p>TOWN OF WHITBY OFFICIAL PLAN REVIEW</p>	<table border="0"> <tr> <td> <ul style="list-style-type: none"> Oshawa GO Station Whitby Boundary </td> <td> <p>Strategic Growth Areas</p> <ul style="list-style-type: none"> Protected Major Transit Station Area Regional Centre Rapid Transit Corridor Urban Growth Centre </td> <td> <p>Other Nodes and Corridors</p> <ul style="list-style-type: none"> Regional Corridor </td> <td> <p>Official Plan Designations</p> <ul style="list-style-type: none"> Airport Community Area Employment Area </td> <td> <ul style="list-style-type: none"> Major Open Space Area Municipal Service Waterfront Area </td> </tr> </table>	<ul style="list-style-type: none"> Oshawa GO Station Whitby Boundary 	<p>Strategic Growth Areas</p> <ul style="list-style-type: none"> Protected Major Transit Station Area Regional Centre Rapid Transit Corridor Urban Growth Centre 	<p>Other Nodes and Corridors</p> <ul style="list-style-type: none"> Regional Corridor 	<p>Official Plan Designations</p> <ul style="list-style-type: none"> Airport Community Area Employment Area 	<ul style="list-style-type: none"> Major Open Space Area Municipal Service Waterfront Area
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<p>OSHAWA PROTECTED MAJOR TRANSIT STATION AREA</p> <p>FIGURE # 5</p>	<p>DRAFT Region of Durham Data per Division Durham new Regional Official Plan - as adopted by Region of Durham; not yet approved by Province</p> <p>MAP DRAWING INFORMATION: DATA PROVIDED BY: WNI/FP, REGION OF DURHAM, TOWN OF WHITBY</p> <p>MAP CREATED BY: AC MAP CHECKED BY: SM MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N</p> <p>SCALE 1:30,000 0 260 520 1,040 m</p> <p>PROJECT: 24-7548 STATUS: DRAFT DATE: 5/1/2024</p> <p>DILLON CONSULTING SGL</p> <p>FILE LOCATION: C:\Users\SGL\Desktop\working_files\OP\WH13 - Maps\Oshawa Protected RTSA.mxd</p>					

3.12 Designated Greenfields Areas

Designated Greenfield Areas (DGA) refers to lands outside of the delineated built-up areas that have been designated in an official plan for development. The Town's current Official Plan contains policies related to the DGAs in section 2.2, however, it should also be updated to reflect how DGA density is calculated based on the new methodology provided in Envision Durham, which removes the natural heritage system among other things (Policy 5.4.7).

3.13 Employment

Permitted employment uses have broadened in Envision Durham to include uses such as Hotels subject to land use compatibility studies (Policy 5.5.2). Envision Durham also prohibits uses declared to be obnoxious under the provisions of any applicable statutes, regulations or guidelines as well as major retail from locating within Employment Areas (Policy 5.5.10, and 5.5.12). It also prohibits sensitive land uses such as residential uses, long-term care, retirement homes, elementary and secondary schools from locating in Employment Areas (Policy 5.5.26). However, other sensitive land uses that were not previously described may be located in Employment Areas subject to a compatibility study (Policy 5.5.27).

The Industrial Section of the new Official Plan (4.7) should be updated to ensure it accurately captures the permitted and prohibited uses by the Region, this is outlined in in **Appendix A**.

Envision Durham also provides additional policy direction for the protection of employment uses along and near strategic good movement corridors, as well as encouraging increased employment densities through higher density uses (Policy 5.5.3, 5.5.6, 5.5.8). The denser uses are intended to support employment areas achieving the minimum density target of 28 jobs per hectare (Policy 5.5.5). Although the current Official Plan speaks to these policies they can be strengthened, and the minimum density target should be included, refer to **Appendix A**.

3.14 Agricultural and Rural Lands

The Region's rural lands refer to lands located outside of settlement areas, and primarily made up of agricultural uses, rural businesses, major open space, and the natural heritage system.

Envision Durham seeks to protect farmland in the region and support the viability of the agricultural system through protecting agricultural resources, minimizing land use conflict, supporting local food production, and improving the agri-food network (Policy 6.1.2). In doing so, Envision Durham discourages lot creation that further fragments the existing agricultural lands (Policy 6.1.3 and 6.2.2). The policies also seek to protect agricultural areas for the long term from the encroachment of new non-agricultural uses, and require mitigation measures if avoidance is not possible (Policy 6.2.4, 6.2.6, and 6.2.8).

The new Official Plan can explore and strengthen the existing policies for establishing non-agricultural uses (Policy 4.10.3.4), to ensure the Region's direction is accurately captured.

On-farm diversified uses have long been established and permitted uses have been broadened in recent years. With the broadening of uses, Envision Durham has updated the criteria for introducing new agricultural-related uses and new on-farm diversified uses. The new Official Plan should ensure the Agricultural Chapter are updated accordingly to reflect the revised criteria (Policy 6.3.4 and 6.3.5).

For Rural lands, Envision Durham also establishes new policies for establishing a second dwelling as well as further refining when a severance and consolidation can occur (Policies 6.4.3 to 6.4.9). The Agricultural policies of the new Official Plan will need to be updated based on the new direction regarding second dwellings and severances.

3.15 Hamlets

Envision Durham designates existing hamlets and notes these areas are to accommodate modest growth in the coming years subject to servicing (Policy 6.5.6-6.5.9). The policies also seek to support a compatible development with the rural landscape while discouraging strip development (Policy 6.5.10). Building on the direction for supporting a compatible development, Envision Durham sets out policy direction for new developments related to servicing, agricultural impact, soil conditions, and hydrological conditions among other things (Policy 6.5.13 - 6.5.14). Envision Durham also provides criteria for the provision of new and/or expanded municipal services (Policy 6.5.15). The updated Official Plan will need to ensure the Section 4.11 Rural Settlements accurately captures these policy directions.

3.16 Heritage Resources

The existing Official Plan contains extensive policies for the protection of Cultural Heritage Resources and Archaeological Resources. Envision Durham provides additional policy direction that should be updated in the Whitby Official Plan including regularly updating the municipal registry, and creating urban design standards for historic districts, these policies are outlined in the **Appendix A**.

3.17 Transportation Related Policies

The following subsections outline the key findings from the Policy Background and Gap Analysis undertaken to examine the key policy gaps in Envision Durham. The full analysis can be found in **Appendix A** as well as the Transportation Analysis in **Appendix B**.

Transit Priority Network

The Transit Priority Network forms the backbone of the region's transit network and is intended to provide fast, frequent and direct service to Urban Growth Centres, Regional Centres, Rapid Transit Corridors, Protected Major Transit Station Areas and other major

destinations across Durham Region and within the Greater Golden Horseshoe as designated on Map 3a of Envision Durham. **Figure 6** shows the Whitby Transit Priority Network components shown on Map 3a of Envision Durham.



TOWN OF WHITBY
OFFICIAL PLAN REVIEW

TRANSIT PRIORITY NETWORK

FIGURE # 6

- Whitby Boundary
- Existing Commuter Station
- Existing Commuter Rail Line - Lakeshore East GO
- Freeway Transit
- Rapid Transit Spine
- High Frequency Transit Network
- Other Nodes and Corridors
- Regional Corridor



DRAFT

Region of Durham Data per Evident Durham new Regional Official Plan - as adopted by Region of Durham; not yet approved by Province

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, REGION OF DURHAM,
TOWN OF WHITBY

MAP CREATED BY: AC
MAP CHECKED BY: SM
MAP PROJECTION: NAD 1983 UTM Zone 17N

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PROJECT: 24-7548 STATUS: DRAFT DATE: 5/6/2024

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As per Policy 8.1.2 of Envision Durham, it is the policy of the Region to provide appropriate inter-regional and inter-municipal service using the Transit Priority Network, consisting of following elements: a) Rapid Transit Spine; b) High Frequency Transit Network; c) Other Transit Connections; d) Commuter Rail; e) Protect for Future Commuter Rail; and f) Freeway Transit.

The Whitby Official Plan currently takes into account these various Transit Priority Network Designations. As shown in Map D of the Town of Whitby Official Plan, there is a Rapid Transit Spine along the Dundas Rapid Transit Corridor. There are also a number of High Frequency Transit Networks that form a grid across the Town, which includes east-west connections (Winchester Road, Taunton Road, Rossland Road, and Victoria Street) and a north-south connection (Baldwin Street/Brock Street). There is also an Existing Commuter Rail Line in the Lakeshore East GO Transit Line and a rail line to Protect for Future Commuter Rail. Lastly, there is Freeway Transit via Highway 407 and 412.

The Town of Whitby's Official Plan should be updated to further identify and include the additional and applicable Transit Priority Network components from Map 3a, which includes planning for future commuter stations and protecting for future commuter rail and Protected Major Transit Stations.

Other Transit Policies

Section 8 of the Town of Whitby Official Plan contains policies related to transportation, servicing and utilities. Policy 8.1.3 of Envision Durham supports increased transit use and higher levels of service within Strategic Growth Areas (SGAs). It is the intent of the Regional Council to achieve transit oriented development within Strategic Growth Areas to support increased transit use and higher levels of service. This is to be in accordance with the policies related to SGAs and what the Town will have implemented through that conformity exercise. It is also to be achieved through designing arterial roads, through a complete streets approach, to help control traffic speeds while promoting safe, attractive environments for active transportation and transit use (8.1.3 a)).

Further, it will be achieved through enhancing mobility to and from transit services (8.1.3 b)), maintaining and encouraging on-street parking in historic downtowns and on certain Type C arterial roads (8.1.3 c)), and providing facilities which support non-auto modes including commuter stations, bus bays, and pedestrian and cycling facilities (8.1.3 d)).

It will also be achieved through encouraging provisions for alternative development standards (8.1.3 e)) and creating and applying a regional transit-oriented development guideline to be used for reviewing development applications within Strategic Growth Areas, in collaboration with area municipalities (8.1.3 f)).

Further, as per Policy 8.1.4, it is the intent of the Region to achieve transit supportive development for areas outside of SGAs, particularly along Regional Corridor served by High Frequency Transit Network. For Whitby, this would include Taunton Road, Victoria Street, and Brock/Baldwin Streets. Policy 8.1.4 of Envision Durham also includes

principles to achieve transit-supportive development in these areas. The Town's Official Plan should include those principles, which includes:

- a) create an urban grid system of street and walkway patterns, and active transportation connections, connecting bus stops to active transportation;
- b) support active places and streetscapes, with a wide range and mix of medium and high-density uses, including orienting buildings towards the street to reduce walking distances to transit facilities;
- c) limit surface parking, especially in front of buildings, and supporting the potential redevelopment of existing surface parking where appropriate;
- d) provide facilities which support non-auto modes including: bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities;
- e) encourage provisions for alternative development standards, including reduced minimum parking requirements, potential redevelopment of existing surface parking and the establishment of maximum parking requirements for both privately initiated development applications and area municipal zoning by-laws, which are tailored to the level of transit service proposed; and,
- f) create and apply a regional transit-oriented development guideline to be used for reviewing development applications within Strategic Growth Areas, in collaboration with the area municipalities.

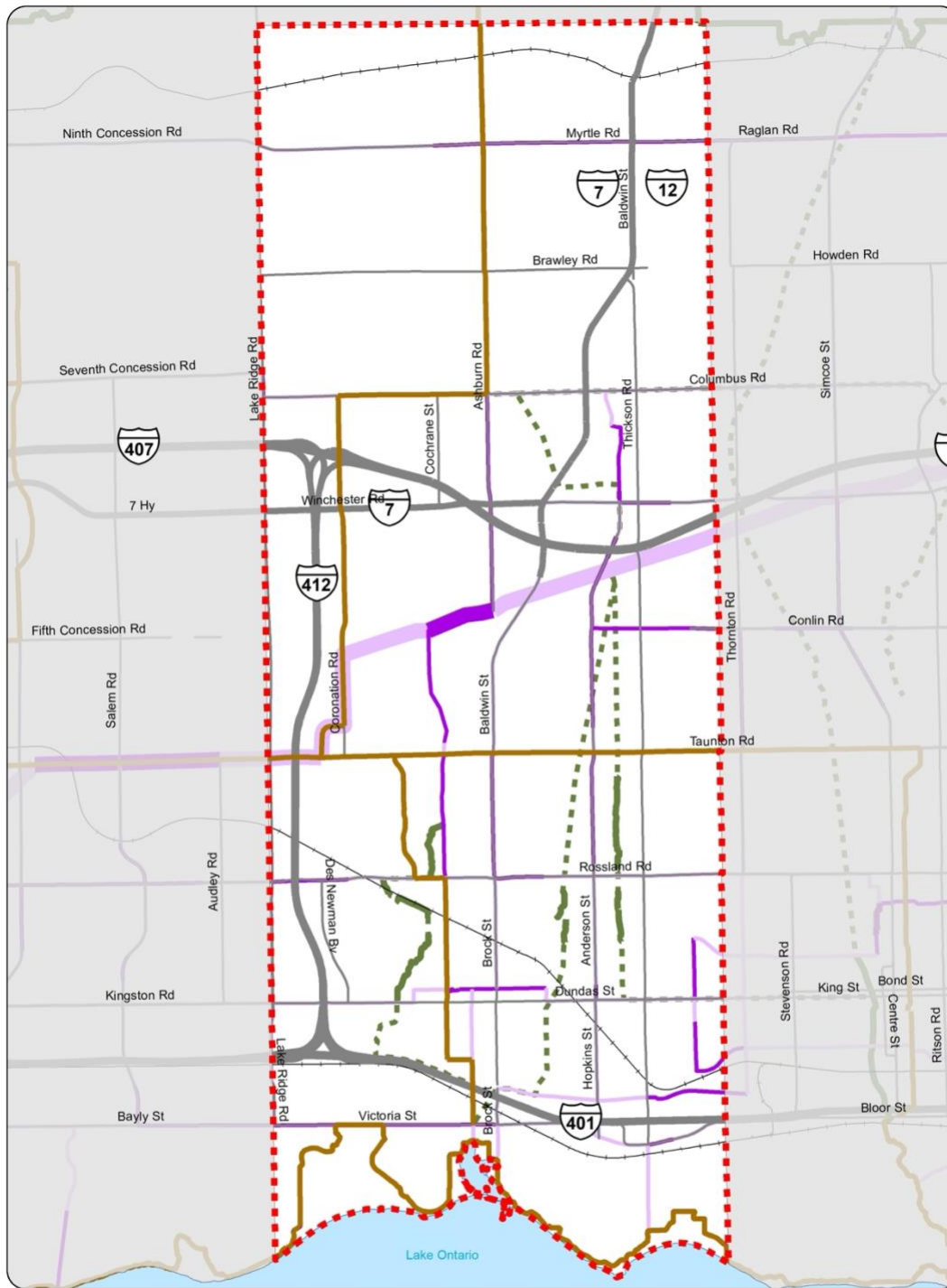
The Town's Official Plan currently provides goals that support transit supportive development through encouraging sustainable and active transportation. Section 8.1.3 of the Town's Official Plan includes policies that capture the intent of Policy 8.1.4 of Envision Durham. This includes policies related to ensuring an interconnected transportation network (Policy 8.1.3.1.1), encouraging a grid-oriented street network (Policy 8.1.3.1.9), supporting active transportation through various policy initiatives such as implementing recommendations from the Town's cycling and trails plans (Policy 8.1.3.7.3), and considering transit connectivity for new development (Policy 8.1.3.8.6). The Town's Official Plan should enhance their policy regime related to transit supportive development and alternative development standards by including a reduction in parking minimums and limiting surface parking within Strategic Growth Areas.

In addition, there are a number of policy recommendations and considerations from Envision Durham that can also be taken into account, should the Town want, as identified in **Appendix A**. This includes a recommendation to integrate or protect for future transit terminals identified in the Durham Transportation Master Plan and/or Durham Region Transit service plans, through the development application review process (Policy 8.1.10).

Active Transportation

Active transportation infrastructure is a shared responsibility between the Region and area municipalities. As per Policy 8.2.1 of Envision Durham, it is the policy of the Region to implement the Regional Active Transportation Network designated on Map 3d, in cooperation with the area municipalities, conservation authorities and the Provincial Ministry of Transportation (MTO).

Within the Town of Whitby, as shown in **Figure 7**, this includes a range of cycling facilities (existing and future) throughout the Town as well as existing and proposed Regional Trail networks.



TOWN OF WHITBY
OFFICIAL PLAN REVIEW

ACTIVE TRANSPORTATION NETWORK
FIGURE # 7

- Whitby Boundary
- Future Facility - Durham Meadowway
- Primary Cycling Network (PCN)**
- Existing Facility - Durham Meadowway
- Other Active Transportation
- Existing PCN Facility
- Province-Wide Cycling Network
- Existing Regional Trail Network
- Future PCN Facility
- Proposed Regional Trail Network
- Existing Regional Trail Network



DRAFT
Region of Durham Data per Envision Durham new Regional Official Plan
- as adopted by Region of Durham; not yet approved by Province

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, REGION OF DURHAM,
TOWN OF WHITBY

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As per Policy 8.2.2 of Envision Durham, the Region will work with area municipalities to implement a regional Cycling Plan and update it on a regular basis. Further, Policy 8.2.3 includes direction for area municipalities to construct a safe, direct, comfortable, attractive and convenient active transportation network. This includes working with the Region in accordance with agreed principles of jurisdiction and cost sharing.

To ensure consistency, these policies should be implemented into the Whitby Official Plan including updating its active transportation network to align with the Regional mapping. . Currently, the Town of Whitby Official Plan references the municipality's cycling and trails plan in their active transportation policies in Section 8.1.3.7, but does not contain reference to a Regional Cycling Plan.

In addition, there are a number of policy recommendations and considerations from Envision Durham that can also be taken into account, should the Town want, as identified in **Appendix A**. This includes a recommendation to enhance active transportation environments through informative signage and wayfinding systems in collaboration with the Region as well as support extending new active transportation facilities into new development areas and ensuring that bicycle parking is incorporated into new developments and existing public facilities (Policy 8.2.8). Other policies the Town can consider from Envision Durham include integrating cycling and transit-supportive facilities such as weather-protected bike racks and secured bike storage at commuter stations, bus terminals and stops (8.2.5) and support the role of the Region to ensure the safe, year-round operation of cycling and transit facilities through design, signage, enforcement and maintenance, in collaboration with the area municipalities (8.2.6).

Transportation Demand Management

Given the limited ability to expand the capacity of the road network, effective transportation demand management (TDM) measures will be critical to maintain or improve mobility while achieving the Plan's objectives for increased density in Urban Areas.

Transportation Demand Management (TDM) is a set of policies and programs designed to reduce reliance on the single-occupancy vehicle, and specifically reduce peak vehicular demand on the transportation network. To maintain mobility while also increasing density in Urban Areas, TDM will be important to the Town.

As per Policy 8.3.2 of Envision Durham, it is the policy of Council to implement regional TDM guidelines for new development as part of development application processes in collaboration with area municipalities. The TDM guidelines will identify the scope of TDM measures that should be implemented, integrate the review and identification of TDM measures as part of a Transportation Impact Study, where required, and support the application of TDM measures in exchange for reduced parking standards in appropriate locations. Further, as per Policy 8.3.3, the Regional Official Plan includes policies to support commuters by including end of trip active transportation facilities consistent with the TDM guidelines identified in Policy 8.3.2.

The Town's Official Plan should incorporate regional TDM guidelines as part of the development application process in collaboration with the Region. Currently, the Town's Official Plan only makes reference to Transportation Demand Management measures in the Port Whitby Community Secondary Plan. It notes, "To encourage reductions in the use of private automobiles by promoting public transit, active transportation, auto sharing, and the use of Transportation Demand Management measures" (Policy 11.1.2.7). The Town's Official Plan should include a transportation policy that applies Town-wide and references the use of regional TDM guidelines.

In addition to these policies from Envision Durham that will need to be incorporated into the Whitby Official Plan Review, there are a number of policy recommendations and considerations that can also be taken into account, as identified in **Appendix A**. Whitby is encouraged to implement parking management policies and zoning by-laws in consultation with the Region and other agencies to support the implementation of TDM measures (Policy 8.3.4). This would include detailing: minimum and maximum parking requirements based on proximity to transit; shared parking requirements; on-street parking requirements; site design orientation for a pedestrian friendly urban form; design of surface parking lots to enable development; and preferred locations for carpooling and car sharing.

Further, it is recommended that the Town partner with the Region and Metrolinx in investigating the need for a regional parking strategy and parking agency, to support TDM measures with a focus on parking within Strategic Growth Areas.

The Town can also consider supporting the implementation of Mobility as a Service (MaaS) technologies that improve the efficiency of transportation infrastructure, reduce energy, resource consumption and carbon emissions. MaaS includes a shift away from personally owned modes of transportation and towards mobility solutions consumed as a service, as per Policy 8.3.6 of Envision Durham.

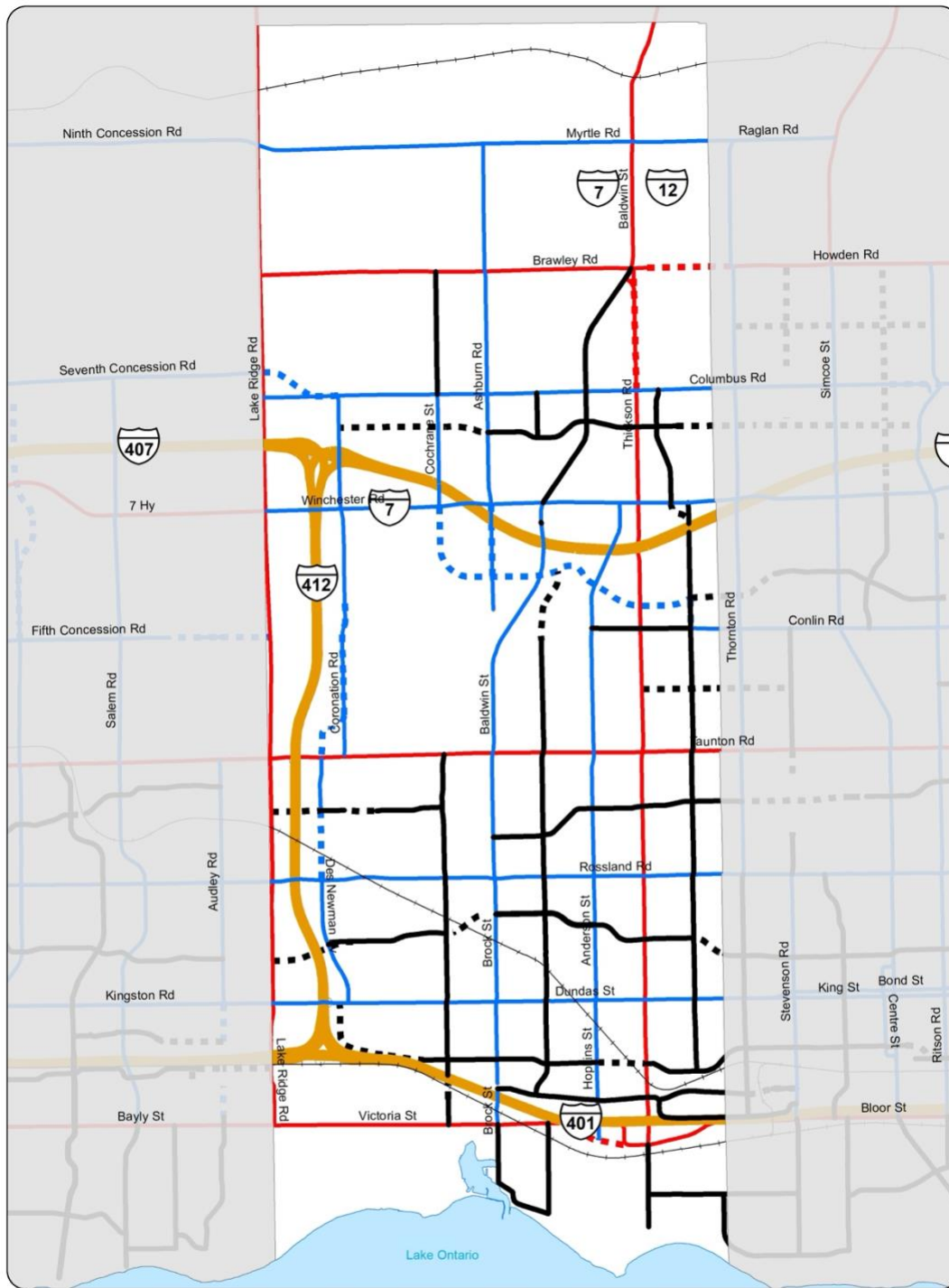
Road Network and Design

The road network is under the jurisdiction of the Province, Region and area municipalities, and neighbouring municipalities for certain boundary roads.

Policy 8.4.1 of Envision Durham includes policy to identify an integrated hierarchy of roads comprised of freeways, Type A, Type B and Type C Arterial roads on Map 3b, without regard to present or future jurisdiction. The Town of Whitby's road network is included. As shown in **Figure 8**, within the Town this includes:

- Freeways (Highway 401, 412, and 407)
- Type A Arterials (Thickson Road, Taunton Road, Victoria Street, Lake Ridge Road and Columbus Road)
- Type B Arterials (Brock/Baldwin, Dundas Street, Rossland Road, Brock and Baldwin)
- Type C Arterials, and

- A number of future connections including an interchange at Highway 407 and Highway 7 and Highway 412 and Rossland.



TOWN OF WHITBY
OFFICIAL PLAN REVIEW

ROAD NETWORK
FIGURE # 8

- Whitby Boundary
- Existing
- Freeway
- Type A Arterial
- Type B Arterial
- Type C Arterial
- Future
- Type A Arterial
- Type B Arterial
- Type C Arterial
- Existing Interchange
- Future Interchange



DRAFT
Region of Durham Data per Existing Durham near Regional Official Plan
- as adopted by Region of Durham; not yet approved by Province

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, REGION OF DURHAM,
TOWN OF WHITBY

MAP CREATED BY: AC
MAP CHECKED BY: SM
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N

SCALE 1:60,000
0 5001,000 2,000 m



PROJECT: 24-7548 STATUS: DRAFT DATE: 5/8/2024

FILE LOCATION: C:\Users\SGL\Desktop\working files\GP\WH3 - Maps\Road Network.mxd

Through the Whitby OP review, Map D Transportation will need to be updated to align with the Envision Durham Map 3b. Policy 8.4.4 of Envision Durham further guides the design of Type A, B, and C Arterial Roads, which will need to be included, where applicable.

Policy 8.4.5 protects the designation of arterial roads on Map 3b by requiring any proposals to delete any section of arterial road submitted by an area municipality or development application to be supported by a transportation study. The transportation study must set a specific study area in consultation with the Region. The Town of Whitby Official Plan should capture this policy to ensure conformity.

In addition, there are a number of policy recommendations and considerations from Envision Durham that can also be taken into account, should the Town want, as identified in **Appendix A**. For instance, the Region encourages area municipalities to designate a grid network of collector roads in their official plans (Policy 8.4.2).

Further, Policy 8.4.16 of Envision Durham includes language to recognize the importance of Waterfront Areas for providing public access to the waterfront and open spaces. For Whitby, the potential for an east-west connection between South Blair Street and Thicksen Road, south of Victoria Street, will be considered in conjunction with any proposal to redevelop the existing uses in the Employment Area north of Ronald C. Deeth Park. It is recommended that this wording be included in the Town's Official Plan.

Moreover, as per Policy 8.4.14 of Envision Durham, to reduce the impacts of arterial road traffic through Hamlets and historic downtowns, including road design and/or operational measures to reduce traffic speeds and/or volumes and to improve safety and comfort for active transportation, a by-pass may be considered as a potential solution. The Town can consider including this type of wording, if desired.

Goods Movement

The Transportation System in Durham is planned to ensure adequate provision for all modes of goods movement, including road, rail, air, marine and intermodal facilities. Goods movement is important to economic competitiveness and future growth of the Region. The Region has planned the transportation system to allow for a range of good movement modes including road, air, rail, and intermodal facilities and has identified a Strategic Goods Movement Network.

Envision Durham identifies Strategic Goods Movement Network, as contained in Map 3c, which identifies preferred haul routes that are planned to accommodate commercial vehicles on a year-round basis, and which link major generators of traffic (Policy 8.5.1). As shown in **Figure 9 - Whitby Goods Movement** within the Town this includes:

- Freeways (Highway 401, 412, and 407); and,
- Existing Arterial Roads (being Thicksen Road, Lake Ridge Road, Winchester Road, Taunton Road, and Victoria Street).



TOWN OF WHITBY
OFFICIAL PLAN REVIEW

Whitby Boundary Freeway Existing Aerial

**STRATEGIC GOODS
MOVEMENT NETWORK**
FIGURE # 9



DRAFT

Region of Durham Data per Envision Durham new Regional Official Plan
- as adopted by Region of Durham; not yet approved by Province

SCALE 1:60,000

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MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, REGION OF DURHAM,
TOWN OF WHITBY

MAP CREATED BY: AC
MAP CHECKED BY: SM
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N

PROJECT: 24-7548 STATUS: DRAFT DATE: 5/8/2024

FILE LOCATION: C:\Users\SGL\Desktop\working_files\GP\WH13 - Maps\Strategic Goods Movement.mxd

As per Policy 8.5.8, The Town's OP should also protect for future grade separations at railway crossings for arterial roads, as identified in the Durham Transportation Master Plan (TMP). The 2017 TMP identifies a grade separation need on Hopkins Road (south of Dundas, north of Burns Street East) by 2031 (Section 6.4.16 of the TMP).

In addition, there are a number of policy recommendations and considerations that can also be taken into account, as identified in **Appendix A**. For instance, Policy 8.5.6 of Envision Durham includes policy to support low and zero carbon re-fuelling facilities for freight and goods movement in the region. The Town's Official Plan can consider including similar policy language to support climate change initiatives.

3.18 Site Specific Policies

Envision Durham includes a number of site-specific land use permission for sites across the Town of Whitby. The new Official Plan will need to ensure these land use permissions are accurately captured, these sites and policies are outlined in **Appendix A**.

3.19 Implementation and Interpretation

Envision Durham sets out a new policy direction that lands being developed greater than 20 hectares, will be subject to a secondary plan process (Policy 5.4.9). Section 10 - Implementation and Interpretation of the new Official Plan should be updated to reflect this policy direction.

With respect to lot adjustment and severances, Envision Durham provides permission for lot adjustment for conservation purposes as well as new restriction for lands within the Oak Ridges Moraine and the Greenbelt (Policy 11.3.23, and 11.3.24). The policies contained in 10.1.13 Severances of the new Official Plan should be updated to reflect these changes.

For development applications with 100 units or more, Envision Durham requires an Affordability and Accessibility analysis and a community services and facilities study to demonstrate how the proposal meets the Region's goals (Policy 3.1.18, 3.3.2, 3.3.15). The implementation and interpretation chapter of the new Official plan should include these studies as part of the Pre-Consultation process.

4 Whitby Official Plan



This section highlights sections of the Official Plan to be updated as part of the Official Plan Review, that do not relate directly to updated Provincial and Regional policy.

4.1 Sustainability

The sustainability review captures the key elements of a number of guiding documents developed since the last OP update in 2018, and considers aspects of environmental, climate change, green buildings, and broader economic policies. The current Official Plan has a number of policies referencing sustainability and climate change, which would need to be reviewed and updated to align with recent initiatives as well as applicable policies in the PPS.

The Town has established a Sustainability Plan and annual reporting mechanism following the One Planet Living framework. Some key areas for coordination with the Official Plan include urban forest management and tree planting, waterfront regeneration and urban design, supporting local and sustainable food through community gardens and more native species, designing for inclusive and equitably distributed parks and recreational spaces, and integrating the recommendations and actions in the Town's Green Standard and Climate Emergency Response Plan (discussed below).

Green Design

The Whitby Green Standard (WGS) was first implemented in September 2020, and aims to address health and wellbeing, quality of life, as well as climate adaptation and mitigation. The Standard applies to Site Plan and Draft Plan of Subdivision applications. The Official Plan should be updated to reference the WGS and support the Town's implementation plan to advance the minimum requirements to the next tier every four years.

Climate Change Adaptation and Mitigation

The Town's declaration of a climate emergency in 2019 was followed by the development and Council endorsement of a Climate Emergency Response Plan (CERP) in two phases: Phase 1: Resilience (2022) identifies a way forward to adapt to current and future changes in climate and invest in adaptation; Phase 2: Climate Mitigation (2023) includes actions to reach the Town's community target of net-zero emissions by 2045. Both sections of the CERP have elements that can be brought forward into the Official Plan, such as:

- Reviewing policies in section 3.2 of the Official Plan to reference the CERP and align with its goals and implementation plans;

- integrate more specific policies around climate adaptation;
- Consider mapping areas vulnerable to climate change in the development of secondary plans and infrastructure plans; and
- Update existing policies to strengthen support for the Town’s net zero goal, including relating to carbon budgeting, reduction of car dependency, and energy conservation.

4.2 Transportation

The primary goal of Whitby’s transportation network is to establish and maintain the safe, efficient, interconnected, and accessible movement of people and goods in a system that supports all modes of transportation, including transit, automobiles, active transportation, and goods movement, as per Policy 8.1.1.1 of the Official Plan. This goal is accomplished through the thoughtful design and provisions of appropriate facilities for pedestrians, cyclists, vehicles, and transit with good connectivity to community destinations within Whitby and to adjacent municipalities and upper-tier jurisdictions. This is discussed in further detail in **Appendix A**.

Road Infrastructure

Consistent with the goal and objectives set out in the Official Plan, roads in Whitby are classified and maintained on the basis of their function and design as controlled access roads (freeways), arterial roads, collector roads, and local roads. This classification system is intended to assist in directing traffic flows quickly and efficiently from local roads to collector roads and arterial roads, while similarly keeping through traffic on arterial roads and collector roads so that traffic on local roads is kept to a minimum.

When assessed against the network function and design characteristics for each road classification type, the network spacing and minimum intersection spacing, relative to road classification, aligns well with Regional and Town Official Plan policy.

However, one network spacing deficiency that could be rectified would be the road spacing between east/west Type A arterial roads in North Whitby. Taunton Road and Brawley Road are approximately 8 km apart, yet the desired spacing for Type A arterials is 6.5 km. Winchester Road (or Highway 7 west of Baldwin Street and Durham Regional Road 3 east of Baldwin Street), which runs between and parallel to Taunton Road and Brawley Road, is currently classified as a Type B arterial within Whitby and could be reclassified / upgraded to a Type A arterial. This upgrade would be consistent with the road classification of Highway 7 west of Lakeridge Road within the City of Pickering, but could have impacts for the land uses within Brooklin east of Baldwin Street. However, Highway 407 also runs between and parallel to Taunton Road and Brawley Road, suggesting that the greater than desired spacing between Type A arterial roads is less problematic.

Active Transportation

The ‘Existing and Recommended Active Transportation Network’ presented in the Town of Whitby Active Transportation Plan (2021) protects for the provision of future active

transportation accommodation and proposes effective, safe, and integrated linkages and routes between neighbourhoods, schools, major open space and park systems, access to transit, as well as commercial and employment centres, including the provision of connections to the Waterfront Trail and Greenbelt Trail. It is recommended that the 'Existing and Recommended Active Transportation Network' be further incorporated into the Whitby Official Plan as part of Schedule D – Transportation.

Collector and arterial roads that are shown to have proposed active transportation facilities may require additional right-of-way widths to accommodate the active transportation facilities. Right-of-way requirements will be confirmed (along with the design and cross-section elements) through the Environmental Assessment process. Further, the Whitby Official Plan does not provide any town wide active transportation policy guidance on sidewalks. Only Section 11.5 of the Brooklin Community Secondary Plan does. Further, the Town of Whitby Design Criteria and Engineering Standards (2022) states that "sidewalks are required on both sides of all roadways (Local, Collector and Arterial) including courts, cul-de-sacs and crescents". It is recommended that the sidewalk policy be incorporated into Section 8.1 to ensure that the sidewalk policy applies throughout the Town.

Public Transit

Public transit service in Whitby is operated by Durham Region Transit (DRT) and GO Transit. As such, the Whitby Official Plan provides only limited public transit policy guidance.

The Whitby Official Plan Schedule D – Transportation displays a number of transit features including Transit Spines, Commuter Rail, Future Commuter Rail, Major Transit Stations and Future Transitway Stations. It is recommended that protection for an additional Future Transitway Stations be added to Schedule D – Transportation at the proposed interchange of Highway 407 and Cochrane Street. This would be consistent with the placement of the other Future Transitway Stations which are located at all Highway 407 and arterial road interchanges.

4.3 Mature Neighbourhoods

OPA 130, which addressed policies for Mature Neighbourhoods, was adopted by Council on May 15, 2023, but subsequently appealed and is currently at the Ontario Land Tribunal. The area where the Mature Neighbourhood policies apply are shown in **Figure 10**.

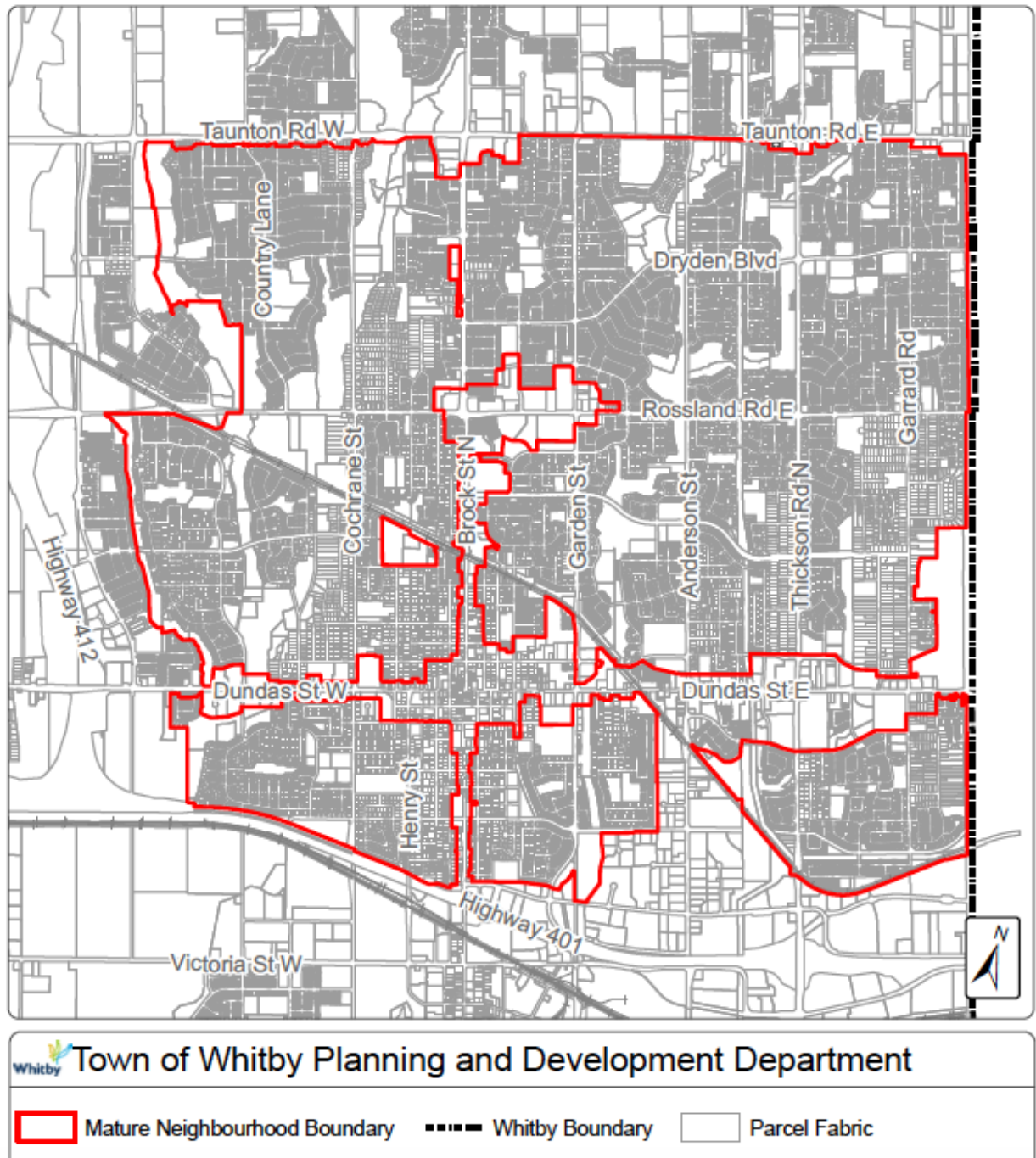


Figure 10: Area where Mature Neighbourhoods policies apply

As part of the Official Plan Review, consideration should be given as to whether the Mature Neighbourhood policies should apply to other areas of the Town. The policies would not be applied in any Intensification Areas or Corridors, but there are areas where the policies' application could be considered, including the older residential areas north of Taunton Road, in Brooklin, and south of Victoria Street.

These areas, except the residential north of Taunton Road to the west of the Taunton North Community Secondary Plan, are already covered by Secondary Plans which designate low versus medium or high density areas. Some of the policies introduced in OPA 130 which direct certain densities of development to certain areas, would not be necessary where the different low and medium designations apply. Conversely, policies on infill and compatibility, such as policy 4.4.3.13.14 in OPA 130, may be suitable for low density designated areas in the respective Secondary Plans. One option is to apply some but not all of the policies of OPA 130 to the additional older residential areas.

Alternatively, the other option, is that all of the policies could simply be applied to the residential areas outside of the Secondary Plans, which is effectively the residential areas north of Taunton Road, outside of the Taunton North Community Secondary Plan and not applying any of the Mature Neighbourhood policies to the Secondary Plan areas.

Whichever approach is taken, one update that will be specifically needed within the Mature Neighbourhoods policies, is to clarify that the Mature Neighbourhood policies are not intended to prevent the establishment of additional dwelling units.

4.4 Mixed Use Policies

Review of the existing Mixed Use designation policies in the Whitby Official Plan and Secondary Plans, has identified an opportunity to reconsider the policy framework for mixed use areas, particularly what is considered mixed use and where it is required.

Mixed use can come in different forms, with a requirement for a mix of non-residential uses (i.e. office, retail, restaurant, personal service, and community and/or institutional uses) or a requirement for a mix of non-residential and residential uses. The mix of uses can be required within in a building or within a site. Alternatively, a mix of uses can be permitted, but not required.

What form of mixed use will best achieve the desired outcome, is worth considering. Being overly prescriptive in the Official Plan policies with regards to provision of mix of uses can reduce incentive for development and lead to prolonged application processes where Official Plan Amendments are required. Conversely, being too flexible can lead to development of token commercial development intended to meet the bare requirements of the policies, without delivering the true mix and functionality of space desired to support complete communities.

There are currently 18 Mixed Use designations that apply across the different Secondary Plans.

Based on existing interpretation of the Mixed Use Designations, the following **Table 1** outlines how the different designations require mix use:

Non-Residential Mix Required; Residential also permitted	Residential and Non-Residential Mix Required within a <u>Site</u>	Residential and Non-Residential Mix Required within a <u>Building</u>	Residential and Non-Residential Permitted, but not Required
<ul style="list-style-type: none"> • Parent official Plan - Mixed Use • Brooklin Community - Mixed Use 2- HCD • Brooklin Community - Heritage Commercial • Brooklin Community - Mixed Use 3 • Downtown Whitby - Heritage Mixed Use • Brooklin Community Mixed Use 1 – Community Central Area • Downtown Whitby – Downtown Mixed Use • Downtown Whitby – Corridor Mixed Use 	<ul style="list-style-type: none"> • Brock Taunton Major Central Area – Mixed Use Area 4 • Brock Taunton Major Central Area – Mixed Use Area 1 • Brock Taunton Major Central Area – Mixed Use Area 2 • West Whitby Secondary Plan – Mixed Use Two • West Whitby SP - Mixed Use One (with site specific carried forward) • West Whitby SP – Special Mixed Use Two 	<ul style="list-style-type: none"> • Port Whitby Community – Mixed Use Residential One • Port Whitby Community – Mixed Use Residential Two Downtown Whitby - Heritage Mixed Use 	<p>Port Whitby Community – High Density Residential Mixed Use</p>

The planning for mixed-use areas has evolved and generally involves the combination of residential and non-residential uses. Requiring a mix of commercial uses on a site does not constitute mixed use as commonly applied today. Using such a framework for mixed use areas, dilutes the objective of mixed-use development. It is recommended that the Official Plan take a more focused lense on mixed use areas with a requirement for or permission for a mix of residential and non-residential uses.

Further consideration will be given as to whether specific designations or site-specific policies should require a mix of uses within a building verses on a site verses permissive but not required as well as requirements for first floor commercial or minimum floor space of commercial uses.

4.5 Special Activity Nodes

There are specific policies for the Special Activity Node A at the northeast corner of Cochrane Street and Taunton Road West. The policies relate to the site's previous use, Cullen Gardens. Since these lands are now occupied by a spa, the policies could be updated to reflect the current commercial use at this location.

Special Activity Node B is generally centered around Highway 401 at Hopkins Street and Thickson Road South. The policies permit a number of uses, including some employment uses, as well as major retail uses, with a number of restrictions on the major retail.

Within Envision Durham, Special Activity Node B is designated Employment Area. Major retail uses are generally not permitted in the Employment Areas, however, there is a policy that permits major retail in Employment Areas if it was designated and the use permitted in the area municipal plan as of June 3, 2009. That policy applies in this case, where the Special Activity Node B, and the major retail permissions, referred to as retail warehouses, existed prior to June 3, 2009.

As part of this Official Plan Review, further consideration will be given to the existing specific major retail policies in Special Activity Node B and whether they are still needed and appropriate, as well as whether this area should be redesignated to a commercial designation.

4.6 Major Commercial Designation

The existing Major Commercial designation is located within either Major Central Areas or Urban Central Areas.

While Residential uses are permitted in the Major Commercial designation in a mixed commercial/residential format, the policy requirements in 4.5.3.7 has led to the current interpretation that residential uses are not permitted as-of-right, but would require a zoning by-law amendment, in order to confirm the requirements of the of policy 4.5.3.7. The Official Plan Review should consider if the policies of the Major Commercial designation should be updated to encourage commercial/residential mixed use development or be changed to a mixed use designation.

As work progresses on how the different areas will be planned to accommodate growth, changes to the Major Commercial designation may be appropriate to encourage residential intensification in the Major Commercial designation, and permit residential uses as-of-right in the zoning by-law.

4.7 Parks

The Town of Whitby is in the process of preparing a new Parks and Recreation Master Plan. The draft Parks and Recreation Master Plan sets out recommendations that the Town can implement to create a healthy community. The parkland classification in the Official Plan should be updated based on the recommendations in the draft Parks and Recreation Master Plan and the Bill 23 Parkland Framework presented to Council in June 2024. The parkland policy section should also include direction for a Trail hierarchy and related policies.

4.8 Food Store and Supermarket

Food Stores, which are less than 1,200 square metres are permitted in the Mixed use designation of the Brock/Taunton Major Central Area Secondary Plan. In Local Commercial and Convenience Commercial Centres, Supermarkets must be less than 2,000 square metres. To simplify, the Official Plan should use a consistent term of grocery stores. In addition, to the Official Plan update should consider removing the cap for grocery stores / supermarkets in the Local Commercial and Convenience Commercial Centres.

4.9 Agricultural Policies

Within the Agricultural policies, section 4.10.3.3, agricultural-related and on-farm diversified uses are permitted, but require a zoning by-law amendment. In order to support the agricultural economy, it is recommended that these uses be permitted as-of-right in the zoning by-law. The policy may include specific requirements to ensure that these uses are compatible with and do not negatively impact nearby agricultural uses, as required by policy 6.3.2 of Envision Durham.

4.10 Places of Worship and Schools in Industrial Areas

One of the comments that was raised during the Official Plan Review process was to add a permission for places of worship in Industrial Areas subject to a Zoning By-law Amendment. This request stems from the difficulty in siting places of worship in non-employment areas due to high land costs. The Envision Durham policies do not expressly prohibit places of worship in employment areas, like they do for residential uses, long-term care and retirement homes, elementary and secondary schools; however, there are policies that must be adhered to with regards to land use compatibility.

This can be considered for Prestige Industrial areas. If places of worship are permitted in prestige industrial areas via a zoning by-law amendment, one of the requirements of

any such zoning by-law shall be a provisions that prohibits the following accessory uses from operating in the place of worship: day care centres or private schools.

It is also further noted that policy 4.7.3.3 addressing Sensitive Land Uses does not permit places of worship in Industrial designations but permits “day care centres within an office building in an area designated as Prestige Industrial and/or *Business Park*, and residences ancillary to post-secondary educational institutions” in Prestige Industrial areas, subject to a zoning by-law amendment. Thus, any change related to the place of worship permissions should be addressed in section 4.7.3.3.

In policy 4.7.3.3.1, Elementary and secondary schools are considered a sensitive land use and note permitted in industrial designations. However, commercial or technical schools and post- secondary educational facilities are permitted in the Prestige Industrial designation. “Commercial schools” are sometimes interpreted as private schools, a sensitive use, versus a trade school which is appropriate for an industrial area. Thus, sections 4.7.3.2.2 and 4.7.3.3.1 and the definition of sensitive land use should be updated to set out that any school regulated by the Education Act is a sensitive land use and would not be permitted.

4.11 Additional Dwelling Units

As discussed in section 2 of this Report, the Planning Act updated requirements related to Additional Dwelling Units. Further, Council passed a resolution permitting up to four units on a residential lot. However, the Town is independently undertaking an OPA process separate from this project to implement permissions related to Additional Dwelling Units.

4.12 Targets and Floor Space Index

Readers of the Official Plan sometimes confuse overall density targets for a given area with minimum and maximum densities for a specific land use designation. For example, Policy 4.3.3.3.4.2 a) states that, for lands within the Brock/Taunton Intensification Area, “the long- term overall density target is at least 75 residential units per gross hectare and the overall long-term *floor space index* target is 2.5.” This is not intended to be a minimum or maximum density for the area. The designations within that area, such as the Medium Density Residential set specific density ranges such as 30 and 65 units per net hectare. As the Whitby Official Plan is updated, the terminology should be updated or defined, to convey that a target is an objective for an overall area, versus a specific prescribed minimum and/or maximum density within a specific designation.

Further, the previous Durham Region Official Plan set floor space index targets for Regional Centres, Local Centres, Regional Corridors, Local Corridors and Waterfront Places. Envision Durham does not carry these forward. Further consideration of whether the Floor Space Indexes that are currently found in the Whitby Official Plan and had been based on previous Envision Durham policy, should be carried forward.

4.13 Policy References

All policy references will have to be checked and updated. This includes Whitby Official Plan policy references that cross-reference other sections of the Official Plan. In addition, any Durham Region Official Plan Policy reference will have to be reviewed and deleted or updated, as deemed appropriate. Any reference to “Durham Regional Official Plan” in the Whitby Official Plan will also have to be updated to refer to “Envision Durham”.

4.14 Readability

The overall readability of the Official Plan document can be improved by adding the section header to the top of the document. This helps the reader keep track of what land use designation or secondary plan section they are reading.

4.15 Mapping Updates

Apart from specific mapping updates required to align with Envision Durham discussed elsewhere in the report, there are some considerations for overall mapping updates to streamline the Official Plan.

Currently the mapping for the Official Plan is done schematically and at a high level. One of the considerations would be to update the overall Land Use Schedule, Schedule A, as well as the land use schedules for the Secondary Plans, such that the boundaries of the land uses be redrawn to align with the parcel fabric. The parcels would not be shown on the final schedules, due to scale, but would be reflected, nonetheless.

The benefit of this approach, is additional clarity of where the designations apply, particularly ensuring alignment between the overall land use schedule, “Schedule A”, and those for the Secondary Plan.

The drawback is that this approach may imply a greater rigidity to the Official Plan designation boundaries than intended. Often, it is the intent that the Official Plan be schematic, with some limited flexibility of the exact boundaries. By aligning the boundaries exactly to the parcel fabric, a specificity is imposed that may lead to a need for more Official Plan Amendments needed to refine the boundaries. However, a policy could provide direction on such matters.

The need for Map 1 is also being considered. Currently, Map 1, identifies a number of items that are shown elsewhere on other maps or are no longer needed, including:

- Areas deferred by the Region and reference to “Lands Subject to Durham Region Official Plan 14.13.7, which no longer applies as these areas are part of the Brooklin expansion;
- Hamlets and Settlements which are shown on Schedule A – Land Use.
- Major Transit Station which will now be reflected as a Protected Major Transit Station Area to conform to Envision Durham;

- Major Central Areas/Intensification Areas which are also shown on Schedule A – Land Use and Schedule B – Intensification;
- Urban Central Areas/Intensification Areas which are also shown on Schedule A – Land Use and Schedule B – Intensification;
- Waterfront Place/Intensification Area, the latter of which is addressed on Schedule B;
- Urban Area and 2013 Urban Boundary which is also reflected on Schedule A – Land Use;
- Agricultural, Greenbelt Protected Countryside and Oak Ridges Moraine which area reflected on Schedule A – Land Use;
- Intensification Corridors which area shown on Schedule B – Intensification; and
- Open Space/Linkages/Conservation which are also shown on Schedule C - Environmental Management.

The only item that is only shown on this Map is the Gateways, for which a new map could be created, or locations of which could be described in text in the relevant policy section.

Map 1 is currently referred to in policies 2.3.1.2.1, 2.4.2, 6.2.3.7. It is noted that none of these policies strictly require Map 1, they could be written in a way that references other Schedules and maps of the Official Plan.

4.16 Other

Appendix C additionally lists very specific clean-up items that relate to a range of matters.

5 Brooklin Expansion Constraints and Opportunities

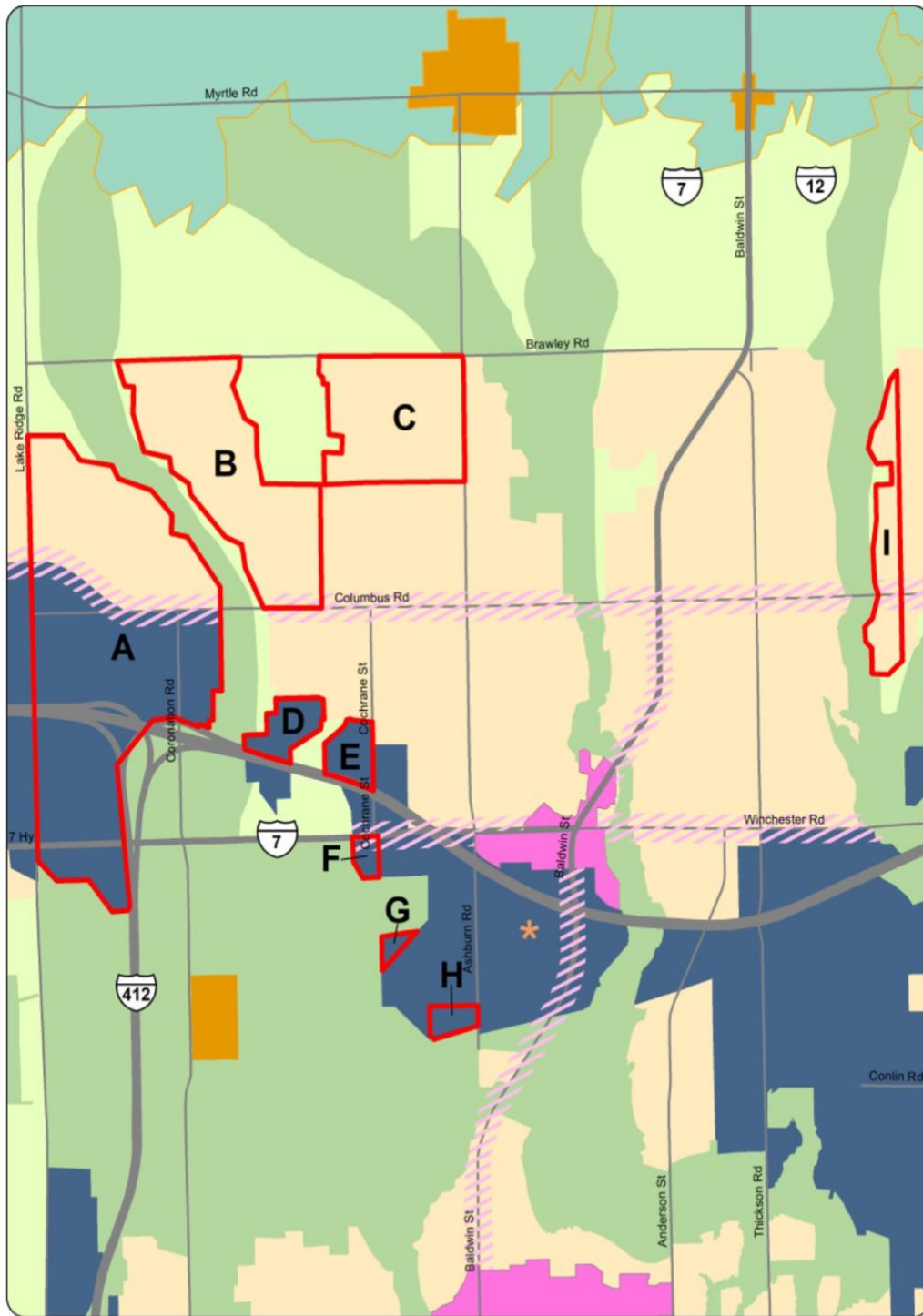


Envision Durham brought new lands into the Whitby Settlement Area around the Brooklin community. These additional areas will need to be designated for urban land uses through the Official Plan update. This section of this Report reviews opportunities and constraints for development of this Brooklin Expansion Area that will inform the policies and land use designation applied to these new areas.

5.1 Designations in Envision Durham

As shown in **Figure 11**, Envision Durham designated a mix of Community Area and Employment Area, as well as Regional Corridor within the Brooklin Expansion Area, as follows:

Name	Area (ha) (Approx.)	Designation
A	408	Community Area (approximately 266 hectares) (north Columbus Road) and Employment Areas (approximately 142 hectares) (south of Columbus Road), with a Regional Corridor along Columbus Road.
B	170	Community Area with a Regional Corridor along Columbus Road
C	120	Community Area
D	20	Employment Areas
E	20	Employment Areas
F	7	Employment Areas and a Regional Corridor along Highway 7
G	4	Employment Areas
H	9	Employment Areas
I	50	Community Area, with a Regional Corridor along Columbus Road.



<p>TOWN OF WHITBY OFFICIAL PLAN REVIEW</p>	<table border="0"> <tr> <td> Expansion Area</td> <td>Official Plan Designations</td> <td> Hamlet</td> <td> Prime Agricultural Area</td> </tr> <tr> <td> Regional Corridor</td> <td> Community Area</td> <td> Major Open Space Area</td> <td> Regional Centre</td> </tr> <tr> <td> Whitby Sports Complex</td> <td> Employment Area</td> <td> Oak Ridges Moraine</td> <td></td> </tr> </table>	Expansion Area	Official Plan Designations	Hamlet	Prime Agricultural Area	Regional Corridor	Community Area	Major Open Space Area	Regional Centre	Whitby Sports Complex	Employment Area	Oak Ridges Moraine	
Expansion Area	Official Plan Designations	Hamlet	Prime Agricultural Area										
Regional Corridor	Community Area	Major Open Space Area	Regional Centre										
Whitby Sports Complex	Employment Area	Oak Ridges Moraine											
<p>BROOKLIN EXPANSION AREAS FIGURE #</p>	<p>DRAFT Region of Durham Data per Envision Durham new Regional Official Plan * as adopted by Region of Durham; not yet approved by Province</p> <p>MAP DRAFTING INFORMATION: DATA PROVIDED BY MVAE, REGION OF DURHAM, TOWN OF WHITBY</p> <p>DILLON CONSULTING SGL</p> <p>MAP CREATED BY: AC MAP CHECKED BY: SK MAP PRODUCTION: NAO 1983 CSRS UTM Zone 17N</p> <p>PROJECT: 24-7548 STATUS: DRAFT DATE: 5/2/2024</p> <p>SCALE 1:30,000 0 260 520 1,040 m</p>												

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Envision Durham has policy requirements specific to Urban Expansion Areas in section 5.7. Studies required in these policies will be addressed either through this Study process and or will be required to be addressed through policies introduced to the Brooklin Secondary Plan.

5.2 Existing Land Uses and Built Form

The following section discusses existing land uses within the Brooklin Expansion Areas shown in **Figure 11**.

Area A

Area A (Figure 12) is the largest of the expansion areas, at the eastern edge of Whitby. It is approximately 408 hectares in size. Highway 407 cuts east-west through **Area A** and Highway 412 is adjacent to its southeast portion.

The majority of **Area A** appears to be cultivated land with limited natural areas, with the following exceptions:

- A carpool parking lot at the northwest intersection of Highway 412 and Highway 7/Winchester Road W.;
- Rural residential properties on the west side of Coronation Road between Columbus Road West and Highway 407;
- A stormwater management pond southwest of the Highway 407 and 412 intersection;
- Scattered properties containing farms or rural residences south of Highway 7/Winchester Road and west and Highway 412; and
- A landscaping business on the east side of Halls Road North.

Apart from natural areas and cultivated lands and rural residences, uses adjacent to **Area A** include:

- A Montessori school on the west side of Lakeridge Road, south of Highway 7/Winchester Road;
- The Watson's Glen Golf Club to the west of **Area A** and Lakeridge Links Golf Club to the north of **Area A**; and
- A large farm containing livestock to the east of the study area, north of Columbus.

In 2021, Whitby Council endorsed a property on the southeast quadrant of Highway 407 and Lake Ridge Road for a new hospital. Lakeridge Health subsequently announced the site as being the preferred location for a new hospital to be located within Durham Region. This site is located within **Area A** and shown on figure 12 with a green star. The Official Plan update will need to consider appropriate land uses around the Hospital considering it is within an Employment Area.

Currently Schedule K identifies a Health Precinct Special Policy Area on the west side of Baldwin Street South, south of Highway 407. This Health Precinct will be replaced by the new hospital. The existing policies in the Whitby Official Plan related to the Health

Precinct will be updated to reference, instead, the planned hospital site at the 407 and Lake Ridge Road including Section 4.7.3.2.7 of the Whitby Official Plan and Section 11.5.21 of the Brooklin Secondary Plan.



Figure 12: Area A

Area B

Area B (Figure 13) is the second largest of the expansion area pockets, approximately 170 hectares in size. Lakeridge Links Golf Club is located in the northwest part of Area B. An estate lot subdivision is currently being developed within the golf course. There are a number of rural residences on the east and west sides of County Lane, north of Columbus Road W on large estate lots. The Spencer Community Centre is located at

the northeast corner of Country Lane and Columbus Road West within the Greenbelt Plan. **Area B** also contains some cultivated lands.

Land uses abutting Area B include cultivated lands to the north, the existing Brooklin Secondary Plan to the south and south east and natural areas within the Greenbelt Plan, as well as rural residential properties.



Figure 13: Area B

Area C

Area C (Figure 14), approximately 120 hectares in size, includes rural residential and cultivated farm properties, along Brawley Road W, Cochrane Street and Ashburn Road. Lands adjacent to **Areas C on the north side of Brawley Road** also include rural residential homes on large estate lots and farms properties including a livestock operation. The Brooklin Secondary Plan area is located to the south and east.

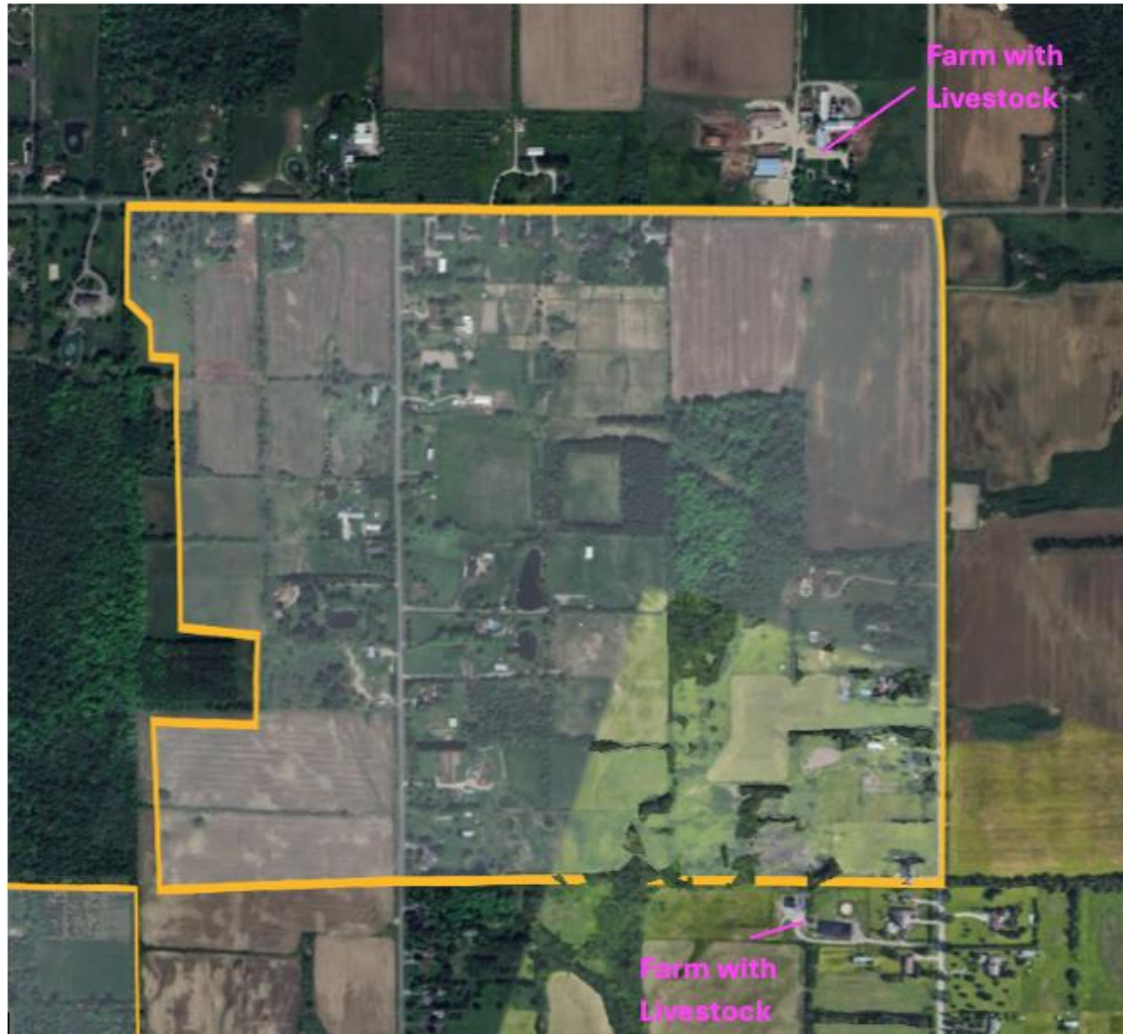


Figure 14: Area C

Area D

Area D (Figure 15), a little more than 20 hectares in size, four rural residences; two of which are related to farm operations. Adjacent, there are natural areas to the west of **Area D** within the Greenbelt Plan, the Brooklin Secondary Plan to the north and East and Highway 407 to the south.

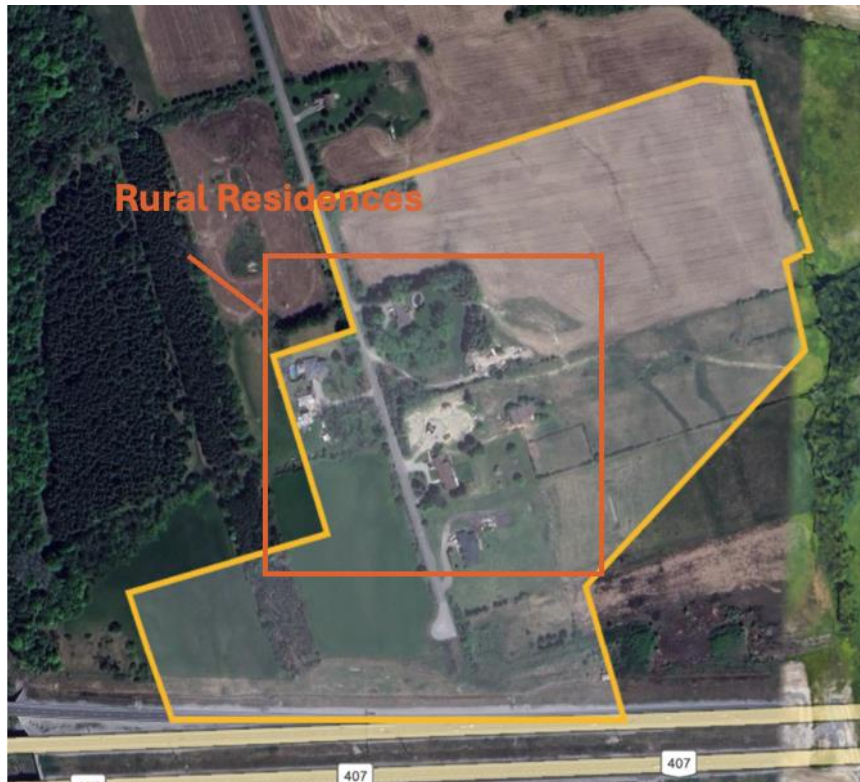


Figure 15: Area D

Area E

Area E (Figure 16), a little less than 20 hectares in size, includes a pond and cultivated farmlands. It abuts a stream corridor to the west and the Brooklin Secondary Plan to the north and east and Highway 407 to the south.



Figure 16: Area E

Area F

Area F (Figure 17) is approximately 7 hectares in size and contains cultivated farmlands, with Cochrane Street on the east side. It is surrounded by the Greenbelt Plan to the west and south and the Brooklin Secondary Plan to the north and east.



Figure 17: Area F

Area G

Area G (Figure 18) is approximately 4 hectares in size and located at the southern end of Cochrane Street. It contains cultivated farmlands. It is situated to the east of the North Whitby Off-leash Dog Park and the Heber Down Conservation Area, with additional cultivated farmlands within the Greenbelt Plan to the north and the Brooklin Secondary Plan to the east and south.



Figure 17: Area G

Area H

Area H (Figure 19), approximately 9 hectares in size, includes a rural residence and cultivated farmlands. It abuts cultivated lands to the south, and the Brooklin Secondary Plan to the north, east and west.



Figure 18: Area H

Area I

Area I (Figure 19), a little less than 50 hectares in size, contains mostly cultivated lands. There are three rural residences on the south side of Columbus Road. It abuts natural areas to the west within the Greenbelt Plan, and urban designated lands within Oshawa to the west.



Figure 19: Area I

5.3 Transportation Analysis

The Brooklin Expansion Area has been analyzed to identify constraints and opportunities for developing a multi-modal transportation network that is connected and conducive to moving people and goods with varying mobility needs. The following constraints and opportunities have been identified, as shown on **Figure 20**.

Constraints:

- Baldwin Street is a Provincial highway whose design does not align with the objectives of the Town for pedestrian oriented downtown along Baldwin Street in Brooklin. Baldwin Street realignment at Thickson Road shown in the Whitby Official Plan Schedule D – Transportation is not happening as a result of the Highway 7/12 Alternative Route Environmental Assessment being canceled.
- The current Official Plan shows a proposed Columbus Road West realignment at Lake Ridge Road to connect to 7th Concession Road in Pickering. This is the Town of Whitby's preliminary preferred alignment. A future EA is required to confirm the future alignment and design characteristics. Work is currently underway in northeast Pickering that has identified a potential concept for a southerly realignment at Lake Ridge Road.
- A proposed east/west collector in “Area C” south of Brawley Road between Cochrane Street and Ashburn Road (crossing 5 tributaries of Lynde Creek) is identified in the Whitby Official Plan Schedule D – Transportation based on previous planning and transportation work. More recent transportation work done for the Brooklin Secondary Plan and as part of the Brooklin North Major Roads EA has removed this east/west facility due to the environmental constraints. Future secondary plan work will need to confirm the need and location of this facility.
- A proposed east/west collector north of Columbus Road just east of Cedarbrook Trail (crossing the pipeline corridor) is identified in the Whitby Official Plan Schedule D – Transportation. The Brooklin North Major Roads EA identifies a long-term need for this crossing and connection but defers it to a longer time frame. Future detailed work will need to establish the role and benefits of this connection.
- Significant Natural Heritage Systems and Natural Hazards will make new road alignments and construction challenging within the urban expansion areas.

Opportunities:

- Proposed realignment of Thickson Road and modifications to the connections / intersection of Brawley Road/Thickson Road/Baldwin Street are being reviewed including the potential for a roundabout.
- Possible streetscape improvements (benches, bike racks, planters, sidewalk improvements, street trees, lighting, etc.) to Baldwin Street within the urban area.
- Proposed Columbus Road West realignment at Lake ridge Road to connect to 7th Concession Road or future planned infrastructure in Pickering.
- Proposed new Highway 407 interchange at Cochrane Street.

- Possible upgrade of Coronation Road to a Type B Arterial road between Des Newman Blvd (just north of Taunton Road) and Columbus Road.

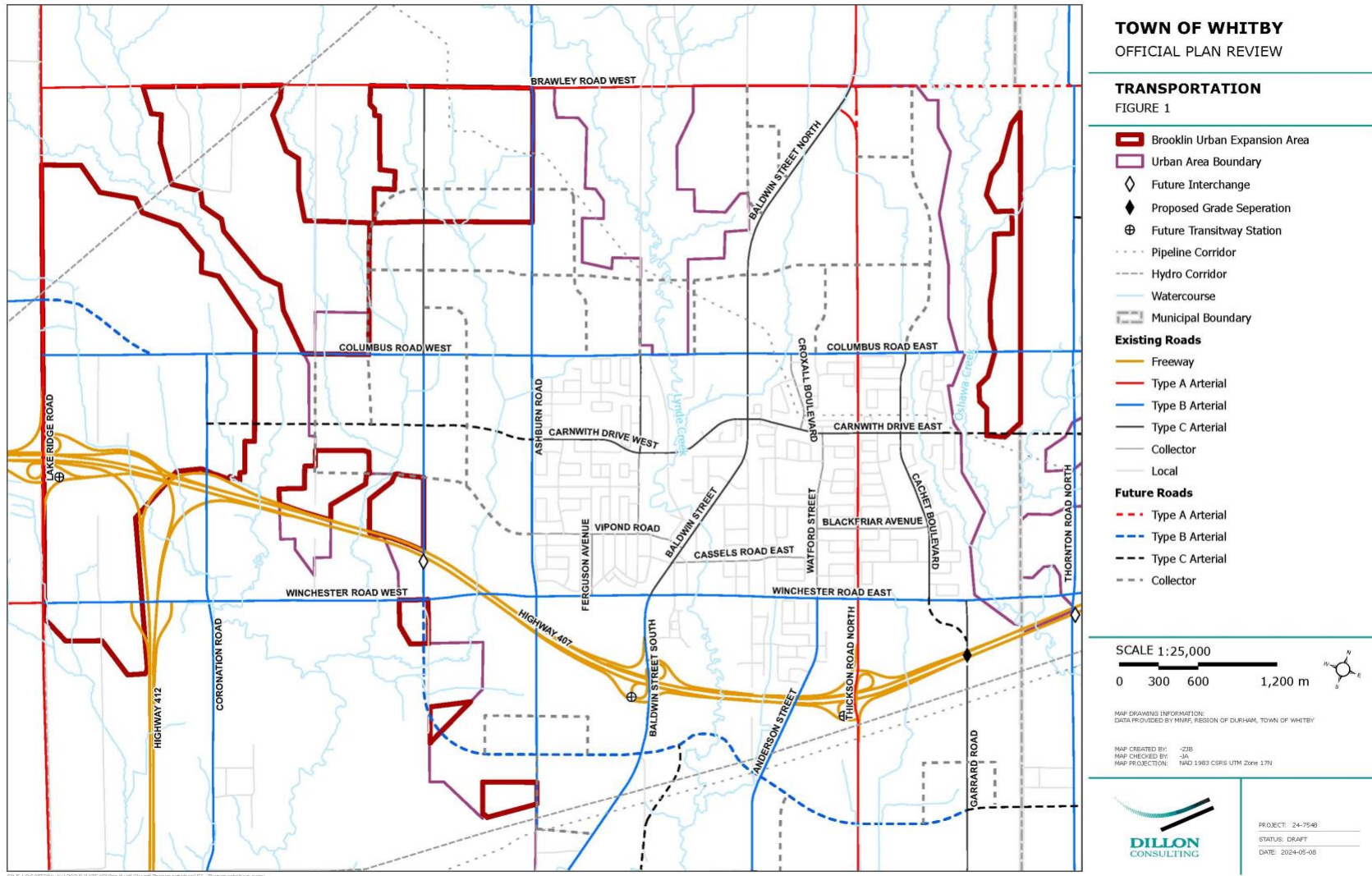


Figure 20: Transportation Constraints and Opportunities in the Brooklin Expansion Area

- Possible arterial road extension of Coronation Road from Columbus Road to Brawley Road.
- Possible arterial extension of Carnwith Drive West (connection to Area A, D and E).
- Potential arterial extension of Carnwith Drive East (connection to Area I) into Oshawa.
- Proposed arterial extension / connection of Brawley Road to Howden Road (in Oshawa).
- Proposed grade separated crossing of Garrard Road over Highway 407 and connection to Cachet Boulevard at Winchester Road.
- Proposed upgrade of Garrard Road to a Type C Arterial between Cochrane Street (just north of Conlin Road) and Winchester Road.
- Possible upgrade of Winchester Road to a Type A Arterial.

5.4 Servicing Analysis

As part of the Servicing Analysis, consultation with Region staff was conducted to identify opportunities and constraints as they related to water and wastewater servicing for the Brooklin Expansion Area. Although detailed servicing work is not available at this time, the Region has noted that it is expected that the Brooklin Expansion Area will be serviceable and that logical extension of servicing from the existing urban area will be provided. Once Envision Durham is approved, the Region will initiate a new master servicing plan and a new DC Background Study to identify and plan for required municipal servicing.

5.5 Natural Heritage Analysis

Dillon undertook a desktop review of policies and mapping of natural heritage features and the natural heritage system (NHS) within the Brooklin Expansion Area. This review can be found in a technical memo in **Appendix D**. This memo does not provide recommendations on new policy, but rather reviews the policy in place to identify the key natural heritage considerations needed when planning for growth within Brooklin Expansion Area.

Overall, the result of this memo shows that the natural heritage system within the Town's OP are generally up to date and would be applicable to the Brooklin Expansion Area.

A review of available CLOCA, MNRFLIO data and NHIC mapping (as shown on **Figure 21**) identified that many watercourses transverse the Brooklin Expansion Area parcels; the related CLOCA regulation limits associated with these features can also be seen on this figure. Furthermore, pockets of woodland and open water features are also found in some of the Brooklin Expansion Area parcels; no Provincially Significant Wetlands or Areas of Natural and Scientific Interest (ANSI) were identified. Another note of interest is that the MNRFLIO's NHS layer does not overlap with any of the areas.

The current Whitby Official Plan natural heritage policies are generally suitable for the Brooklin Urban Expansion Area. However, recent changes to the Ontario Wetland Evaluation System (OWES; 2022) specify that wetland identification and protection is to be done in consultation with the applicable Municipality rather than the MNRF and/or the Conservation Authority (except when within regulated areas). Furthermore, through the OWES update, “locally significant wetlands” and “wetland complexing” are no longer considered. Therefore, we would recommend omitting policy related to locally significant wetlands.

Furthermore, the references to certain agencies that are to be consulted during the development process are now outdated. For example, the Ministry of Natural Resources and Forestry does not regulate drainage features and is not required to be consulted for these feature removals.

The technical memo in **Appendix D** also identifies ROP policies that could be considered when developing OP policies for Brooklin Expansion Area.

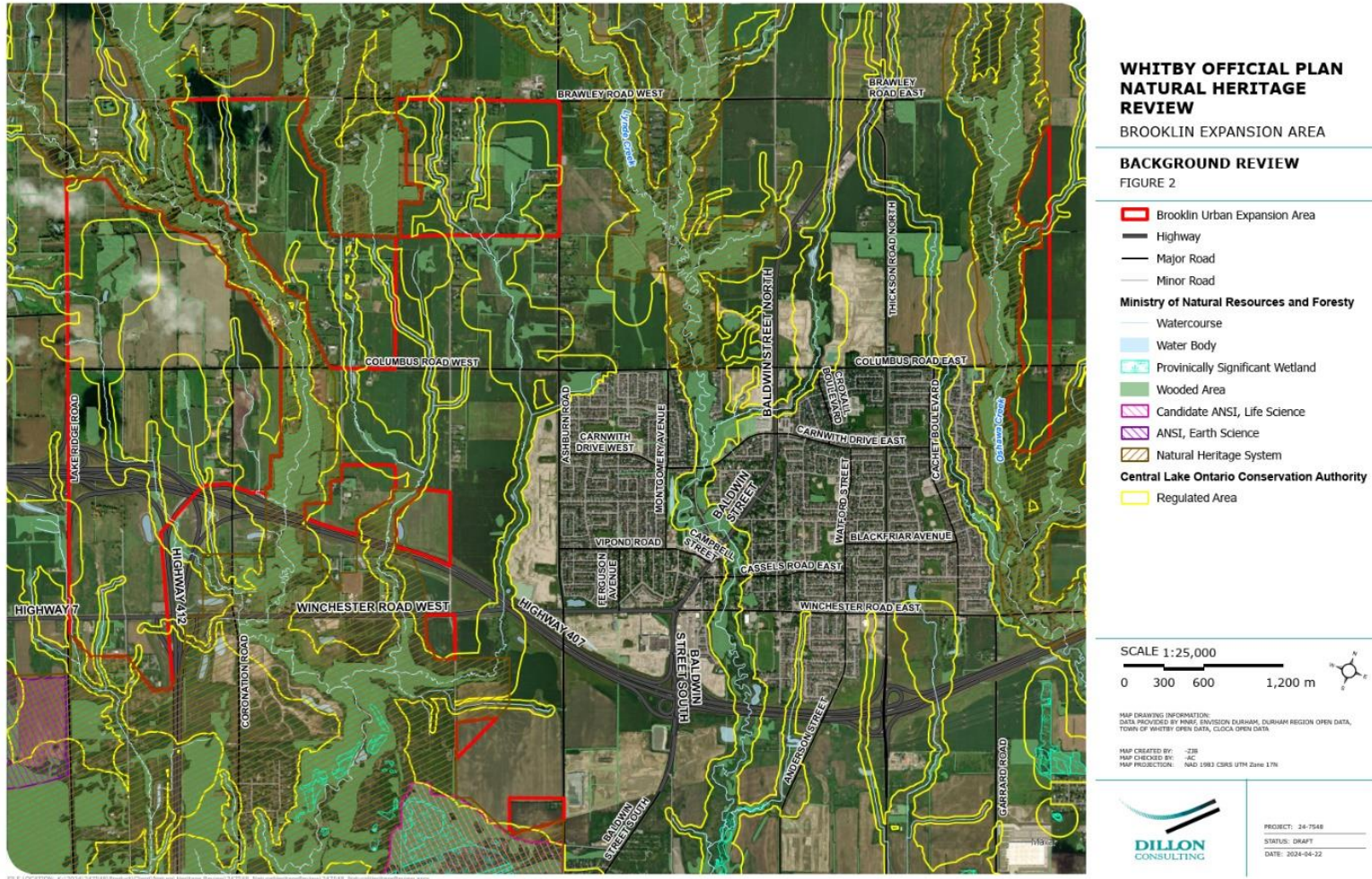


Figure 21: CLOCA, MNRF LIO data and NHIC mapping in Brooklin Expansion Area

5.6 Cultural Heritage Information

Figure 22 shows cultural heritage sites that have been identified in and around the Expansion Area from previous studies. Yellow pins were identified by Unterman McPhail Associates in their Cultural Heritage Technical Report prepared in 2019. Details of the sites, are provided in **Appendix E**.

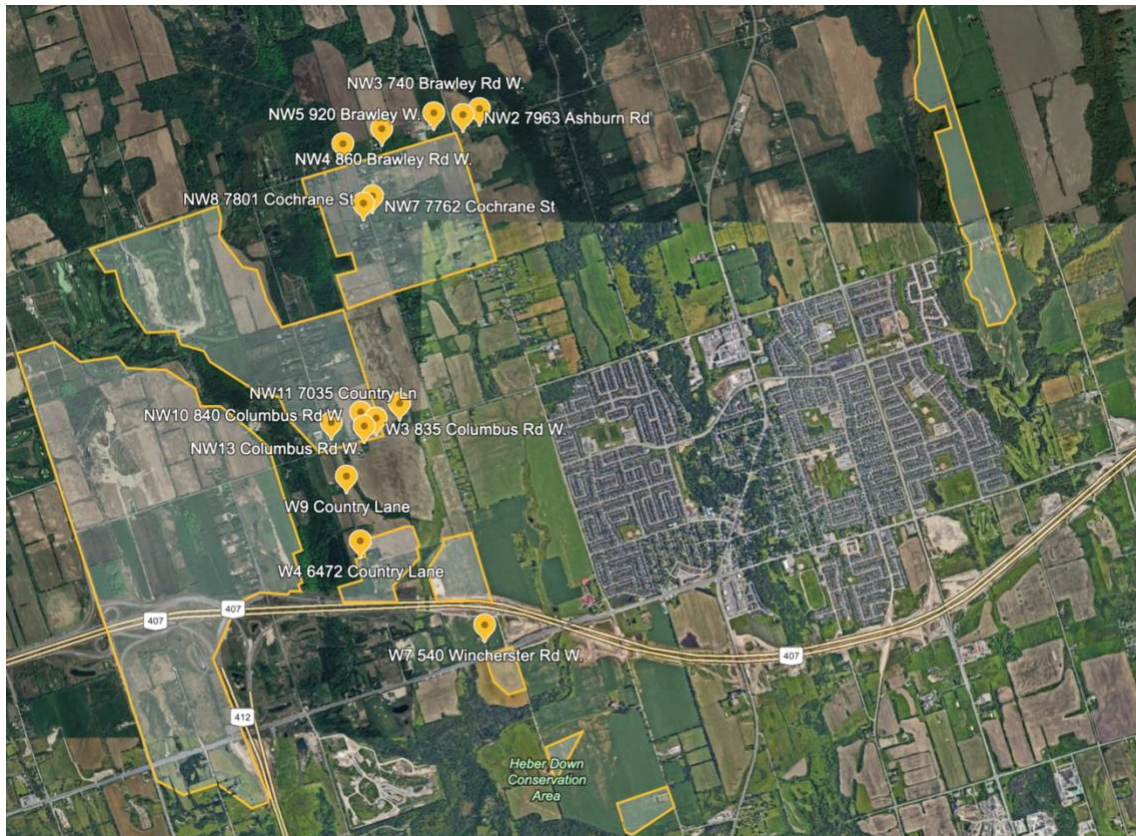


Figure 22: Location of cultural heritage sites within and near the Brooklin Expansion Area

6 Other



6.1 Strategic Plan

The Town of Whitby’s Community Strategic Plan 2023 to 2026 (Community Strategic Plan), was adopted by Council in June 2023, with an anticipated progress report this year. The Community Strategic Plan sets out a guiding Vision for Whitby as having “naturally beautiful green spaces, a vibrant waterfront, thriving downtowns, and a safe community – the heart of Durham Region, an exceptional place to live, work, and explore”. The vision is supported by four Strategic Pillars and 62 actions items.

The first Strategic Pillar is titled “Whitby’s Neighbourhood: Safe, Healthy, & Inclusive”, the action items are generally high-level such as focusing on supporting the advancement of the new hospital, increasing family physicians, introducing a Parks and Recreation Master Plan, and collaborating with the Region in meeting the housing goals (Action Items: 1.1.1, 1.1.3, 1.3.2, 1.3.4). These action items, where applicable, are generally captured in the Official Plan.

The second Strategic Pillar is titled “Whitby’s Natural & Built Environment – Connected & Resilient”. The action items under this Strategic Pillar relate to climate change and infrastructure. The climate change action items focus on increasing resilience to the impacts of climate change, achieving zero-carbon emissions by 2045, and implementing a green standard incentive program (Action Items: 2.1.3, 2.1.4, 2.1.5). Through the Official Plan Review process, updating Chapter 5 Environmental Management to reflect these directives can be considered, as needed.

The third Strategic Pillar is titled “Whitby’s Economy – Innovative and Competitive”, the action items generally relate to supporting the growth of the economy and tourism, as well as expanding the non-residential tax base, these directives are generally captured in the existing Official Plan.

The fourth Strategic Pillar, which is titled “Whitby’s Government” relates to the City being accountable and responsible, building partnerships, and meeting timelines, which are typically not included in an Official Plan.

7 Conclusion and Next Steps



The next step of the Study process will be to engage the public on the background work and proceed to drafting changes to the Whitby Official Plan.

8 Appendices



Appendix A - Conformity Table to Policies in Envision Durham

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
Transportation Related Policies		
1	<p>Specific Connected Transportation System policies <u>required</u> (Transit Priority Network): 8.1.1, 8.1.2, 8.1.3, 8.1.4</p>	<p>The Transit Priority Network forms the backbone of the region’s transit network and is intended to provide fast, frequent and direct service to Urban Growth Centres, Regional Centres, Rapid Transit Corridors, Protected Major Transit Station Areas and other major destinations across Durham Region and within the Greater Golden Horseshoe.</p> <p>It is the policy of the Region of Durham Council to support the planning, design and operation of an integrated and coordinated Transit Priority Network, as designated on Map 3a, as per Policy 8.1.1.</p> <p>Further, as per Policy 8.1.2 of Envision Durham, it is the policy of the Region to provide appropriate inter-regional and inter-municipal service through the Transit Priority Network, consisting of following elements: a) Rapid Transit Spine; b) High Frequency Transit Network; c) Other Transit Connections; d) Commuter Rail; e) Protect for Future Commuter Rail; f) Freeway Transit.</p> <p>The Whitby Official Plan currently takes into account these various Transit Priority Network Designations. As shown in Map D of the Town of Whitby Official Plan, there is a Rapid Transit Spine along the Dundas Rapid Transit Corridor. There are also a number of High Frequency transit Networks that form a grid across the Town, which includes east-west connections (Winchester Road, Taunton Road,</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>Rossland Road, and Victoria Street) and a north-south connection (Baldwin Street/Brock Street). There is also an Existing Commuter Rail Line in the Lakeshore East GO Transit Line and a rail line to Protect for Future Commuter Rail. Lastly, there is Freeway Transit via Highway 407 and 412.</p> <p>The Town of Whitby’s Official Plan will further include any additional designations from Map 3a, which includes planning for future commuter stations and protecting for future commuter rail, and Protected Major Transit Stations.</p> <p>As per Policy 8.1.3 of Envision Durham, to support increased transit use and higher levels of service, within Strategic Growth Areas, and in accordance with Section 5.2.8 of the Region Official Plan, the Region also encourages a number of principles including: designing arterial roads to control traffic, enhancing mobility to and from transit areas, maintaining and encouraging on-street parking in historic downtowns and on certain Type C arterial roads, providing facilities which support non-auto modes, encouraging provisions for alternative development standards, and creating and applying a regional transit-oriented development guideline to be used for reviewing development applications within Strategic Growth Areas, in collaboration with area municipalities.</p> <p>The Town’s Strategic Growth Areas will be in</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>accordance with Policy 8.1.3 of Envision Durham.</p> <p>Further, as per Policy 8.1.4, it is the intent of the Region to achieve transit supportive development for areas outside of SGAs, particularly along Regional Corridor served by High Frequency Transit Network. For Whitby, this would include Taunton, Victoria Street, and Brock/Baldwin.</p> <p>Further, as per Policy 8.1.4 of Envision Durham, transit-supportive development will be achieved through the following principles:</p> <ul style="list-style-type: none"> a) create an urban grid system of street and walkway patterns, and active transportation connections, connecting bus stops to active transportation; b) support active places and streetscapes, with a wide range and mix of medium and high-density uses, including orienting buildings towards the street to reduce walking distances to transit facilities; c) limit surface parking, especially in front of buildings, and supporting the potential redevelopment of existing surface parking where appropriate; d) provide facilities which support non-auto modes including: bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities; and, e) encourage provisions for alternative development standards, including reduced minimum parking requirements, potential redevelopment of existing surface parking and the establishment of maximum

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>parking requirements for both privately initiated development applications and area municipal zoning by-laws, which are tailored to the level of transit service proposed; and</p> <p>f) create and apply a regional transit-oriented development guideline to be used for reviewing development applications within Strategic Growth Areas, in collaboration with the area municipalities.</p> <p>The Town’s Official Plan currently provides goals that support transit supportive development through encouraging sustainable and active transportation. Section 8.1.3 of the Town’s Official Plan includes policies that capture the intent of Policy 8.1.4 of Envision Durham. This includes policies related to ensuring an interconnected transportation network (Policy 8.1.3.1.1), encouraging a grid-oriented street network (Policy 8.1.3.1.9), supporting active transportation through various policy initiatives such as implementing recommendations from the Town’s cycling and trails plans (Policy 8.1.3.7.3), and considering transit connectivity for new development (Policy 8.1.3.8.6). The Town’s Official Plan should enhance their policy regime related to transit supportive development and alternative development standards by including a reduction in parking minimums and limiting surface parking within Strategic Growth Areas.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
2	Specific Connected Transportation System policies recommended (Transit Priority Network): 8.1.10	As per Policy 8.1.10, the area municipality should integrate or protect for future transit terminals identified in the Durham Transportation Master Plan and/or Durham Region Transit service plans, through the development application review process. The Town of Whitby could include this type of wording in the Official Plan.
3	Specific Connected Transportation System policies to consider (Transit Priority Network): 8.1.12	As per Policy 8.1.12 of Envision Durham, the Town can consider adapting to emerging technologies and different types of service that improve transit operations, availability, user experience and provide seamless access to the transit system for passengers.
4	Specific Connected Transportation System policies <u>required</u> (Active Transportation): 8.2.1, 8.2.2, 8.2.3	<p>Active transportation infrastructure is a shared responsibility between the Region and area municipalities. As per Policy 8.2.1 of Envision Durham, it is the policy of the Region to implement the Regional Active Transportation Network designated on Map 3d, in cooperation with the area municipalities, conservation authorities and the Provincial Ministry of Transportation (MTO).</p> <p>As per Policy 8.2.2, the Region will work with area municipalities to implement a regional Cycling Plan, and update it on a regular basis.</p> <p>Policy 8.2.3 of the Envision Durham includes direction for area municipalities to construct a safe, direct, comfortable, attractive and convenient active transportation network. This includes working with municipalities in accordance with agreed principles of jurisdiction and cost sharing.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>To ensure consistency, these policies should be implemented into the Whitby Official Plan. The Town of Whitby should update its active transportation network to align with the Regional mapping. This should also be included as a standalone map. Conversely, the Town’s Official Plan can also include policy reference to the Regional Cycling Plan and Map 3d of Envision Durham. Currently, the Town of Whitby Official Plan references the municipality’s cycling and trails plan in their active transportation policies in Section 8.1.3.7, but does not mention the Region’s Cycling Plan.</p>
5	<p>Specific Connected Transportation System policies recommended (Active Transportation): 8.2.8</p>	<p>As per Policy 8.2.8 of Envision Durham, it is the policy of the Region to encourage area municipalities to enhance active transportation environments and to provide and coordinate informational signage and wayfinding systems to support the exploration and travel, in collaboration with the Region, support extending new active transportation facilities into new development areas, and ensure that bicycle parking is incorporated into new developments and existing public facilities.</p> <p>The Town of Whitby Official Plan can incorporate these aspects into their active transportation policies.</p>
6	<p>Specific Connected Transportation System policies to consider (Active Transportation): 8.2.5, 8.2.6</p>	<p>Envision Durham also contains policies that the Town can consider including integrating cycling and transit-supportive facilities such as weather-protected bike racks and secured bike storage at Commuter Stations, bus terminals and stops</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>(8.2.5) and support the role of the Region to ensure the safe, year-round operation of cycling and transit facilities through design, signage, enforcement and maintenance, in collaboration with the area municipalities (8.2.6).</p> <p>These policies can be considered in the Town of Whitby Official Plan Review in their active transportation policies.</p>
7	<p>Specific Connected Transportation System policies <u>required</u> (Transportation Demand Management): 8.3.2, 8.3.3</p>	<p>Given the limited ability to expand the capacity of the road network, effective transportation demand management (TDM) measures will be critical to maintain or improve mobility while achieving the Plan’s objectives for increased density in Urban Areas.</p> <p>As per Policy 8.3.2, it is the policy of Council to implement regional TDM guidelines for new development as part of development application processes in collaboration with area municipalities. The TDM guidelines will identify the scope of TDM measures that should be implemented, integrate the review and identification of TDM measures as part of a Transportation Impact Study, where required, and support the application of TDM measures in exchange for reduced parking standards in appropriate locations.</p> <p>As per Policy 8.3.3, the Regional Official Plan includes policies to support commuters by including end of trip active transportation facilities consistent with the TDM guidelines identified in Policy 8.3.2.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>The Town’s Official Plan should incorporate regional TDM guidelines as part of the development application process in collaboration with the Region. Currently, the Town’s Official Plan only makes reference to Transportation Demand Management measures in the Port Whitby Community Secondary Plan. It notes, “To encourage reductions in the use of private automobiles by promoting public transit, active transportation, auto sharing, and the use of Transportation Demand Management measures” (Policy 11.1.2.7). The Town’s Official Plan should include a transportation policy that applies Town-wide and references the use of regional TDM guidelines.</p>
8	<p>Specific Connected Transportation System policies recommended (Transportation Demand Management): 8.3.4</p>	<p>The Regional Official Plan also encourages area municipalities to implement parking management policies and zoning by-laws in consultation with the Region and related agencies to support the implementation of TDM measures as per Policy 8.3.4.</p> <p>As per Policy 8.3.8 of Envision Durham, the Region will investigate the need for a regional parking strategy and parking agency, in partnership with Metrolinx and the area municipalities, to support TDM measures with a focus on parking within Strategic Growth Areas.</p>
9	<p>Specific Connected Transportation System policies to consider (Transportation Demand</p>	<p>Envision Durham also includes policy related to supporting the implementation of Mobility as a Service (MaaS)</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
	Management): 8.3.6	technologies that improve the efficiency of transportation infrastructure, reduce energy, resource consumption and carbon emissions. MaaS includes a shift away from personally owned modes of transportation and towards mobility solutions consumed as a service. The Town’s Official Plan can include reference to MaaS, as per Policy 8.3.6 of Envision Durham.
10	Specific Connected Transportation System policies <u>required</u> (Road Network and Design): 8.4.1, 8.4.4, 8.4.5	<p>The road network is under the jurisdiction of the province, region and area municipalities, and neighbouring municipalities for certain boundary roads.</p> <p>Policy 8.4.1 of Envision Durham includes policy to identify an integrated hierarchy of roads comprised of freeways, Type A, Type B and Type C Arterial roads within the region on Map 3b, without regard to present or future jurisdiction. The Town of Whitby’s road network is included. However, as per Policy 8.4.1, this Plan does not imply that the Regional Council will assume jurisdiction over roads shown on Map 3b which are not currently under the jurisdiction of the Region. Changes in road jurisdiction do not require an amendment to this Plan.</p> <p>Through the Town of Whitby Official Plan Review, Map 3b will need to be reviewed against Map D (Transportation) of the Town of Whitby Official Plan to ensure alignment. Policy 8.4.4 of Envision Durham further guides the design of Type A, B, and C Arterial</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>Roads, which will need to be included, where applicable.</p> <p>Policy 8.4.5 protects the designation of arterial roads on Map 3b by requiring any proposals to delete any section of arterial road submitted by an area municipality or development application to be supported by a transportation study. The transportation study must set a specific study area in consultation with the Region. The Town must capture this in the Official Plan to ensure alignment.</p>
11	<p>Specific Connected Transportation System policies recommended (Road Network and Design): 8.4.2, 8.4.6, 8.4.16</p>	<p>Policy 8.4.2 of the Regional Official Plan encourages area municipalities to designate a grid network of collector roads in their official plans.</p> <p>Policy 8.4.6 of Envision Durham encourages area municipalities to ensure that a designated grid network of collector roads or streets that support connectivity within and between developments, including the accommodation of transit and active transportation facilities, be included in their respective official plans. If a designated collector road is to be deleted or modified from an area municipal official plan through the development review process, the Region may request additional study to ensure that the transportation impacts do not unduly affect the adjacent arterial road network.</p> <p>Policy 8.4.16 of Envision Durham includes language to recognize the importance of Waterfront Areas for providing</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>public access to the waterfront and open spaces. As such, the potential for an east-west connection between South Blair Street and Thickson 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. It is recommended that this wording be included in the Town of Whitby Official Plan.</p>
12	<p>Specific Connected Transportation System policies to consider (Road Network and Design): 8.4.14</p>	<p>To reduce the impacts of arterial road traffic through Hamlets and historic downtowns, including road design and/or operational measures to reduce traffic speeds and/or volumes and to improve safety and comfort for active transportation, a by-pass may be considered as a potential solution, as per Policy 8.4.14. Prior to designating new by-passes of arterial roads, a by-pass study will be undertaken in consultation with affected stakeholders to demonstrate the feasibility of the by-pass.</p>
13	<p>Specific Connected Transportation System policies <u>required</u> (Goods Movement): 8.5.1, 8.5.7, 8.5.8</p>	<p>The Transportation System in Durham is planned to ensure adequate provision for all modes of goods movement, including road, rail, air, marine and intermodal facilities.</p> <p>Envision Durham identifies Strategic Goods Movement Network, as contained in Map 3c, which identifies preferred haul routes that are planned to accommodate commercial vehicles on a year-round basis, and which link major generators of traffic (Policy 8.5.1).</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>The Town’s Official Plan mapping should be reviewed against Map 3c to ensure alignment.</p> <p>Further, there is a policy that requires, in consideration of development applications adjacent to railways, a landscape buffer 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 (Policy 8.5.7). This policy language is already carried forward as per Policy 8.1.3.9.2 of the Town’s Official Plan.</p> <p>Policy 8.5.8 of Envision Durham will protect for future grade separations at railway crossings for arterial roads, as identified in the Durham Transportation Master Plan.</p> <p>The 2017 TMP identifies a grade separation need on Hopkins Road (south of Dundas, north of Burns Street East) identified as a need by 2031 (section 6.4.16 of the TMP). This will need to be incorporated.</p>
14	Specific Connected Transportation System policies recommended (Goods Movement): 8.5.6	Policy 8.5.6 of Envision Durham includes policy to support low and zero carbon re-fuelling facilities for freight and goods movement in the region. The Town of Whitby Official Plan could include this policy to support climate change initiatives.
15	Specific Connected Transportation System policies to consider (Goods Movement): 8.5.5, 8.5.11, 8.5.16, 8.5.17, 8.5.18	Envision Durham includes policy to utilize freight-supportive design guidelines as part of the development review process, which helps facilitate efficient goods movement

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>while mitigating negative impacts on adjacent sensitive land uses (Policy 8.5.5). The Town of Whitby can consider including a policy to utilize this tool.</p> <p>Policy 8.5.11 recognizes that area municipal councils may, at their sole discretion, allow for licensed aircraft landing strips in the respective zoning by-laws, provided that such are compatible with the intent of this Plan, subject to federal approval. The Whitby Official Plan can consider such language, if needed. However this does not seem like it is necessary.</p> <p>As per Policy 8.5.16, investigating the technical feasibility of designating a heavy vehicle only lane along Highways 401, 412 and 418 in partnership with MTO and area municipalities through the Region to ease congestion, facilitating the efficient movement of freight and goods and reducing GHG emissions is noted. This language should be considered in the Town of Whitby Official Plan.</p> <p>Policy 8.5.17 supports the reduction of tolls on Highway 407 for commercial vehicles to increase its use as a component of the Strategic Goods Movement Network and help divert long-distance truck trips away from the Regional road system.</p> <p>Envision Durham also includes policy to plan for agriculture and freight and goods movement hubs to position Durham as an eastern logistics gateway to Quebec, eastern</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>provinces and upper United States, as per Policy 8.5.18.</p> <p>These policies can be considered to guide goods movement direction within the Town of Whitby Official Plan.</p>
16	<p>Specific Connected Transportation System policies <u>required</u> (Environment and Community Impacts): 8.6.6, 8.6.7</p>	<p>The objectives and policies in this section seek to mitigate the impacts of transportation infrastructure on communities, the environment and climate, and the impacts of a changing climate on transportation infrastructure through studies, design considerations and implementation measures.</p> <p>As per Policy 8.6.6 of Envision Durham, the Region will require area municipalities to evaluate and identify preferred alignments for new arterial and collector roads needs in a comprehensive manner under the Municipal Class Environmental Assessment process to minimize environmental impacts while achieving the optimal solution from a transportation perspective.</p> <p>As per Policy 8.6.7 of Envision Durham, the Region will protect arterial road corridors where a development application or site plan is contingent upon road improvements that are subject to a Municipal Class Environmental Assessment study or a corridor plan, as determined by the Region in conjunction with the area municipality. The development application shall not be approved until the Municipal Class Environmental Assessment study or corridor plan are</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>completed to the extent required to assess the development application.</p> <p>The Town’s Official Plan includes similar language. Currently, it includes wording related to undertaking environmental assessments for new or expanded arterial roads and collector roads. It states, “The Municipality shall undertake environmental assessments for new or expanded arterial and collector roads as required by the Municipal Engineers Association Class Environmental Assessment process. Development approvals may be contingent upon the completion of the environmental assessment study” (Policy 8.1.4.6). This must remain.</p>
17	<p>Specific Connected Transportation System policies recommended (Environment and Community Impacts): 8.6.5</p>	<p>As per Policy 8.6.5 of Envision Durham, the Region will advocate that area municipalities apply the Municipal Class Environmental Assessment study process as part of an integrated approach with the Planning Act process in the preparation of secondary plans, or in advance of the secondary plan process, in identifying new, realigned or upgraded arterial and collector roads. The Town of Whitby Official incorporates policy language that includes the requirements for a Municipal Class Environmental Assessment process in preparation of Secondary Plans, as per Policy 9.3.3 of the current Official Plan.</p>
18	<p>Specific Connected Transportation System policies to consider (Environment and Community Impacts): 8.6.4</p>	<p>As per Policy 8.6.4 of Envision Durham, the Region will assess the need for and development of corridor plans, in conjunction</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>with the area municipalities, which may be a component of a Municipal Class Environmental Assessment study for major road works or significant development applications or planning studies. Such corridor plans will provide a vision for the development along the Regional Road over time. The Town of Whitby Official Plan can also include policies that reference the development of corridor plans in conjunction with the Region, where necessary.</p>
<p>Servicing Related Policies</p>		
<p>1</p>	<p>Specific Supporting Infrastructure and Services policies <u>required</u> (Municipal Servicing): 4.1.26</p>	<p>These supportive infrastructure policies are intended to ensure that appropriate services, including water and sewage services and other services, both public and private, are planned and available to support the growth, health and sustainability of Settlement Areas.</p> <p>Policy 4.1.26 of Envision Durham recognizes there are locations within the Urban Area in which the provision of municipal water and/or sewage services is not technically or financially feasible, or may be in process but not yet completed, including but not limited to the areas identified on Figure 5. In such circumstances, development on the basis of individual on-site sewage services and individual on-site water services or partial municipal services may be considered, subject to specific policies as outlined in Policy 4.1.26. There are areas developable on private and/or partial municipal services in the Town of Whitby as identified on Figure 5. These</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>are private well, private sewage areas in the west edge of the urban boundary south of Highway 407. This will need to be identified in the Town Official Plan to ensure clear messaging regarding this area of land.</p>
2	<p>Specific Supporting Infrastructure and Services policies recommended (Municipal Servicing): 4.1.3, 4.1.12, 4.1.13, 4.1.14, 4.1.19</p>	<p>Policy 4.1.3 of Envision Durham intends to prioritize infrastructure and services in marginalized communities identified as Durham’s Priority Neighbourhoods, where possible. The Town of Whitby can align policies with these prioritizations in downtown Whitby.</p> <p>In terms of Stormwater Management, Policy 4.1.12 encourages area municipalities to include in their official plans, requirements, where appropriate, for comprehensive stormwater management and erosion and sedimentation control plans that are prepared in the context of subwatershed plans, or other similar plans and that stormwater management facilities be implemented as part of the pre-servicing of development proposals.</p> <p>Further, Policy 4.1.13 encourages the Region to work with area municipalities, conservation authorities and other agencies to ensure stormwater management plans address the impacts of a changing climate and impacts from natural hazards, including through improved stormwater management design and the use of innovative technologies and best practices.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>Policy 4.1.14 encourages area municipalities to include policies within their official plans to reduce stormwater runoff volume and pollutant loadings within designated Urban Areas in the Lake Simcoe watershed, in accordance with the Lake Simcoe Protection Plan.</p> <p>The Town of Whitby Official Plan currently incorporates this type of policy language and should continue to do so.</p> <p>In terms of green infrastructure, Policy 4.1.19 of Envision Durham encourages area municipal official plans to incorporate green infrastructure policies, such as stormwater management practices and low impact development where feasible, to reduce flood risk, mitigate impacts of the urban heat island effect, and reduce GHG emissions. The Town of Whitby Official Plan currently incorporates this type of policy language and should continue to do so.</p>
3	<p>Specific Supporting Infrastructure and Services policies to consider (Municipal Servicing): 4.1.24</p>	<p>As per Policy 4.1.24 of Envision Durham, the Region will minimize the impact of municipal services on the environment by requiring potential polluting industries to pre-treat sewage to reduce impacts on sanitary sewage facilities or, as the case may be, prohibiting connections to Regional services for industries in locations which could potentially discharge sanitary sewage into fragile environments. Moreover, the Region will encourage industries that consume large quantities of water to recycle</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>water to reduce consumption of the Region’s water resources. Further, the Region will encourage industries that require water and sanitary sewer facilities, in excess of domestic needs, to locate their plants in areas where adequate water and sewage services are available. Lastly, the Region will encourage the conservation of water.</p> <p>The Town of Whitby Official Plan can consider including similar language to bolster this policy implication.</p>
4	<p>Specific Supporting Infrastructure and Services policies <u>required</u> (Waste Management): 4.2.1, 4.2.7</p>	<p>The Region operates four waste management facilities and is responsible for the collection of source separated organics, leaf and yard waste, and residential garbage from Region households. Blue Box recyclables are subject to extended producer responsibility regulations by the province and will transition to full producer responsibility.</p> <p>As per Envision Durham, Policy 4.2.1 includes direction for the Region to complete and implement a Long-Term Waste Management Plan, in consultation with area municipalities and other stakeholders that will implement Regional waste management initiatives. The Whitby Official Plan should provide a policy to reference this.</p> <p>Further, Policy 4.2.7 of Envision Durham includes language to minimize the potential adverse impacts of new and expanding waste disposal sites by ensuring they are buffered and/or separated from sensitive land uses and the location and design of such sites is in accordance with area</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>municipal, regional, provincial and federal legislation and standards. The Whitby Official Plan will need to include language that corresponds to this policy to ensure alignment.</p>
5	<p>Specific Supporting Infrastructure and Services policies recommended (Waste Management): 4.2.6, 4.2.11, 4.2.14, 4.2.15</p>	<p>As per Policy 4.2.6 of Envision Durham, the Region will encourage area municipalities to direct waste disposal sites to appropriate locations that avoid:</p> <ul style="list-style-type: none"> a) Natural Core Areas, Natural Linkage Areas, areas of high aquifer vulnerability, key natural heritage features, key hydrologic features and related minimum vegetation protection zones, in accordance with the Oak Ridges Moraine Conservation Plan; b) key natural heritage features, key hydrologic features and associated vegetation protection zones, in accordance with the Greenbelt Plan; and, c) Wellhead protection areas. <p>The Town of Whitby Official Plan currently directs waste disposal facilities involving the processing and/or transfer of waste to the General Industrial designation as an accessory use to a permitted primary use, subject to Provincial approvals under the Environmental Protection Act, as per Section 5.3.12. Therefore, Policy 4.2.6 of Envision Durham is met. It can be further bolstered by putting language that prohibits future waste disposal sites from the areas noted in Policy 4.2.6 of Envision Durham.</p> <p>Policy 4.2.11 of Envision Durham states the Region will</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>encourage area municipalities to identify all active and former domestic and industrial landfill sites within area municipal official plans for information purposes only and establish appropriate policies dealing with lands in the vicinity, taking into consideration the decommissioning considerations and designations in this Plan. The Town of Whitby Official Plan currently designates lands as Special Policy Area, where they have been filled or used for landfill purposes in the past, as per Section 11.10.12.</p> <p>Policy 4.2.14 of Envision Durham encourages area municipalities to include official plan policies that adopt best management practices for excess soil generated and fill received during development and site alteration, including infrastructure development. Further, Policy 4.2.15 of Envision Durham encourages area municipalities to regulate excess soil through their fill and site alteration by-laws both on and off the Oak Ridges Moraine to mitigate negative impacts to human health and the environment, in accordance with provincial legislation and guidance.</p> <p>The Town of Whitby Official Plan currently contains policy that requires the use of Best Management Practices based on local soil and groundwater conditions in Policy 11.10.15.10. However, it does not contain a policy to deal with excess soil. It is recommended that this be included.</p>
6	Specific Supporting Infrastructure and Services policies to consider (Waste Management): 4.2.13,	As per Policy 4.2.13 of Envision Durham, the Region will collaborate with area municipalities to ensure that excess

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
	4.2.16	<p>soil reuse strategies are developed as part of planning for growth and development.</p> <p>Further, Policy 4.2.16 states the Region will collaborate with area municipalities, the development industry, conservation authorities and Indigenous communities in the development of locational criteria for excess soil management sites.</p> <p>As noted, the Town of Whitby Official Plan currently contains policy that requires the use of Best Management Practices based on local soil and groundwater conditions in Policy 11.10.15.10. However, it does not contain a policy to deal with excess soil. Similar language can be included in the Whitby Official Plan.</p>
7	<p>Specific Supporting Infrastructure and Services policies <u>required</u> (Utilities and Energy): 4.3.2, 4.3.20, 4.3.21, 4.3.25</p>	<p>Implementation of energy conservation and efficiency measures and the establishment of renewable, district and alternative energy systems across the region will help our communities mitigate, adapt and build resilience to the impacts of a changing climate.</p> <p>Policy 4.3.2 of Envision Durham states that utility infrastructure that meets the definition of Major Facilities may occur in any designation subject to the policies of this Plan. As per Policy 8.2.4 of the Town’s Official Plan, major utility facilities and corridors are indicated on Schedule “A” - Land Use, for information purposes and may be updated without amendment to this Plan. The Town of Whitby’s Official Plan will ensure alignment.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>Policy 4.3.20 of Envision Durham prohibits large-scale commercial renewable energy facilities, notwithstanding Policy 4.3.19 (alternative energy systems and renewable energy systems), within Prime Agricultural Areas, key natural heritage features and natural hazard lands. The Town of Whitby Official Plan should include similar policy language.</p> <p>Policy 4.3.21 of Envision Durham requires area municipal official plans and zoning by-laws to regulate the design and scale of renewable energy systems, with consideration for land use compatibility including impacts to the natural environment. Further, Policy 4.3.25 of Envision Durham permits district energy generation and on-site alternative energy systems and requires that area municipalities promote and facilitate such systems through their official plans and zoning by-laws.</p> <p>Policy 3.2.6.4 of the Town’s Official Plan includes policy language that encourages new development to explore options to incorporate or connect to on-site energy generation systems, such as district energy facilities, where feasible. The Town will provide additional policy regarding the regulation of the design and scale of renewable energy systems, as it currently does not have policy that covers this.</p>
8	Specific Supporting Infrastructure and Services	Policy 4.3.13 of Envision Durham encourages area

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
	<p>policies recommended (Utilities and Energy): 4.3.13, 4.3.17, 4.3.26</p>	<p>municipalities to consider the inclusion of policies in their respective official plans to ensure that energy facilities, including renewable energy facilities, are located appropriately.</p> <p>Moreover, Policy 4.3.17 states it is the policy of the Region to encourage the development of community energy plans as part of the secondary planning process to assist in achieving reduced energy demand, support active transportation and transit and utilize renewable and alternative energy system options. The Town’s Official Plan already includes policy related to collaborating with the Region on the preparation of a Regional community energy plan, as per policy 3.2.6.3 of the Town’s Official Plan. This should be carried forward.</p> <p>Further, Policy 4.3.26 of Envision Durham states the Region will identify locations with potential for district energy generation, in consultation with the area municipalities and identify next steps for implementation in collaboration with stakeholders. Similar wording can be considered for the Whitby Official Plan, as it is not currently included.</p>
9	<p>Specific Supporting Infrastructure and Services policies to consider (Utilities and Energy): 4.3.8, 4.3.9, 4.3.10, 4.3.16, 4.3.17</p>	<p>Policy 4.3.8 of Envision Durham encourages development to be designed to provide, where feasible, for the implementation of leading-edge communication technologies, including but not limited to broadband fibre optics. Moreover, Policy 4.3.9 states the Region will support the implementation of a Dig Once approach to allow and/or</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>require the inclusion of conduit appropriately sized to accommodate broadband fibre optic infrastructure, and/or other similar communication infrastructure, during road construction, reconstruction and other major development activities. Policy 4.3.10 of Envision Durham encourages the co-location of new telecommunication and/or communication equipment on shared towers and structures wherever possible, including regional and area municipal facilities where feasible. This policy language can be considered within the Town of Whitby Official Plan, if desired.</p> <p>Policy 4.3.16 of Envision Durham states that it is the policy of the Region to collaborate with area municipalities, local utilities and other stakeholders to advance energy conservation, demand management and local generation across the region. This language can be considered in the Town’s Official Plan.</p>
Urban Design Related Policies		
1	3.3 Complete Communities (objective ii, 3.3.1 j, 3.3.2 d, 3.3.3 a to r, 3.4, 3.3.10, 3.3.41)	Section 3.3 Complete Communities of Envision Durham provides most of the urban design and public realm policies of the Plan. The intent of the urban design policies is to maintain and build vibrant complete communities including high quality public spaces that provide a sense of place. One objective is promoting high-quality urban design to

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>promote pedestrian friendly communities that are safe, comfortable, and support a range of transportation options.</p> <p>It is the policy of the Region of Durham Council to support the development of healthy, sustainable, and complete communities that incorporate vibrant places and spaces, including a public realm characterized by compact built form. Policy 3.3.1.j</p> <p>Policy 3.3.2 requires area municipalities official plans and new secondary plans to plan for: d) high-quality urban design and public realm that incorporates universal accessibility design, in accordance with Policies 3.3.3 and 3.3.14.</p> <p>The built environment includes the public realm and shared spaces that support the character of the Region’s communities. It is the policy of the Region of Durham Council to promote high quality public realm with quality urban design. Policy 3.3.3 a to r, speaks to the requirements related to urban design and the public realm that are needed to create high quality urban design.</p> <p>Policy 3.4 requires area municipalities to include in their secondary plans policy in addition to provisions for a vibrant attractive public realm, buildings that orient main entrances to face the public street, streets that connect with adjacent</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>neighbourhoods, and providing a connected grid pattern of streets with safe travel options, all to ensuring a high quality sustainable urban design.</p> <p>Policy 3.3.10 encourages area municipalities to enact by-laws [CJ1] establishing environmental, aesthetic, urban design and related controls on signs and outdoor lighting, in accordance with Policy 3.3.3; and</p> <p>promoting the use of full cut off light fixtures as part of new development.</p> <p>Further the plan through policy 3.3.41e) encourages area municipalities to create urban design standards in historic districts and areas to reflect the history, character and streetscape.</p> <p>The Whitby Official Plan currently includes Section 6.2 Urban Design that includes objectives, goals and policies to ensure a high standard of urban design. Section 6.2 policies provide urban design direction regarding streets and blocks, streetscapes, gateways, Landmarks, views and vistas, amenity space, open spaces, cultural heritage, built form, scale and massing, site circulation and access, parking and loading, Landscaping, buffering and site amenities, signage, lighting, public art, universal design and</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>CEPTED, and sustainable design.</p> <p>As per policy 6.2.4, Implementation of the urban design policies is through development approval process, comprehensive block plan, and urban design guidelines.</p> <p>The Town’s Official Plan should better align with the Region’s policies and provide updated policies with current urban design best practices and terminology.</p> <p>New more modern mixed and tall building policies are needed.</p> <p>A continuation of design objectives and policies that provide direction on high quality urban design and sense of place is needed as well as requirements for high quality urban design and placemaking throughout the entirety of the plan.</p> <p>There needs to be a review of the current policies to determine what is appropriate to remain as policy and what should be provide for in urban design guidelines. Provide more built form best practices as policies to ensure compatibility and transitions are clearly understood and required.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>Prepare a companion set of urban design guidelines to ensure clear implementation of policies.</p> <p>Need to better detail in policy the requirements for and explore requirements for terms of reference for an urban design brief, sun/shadow study and pedestrian wind study for OPAs, rezoning and site plans.</p>
2		<p>Chapter 5 prioritizes placemaking as part of a vibrant urban system. To achieve a vibrant urban system a set of goals that include the value of encouraging distinctive placemaking through architecture and high-quality urban design are provided.</p> <p>Policy 5.2.6 e) states that it is the policy of council to require area municipalities to update official plans, secondary plans and zoning by-laws to include urban design policies, guidelines or approaches to promote placemaking, active transportation, pedestrian and transit</p> <p>The Town’s OP is to better align the plan and urban design policies with placemaking which is not a current term used in the OP.</p> <p>Policy 5.23 j) requires area municipal official plans to include, for each Protected Major Transit Station Area,</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>incorporate urban design and sustainability guidelines to guide the desired density, built form, building placement, access, pedestrian-oriented public realm</p> <p>The OP needs more fulsome urban design polices for MSTAs that reflect urban design best practices. In addition, current urban design guidelines would be helpful in ensuring the requirements of policy are appropriately implemented.</p> <p>5.5 Employment Areas, Land Use Compatibly & Major Facilities</p> <p>5.5.16 requires development taking place within employment areas to address the policies of this Plan by incorporating attractive and high-quality architecture, urban design and landscaping standards, particularly in high exposure locations.</p> <p>The new OP is to include an urban design section with urban design policies for employment lands.</p> <p>5.5.18 Require area municipalities to implement the Employment Area policies of this Plan through their official plans, including density targets, phasing of larger employment parcels and areas, urban design guidelines, landscaping requirements and protection from non-employment uses.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>The Town, in its new OP, should continue to provide the direction and framework through policies for the development of Urban Design Guidelines.</p>
<p>Other Policies</p>		
1	<p>Population, employment and household allocation : Table A, 2.2.1.b, 2.2.2, 2.2.3, 2.4.1, 2.4.2</p>	<p>Table A and Section 2.2.2 of Envision Durham includes new population, employment and household projection to the year 2051. These updated projections should be updated throughout the entire new Official Plan.</p>
2	<p>Intensification Targets: 5.1.11, and 5.1.14</p>	<p>Envision Durham provides a new minimum intensification target that 50% of all new residential units across the region occur through intensification in the built-up area. In addition, the intensification hierarchy identifies other nodes and centres after SGAs, which the Town will need to identify.</p>
3	<p>Additional Dwelling Units: 3.1.14</p>	<p>Envision Durham in accordance with Bill 23 permits up to three dwelling units per a lot, it also limits the parking to one space per a unit, while encouraging a reduction in SGAs. The Garden Suite policies of the current Official Plan will need to be revised to reflect the updated permissions.</p>
4	<p>Affordable Housing and Purpose Built Rental Housing: Policy 3.1.20 - 3.1.33.</p>	<p>Envision Durham requires a minimum of 25% of all new residential units be affordable, and 35% of all new residential units in SGAs be affordable.</p> <p>It also provides policies for the protection of existing rental</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>housing stock including direction for replacement, demolition, and short term rentals. The new Official Plan will need to revise the Housing Mix policies contained in Section 7.4.</p>
5	<p>Climate Change and Sustainability: Policy 3.2.4, 3.2.18-3.2.20, 4.3.18-20.</p>	<p>In supporting a sustainable healthy communities Envision Durham encourages municipalities to develop monitoring programs to reduce Green House Gas (GHG) emissions to assist the Region in reaching net zero emissions by 2050. To meet this goal Envision Durham sets out a framework for introducing local green development practices, sustainability guidelines, water conservation, and incentive programs. Section 3.2 of the new Official Plan should be updated to incorporate this policy direction and provide additional guidance for its implementation.</p> <p>Envision Durham provides direction for siting appropriate locations in Rural and Agricultural Areas. These policies directions should be included in the Agricultural and Rural Land policy sections of the new Official Plan to ensure the future renewable energy sources are compatible with the surrounding area.</p>
6	<p>Excess Soil Management: Policy 4.2.14 - 4.2.15, and 4.3.19 - 4.3.20.</p>	<p>Envision Durham requires best management practices be introduced related to handling excess soil and regulating it through site alteration by-laws. The new Official Plan will need to introduce policies consistent with Envision Durham’s direction for excess soil management.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
7	Employment: Policy 5.5.10 - 5.5.27	<p>The role of employment uses has expanded and as such, permitted uses have also broadened to include new uses subject to compatibility studies such as Hotels. Further, Envision Durham also provides new direction for prohibiting specific uses within Employment Areas especially sensitive lands uses including residential uses, long-term care, retirement homes, elementary and secondary schools.</p> <p>Both permitted and prohibited uses as well as new uses permitted subject to compatibility studies should be incorporated into the new Official Plan’s Industrial Section.</p> <p>Envision Durham provides protections for Employment Areas within strategic good movement corridors. It also provides direction for denser employment uses to support a new density target of 28 jobs per hectare. The new Official Plan policies they can be strengthened to reflect these new directions, and the minimum density target should be included.</p>
8	Noise, Vibration, and Odour: Policy 3.3.8	<p>As employment areas evolve there are new pressures associated with encroachment from sensitive land uses. In striking a balance Envision Durham provides policy permission for local municipalities to designate a property as Class 4 Areas on a case-by-case basis through a development approval process.</p> <p>In further ensuring land uses are compatible there are policies related to light pollution that ensure sensitive</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>environmental lands are protected.</p> <p>Both the permissions and the protection of sensitive environmental lands should be integrated into the new Official Plan.</p>
9	<p>Agricultural and Rural Lands: Policy 6.1.2 - 6.2.8 and 6.4.3 to 6.4.9.</p>	<p>Envision Durham provides additional protection for agricultural lands, minimizing land use conflicts, as well as improving both food production and the agri-food network. It introduces additional policy guidance and restriction regarding lot creation that further discourages the fragmentation of the agricultural lands. It also provides additional policies regarding permitted and prohibited uses as well as on-farm diversified uses.</p> <p>The new Official Plan should strengthen the existing policies for establishing non-agricultural uses (Policy 4.10.3.4), it will also need to ensure compatibility policies are updated, as well as providing direction for supporting both food production and the agri-food network.</p> <p>In recognition of the need for additional housing, there are permission for secondary dwellings with Rural Lands, subject to restrictions when it can occur and not permitted a future severance of it. The Rural Land policies of the new Official Plan will need to be updated to ensure it captures these new permission and restrictions, especially limiting any future severance of permitted additional dwelling.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
10	Designated Greenfield Area: Policy 5.4.7	<p>Envision Durham establishes an updated methodology for calculating Designated Greenfield Area density, specifically excluding:</p> <ul style="list-style-type: none"> - Natural heritage features and areas, natural heritage systems, floodplains and active erosion zones, provided development is prohibited in these areas; - Rights-of-way for: electricity transmission systems; energy transmission pipelines; freeways (400 series highways), as defined by and mapped as part of the Ontario Road Network; railways; - Employment areas; and - Cemeteries. <p>This change should be updated in the Official Plan to ensure the Town accurately calculates and meets the DGA targets.</p>
11.	Implementation and Interpretation: Policies 3.1.18, 3.3.2, 3.3.15, 5.4.9, 10.6.1, and 11.3.23 - 11.3.24.	<p>Envision Durham establishes policies for requiring the development of lands greater than 20 ha to be subject to the Secondary Plan approval process.</p> <p>It also provides new policies related to severances and existing lots established before July 14, 1976.</p> <p>With respect to the development approval process additional studies can also be required as part of a completed application for a development application such as a Affordability and Accessibility analysis and Community Services and Facilities study.</p> <p>The implementation chapter of the updated Official Plan</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		will need to be updated to accurately capture these new permissions and restrictions.
12	Site Specific Policies: 10.2.7, 10.2.10, 10.3.8, 10.3.10, 10.5.4b), 10.6.7, 10.6.10e), j), 10.6.14	Envision Durham includes a number of site specific land use permission for sites across the Town of Whitby. The updated Official Plan will need to be updated to reflect the new permissions.
13	Hamlet Policies: 6.5.6 - 6.5.15	Envision Durham includes specific direction that Hamlets are expected to accommodate modest growth and are to be compatible with the rural area. In supporting this, Envision Durham sets out criteria for development and expanding municipal services that will need to be included in the updated Official Plan.
14	Heritage Resources: 3.3.33 to 3.3.51	The existing Official Plan contains extensive policies for the protection of Cultural Heritage Resources and Archaeological Resources. Envision Durham provides additional policy direction that should be added including regularly updating the municipal registry, and creating urban design standards for historic districts.

Appendix B

Memo



To: Lori Tesolin, Principal Planner and Supervisor, Policy and Heritage Planning, Town of Whitby

From: Jeff Axisa, Dillon Consulting Limited

cc: Susanne MacDonald, SGL
Justine Giancola, Dillon Consulting Limited
Michael Hanifi, Dillon Consulting Limited

Date: July 31, 2024

Subject: Whitby Official Plan Transportation Analysis

Our File: 24-7548

Introduction

The primary goal of Whitby's transportation network is to establish and maintain the safe, efficient, interconnected, and accessible movement of people and goods in a system that supports all modes of transportation, including transit, automobiles, active transportation, and goods movement, as per Policy 8.1.1.1 of the Official Plan. This is accomplished through the thoughtful design and provisions of appropriate facilities for pedestrians, cyclists, vehicles, and transit with good connectivity to community destinations within Whitby and to adjacent municipalities and upper-tier jurisdictions.

As part of this Town Wide Transportation Network Analysis, the following documents have been reviewed:

- Envision Durham (2023);
- Town of Whitby Official Plan (2024 Office Consolidation)¹; and,
- Town of Whitby Active Transportation Plan (2021)

This review is broken up into two parts that includes: A) a policy review and town wide transportation network analysis that looks at five key transportation components; and B) a constraints and opportunities review for the Brooklin Expansion Area. For the policy review and town wide transportation network analysis, the five key components that were analysed include:

1. Road Infrastructure;
2. Active Transportation;
3. Public Transit;
4. Railways; and,
5. Goods Movement.

This information will be used to inform updates to the Town of Whitby's Official Plan Review.

¹ The Durham Transportation Master Plan 2017 informed Regional Official Plan Amendment No. 171 (ROPA 171) which was implemented in the Whitby Official Plan through Official Plan Amendment No. 123 (OPA 123).

Part A - Town Wide Transportation Network Analysis

Road Infrastructure

Consistent with the goal and objectives set out in the Official Plan, roads in Whitby are classified and maintained on the basis of their function and design as controlled access roads (freeways), arterial roads, collector roads, and local roads. This classification system is intended to assist in directing traffic flows quickly and efficiently from local roads to collector roads and arterial roads, while similarly keeping through traffic on arterial roads and collector roads so that traffic on local roads is kept to a minimum. **Table 1** displays the road classifications under the jurisdiction of the Town of Whitby and their corresponding function and design characteristics. It should be noted that not all roads in Whitby are under the Municipality's jurisdiction. As such, jurisdictional coordination for network planning and development between Whitby, the Region, and the Province is necessary.

Schedule D – Transportation of Whitby's Official Plan displays the existing and proposed road network and functional classifications within the Town of Whitby. When assessed against the network function and design characteristics for each road classification type displayed in **Table 1**, the network spacing and minimum intersection spacing, relative to road classification, aligns well with Regional and Town Official Plan policy. Spacing adjustments, both in terms of network and intersection, have been made to avoid railway lines, watercourses, and environmental features. Where possible and appropriate, new arterial and collector roads (or road segments) have been proposed to align with existing streets to fill in network gaps, predominantly across major barriers such as controlled access roads, railway corridors and environmental features.

One network spacing deficiency that could be rectified would be the road spacing between east/west Type A arterial roads in North Whitby. Taunton Road and Brawley Road are approximately 8 km apart, yet the desired spacing for Type A arterials is 6.5 km. Winchester Road (or Highway 7 west of Baldwin Street and Durham Regional Road 3 east of Baldwin Street), which runs between and parallel to Taunton Road and Brawley Road, is currently classified as a Type B arterial within Whitby and could be reclassified / upgraded to a Type A arterial. This upgrade would be consistent with the road classification of Highway 7 west of Lakeridge Road within the City of Pickering. Highway 407 also runs between and parallel to Taunton Road and Brawley Road, suggesting that the greater than desired spacing between Type A arterial roads is less problematic.

Table 1: Road Classification and Characteristics

Road Classification		Function	Right-of-Way Width (m)	Posted Speed (km/h) ^{2,3}	Network Spacing ²	Minimum Intersection Spacing ²	Minimum Driveway/ Access Spacing
Arterial	Type A	Designed to accommodate the movement of large volumes of traffic at moderate to high speeds over relatively long distances. Such roads generally extend beyond the Regional boundaries.	36-45 ⁴	Urban area: 60-70 Outside urban area: 80	6.5km	In the north/south direction: 700m In the east/west direction: 500m ⁵	200m ²
	Type B	Designed to accommodate the movement of moderate volumes of traffic at moderate speeds from one part of the region to another. Such roads occasionally extend beyond the Municipal boundaries.	30-36 ^{4,6}	Urban area: 60 Outside urban area: 80	Between north/south arterials: 1.6km Between east/west arterials: 2.0km	In the north/south direction: 525m In the east/west direction: 500m ⁵	80m ²
	Type C	Designed to accommodate the movement of lower volumes of traffic at lower speeds over relatively short distances.	26-30 ^{4,6}	50-60	0.8km	300m	30m

² Source: Durham Regional Official Plan (2023), Table 5 – Arterial Road Criteria.

³ Posted speed limits may be lower in school or community safety zones.

⁴ Sufficient right-of-way widths shall be provided which will facilitate the provision of public transit. Additional right-of-way widths may be required for full channelization of arterial intersections, roundabouts, and the accommodating of active transportation facilities.

⁵ In some cases, spacing for east-west arterials can be reduced to 300m if signals are “coupled” provided adjacent intersections are a minimum of 500m away.

⁶ ROW widths for Type B and Type C arterials shall not apply to roads through Downtown Whitby and Downtown Brooklin Major Central Areas and Hamlets.

Road Classification	Function	Right-of-Way Width (m)	Posted Speed (km/h) ^{2,3}	Network Spacing ²	Minimum Intersection Spacing ²	Minimum Driveway/ Access Spacing
Collector	Designed primarily to facilitate traffic movements within and between Residential areas and Central areas, and between these areas and overall arterial roadway network.	20-26 ⁷	-	-	-	-
Local	Designed to allow direct access to fronting properties.	20 ⁸	-	-	-	-

Source: Town of Whitby Official Plan (2024), unless otherwise noted.

⁷ Additional right-of-way widths may be required for turning lanes and roundabouts at intersections and to accommodate active transportation facilities.

⁸ Where local streets are parallel and adjacent to an arterial road, the minimum width may be reduced to 15 metres.

Active Transportation

Active Transportation is encouraged in Whitby through the implementation of new connections and both on-road and off-road active transportation facilities including, but not limited to sidewalks, multi-use paths, cycling lanes, and trails. The ‘Existing and Recommended Active Transportation Network’ for the Town is presented in the Town of Whitby Active Transportation Plan (2021) in **Appendix A Map 2 – Existing and Recommended Network (Whitby South)** and **Map 3 – Existing and Recommended Network (Whitby North)**. The ‘Existing and Recommended Active Transportation Network’ protects for the provision of future active transportation accommodation consistent with Official Plan policy by proposing effective, safe, and integrated linkages and routes between neighbourhoods, schools, major open space and park systems, access to transit, as well as commercial and employment centres, including the provision of connections to the Waterfront Trail and Greenbelt Trail. It is recommended that the ‘Existing and Recommended Active Transportation Network’ be incorporated into the Whitby Official Plan as part of **Schedule D – Transportation**. However, it is also recommended that a policy be developed so that changes or deletions to active transportation elements only trigger an Official Plan Amendment (OPA) when sufficient justification is provided, to the satisfaction of the Town.

Collector and arterial roads will provide important active transportation connections between different destinations and existing/planned trails within Whitby. As such, collector and arterial roads that are shown to have proposed active transportation facilities may require additional right-of-way widths to accommodate the active transportation facilities. Right-of-way requirements (and cross-section elements) for collector roads will be confirmed through draft plans or the Environmental Assessment process. Right-of-way requirements (and cross-section elements) for arterial roads are determined through policy requirements in the Regional Official Plan.

The Whitby Official Plan “encourages the provision of on-road and off-road active transportation facilities” (Policy 8.1.3.7.1) but does not provide concrete any town wide active transportation policy guidance on sidewalks, however, **Section 11.5 Brooklin Community Secondary Plan** does. It states that all “new and reconstructed arterial roads shall be built with sidewalks on both sides” (policy 11.5.29.4) and that “all new local roads shall consider sidewalks on both sides and set back from the curb, to support a safe and connected pedestrian environment” (policy 11.5.29.13). The Town of Whitby Design Criteria and Engineering Standards (2022) goes even further, stating that “sidewalks are required on both sides of all roadways (Local, Collector and Arterial) including courts, cul-de-sacs and crescents”. It is recommended that the sidewalk engineering standard be incorporated into **Section 8.1 Transportation** of the Whitby Official Plan, as a policy, to ensure that it is applied.

Public Transit

Public transit service in Whitby is operated by Durham Region Transit (DRT) and GO Transit. As such, the Whitby Official Plan provides only limited public transit policy guidance.

The Whitby Official Plan **Schedule D – Transportation** displays a number of transit features including Transit Spines, Commuter Rail, Future Commuter Rail, Major Transit Stations and Future Transitway Stations. It is recommended that protection for an additional Future Transitway Stations be added to **Schedule D – Transportation** at the proposed interchange of Highway 407 and Cochrane Street. This would be consistent with the placement of the other Future Transitway Stations which are located at all Highway 407 and arterial road interchanges.

Overall, the Town of Whitby should follow guidance from the Region and the Province in the provision of public transit.

Railways

Railways in Whitby are owned and operated by Canadian National and Canadian Pacific rail lines. As such, the Whitby Official Plan provides only limited Railway policy guidance. It does however provide guidance on conflicts mitigation between railways and the road system. Stating that Whitby shall seek to eliminate all railway at-grade crossings as indicated on **Schedule D – Transportation** to improve safety and the efficiency of rail and road movements (policy 8.1.3.9.2).

The Whitby Official Plan **Schedule D – Transportation** displays all the Railway Corridors and notes which ones provided Commuter Rail service (GO Transit) and Future Commuter Rail service (extension of GO Transit). It also indicates the at-grade road rail intersections that are proposed to be grade separated.

Goods Movement

Goods Movement in Whitby is predominantly governed by Durham Region as the majority of arterial roads in Whitby are Regional Roads. As such, the Region has identified a ‘Strategic Goods Movement Network’, as contained in Envision Durham **Map 3c – Strategic Goods Movement Network**. It identifies the preferred haul routes that are planned to accommodate commercial vehicles on a year-round basis, and which link major generators of traffic. However, Whitby provides no policy guidance for Goods Movement on Town owned roads. To support a community-focused, pedestrian-oriented and business friendly environment, it is recommended that Whitby consider developing a local goods movement network to control/ restrict heavy vehicle movements on town owned roads where heavy vehicle traffic is no longer suited to travel.

Overall, the Town of Whitby should follow guidance from the Region and the Province in the provision of goods movement.

Part B - Brooklin Expansion Area - Constraints and Opportunities

As part of the Transportation Analysis, the Brooklin Expansion Area has been analyzed to identify constraints and opportunities for developing a multi-modal transportation network that is connected and conducive to moving people and goods with varying mobility needs. The following constraints and opportunities have been identified.

Constraints:

- Baldwin Street is a Provincial highway whose design does not align with the objectives of the Town related to pedestrian oriented space within an urban area. Baldwin Street realignment at Thickson Road shown in the Whitby Official Plan **Schedule D – Transportation** will not happen as intended as a result of the Highway 7/12 Alternative Route Environmental Assessment being cancelled.
- Columbus Road West is proposed to be realigned at Lake Ridge Road to connect to 7th Concession Road in Pickering. This is the Town of Whitby and Durham Region’s preliminary preferred alignment based on the Town and Regional Official Plans. A future EA is required to confirm the future alignment and design characteristics. Work is currently underway in northeast Pickering that has identified a potential concept for a southerly realignment at Lake Ridge Road. The alignment as shown in the current Town and Regional Official Plans is for protection purposes and requires additional detailed Review.
- Proposed east/west collector in “Area C” south of Brawley Road between Cochrane Street and Ashburn Road (crossing 5 tributaries of Lynde Creek) is identified in the Whitby Official Plan **Schedule D – Transportation** based on outdated planning and transportation work. More recent transportation work done for the Brooklin Secondary Plan and as part of the Brooklin North Majors Roads EA has removed this east/west facility due to the environmental constraints. Future secondary plan work will need to confirm the need (access, capacity) for this facility.
- Proposed east/west collector north of Columbus Road just east of Cedarbrook Trail (crossing the pipeline corridor) is identified in the Whitby Official Plan **Schedule D – Transportation**. The Brooklin North Major Roads EA identifies a long-term need for this crossing and connection but defers it to a longer time frame, beyond the horizon for the current strategic plans. Future detailed work will need to establish the role and benefits of this connection.
- Significant Natural Heritage Systems and Natural Hazards will make new road alignments and construction challenging and expensive within future urban expansion areas in north and west Brooklin.

Opportunities:

- Possible streetscape improvements (benches, bike racks, planters, sidewalk improvements, street trees, lighting, etc.) to Baldwin Street within the urban area boundary.

- Proposed realignment of Thicksen Road and modifications to the connections / intersection of Brawley Road/Thicksen Road/Baldwin Street are being reviewed. Potential for a roundabout.
- Proposed Columbus Road West realignment at Lakeridge Road to connect to 7th Concession Road or future planned infrastructure in Pickering.
- Proposed new Highway 407 interchange at Cochrane Street.
- Possible upgrade of Coronation Road (to Type B Arterial) between Des Newman Blvd (just north of Taunton Road) and Columbus Road.
- Possible arterial extension of Coronation Road from Columbus Road to Brawley Road.
- Possible arterial extension of Carnwith Drive West (connection to Area A, D and E).
- Proposed arterial extension of Carnwith Drive East (connection to Area I) into Oshawa.
- Proposed arterial extension / connection of Brawley Road to Howden Road (in Oshawa).
- Proposed grade separated crossing of Garrard Road over Highway 407. Connection to Cachet Boulevard at Winchester Road.
- Proposed upgrade of Garrard Road (to Type C Arterial) between the proposed mid-block arterial road (just north of Conlin Road) and Winchester Road.
- Possible upgrade of Winchester Road (to Type A Arterial).

Appendix C – Specific policy issues in Whitby Official Plan

Whitby OP Policy #	Issue/Topic	Recommendation
2.4.2.f)	Section would benefit from clarity that the “corridors’ refers to Intensification Corridors.	Add the word “intensification” prior to the work corridor.
4.4.3.12.2	Reorganization of the policy could make it easier to follow.	The following revised policy wording is recommended: “The Municipality may consider reduced parking requirements for the following, where justified in terms of need, after detailed study to the satisfaction of the Municipality:”
4.5.3.6	Special Activity Node B is addressed within the Commercial Section of the Official Plan, while it is designated Employment under the Regional Official Plan.	Move the policies for this area into the Employment section of the Whitby Official Plan, protecting for existing major retail that predated the designation, per Envision Durham policy. 5.5.12.
4.5.3.8e)	The wording of this policy suggests that automobile service stations, gas bars, and car washes shouldn’t have adverse effects on adjacent residential uses only, not on other adjacent sensitive uses.	Update policy to specify the uses should not have adverse impacts on adjacent “residential uses or sensitive uses”.
4.12.2.12	Needs updating to reflect Envision Durham new ROP 6.7.13.	The Whitby Official Plan policies on wayside pits and quarries will be updated to align with the permissions in the Envision Durham, including requiring a zoning by-law amendment for this use in Urban Areas and Rural Settlements.

Whitby OP Policy #	Issue/Topic	Recommendation
	Density averaging across plans of subdivision, etc.	Section 4.4.3.8 allows, within Secondary Plan, “the calculation of net residential density may be averaged across residential lots and blocks within a single designation within the same plan of subdivision, or within an area bounded by collector and arterial roads”. This could be broadened outside of Secondary Plans.
5.3.7.12	Issue: “Key” missing from the term hydrologic features.	Add word “key” to term.
5.3.9.6	Issue: missing wording Consider “to minimize stormwater volumes, fluvial flooding, and contaminant loads”.	Update with revised wording.
6.2.4.2.2/ 6.2.4.3.3	Town desires greater flexibility (i.e. Comprehensive Block Plans and Urban Design Plans should be at staff’s discretion wherever appropriate).	While the policy pertaining to Urban Design Plans (6.2.4.3.3) is currently flexible, indicated one “may” be required, the policy addressing Comprehensive Block Plans (6.2.4.2.2) is less clear. This policy can also be updated to “may” be planned by comprehensive block plan approach.
10.2.1.7	Confusion over whether a mezzanine constitutes a storey.	Section 10.2.1.7 could be updated to explicitly clarify that a mezzanine does not constitute a storey.

Whitby OP Policy #	Issue/Topic	Recommendation
11.5.6.8 /11.5.6.9	Intent of policy is to reflect LDR / MDR / HDR designation ratios, not necessarily housing form, but the actual writing of the policy speaks to housing types.	The reference to housing types in this policy can be updated to designation areas.
11.8.5.7, 4.5.3.3.1 and others	Food Stores, which are less than 1,200 square metres are permitted in the Mixed use designation of the Brock/Taunton Major Central Area Secondary Plan. In Local Commercial and Convenience Commercial Centres, Supermarkets must be less than 2,000 square metres. To simplify, both should be called grocery stores. In addition, there is a desire to remove the cap for supermarket in the Local Commercial and Convenience Commercial Centres.	Update all reference to Food Stores and Supermarkets in Whitby Official Plan to Grocery Stores and remove size cap in policy 4.5.3.3.1.
Definitions	Define Live-Work unit.	Could use part of ZB definition. “Means a street townhouse dwelling unit where the first storey, or part thereof, is designed, constructed and used for non-residential use”.

Whitby OP Policy #	Issue/Topic	Recommendation
Definitions	Definitions should stand out.	Currently defined terms are italicized. However, these should instead be bolded, for accessibility reasons, bolded font is preferred to italicized font.
Various	Reference to bicycle traffic/bicycle paths/cycling can be broadened to encompass other forms of non-motorized travel and active transportation.	Update terminology to be more encompassing to different modes of non-motorised/active transportation.
Various	Specific reference to Provincial Ministry titles becomes problematic when the title of the Ministry changes.	Update to refer to Provincial Ministry, in general, that will cover different Ministries with names that may change.
Various	Some of the deferrals in the Official Plan have been resolved.	Any deferrals that have not been addressed will be updated in the Whitby Official Plan.
Various	Some definitions are singular and while the term used in the Official Plan is plural.	Add policy to interpretation section that addresses singular vs. plural definitions and terms.

Whitby OP Policy #	Issue/Topic	Recommendation
Various	Term consistency throughout document. Sometimes different wording/spelling for different terms, i.e. floor space and missing words with regards to Secondary Plan titles.	Review will be undertaken to ensure terms in Official Plan are consistently spelt and referred to as defined in Official Plan and Envision Durham.

Appendix D

Technical Memo

To: Lori Tesolin, Principal Planner and Supervisor, Policy and Heritage Planning, Town of Whitby

From: Whitney Moore, Dillon Consulting Limited
Susanne MacDonald, SGL Consulting
Justine Giancola, Dillon Consulting Limited
Michael Hanifi, Dillon Consulting Limited

Date: August 13, 2024

Subject: Whitby Official Plan Natural Heritage Review- Brooklin Expansion Area

Our File: 24-7548

Introduction

Dillon Consulting Limited (Dillon) was retained by the Town of Whitby (the Town) to undertake a review of policies and mapping related to natural heritage features and the NHS within the Town with regards to the Brooklin Urban Expansion Area (BUEA). The Study Area for the BUEA is made up of nine areas of land varying in size, which are generally bounded by Lakeridge Road to the west, Thornton Road North to the east, Brawley Road West to the north and Conlin Road and Lyndebrook Road to the south, as shown on **(Figure 1)**.

The Durham Regional Official Plan (ROP), Envision Durham (May 2023), recently introduced an expansion to Whitby's Urban Area to the west of Brooklin to Lake Ridge Road and to the eastern border within Oshawa, which contains both new Employment Areas and Community Areas. Furthermore, three small areas were removed from the Greenbelt Plan Area in 2017 but were not included in the Urban Area at that time, but Durham Region (the Region) has now included them within their urban area and designated them as Employment Areas. As a result, the lands within the BUEA will need to be incorporated into the Town's Urban Area and given land use designations on Schedule A and incorporated into the Brooklin Secondary Plan on Schedule K within the Town's Official Plan (OP).

This memo does not provide recommendations on new policy, but rather reviews the policy in place for the BUEA lands to ensure they have been brought up to date. Furthermore, it is Dillon's understanding that Secondary Plans are required to be in conformance with the ROP.

Through this exercise, the Region's NHS was compared to the Town's NHS to determine if there are any discrepancies. Although the OP delineates the NHS and Natural Hazards on Schedule C and individual features on Appendix 1, these features should be confirmed through a more detailed review at a Secondary Plan level. The deferred lands in Brooklin were reviewed during the Brooklin Secondary Plan study but may require revisions. The natural heritage analysis will be a desktop activity relying on secondary source data, air photo interpretation and supplemented by up to date studies by individual

landowners, if available. Further, the desktop work can be confirmed, if necessary, through roadside surveys.

This work is not intended to be at a natural heritage evaluation or subwatershed study level study but rather to confirm and/or revise the boundaries of the NHS identified in the OP to the extent possible using the methods listed above.

Approach

Background Review

In conducting this review of natural heritage policies/ features within the BUEA, Dillon completed a desktop review of existing background documents and mapping of the Study Area; which included the following as they relate to the Study Area:

- Provincial Policy Statement (PPS; 2020);
- A Place To Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan; May 2019);
- Ministry of Natural Resources and Forestry (MNRF) Land Information Ontario (LIO) database;
- Ontario Endangered Species Act (ESA; 2007);
- Fisheries and Oceans Canada (DFO) Aquatic Species at Risk Mapping;
- Central Lake Ontario Conservation Authority (CLOCA) interactive mapping (2017);
- Town of Whitby Official Plan and GIS layers- Sections 5.3.7 and 11.5.25;
- Durham Region Official Plan; and
- Envision Durham (2023).

Site Visits / Roadside Checks

At this time, no site visits have been conducted; however, as the next phases of the OP review proceed, there may be a need to conduct confirmatory site assessments where access is granted or via windshield survey to confirm recommendations provided herein.

Discussion

The results of our desktop review are presented below. **Figure 2** illustrates the natural heritage features, identified through background review, within and surrounding the BUEA on a landscape level. Information presented in **Figure 2** is sourced from the MNRF and the CLOCA GIS database. **Figure 3** shows the current NHS layer provided by the Town (sourced from the OP) and the Region (sourced from the ROP).

Existing Conditions / Natural Heritage Features

Work had previously completed within the BUEA that supports the establishment of an NHS. These works include:

- Pringle Creek Master Drainage Plan Update (2018);
- Lynde Creek Master Drainage Plan – Municipal Class Environmental Assessment (2023);
- Brooklin Secondary Plan Watershed Planning, Hazard Lands and Stormwater Management- Stage 3 Final Report (2018);
- Brooklin Secondary Plan Area Natural Heritage Assessment Background Report (2017);
- Brooklin North Major Roads Environmental Assessment Study, Environmental Study Report (2021);
- Natural Heritage Assessment Report prepared for the Brooklin Traffic Management Plan (2017);
- Oshawa Creek Watershed Plan 2020);
- Lynde Creek Watershed Plan (CLOCA, 2024); and,
- Wildlife Corridor Protection and Enhancement Plan, (CLOCA, 2022).

Although these works had been done in the Study Area to characterize the NHS within the BUEA, further characterization of the NHS should be undertaken through a natural heritage evaluation, subwatershed study level study or other development application studies.

Some key takeaways from a review of these background resources are listed below:

- Information gathered in these background resources were collected with limited access;
- Much of the natural heritage data collected was done prior to 2021;
- The Branches of Lynde Creek within the Study Area contain regulated habitat for the provincially and federally endangered Redside Dace (*Clinostomus elongatus*);
- A majority of the identified vegetation communities within the BUEA have been identified as widespread and common in Ontario and are Globally secure (to be confirm through future field studies);
- The dominant land use with BUEA is agriculture; and,
- Rare species that have the potential to be in the Study Area include (please note that this list is not exhaustive, and further study is required):
 - Red Mulberry (*Morus rubra*);
 - Butternut (*Juglans cinerea*);
 - Barn Swallow (*Hirundo rustica*);
 - Bobolink (*Dolichonyx oryzivorus*);
 - Eastern Meadowlark (*Sturnella magna*);
 - Eastern Wood Pewee (*Contopus virens*); and,
 - Wood Thrush (*Hylocichla mustelina*).

Background Mapping

A review of available CLOCA, MNRF LIO data and NHIC mapping (as shown on **Figure 2**) identified that many watercourses transverse the BUEA parcels; the related CLOCA regulation limits associated with these features can also be seen on this figure. Furthermore, pockets of woodland and open water features are also found in some of the BUEA parcels; no Provincially Significant Wetlands or Areas of Natural and Scientific Interest (ANSI) were identified, though CLOCA's regulation limits have considered non-provincially significant wetlands. Another note of interest is that the MNRF's NHS layer does not overlap with any of the parcels.

Scoped Policy Review

Provincial Policy Statement, 2020

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets forth a vision for Ontario's land use planning system by managing and directing land use to achieve efficient development and land use patterns, wise use, and management of resources, and protecting public health and safety. This report has specifically considered Policy 2.1, Natural Heritage, Policy 2.2, Water, and Policy 3.1 Natural Hazards, which provides for the protection and management of natural heritage and water resources, which include the following:

- Significant wetlands;
- Significant coastal wetlands;
- Significant woodlands;
- Significant valleylands;
- Significant wildlife habitat;
- Significant areas of natural and scientific interest (ANSIs);
- Fish habitat;
- Sensitive surface water features;
- Sensitive ground water features; and
- Hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.

Potential significance of natural heritage features may be evaluated based on size, age, presence of rare or sensitive species, species diversity, and linkage functions, taking into consideration factors such as adjacent land use and degree of disturbance. Criteria for determining significance follow guidance outlined in the Natural Heritage Reference Manual (MNRF, 2010) and the Significant Wildlife Habitat (SWH) Technical Guide Eco-Region 6E Criterion Schedules (MNRF, 2015), where applicable.

When establishing policy to guide the development of the BUEA, the PPS and its associated guidelines should be consulted when determining what features should be protected from development. Furthermore, the policy should clearly define which features should be classified as Significant.

Note that in some of the background material reviewed as part of this technical memo, the methodology for determining SWH within the study area was outdated. Through more detailed studies, the policy should guide others to utilize the most recent guidelines for establishing SWH, which is the SWH Technical Guide Eco-Region 6E Criterion Schedules (MNRF, 2015).

Endangered Species Act

With the enactment of the provincial *Endangered Species Act (ESA)*, 2007, Ontario has strong policies in place for the protection and recovery of Species at Risk (SAR). The *ESA* protects species and their habitats. When a species is listed as Endangered (END) or Threatened (THR) under the *ESA*, 2007, its habitat is afforded protection under the Act. There are three applicable regulations under the *ESA*, 2007; *O. Reg. 230/08* - the Species at Risk in Ontario (SARO) List, *O. Reg. 242/08* (General), and *O. Reg. 830/21* (Exemptions - Barn Swallow, Bobolink, Eastern Meadowlark and Butternut). These regulations serve to identify which species and habitats receive protection and provide direction on the current implementation of the *ESA*.

The Ministry of Environment, Conservation and Parks (MECP) takes on the regulatory role of the *ESA*. However, it is common practice for municipalities to include protections of SAR within their OP by requiring the authorization of MECP under the *ESA* when approving development applications.

Department of Fisheries and Oceans

The protection of fish habitat in Canada is the responsibility of DFO and its partners. The Federal *Fisheries Act*, last amended in 2019, and its fisheries protection provisions establish authorities for the prohibition of killing of fish and of harmful alteration, disruption, and destruction of fish habitat. Fish habitat refers to spawning grounds and other areas, including nursery, rearing, food supply and migration areas, on which fish depend directly or indirectly in order to carry out their life processes.

Policies created for the BUEA should direct proponents to consult with DFO (or applicable provincial or federal agency) where watercourse alteration is proposed.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan is a Provincial Plan that directs how growth should occur in the Greater Golden Horseshoe (GGH). The Government of Ontario first released the original Growth Plan in 2006 under the terms of the provincial *Places to Grow Act*, 2005 and updated the plan in 2017, and then again on May 16, 2019. The current Growth Plan was consolidated and approved in August 2020. The *Places to Grow Act*, 2005 states that all decisions by municipalities under the *Planning Act*, 1990 shall conform to the Growth Plan. As per Schedule 4 of the Growth Plan, the Subject Lands are within the GGH Area, and within the Designated Greenfield Area.

Central Lake Ontario Conservation Authority

The CLOCA regulates development, interference with wetlands, and alterations to shorelines and watercourses in accordance with *Ontario Regulation 41/24 (O. Reg. 41/24)* made under the *Conservation Authorities Act, 1990*. *O. Reg. 41/24* applies to natural or hazardous areas (i.e., areas in and near rivers, streams, floodplains, wetlands, and slopes) in all Conservation Authority Regulated Areas. This regulation came into effect on April 1, 2024, replacing the previous *O. Reg 42/06*.

Regulated Areas within CLOCA jurisdiction have been mapped in association with the watercourses and wetlands present in the Subject Lands and as a result, the policies within *O. Reg. 41/24* apply within these areas. The Regulated Areas of the Subject Lands includes areas of mapped floodplain and are shown on **Figure 2**.

Where CLOCA regulated areas overlap with the BUEA, policy should be included directing the proponent to consult with them prior to development. Permits will be required for development within the regulated areas. To confirm if a project is located within the regulated area, consultation with CLOCA will be required.

Town of Whitby Official Plan, 2024

The Council adopted the Township's OP in 1994, and an updated review was done in 2017. The current OP is consolidated to February 2024. The OP establishes the direction for development for both public and private sectors.

This section of the memo will detail OP policies/schedules for the BUEA lands that are currently in place in the OP, as well as recommendations for updates, where needed.

Parts of the BUEA lands are identified on Schedule B of the Town's OP as subject to the ROP's policy 14.13.7, which states that:

14.13.7 The following policies apply to lands located in Whitby, identified as "Lands appealed to OMB" as shown on Schedule 'A' – Map 'A4':

- a) the proposed designations and Urban Area boundary as adopted by Regional Council on June 3, 2009, are under appeal at the Ontario Municipal Board and are adjourned;*
- b) the Board may be requested to resume consideration of the proposed Urban Area expansion and designations once a comprehensive review has been completed by the area municipality in accordance with the policies of this Plan, with the approval of the Region. The comprehensive review shall demonstrate conformity with the provisions of this Plan, in particular policies 7.3.9, 7.3.10, 7.3.11 and 7.3.12; and*
- c) Until such time that the provisions of subsection b) above is met, the lands in north Whitby will remain as designated on June 2, 2009.*

It's Dillon's understanding that now that the BUEA lands have been included in the Urban Boundary of the ROP that this reference to policy 14.13.7 may now be outdated.

As shown on Schedule C of the Town's OP, portions of the BUEA overlaps with the NHS, natural hazards, and Greenbelt Natural Heritage System. The NHS as shown on this Schedule C aligns with **Figure 3** attached to this technical memo. Dillon' has reviewed the mapping and believe that no further modifications are required at this time, and that policy will allow for further refinements to the NHS through an environmental study completed for development proposed with the BUEA. Note that policy should be included that specifies that through a more detailed natural heritage review of BUEA properties, additional areas could be added or removed the NHS that were missed at this high-level review. This is reflected in the Town's OP Policy 5.3.7.3.

Furthermore, it is recommended that the Town review its OP's Schedules, Maps and Appendices to ensure the entire BUEA is captured in this mapping.

Listed below are Policies from Section 5.3.7 (Natural Heritage System) of the Town's OP, each with associated review of updates needed (if required) and their applicability to the BUEA.

5.3.7.1 The Natural Heritage System is comprised of an interconnected system of key natural heritage and hydrologic features and areas within the Municipality including any associated vegetation protection zones. These key natural heritage features include: wetlands; habitat of endangered species and threatened species; significant woodlands; significant valleylands, including the applicable lands within the Urban River Valleys identified in the Greenbelt Plan; significant wildlife habitat; fish habitat; watercourses with associated riparian corridors, life sciences Areas of Natural and Scientific Interest (ANSIs), sand barrens, tallgrass prairies, alvars, and savannahs. Certain key natural heritage features are shown on Appendix 1. Key hydrologic features include: permanent and intermittent streams, Lake Ontario (and its littoral zone), seepage areas and springs, kettle lakes, aquifers, recharge areas and wetlands. The Natural Heritage System also includes lands which have been identified and targeted for restoration and enhancement to create linkage areas and connections. The Natural Heritage System is generally indicated on Schedule "C" and shall be retained and enhanced wherever possible. Lands indicated as Natural Heritage System that are located within the Greenbelt Natural Heritage System are subject to additional policies identified in this section and in Section 4.9. In order to protect the associated habitat and species from disturbance, habitats of endangered species and threatened species are not identified on Schedule "C".

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.2 The Municipality recognizes the importance of identification and protection of Provincially significant wetlands, regionally and locally significant wetlands, and unevaluated wetlands. Where known, these features are included within the Natural Heritage System on Schedule "C". The location and extent of wetlands as identified by the Ministry of Natural Resources and Forestry are indicated on Appendix 1 and may be updated from time to time as new mapping becomes available without amendment to this Plan. Other wetlands may be identified and protected through the land use planning process in consultation with the Ministry of Natural Resources and Forestry and/or the Conservation Authority.

This policy is suitable for the BUEA when protecting wetlands, though, recent changes to the Ontario Wetland Evaluation System (OWES; 2022) detail that the wetland identification and protection is to be done in consultation with the applicable Municipality rather than the MNRF. Furthermore, through the OWES update, “locally significant wetlands” and “wetland complexing” are no longer considered. Therefore, we recommend omitting policy related to locally significant wetlands as they are not defined or protected. Rather, we recommend the continued use of the term “unevaluated wetland” in the policy as this aligns with how other municipalities in Ontario have defined this type of feature. Regardless of whether the wetland is evaluated to be significant or not, any wetland can still be regulated by the CLOCA.

5.3.7.3 The extent and exact location of areas shown as Natural Heritage System, including their component natural heritage and hydrologic features and their significance, shall be determined at a site level through Environmental Impact Studies (EIS), other environmental studies, and may be further refined or delineated in the Zoning By-law through the development approval process, subject to the satisfaction of the Municipality and the Conservation Authority.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.4 Development and site alteration shall not be permitted in key hydrologic features and key natural heritage features, including the associated vegetation protection zone, within the Natural Heritage System except for uses such as: a) conservation, flood or erosion control, where need is demonstrated and no reasonable alternative exists; b) fish, forest, and wildlife management; c) passive recreational uses such as trails and supporting small-scale structures; d) infrastructure, where need is demonstrated and no reasonable alternative exists; and e) existing agricultural uses.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.5 Notwithstanding Section 5.3.7.4, development or site alteration shall not be permitted within: a) fish habitat, except in accordance with Provincial and Federal requirements; b) habitat of endangered species or threatened species, except in accordance with Provincial and Federal requirements; or c) significant wetlands and significant coastal wetlands.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.6 Development or site alteration shall only be permitted on lands within or adjacent to the Natural Heritage System, in accordance with the provisions of this Plan and where it has been demonstrated that there will be no negative impact to the features and ecological functions of the features within the Natural Heritage System. An EIS shall be required to be prepared in accordance with the policies of Section 5.4.2 of this Plan, demonstrating that there will be no negative impact on the natural heritage or hydrologic features or their ecological functions, and determining the appropriate extent of a vegetation protection zone that is of sufficient width to protect the feature and its functions from negative impacts resulting from the proposed development and associated activities that may occur before, during, and after construction.

Dillon recommends that this policy be updated to say: "...in accordance with the provisions of this Plan and where it has been demonstrated that there will be no net negative impact to the features... An EIS shall be required to be prepared in accordance with the policies of Section 5.4.2 of this Plan, demonstrating that there will be no net negative impact on the natural heritage..." This will allow for compensation and offsetting options where appropriate.

5.3.7.7 For the purposes of Section 5.3.7.6, outside the Urban Area boundary and rural settlement areas, adjacent lands are defined as all lands within 120 metres of the boundary of the Natural Heritage System. Within the Urban Area boundary, the extent of adjacent lands shall be determined by the Municipality in consultation with the Conservation Authority and shall consider such matters as the type and scale of proposed development, the sensitivity of the natural heritage or hydrologic features and the existence of intervening development, roads, or other physical features.

Since the BUEA is now located within the Urban Area, language related to the rural settlement areas wouldn't be applicable; otherwise, this policy is suitable for the BUEA.

5.3.7.8 Outside the Urban Area boundary, the vegetation protection zone required for the protection of natural heritage or hydrologic features and their ecological functions shall not be less than 30 metres, but may be greater if supported by an EIS, or if required by the relevant provisions of the Greenbelt Plan or Oak Ridges Moraine Conservation Plan. Within the Urban Area boundary, the following minimum vegetation protection zones shall be required for protection of natural heritage or hydrologic features and their ecological functions:

- a) 10 metres from the dripline of a woodland;*
- b) 10 metres from the top of bank or the projected stable long-term top of slope within the erosion hazard for valleylands;*
- c) 30 metres from a Provincially significant wetland;*
- d) 15 metres from all other wetlands;*
- e) 30 metres from the centre line of a cold or cool water watercourse;*
- f) 15 metres from the centre line of a warmwater watercourse; and*
- g) any relevant requirement under the Endangered Species Act. The final delineation of the vegetation protection zone shall be determined through an EIS which may exceed the minimum distances. Notwithstanding the foregoing, within the Urban Area boundary, the minimum vegetation protection zone may be reduced where it is not feasible to provide the minimum distances due to existing development or other restrictions, and subject to the determination of an EIS and the approval of the Municipality and the Conservation Authority.*

Since the BUEA is now located within the Urban Area, language related to lands outside the Urban Boundary Area and rural settlement areas wouldn't be applicable; otherwise, this policy is suitable for the BUEA.

5.3.7.9 The vegetation protection zone is to be established and maintained as a natural self-sustaining vegetated area of a width sufficient to protect the key natural heritage feature or key hydrologic features and its functions from any negative impacts of the proposed development.

This is suitable to be included in the policies set out for BUEA, though Dillon recommends that the policy directs that vegetation protection zone widths should be established through site level studies such as an EIS. However, this policy should not supersede Official Plan Policy 5.3.7.8 that sets minimum vegetation protection zones for specific features within the Urban Boundary.

5.3.7.10 Notwithstanding Section 5.3.7.6, within the Greenbelt Protected Countryside, expansions to existing agricultural buildings or structures or associated residential uses may be permitted within the Natural Heritage System provided that no other alternative exists, development is within close proximity to the existing structure, the expansion is limited in scope and directed away from any natural heritage or hydrologic features, and impacts on the features and function is minimized to the maximum extent possible. Expansions to existing agricultural buildings or structures may be subject to the requirement for a scoped EIS in accordance with Section 5.4.2.5.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.11 Within the Greenbelt Natural Heritage System, new buildings and structures for agricultural, agriculture-related or on-farm diversified uses are not subject to the policies of Section 5.4.2 if a minimum 30 metre vegetation protection zone is provided. In addition, the condition of natural self-sustaining vegetation for the vegetation protection zone is not required if the land is and will continue to be used for agriculture.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.12 The policies of this Plan shall also apply to any key natural heritage or hydrologic feature which has been identified by the Municipality, the Region, the Conservation Authority, or the Province, but which is not presently shown on Schedule "C" or Secondary Plan schedules. Where such a feature is not shown on Schedule "C" or Secondary Plan schedules, it does not necessarily mean that the feature or any part thereof may be developed or altered in any way. Should a key natural heritage or hydrologic feature be identified through the development review process, the preparation of an EIS in accordance with the policies of Section 5.4.2 of this plan, or other assessment as deemed appropriate, may be required. Where a key natural heritage or hydrologic feature has been identified, Appendix 1 will be updated as required.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.13 The identification and protection of linkages between areas identified as Natural Heritage System shall be undertaken during the preparation of Secondary Plans and considered through the development approval process in order to provide opportunities for plant and animal movement and to contribute to the connectivity of the Natural Heritage System. Linkages recommended in relevant watershed plans shall be considered as part of this exercise. Where identified, linkages shall be protected as a component of the Natural Heritage System through the Zoning By-law. Linkages are also encouraged to be protected through private land stewardship.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.14 Where any feature in the Natural Heritage System is damaged or removed without appropriate approvals, the Municipality shall require the reinstatement of the feature(s). Furthermore, the Municipality will not consider the removal of the feature as being the basis for any application seeking development approvals on the affected lands.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.15 Where lands shown as Natural Heritage System are also shown as Natural Hazards on Schedule "C", the more restrictive policies shall apply.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.16 Where lands shown as Natural Heritage System are privately owned, it is not intended that they are free and open to the general public or that they will be acquired by the Municipality or other public agency.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.17 Lands shown as Natural Heritage System and their associated vegetation protection zone shall generally not be accepted as contributing toward the parkland dedication requirements of the Planning Act.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.18 Infrastructure within or adjacent to the Natural Heritage System shall also be subject to the policies of Section 8 of this Plan.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

5.3.7.19 Mineral aggregate extraction and operation within or adjacent to the Natural Heritage System shall also be subject to the policies of Section 4.12 of this Plan.

As the lands associated with the BUEA have been designated for Employment Areas and Community Areas, this policy is not applicable and should not be included.

The policies reviewed below are related to the Town's OP policy related to the NHS of the Brooklin Secondary Plan:

11.5.25.1 Lands designated as Natural Heritage System on Schedules "K" and "K1" fall within the Major Open Space designation on Schedule "A" and shall be subject to the policies of Section 5.3.7, except as modified by the following additional policies.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

11.5.25.2 The components of the Natural Heritage System were identified through the "Brooklin Secondary Plan Area Natural Heritage Assessment Background Report" (December 2016). Reference shall be made to this study when determining which natural heritage features comprised the Natural Heritage System at the time of this study and when reviewing development applications and supporting studies.

Since the entirety of the BUEA parcels were not included in the Brooklin Secondary Plan and therefore may not have been covered by the Brooklin Secondary Plan Area Natural Heritage Assessment Background Report (Beacon, 2016), Dillon suggests that this policy be revised to say "where applicable" at the end of the last sentence.

11.5.25.3 The extent and boundary of the Natural Heritage System is conceptual. The exact boundary shall be determined through an Environmental Impact Study (EIS) and feature staking to the satisfaction of the Municipality in consultation with the Conservation Authority. The boundary of the Natural Heritage System may be refined with additions and deletions without an amendment to the Plan.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

11.5.25.4 The Natural Heritage System includes all known permanent and intermittent streams which are delineated on Schedule "C". A number of the streams shown on Schedule "C" are headwater streams. The status as intermittent versus ephemeral has not been confirmed for some headwater streams. The "Brooklin Secondary Plan Area Natural Heritage Assessment Background Report" (December 2016) identifies these streams as subject to further study. A Headwater Drainage Feature Assessment will be required to the satisfaction of the Municipality and the Conservation Authority, in consultation with the Ministry of Natural Resources and Forestry, prior to approval of development adjacent to those streams. The assessment shall evaluate and classify the drainage feature status based on criteria established by the Conservation Authority and shall determine if the drainage features are to be maintained. Where authorized by the Conservation Authority and the Municipality, in consultation with the Ministry of Natural Resources and Forestry, the removal of a drainage feature from the Natural Heritage System may occur without an amendment to the Plan.

Note that the “Brooklin Secondary Plan Area Natural Heritage Assessment Background Report” (December 2016) does not consider all of the BUEA parcels. Dillon suggests that for BUEA policy, wording is added that streams within some BUEA parcels have not been previously studied through the Brooklin Secondary Plan process and will need to be surveyed for other permanent and intermittent streams.

Furthermore, the Ministry of Natural Resources and Forestry does not regulate headwater drainage features and is not required to be consulted on this matter. Dillon suggests the removal of the reference to the Ministry of Natural Resources and Forestry from the policy. Instead, we suggest that it should be done in consultation with DFO, or applicable provincial or federal agencies, where needed.

11.5.25.5 A number of small isolated natural heritage features are designated as part of the Natural Heritage System on Schedule “C”. Other than any natural heritage feature that is an identified Provincially Significant Wetland, further study through an EIS is required to determine the significance of these features and the appropriateness of inclusion in the Natural Heritage System prior to approval of any development. These features that are subject to further study are identified in the “Brooklin Secondary Plan Area Natural Heritage Assessment Background Report” (December 2016). An EIS shall be required to determine:

- a) if the feature is considered not to be a key natural heritage feature as set out in Section 5.3.7.1 or a linkage as identified on Schedule “K”. In this case, the feature may be removed without an amendment to the Plan;*
- b) if the feature is a key natural heritage feature but has limited function. In this case, the feature may be removed without an amendment to the Plan, at the discretion of the Municipality in consultation with the Conservation Authority, provided compensation is made which could include additional dedicated land and/or the construction and restoration of similar features elsewhere in the Secondary Plan Area adjacent to, or, where appropriate, within the currently designated Natural Heritage System in the Secondary Plan Area without an amendment to the Plan; and*
- c) if the feature is a key natural heritage feature and must be retained insitu. In this case, the EIS shall consider the feasibility of alternatives to re-connect or create linkages from the feature to the broader Natural Heritage System.*

Note that the “Brooklin Secondary Plan Area Natural Heritage Assessment Background Report” (Beacon, 2016) does not consider all of the BUEA parcels. Dillon suggests that for BUEA policy, wording is added that Natural Heritage Features within some BUEA parcels have not been previously studied through the Brooklin Secondary Plan process and will need to be surveyed for at site-level studies, such as an EIS.

11.5.25.6 Where a feature or portion of a feature is removed or reduced in accordance with Sections 11.5.25.3, 11.5.25.4 and 11.5.25.5, the urban designation abutting the feature shall apply.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

11.5.25.7 In addition to the requirements of Section 5.3.7.3, feature staking, erosion analysis, confirmation of the Natural Heritage System boundaries and determination of the appropriate extent of vegetation protection zones beyond those set out in Section 5.3.7.8 shall be required through the completion of an EIS prior to approval of development.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

11.5.25.8 The Natural Heritage System incorporates a number of linkages as identified in the "Brooklin Secondary Plan Area Natural Heritage Assessment Background Report" (December 2016). These linkages are schematically shown on Schedule "K." The EIS required for development shall identify how these linkages will be restored and enhanced through the development process. Stormwater management facilities may be located within linkages provided the EIS demonstrates that the linkage functions will be maintained, and there is no impact to adjacent natural heritage features.

Note that the "Brooklin Secondary Plan Area Natural Heritage Assessment Background Report" (December 2016) does not consider all of the BUEA parcels. Dillon suggests that for BUEA policy, wording is added that linkages within BUEA parcels have not been previously studied through the Brooklin Secondary Plan process and will need to be assessed at site-level studies, such as an EIS.

11.5.25.9 The northern extension of Cachet Boulevard crosses one of these linkages. The EIS required for development in that area shall identify appropriate design considerations for the collector road to ensure the function of the linkage is maintained.

Not applicable to BUEA.

11.5.25.10 The hydro corridor south of Highway 407 also serves as an open space linkage. The Municipality shall encourage Hydro One to maintain it as a grassland area.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

11.5.25.11 The EIS required for development adjacent to the Natural Heritage System shall also identify opportunities for restoration and enhancement of riparian habitat within the Natural Heritage System including opportunities to restore meandering channels in previously straightened watercourses.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

11.5.25.12 Restoration and enhancement is particularly important along all stream reaches providing contributing, occupied and recovery habitat for Redside Dace. Protection of these watercourses must conform to the requirements of the Ministry of Natural Resources and Forestry and comply with the provisions of the Endangered Species Act.

This policy is suitable to be included in the policies set out for BUEA; however, Dillon recommends that verbiage should be added referencing that requirements of DFO and other applicable federal or provincial agencies should be adhered to.

11.5.25.13 The final location and design of all required road and servicing crossings of Redside Dace habitat shall be evaluated and designed according to the Ministry of Natural Resources and Forestry's "Guidance for Development Activities in Redside Dace Protection Habitat" and shall be designed to: a) minimize the number of stream crossings to generally no more than one crossing per kilometre of stream; b) minimize lengths and widths of crossings; c) cross at straight sections of a stream; d) be located where possible at previously disturbed areas; e) minimize the width of the facility within the regulated habitat; f) co-locate various infrastructure within the crossing to minimize the number of crossings; g) adhere to appropriate timing windows during construction; h) incorporate effective erosion and sediment control measures.

No updates suggested for this policy. It is suitable to be included in the policies set out for BUEA.

Durham Region Official Plan, 2020

In November 1993, the Region's new Official Plan was approved by the Ministry of Municipal Affairs and Housing. This plan replaced the former ROP, which was prepared in 1976. The ROP was then reviewed and update through Regional Official Plan Amendment (ROPA) 114 (2006) and ROPA 128 (2009).

As per Map A4, in general, the BUEA lands are located within the Employment Areas and Living Area. As previously discussed as part of the Town's OP analysis, the BUEA land on Schedule A4 are subject to Envision Durham Policy 14.13.7. Furthermore, on Map B1d, Key Natural Heritage and Hydrologic Features, Greenbelt Natural Heritage System and Urban Areas overlap with the BUEA lands.

A list of ROP Policies that would be applicable to the BUEA lands are included below, with some commentary, if needed.

Section 2 - Environment

- Section 2.2 General Polices: 2.2.1-2.2.3, 2.2.6, 2.2.7, 2.2.9, 2.2.12. Note that reference to Dynamic Beach Hazards would not apply to the BUEA lands.
- Section 2.3 Policies: 2.3.1, 2.3.2, 2.3.7, 2.3.13-2.3.16, 2.3.18, 2.3.19, 2.3.22, 2.3.24, 2.3.43, 2.3.44, 2.3.50, 2.3.51, 2.4.1d.

Section 8 – Urban System

- Section 8.1 Goals: 8.1.6.
- Section 8.2 General Policies: 8.2.1h.

Section 10 – Greenlands System

- Section 10.2 General Policies: 10.2.1, 10.2.3-10.2.5.

- Section 10.3 Policies: 10.3.1-10.3.4, 10.3.8.

Sub-Section 10A – Major Open Space Areas

- Section 10A.2: 10A.2.1, 10A.2.2, 10A.2.4, 10A.2.5, 10A.2.8.

Section 14 – Implementation

- Section 14.3 Area Municipal Plans: 14.3.1-14.3.3.

While the Town is establishing policies for the BUEA, the above listed ROP Policies should be integrated in some manner. As mentioned in Policy 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.*

Dillon has reviewed the above listed ROP policies against the Town OP policies applicable to the BUEA lands and determined that the Town's policies are in general conformity with the ROP. Though, Dillon would like to note that there are several policies in the ROP that could be incorporated into BUEA policy:

ROP policy 2.2.9 states that *"The use of various land securement tools is supported as a means of protecting and enhancing the Region's natural environment."* Therefore, note that the Region supports securing lands within the NHS to promote protections and enhancement. More detail on the Region's involvement on this can be found in ROP Policy 2.3.50.

ROP Policy 2.2.12 provides direction regarding light pollution the Town could lean on:

The use of light pollution abatement measures are encouraged, to avoid and reduce light trespass, glare, over-lighting and 'uplight'. The intent is to conserve energy, improve pedestrian and road safety, contribute to an aesthetically pleasing nighttime environment, and protect the night sky for its scientific and natural interest, and educational value. Outdoor lighting shall also be directed away from key natural heritage and/or hydrologic features and their associated vegetative protection zones.

ROP Policy 2.3.7 (listed below) discusses recreation uses that are permitted in the NHS. More on recreational uses within Major Open Space Areas is found within ROP Policy 10A.2.8.

Pedestrian, bicycle and bridle paths may be permitted in any designation, provided that the functions and features of key natural heritage and hydrologic features and agricultural operations are not adversely affected. The fragmentation of valleylands, including ownership patterns, shall be discouraged.

ROP Policy 2.3.19 speaks to management of woodlands, which could help inform BUEA policy when determining the significance of woodland features.

ROP Policy 10A.2.1 provides direction regarding how municipal plans... "may further distinguish between non-agricultural uses which are compatible with the character of the Major Open Space Areas in urban and rural areas."

Envision Durham

In 2019, the Region launched Envision Durham – the Municipal Comprehensive Review of the Durham Official Plan. This review considered how and where the municipalities will grow, how to protect land and resources, what how type and job opportunities is needed for the residents and how people and goods will move across the Region. The new ROP was adopted by Council on May 17, 2023.

Policies within Envision Durham should be considered when establishing BUEA-specific policies. A list of Envision Durham Policies that would be applicable to the BUEA lands are included below:

Chapter 7 – Protected Greenland Systems

- Section 7.1 – General Green System Policies: 7.1.1-7.1.18.
- Section 7.2 – Greenbelt Urban River Valleys: 7.2.1-7.2.5.
- Section 7.4 – Regional Natural Heritage System: 7.4.1-7.4.13, 7.4.151 7.4.17-7.4.29.
- Section 7.5 – Water Resources System:7.5.1-7.5.17.
- Section 7.6 – Natural and Human Made Hazards: 7.6.1-7.6.14.
- Section 7.7 – Environmental Stewardship: 7.7.1-7.7.16.

Dillon has reviewed the above listed Envision policies against the Town OP policies applicable to the BUEA lands and determined that similar to the ROP (2020), the Town’s policies are in general conformity. The Town should review Section 7.7 for suggestions from the Region regarding the integration of traditional ecological knowledge, invasive species management, ecosystem compensation and land securement.

Mapping Review

The Town’s NHS from their OP’s Schedule C was compared against the Region’s NHS on Schedule B and only four minor discrepancies were noted within the BUEA (refer to **Figure 3**). Through a desktop review it appears that the Town's NHS mapping generally aligns with natural heritage features on the landscape within the BUEA.

Furthermore, some parcels within the BUEA overlap with the areas that were studied though the *Brooklin Secondary Plan Area Natural Heritage Assessment Background Report* (Beacon Environmental Limited and R.J. Burnside and Associates Limited, 2016). The Town’s NHS layer better aligns with the NHS that was established as part of this background report when compared to the Region’s NHS. This is shown on **Figure 3**, where there were two discrepancy areas (yellow circles numbered 1 and 2) between the Town’s NHS and the Region’s NHS (located between Coronations Road and Ashburn Road). In these two instances, the NHS established as part of the background report match the Town’s NHS rather than the Region’s.

Additionally, there are two discrepancies between the Town’s and Region’s NHS just south of Highway 7, east of Highway 412 within the parcels of the BUEA that were not previously studied. In this case, based on aerial imagery and street view, these two discrepancy areas (highlighted with yellow circles numbered 3 and 4 on **Figure 3**) overlap with wooded areas. Theses two specific woodland fingers appear quite small on aerial imagery, and likely would be excluded from the NHS based on their width. Beacon

Environmental Limited and R.J. Burnside and Associates Limited (2016) had excluded hedgerows from the NHS during their study (i.e. features with a ratio less than 3:1 length to width ratio). On this premise, these two wooded fingers should not be included within the NHS. The Town's NHS excludes these two hedgerow features while the Region includes them, and therefore, the Town's NHS is more aligned with the existing NHS.

Note that further refinement of the NHS may be possible through confirmatory site visits.

Recommendations

The Dillon team recommends that the Town take into consideration what we have presented in this technical memo when establishing policies for the BUEA. Moreover, we recommend the use of the Town's NHS layer to show the BUEA's NHS.

Summary

Overall, previous policy established to guide the growth of the BUEA is mostly up to date and sufficiently protects the NHS. Within this memo, we have identified where policies are out of date due to the changing provincial and regulatory policy. Discrepancies between the Region's and Town's NHS system have been highlighted on **Figure 3**. Through the background review and review of aerial imagery, it was determined that the Town's shapefile containing the NHS layers would be appropriate to used for the BUEA.

Next Steps

As previously mentioned, no site visits have been conducted to inform this technical memo, however, as part of the next phase of review, there may be a need to conduct confirmatory site assessments where access is granted or via windshield survey to confirm recommendations provided herein.

If any questions come up during the review of this technical memo and through the natural environment policy created for BUEA, please don't hesitate to contact Whitney Moore at: 613.745.2213 ext. 3040 or WMoore@dillon.ca.

Attachment A

Figures

WHITBY OFFICIAL PLAN NATURAL HERITAGE REVIEW

BROOKLIN EXPANSION AREA

SITE LOCATION

FIGURE 1

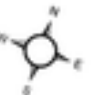
-  Brooklin Urban Expansion Area
-  Highway
-  Major Road
-  Minor Road
-  Watercourse
-  Water Body

Region of Durham Data per Envision Durham new Regional Official Plan - as adopted by Region of Durham: not yet approved by Province



SCALE 1:25,000

0 300 600 1,200 m

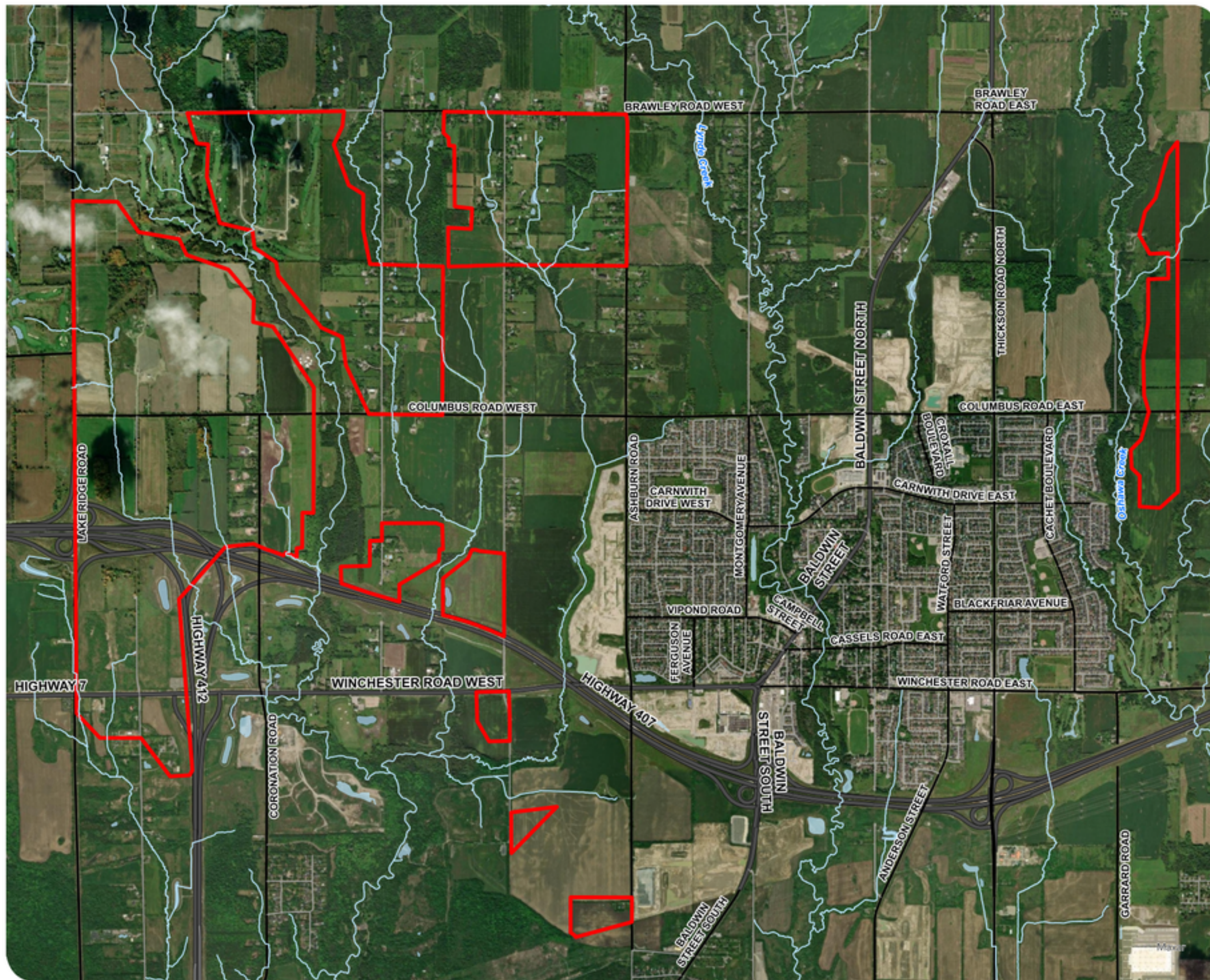


MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, ENVISION DURHAM, DURHAM REGION OPEN DATA,
TOWN OF WHITBY OPEN DATA

MAP CREATED BY: -ZJB
MAP CHECKED BY: -AC
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N



PROJECT: 24-7548
STATUS: DRAFT
DATE: 2024-04-22

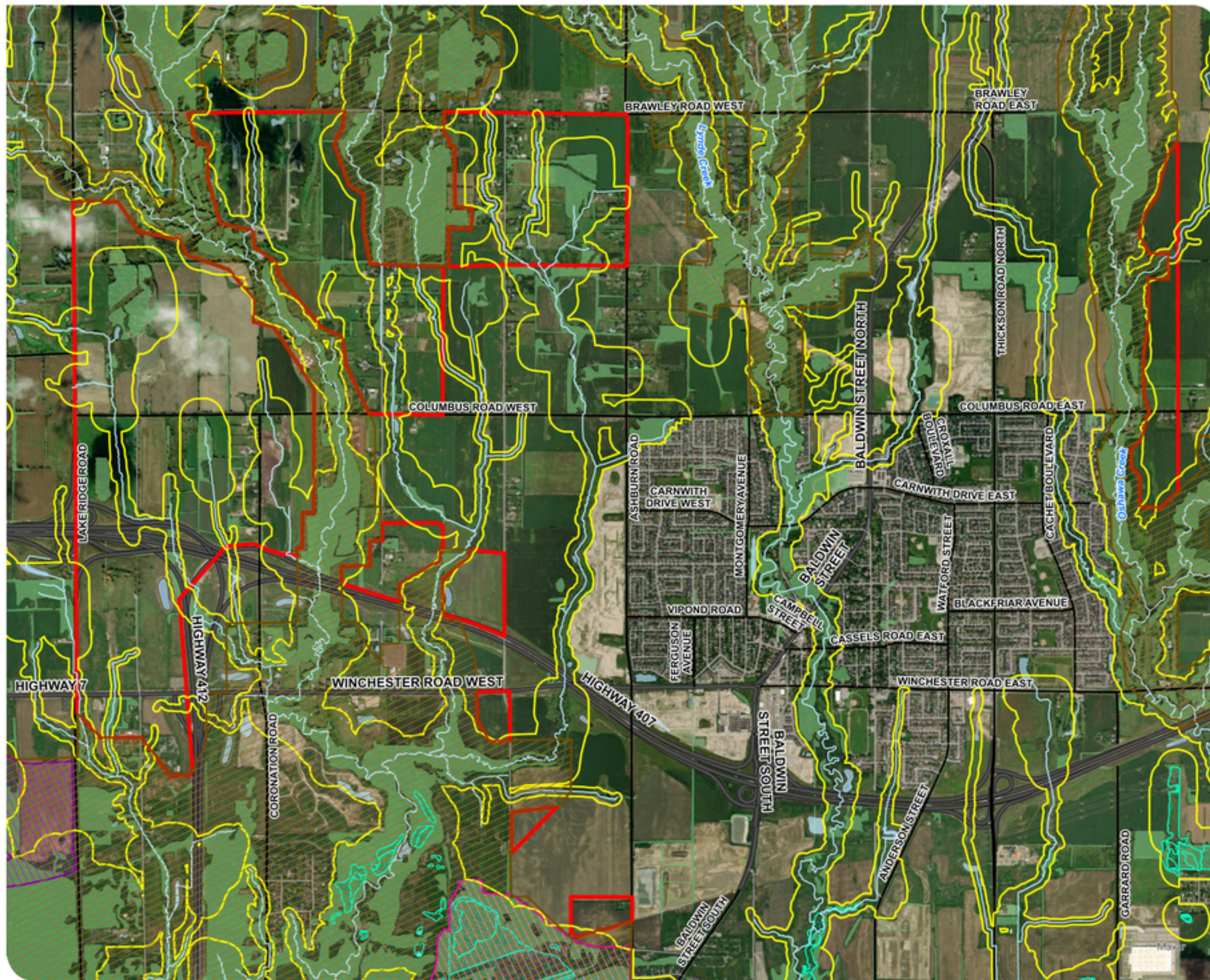


WHITBY OFFICIAL PLAN NATURAL HERITAGE REVIEW

BROOKLIN EXPANSION AREA

BACKGROUND REVIEW

FIGURE 2



Brooklin Urban Expansion Area

Highway

Major Road

Minor Road

Ministry of Natural Resources and Forestry

Watercourse

Water Body

Provincially Significant Wetland

Wooded Area

Candidate ANSI, Life Science

ANSI, Earth Science

Natural Heritage System

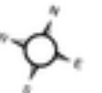
Central Lake Ontario Conservation Authority

Regulated Area

Region of Durham Data per Envision
Durham new Regional Official Plan - as
adopted by Region of Durham: not yet
approved by Province

SCALE 1:25,000

0 300 600 1,200 m



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, ENVISION DURHAM, DURHAM REGION OPEN DATA,
TOWN OF WHITBY OPEN DATA, CLOCA OPEN DATA

MAP CREATED BY: -ZJB
MAP CHECKED BY: -AC
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N



PROJECT: 24-7548
STATUS: DRAFT
DATE: 2024-04-22

WHITBY OFFICIAL PLAN NATURAL HERITAGE REVIEW

BROOKLIN EXPANSION AREA

MUNICIPAL AND REGIONAL NS COMPARISON

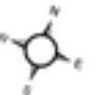
FIGURE 3

- Brooklin Urban Expansion Area
- Natural Heritage System Discrepancies within the BUEA
- Highway
- Major Road
- Minor Road
- Ministry of Natural Resources and Forestry
Watercourse
- Draft Regional Official Plan
Natural Heritage System (Draft ROP)
- Town of Whitby Official Plan
Natural Heritage System

Region of Durham Data per Envision Durham new Regional Official Plan - as adopted by Region of Durham: not yet approved by Province

SCALE 1:25,000

0 250 500 1,000 m

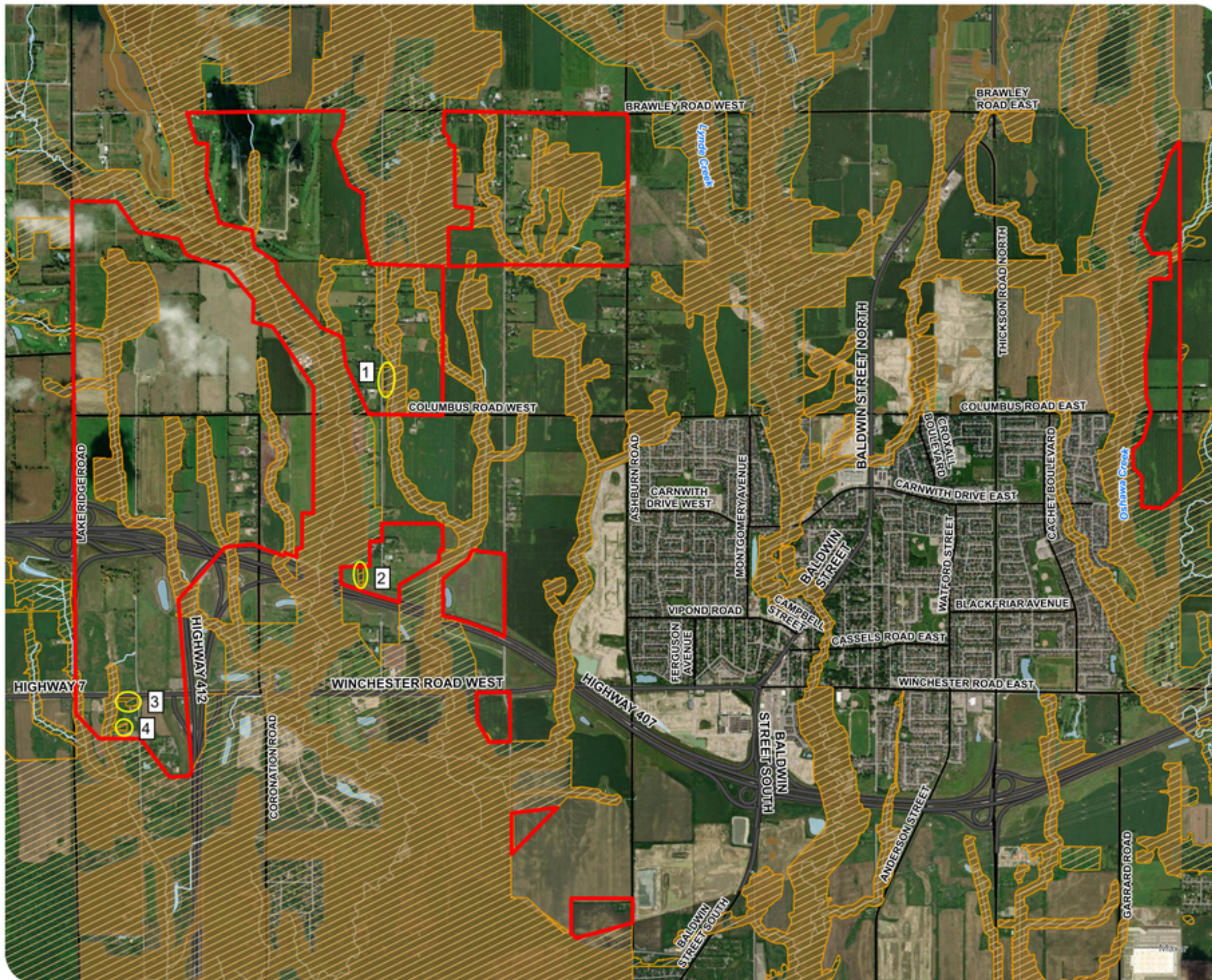


MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, ENVISION DURHAM, DURHAM REGION OPEN DATA,
TOWN OF WHITBY OPEN DATA

MAP CREATED BY: -J2B/DU
MAP CHECKED BY: -AC
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N



PROJECT: 24-7548
STATUS: DRAFT
DATE: 2024-05-24







Appendix E – Details of Cultural Heritage Sites

The following table shows the heritage sites identified by Unterman McPhail Associates in Cultural Heritage Technical Report in 2019 that fall within the Brooklin expansion areas.

Cultural Heritage Properties within Brooklin Expansion Areas

Site	Type	Address	Photograph
NW2	Farmstead	7963 Ashburn Rd.	
NW3	Farmstead	740 Brawley Rd. W.	
NW4	Farmstead	860 Brawley Rd. W.	

Site	Type	Address	Photograph
NW5	Farmhouse	920 Brawley Rd. W.	
NW7	Farmstead	7762 Cochrane St.	No Photograph available
NW8	Farmstead	7801 Cochrane St.	
NW9	Farmstead	740 Columbus Rd. W.	

Site	Type	Address	Photograph
NW10	House	840 Columbus Rd. W.	
NW11	School	7035 Country Lane	
NW12	Road	Brawley Rd.	No Photograph available
NW13	Road	Columbus Rd. W.	No Photograph available
W3	Farmstead	835 Columbus Rd. W.	

Site	Type	Address	Photograph
W4	Farmstead	6472 Country Lane	
W7	Farmstead	540 Winchester Rd. W.	
W9	Road	Country Lane	No Photograph available



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