

# MTSAs, Strategic Growth Areas and Nodes and Corridors (OPAs 1 & 2)

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Phase 1 Whitby Official Plan Review  
Background Summary and Analysis Report

**August 14, 2024**

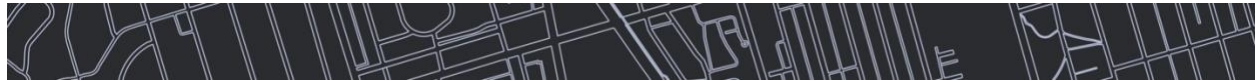
# Table of Contents



<b>1</b>	<b>Introduction</b> .....	<b>1</b>
1.1	What is an Official Plan? .....	1
1.2	Why Undertake an Official Plan Review? .....	1
1.3	Purpose of this Report.....	5
<b>2</b>	<b>Provincial Legislation and Policy</b> .....	<b>6</b>
2.1	Bill 108 .....	6
2.2	Bill 23.....	6
2.3	Bill 97.....	7
2.4	Bill 185.....	7
2.5	Provincial Policy Statement 2020.....	8
2.6	Growth Plan 2019, amended in 2020 .....	8
2.6.1	Strategic Growth Areas .....	8
2.6.2	MTSA.....	9
2.6.3	Intensification .....	10
<b>3</b>	<b>Envision Durham</b> .....	<b>11</b>
3.1	Envision Durham.....	11
3.1.1	Growth and Intensification Framework .....	11
3.1.2	Strategic Growth Areas .....	13
3.1.2.1	Regional Centres .....	15
3.1.2.2	PMTSA.....	16
3.1.2.3	Inclusionary Zoning Within PMTSAs.....	17
3.1.2.4	Rapid Transit Corridors .....	18
3.1.3	Other Nodes and Corridors .....	19
3.1.3.1	Regional Corridors.....	19
3.1.4	Other locally designated Nodes.....	20
<b>4</b>	<b>Organization of Updates and Structure of Official Plan</b> .....	<b>23</b>
<b>5</b>	<b>Next Steps</b> .....	<b>27</b>

**Appendices ..... 28**  
Appendix A - Conformity Table to Policies in Envision Durham..... 29

# 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 generally 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):

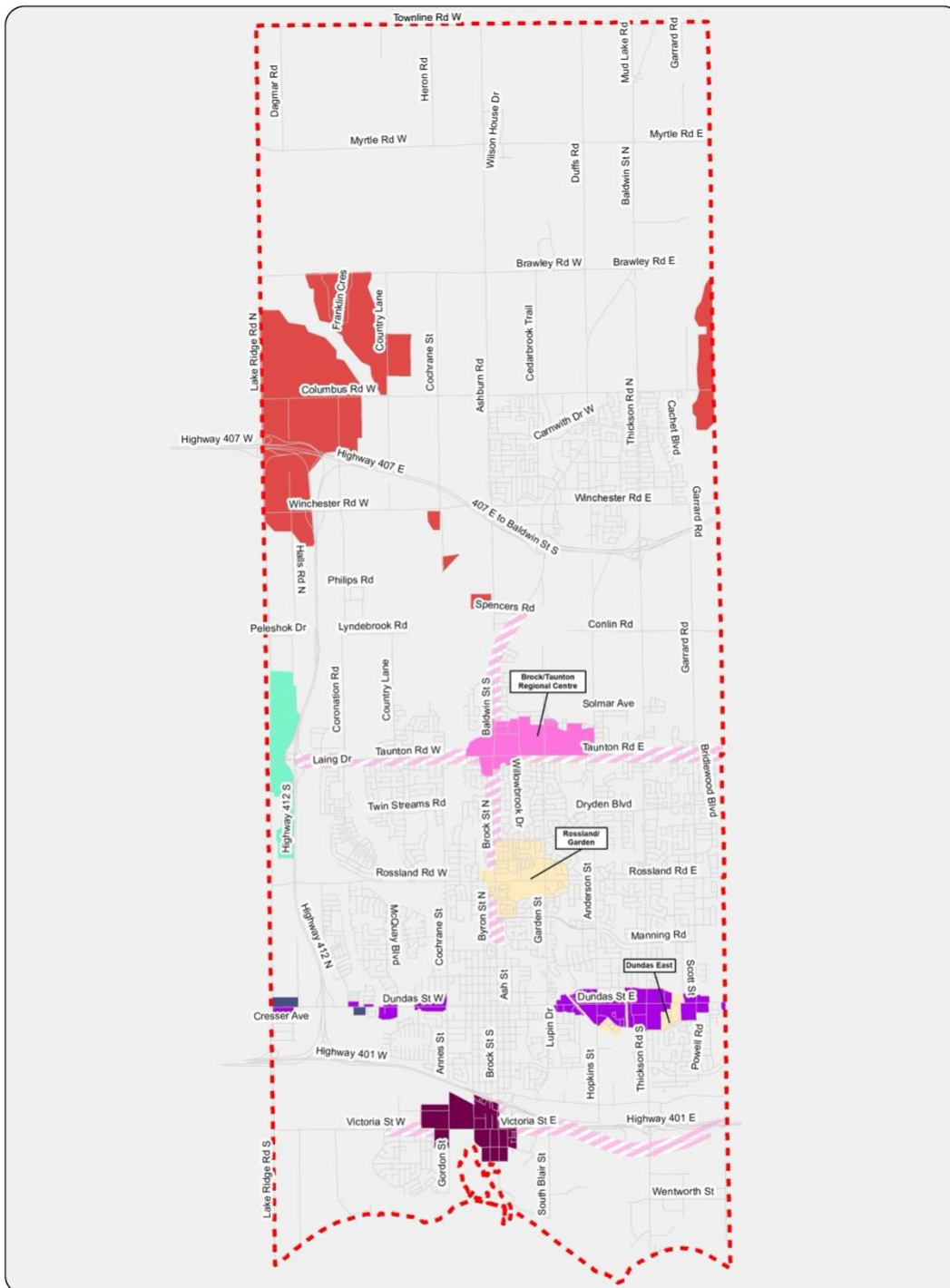
Focus Area /OPA 1: Updates related to the Protected Major Transit Station Area located in and around the Whitby GO Station as identified in Envision Durham. Protected Major Transit Station Areas are areas planned to accommodate greater densities around a major transit stations, such as train stations.

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 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

- |                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                |
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| <p><b>OPA 1</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; margin-right: 5px;"></span> Protected Major Transit Station Area</li> </ul> | <p><b>OPA 2</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FF00FF; margin-right: 5px;"></span> Regional Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800080; margin-right: 5px;"></span> Rapid Transit Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4B0082; margin-right: 5px;"></span> Rapid Transit Corridor Employment</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid #FF00FF; margin-right: 5px;"></span> Regional Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; margin-right: 5px;"></span> Urban Central Area</li> </ul> | <p><b>OPA 3</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FF0000; margin-right: 5px;"></span> Brooklin Urban Expansion</li> </ul> <p><b>OPA 4 - All other areas in Whitby</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00FF00; margin-right: 5px;"></span> Additional Urban Expansion Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed red; margin-right: 5px;"></span> Whitby Boundary</li> </ul> | <p>— Roads</p> |
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**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: NIMIS, REGION OF DURHAM, TOWN OF WHITBY  
MAP CREATED BY: AC  
MAP CHECKED BY: SM  
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N

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For context, the Strategic Growth Areas and Other Nodes and Corridors being addressed in Focus Areas /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);

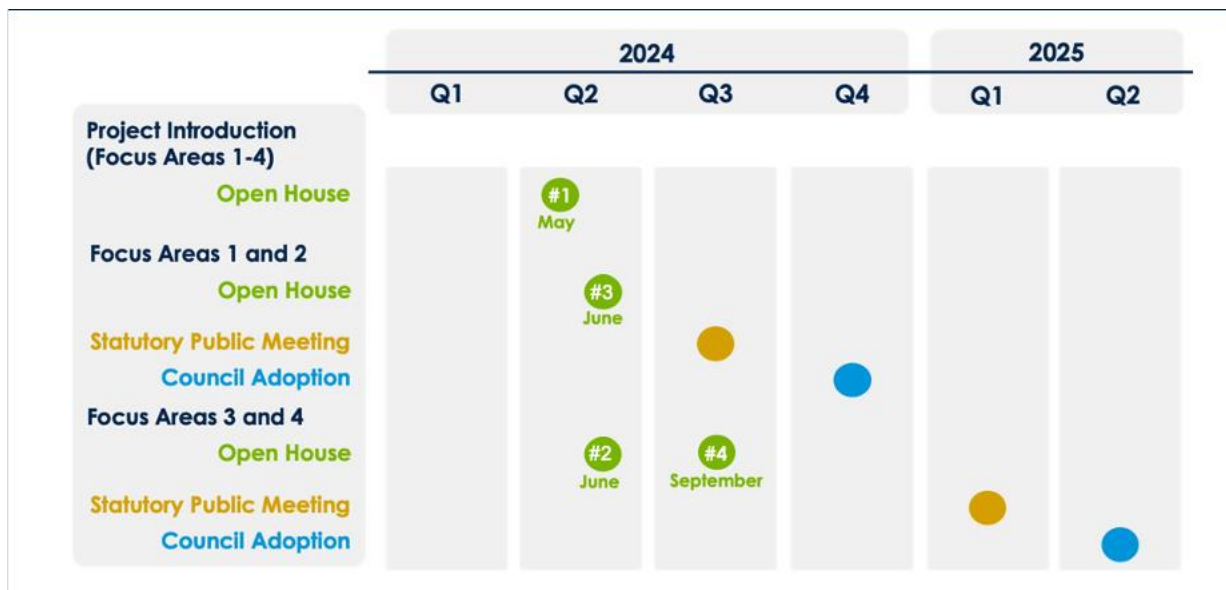
Other Nodes and Corridors

- 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 MTSA 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 the end of 2024.



### 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 Focus Areas/OPAs 1 and 2, being the PMTSAs, Strategic Growth Areas and Other Nodes and Corridors. Focus Areas 3 and 4 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 policies regarding PMTSAs, the Strategic Growth Areas and Other Nodes and Corridors.

**Section 3** highlights Official Plan updates required based on the Envision Durham regarding the PMTSA and the Strategic Growth Areas and Other Nodes and Corridors.

**Section 4** addresses organization of the structural elements of the Official Plan.

**Section 5** describes the conclusion and next steps.



## 2 Provincial Legislation and Policy



The authority to regulate land use in Ontario is established by the Planning Act. As part of the Whitby Official Plan Review, recent updates to the Planning Act are considered in this section 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 only focuses 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 the other 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

##### Inclusionary Zoning

Relevant changes to the *Planning Act* relate to Inclusionary Zoning. Bill 108 enables municipalities to introduce a policy to implement inclusionary zoning in a Zoning By-law that would require affordable housing units to be provided through the development approval process. This policy can only be applied to two specific areas within a municipality, a PMTSA and within an adopted or established development permit system area.

A PMTSA refers to a sub-set of MTSAs where Inclusionary Zoning can be applied. The Planning Act stipulates that the Region will determine which MTSAs should be PMTSAs and set the boundaries of the PMTSA. PMTSAs must be approved by the Minister of Municipal Affairs and Housing.

Durham Region has identified Whitby GO Station as a PMTSA, as such the updated Official Plan could introduce an enabling policy permitting inclusionary zoning.

### 2.2 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

### Zoning By-laws

Bill 23 requires that a municipality update their Zoning By-law related to MTSAs to include minimum densities and heights that conform with the new Official Plan within one (1) year of the policies coming into effect.

Section 10.1.6 “Zoning By-laws” of the Whitby Official Plan will need to be updated to reflect this new timeframe for MTSAs.

### Appeal Rights

Bill 23 amended who could appeal a Zoning By-law related to PMTSAs.

These statutory aspects regarding appeals typically not included within an Official Plan, as such no changes are proposed to the Whitby Official Plan related to this.

### Inclusionary Zoning

Bill 23 introduces provisions related to inclusionary zoning, specifically setting out that the maximum number of affordable units a municipality can require through inclusionary zoning is 5% of the total units.

The new Official Plan should consider introducing enabling policies for inclusionary zoning.

### Additional Dwelling units

Bill 23 permits up to two additional dwelling units in singles, semi-detached dwellings and townhouses in urban serviced areas.

## **2.3 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*. However, none of the changes relate specifically to PMTSAs and Strategic Growth Areas.

## **2.4 Bill 185**

A draft of Bill 185 was released by the Province on April 10<sup>th</sup> 2024 and received Royal Assent on June 6, 2024. Bill 185 has implications for the Official Plan.

## Planning Act Changes

### Parking

As it relates to PMTSAs, Strategic Growth Areas and Other Nodes and Corridors, Bill 185 restricts the opportunity for Official Plans and Zoning By-laws to require parking in certain areas, including Major Transit Station Areas.

Updates to the Whitby Official Plan will be required related to parking within the PMTSA.

## **2.5 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. Most of the changes are not related specifically to PMTSAs and Strategic Growth Area. Below is a summary of the changes that are relevant.

The PPS 2020 revises the definition of residential intensification to include the development of new housing options within previously 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 4.2 "Residential Intensification" of the Official Plan should be updated to reflect these changes, as well as ensuring that the term "residential intensification" is correctly used throughout the new Official Plan. The intensification chapter of the Official Plan should also be updated to ensure it accurately captures the focus on transit supportive developments and intensification outlined in the PPS 2020.

This report considers in force policy, it is noted however, that a draft Provincial Policy Statement was released on April 10<sup>th</sup>, 2024 and was available for comment at the time of the writing of this report. Given that the revised 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.

## **2.6 Growth Plan 2019, amended in 2020**

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

### **2.6.1 Strategic Growth Areas**

The Growth Plan requires that municipalities plan for a minimum intensification target where a portion of forecasted population growth is to occur within the existing built-up area. To support planning for intensification, the Growth Plan requires the identification of Strategic Growth Areas (SGA) by municipalities (Policy 6.3.2b) and the prioritization of intensification and higher densities in these areas (Policies 1.2.1, 2.2.1.2c, 2.2.2.3a). SGAs may include nodes, corridors, or other areas that are intended to accommodate intensification and a compact built form. SGAs can be identified by the Province or by municipalities and may include: Urban Growth Centres; Major Transit Station Areas (MTSA); corridors such as roads or arterials that have existing or planned frequent transit service; or other opportunities such as infill, brownfields, or greyfields.

The Growth Plan identifies a number of policies to facilitate and direct growth to SGAs. One of those is the requirement for upper-tier municipalities, such as the Region of Durham, to set density targets for SGAs (which includes MTSAs) as part of the overall objective of meeting the broader municipal intensification target (Policy 5.2.5.3d). These density targets are to be set with consideration to the appropriate type and scale of development in SGAs and transition to adjacent areas (Policy 2.2.3b). The Growth Plan establishes minimum density targets for MTSAs, as set out in section 2.6.2 of this report

The Growth Plan also directs municipalities to facilitate growth in SGAs by increasing capacity of transit in SGAs (Policy 3.2.3c), providing sufficient infrastructure capacity through integrated long-range planning (Policy 3.2.1.2b), investing in infrastructure and other implementation tools to facilitate higher density development (Policy 3.2.1.3), conserving cultural heritage resources (Policy 4.2.7), and developing and implementing urban design and site design OP policies to direct the development of high quality public realm and compact built form as part of planning for intensification (Policy 5.2.5.6).

## **2.6.2 MTSA**

As previously noted, an MTSA is considered a type of Strategic Growth Area. The Growth Plan requires that planning for MTSAs on Priority Transit Corridors be prioritized by municipalities including the zoning required for implementation (Policy 2.2.4.1). Priority Transit Corridors are identified on Schedule 5 of the Growth Plan and includes the Lakeshore East GO Transit line, and identifies the Whitby GO Station as a Major Transit Station.

In consultation with lower-tier municipalities, upper-tier municipalities are responsible for delineating the MTSA boundary (Policy 2.2.4.2). The delineation is required to be transit supportive by maximizing the size of the area and the number of potential transit users who are within walking distance (Policy 2.2.4.2). Delineation is also guided by the Growth Plan definition of a MTSA which is defined as the area around an existing or planned higher order transit station or stop that is within a 10 minute walk (500 to 800 metre radius). Municipalities are also required to identify and protect lands that may be needed for future enhancements or expansion of transit infrastructure (Policy 2.2.4.11).

The Growth Plan sets out minimum density targets for MTSAs on priority transit corridors depending on the type of transit facility. In the case of the Whitby GO MTSA,

the minimum density target is 150 residents and jobs combined per hectare (Policies 2.2.4.3.c, 5.2.3.3c). Since the Growth Plan sets minimum targets, municipalities are permitted to set higher density targets as of right and lower density targets with permission of the Minister based on a set of criteria (Policy 2.2.2.4).

The Growth Plan also directs municipalities to plan for MTSAs through a range of policies including: prohibiting land uses and built forms that would affect the ability to achieve density targets (Policies 2.2.4.6, 2.2.4.9); designing MTSAs to be transit-supportive, connected to regional transit, and provide multimodal access and infrastructure (Policy 2.2.4.8); planning for a diverse mix of uses including affordable housing (Policy 2.2.4.9a); fostering collaboration between public and private sectors (Policy 2.2.4.9b); and providing alternative development standards where appropriate (Policy 2.2.4.9c).

### **2.6.3 Intensification**

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.

## 3 Envision Durham



### 3.1 Envision Durham

Envision Durham is the new Durham 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 Envision Durham was the source for the policy review and conformity analysis to inform the Town of Whitby Official Plan Review.

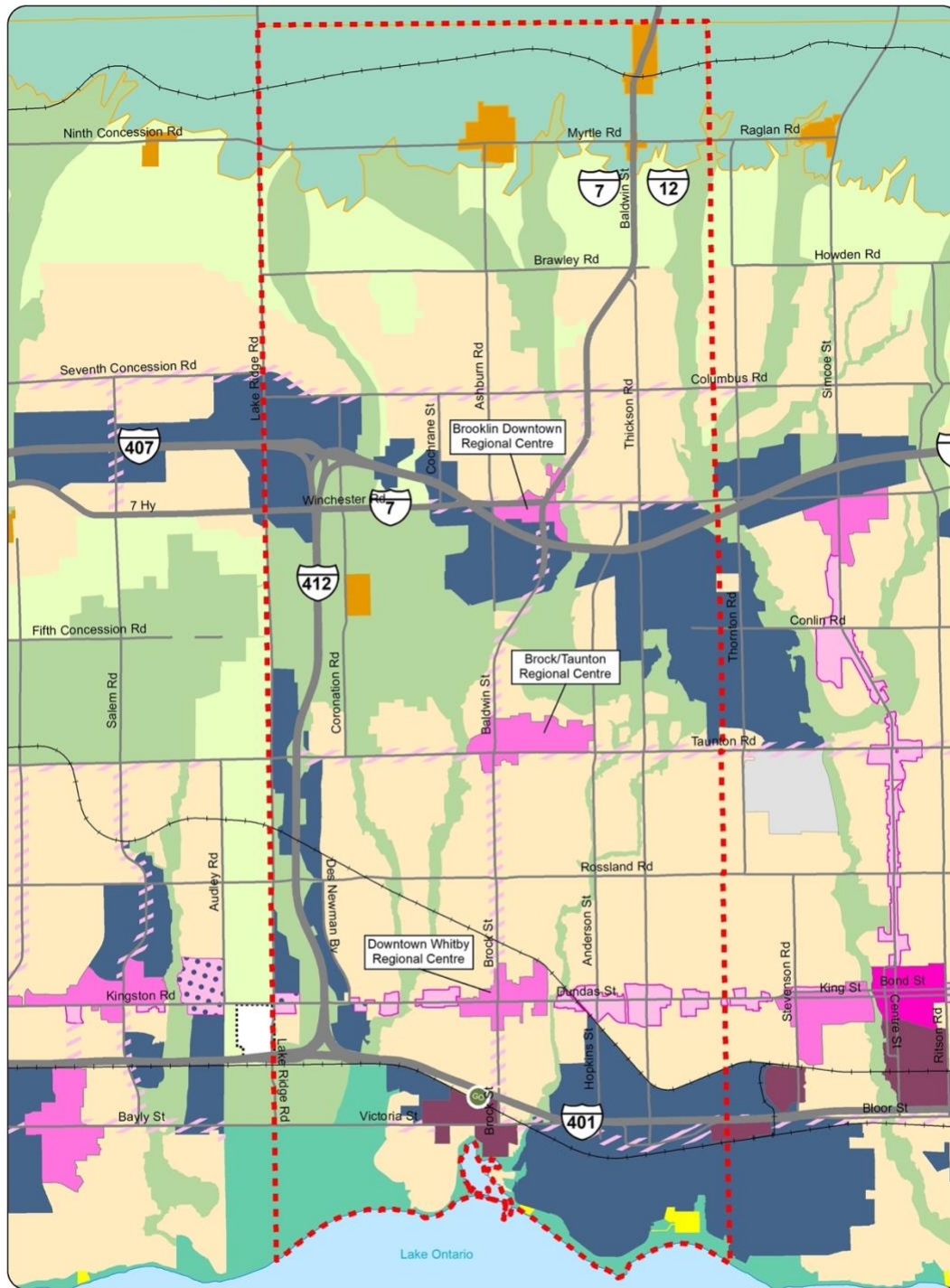
The following sections provide an overview of the policies related to select Strategic Growth Areas and Other Nodes and Corridors. This section deals specifically with topics relevant to Focus Areas 1 and 2, the Protected Major Transit Station Area, Strategic Growth Areas and other Nodes and Corridors. For policy review for other Focus Areas, please refer to the other Phase 1 background report. **Appendix A** includes a table that provides a policy gap analysis on these topics including policy requirements, recommendations, and considerations for the Town of Whitby.

#### 3.1.1 Growth and Intensification Framework

The Region is required by the Growth Plan to set intensification targets and is responsible for allocating growth to the area municipalities. For the Town of Whitby, the population is forecast to grow to 244,890 people and 95,210 jobs by 2051 (from 143,750 and 48,730 respectively in 2021). A portion of that growth is required to occur in the existing delineated built-up area, which is referred to as intensification.

The Region-wide intensification target is 50% with intensification targets further set for each municipality to meet the Region-wide target. The target for the Town of Whitby is 50% based on 19,440 units (of 39,260) to 2051 to occur within the built boundary and reflecting 17% of the Region's total intensification. Further direction is provided in Envision Durham in regards to planning for intensification based on a growth and intensification framework as shown in **Figure 2**. The framework identifies a hierarchy of growth areas including Strategic Growth Areas, other nodes and corridors, and more gentle forms of intensification and infill. Within Whitby, Strategic Growth Areas include Regional Centres, Major Transit Station Areas, and Rapid Transit Corridors. Other Nodes and Corridors include Regional Corridors and locally designated areas.

These SGAs reflect an overall urban structure of nodes and corridors within the Town. The intent is that these areas will be the focus for intensification and higher-density forms of development with mid to high-rise built form. These areas also play an important economic function in the Region by being a focal point for economic activities and redevelopment and renewal (as appropriate) including energy retrofits of existing buildings (Policy 2.1.13b and c). **Section 3.12** of this report provides further detail on the form and function of the SGAs in the Town of Whitby.



**TOWN OF WHITBY**  
OFFICIAL PLAN REVIEW

**REGIONAL STRUCTURE**  
FIGURE # 2

<ul style="list-style-type: none"> <li>Whitby Boundary</li> <li>Whitby GO Station</li> </ul>	<p><b>Strategic Growth Areas (Envision Durham)</b></p> <ul style="list-style-type: none"> <li>Protected Major Transit Station Area</li> <li>Regional Centre</li> <li>Rapid Transit Corridor</li> <li>Rapid Transit Corridor - Employment</li> </ul>	<p><b>Urban Growth Centres</b></p> <ul style="list-style-type: none"> <li>Urban Growth Centre</li> </ul> <p><b>Other Nodes and Corridors (Envision Durham)</b></p> <ul style="list-style-type: none"> <li>Regional Corridor</li> </ul>	<p><b>Envision Durham Designations</b></p> <ul style="list-style-type: none"> <li>Airport</li> <li>Community Area</li> <li>Employment Area</li> <li>Hamlet</li> </ul>	<ul style="list-style-type: none"> <li>Major Open Space Area</li> <li>Municipal Service</li> <li>Oak Ridges Moraine</li> <li>Prime Agricultural Area</li> <li>Waterbort Area</li> </ul>	<p><b>SPECIAL STUDY AREA</b></p> <ul style="list-style-type: none"> <li>Special Study Area</li> </ul>
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**DRAFT**  
Region of Durham Data per Envision 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

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

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In regards to intensification and overall growth, Envision Durham requires the Town's OP to: implement growth management and urban system policies (Policy 5.1.9); and provide intensification strategies in consultation with the Region including implementing intensification targets, achieving the planned function of Strategic Growth Areas, and addressing the availability of servicing and transit (Policy 5.1.14). **Figure 3** shows Envision Durham's Growth and Intensification Framework.



**Figure 3: Envision Durham's Growth and Intensification Framework** (Source: Envision Durham, 2023)

### Impacts for Whitby Official Plan

The existing Whitby Official Plan (2018, office consolidated 2024), Policy 2.4.1, notes that the plan is based on a planning horizon of 2031 and has been prepared within the context of the urban and rural patterns of the Region of Durham and the Greater Golden Horseshoe. As per Policy 2.2.1 c), the existing Whitby OP directs 45 per cent of new residential development and redevelopment within Whitby to the identified Central Areas and corridors within the established Built Boundary. Further, as per Policy 2.2.1 b) Durham Region's population capacity forecast to 2031 was 192,860 in the Town, including a rural population forecast of 2,100. Employment is forecasted to be 71,310 jobs by 2031 (as per Table A in Policy 2.2.2). The Town is required to update the Official Plan to accommodate growth to the 2051 horizon and to plan for the identified intensification target established through Envision Durham.

### 3.1.2 Strategic Growth Areas

The identification of, planning, and policy framework for Strategic Growth Areas is a critical component to achieving the 50% minimum intensification target set for the Town through Envision Durham. As shown in **Figure 2** Strategic Growth Areas identified in Envision Durham within the Town of Whitby include: Regional Centres, the PMTSA, and



Rapid Transit Corridors. There are three Regional Centres identified for the Town within Envision Durham as shown on Figure 2, which include (A) Downtown Whitby, (B) Brock/Taunton, and (C) Brooklin Downtown. There is one PMTSA located at the Whitby GO Station. There is one Rapid Transit Corridor in Whitby located along Dundas Street, portions of which are designated Employment Areas in the Regional Official Plan.

The overall objective is to support the achievement of complete communities by prioritizing development in SGAs through higher-density forms of development, permitting a mix of uses, and encouraging development that is transit and pedestrian-oriented. The success of the SGAs will depend on proactive planning and investment including providing adequate municipal and transit services. SGAs also serve an important role by providing housing options across the Region and Town including affordable housing.

In regards to the Strategic Growth Areas, Envision Durham requires that the area municipalities implement a policy and regulatory framework through their OPs, Secondary Plans, and zoning which enables the growth and development of the SGAs. Specifically, this shall include:

- Delineating the boundaries of the Strategic Growth Areas (Policy 5.2.6a);
- Designating appropriate land uses, establishing population and employment density targets, identifying permissible built forms, and providing minimum and maximum building heights (Policy 5.2.6b);
- Transition policies that guide appropriate heights, land use compatibility, and scale of development in relation to neighbouring areas (Policy 5.2.6c);
- Planning for public service facilities, parks and recreational space, and other social and cultural amenities within and surrounding SGAs (Policy 5.2.6d);
- Identifying urban design policies, guidelines, or approaches to promote placemaking, active transportation, pedestrian and transit-oriented land uses and built form (Policy 5.2.6e);
- Considering a full range of implementation strategies to advance development within SGAs such as as-of-right zoning, streamlining development approvals, or the use of a community planning permit system (Policy 5.2.6f);
- Adopting policies and zoning by-laws that permit additional residential units and new and existing development and intensification including not applying minimum unit sizes (Policy 3.1.14c); and
- Requiring that at least 35% of all new units created in Strategic Growth Areas be affordable to low and moderate income households (Policy 3.1.21).

Planning for development in SGAs is guided by Policy 5.2.8 which identifies the need to:

- incorporate transit-oriented design principles,
- provide a range of housing options including additional residential units and affordable housing,
- contribute to transit-supportive density targets,
- adhere to development limitations and natural feature setbacks;
- contribute to, recognizes and/or conserves cultural heritage resource, and

- require the phasing and staging of development in consultation with area municipal staff.

While not required, there are some policies specific to SGAs within Envision Durham that the Town may want to consider:

- Municipalities are encouraged to remove parking space requirements for additional residential units in areas intended to support higher order transit service, such as those in Strategic Growth Areas (Policy 3.1.14d);
- Support aging in place by encouraging affordable housing for seniors that is in proximity to SGAs (Policy 3.1.24);
- Facilitating the function of SGAs as community hubs by encouraging the creation of or renovation of existing community facilities (Policies 3.3.27 and 3.3.28);
- Achieving transit-oriented development within Strategic Growth Areas to support increased transit use through road design, parking requirements, alternative development standards, and regional TOD guidelines for reviewing development applications (Policy 8.1.3); and,
- The need for the Region to monitor growth in consultation with area municipalities including: within Strategic Growth Areas specific to housing supply and affordability (Policy 3.1.34); density of Strategic Growth Areas (Policy 11.5.3); and the effect of new policies and by-laws within PMTSAs based on a range of measures including mix and density of uses, housing unit count and mix, parking spaces, transit improvements, and amount and type of development (Policy 11.5.4).

The following sections provide an overview of the different types of SGAs designated by Envision Durham within Whitby including their form and function, density targets, and any unique policy requirements.

### 3.1.2.1 Regional Centres

The three Regional Centres in the Town, as shown in **Figure 2**, are to be planned as the main concentration of urban activities functioning as a hub for culture, shopping, services, and as a focal point for the broader surrounding community. The built form is to be a mix of mid to high-rise development with a range of uses including institutional, residential, commercial, and public service facilities (Policy 5.2.13).

Within Whitby's Official Plan, these three Regional Centres, Downtown Whitby, Brock/Taunton, and Downtown Brooklin, are identified as Major Central Areas. Major Central Areas are to be planned and developed as the main concentration of urban activities in the Town where a fully integrated array of institutional, commercial, major retail, residential, recreational, cultural, entertainment, office, and major office uses are provided. The policies of relevant Secondary Plans and the policies applying to Intensification Areas in the Official Plan articulate how redevelopment and intensification within the Major Central Areas will occur. The Brock/Taunton Major Central Area is a Regional Centre in Envision Durham.

Envision Durham identifies density targets for Regional Centres of a minimum of 150 people and jobs per gross hectare if they are located along a Rapid Transit Corridor and 100 to 150 people and jobs per gross hectare if they are not (Policy 5.2.3, Figure 11). In the context of Whitby, this means that the Downtown Whitby Regional Centre would have a minimum density target of 150 people and jobs per gross hectare as it is located along the Dundas Street Rapid Transit Corridor. However, Envision Durham states that in cases of a historic downtown, an area municipal OP may establish an alternative target for the Regional Centre as long as the overall intensification target for the municipality can be achieved. It is noted that the Downtown Whitby Secondary Plan was recently completed and indicated a density target of 75 people and jobs per hectare, which has been reviewed and approved by the Region. The other two Regional Centres Brock/Taunton and Downtown Brooklin are required to have a minimum density between 100 to 150 people and jobs per gross hectare.

For Regional Centres, there are some additional policies that are required to be included through the Town's OP Review. In addition to establishing a density target, the OP must include a target population-to-jobs ratio. The OP is also required to include policies that support the creation of focal points for culture, art, and public assembly in the Regional Centres. Policies that support community hubs, government offices, post-secondary education and health care facilities are also required (Policy 5.2.14).

### **Impacts for Whitby Official Plan**

Regional Centres will need to be designated and planned for as part of this Whitby Official Plan Review. Downtown Whitby and Brooklin are recent Secondary Plans and are thus not being considered as part of this Report. While all three Regional Centres have Secondary Plans in the Whitby Official Plan, policies related to Brock/Taunton will be updated through the Official Plan Review.

#### **3.1.2.2 PMTSA**

The Whitby GO Station PMTSA is to be planned as a community that is centred around higher order transit and permit a range of uses including medium and high density residential. Per Envision Durham, other permitted uses include employment generating uses such as major office, cultural and entertainment uses, and institutional and educational uses (Policy 5.2.16) while not permitting automobile-oriented uses or land extensive uses (Policy 5.2.17). Envision Durham requires that PMTSAs be developed with consideration of existing commuter station facilities by providing convenient, direct pedestrian access from high density development sites where possible (Policy 5.2.19), consider future facility needs if planning development above a rail corridor (Policy 5.2.22), and account for the retention/replacement of station access, and the protection for future facility expansion (Policy 5.2.23i).

### **Impacts for Whitby Official Plan**

Under the Planning Act, PMTAs which are identified in a Regional Official Plan must be reflected in a Lower-Tier Official Plan within a year. As a Strategic Growth Area, the PMTSA will play a key role in meeting the intensification target for the Town. To support development of a complete community, Envision Durham provides a detailed list of

policies that the Town must include for the PMTSA in addition to those referenced above (e.g., delineating the area). The density target for the PMTSA per Envision Durham is a minimum of 150 people and jobs per gross hectare (Policy 5.2.3, Figure 11). Envision Durham requires that the Town establish additional growth targets for the PMTSA being minimum population and employment, and housing targets with the highest densities to be focused near transit stations (Policies 5.2.23 b, c, and e). The Town is also required to include policies to ensure that required transportation, servicing, and other infrastructure is in place prior to, or concurrent with new development (Policy 5.2.23 g).

The Whitby OP is also required to include policies pertaining to development standards to encourage transit-oriented development and support the efficient use of land for example through the use of shared parking (Policy 5.2.23 d and h). The Whitby OP must also incorporate urban design and sustainability guidelines, policies that encourage placemaking through specific policy approach, and include sustainable transportation policies within the Whitby GO PMTSA (Policies 5.2.23 j, k, and l). There is little opportunity to expand the road network in the PMTSA other than local roads, thus policies in the Town's Official Plan to consider alternatives in this area, such as a greater modal split to encourage multimodal uses and protect for those in the future, are to be considered.

### 3.1.2.3 Inclusionary Zoning Within PMTSAs

Envision Durham promotes the use of inclusionary zoning within a PMTSA (Policy 5.2.21). As a PMTSA, the Town is able to utilize inclusionary zoning to support the affordable and attainable housing needs within the Whitby GO Station PMTSA. The Planning Act enables inclusionary zoning as a planning tool under Section 16(4), and it shall contain policies that authorize inclusionary zoning by (a) authorizing the inclusion of affordable units within buildings or projects containing other residential units and (b) providing for the affordable housing units to be maintained as affordable housing units over time.

Further, as discussed in Section 2.1 of this report, the Planning Act allows for inclusionary zoning to be implemented within PMTSAs as per Section 16(5), by requiring a certain percentage of new units in a development to be affordable. If the Town wants to implement inclusionary zoning, then it needs to identify and recognize the PMTSA in policy for the Whitby Go Station PMTSA. However, as part of the process, Section 16(9) of the Planning Act prescribes that, before adopting the parts of the Official Plan which contain policies related to Inclusionary Zoning, the council of the municipality shall ensure that an assessment report has been prepared.

Official Plan policies for inclusionary zoning would need to include the following:

- The minimum size, not to be less than 10 residential units, of development or redevelopment to which an inclusionary zoning by-law would apply.
- The locations and areas where inclusionary zoning by-laws would apply.
- The range of household incomes for which affordable housing units would be provided.

- The range of housing types and sizes of units that would be authorized as affordable housing units.
- The number of affordable housing units, or the gross floor area to be occupied by the affordable housing units, that would be required.
- The period of time for which affordable housing units would be maintained as affordable.
- How measures and incentives would be determined.
- How the price or rent of affordable housing units would be determined.
- The approach to determine the percentage of the net proceeds to be distributed to the municipality from the sale of an affordable housing unit, including how net proceeds would be determined.
- The circumstances in and conditions under which offsite units would be permitted.
- .

### Impacts for Whitby Official Plan

The Whitby Official Plan currently does not include policies related to inclusionary zoning. As noted, as per Bill 23, this inclusionary zoning capped at 5%.

#### 3.1.2.4 Rapid Transit Corridors

The Dundas Street Rapid Transit Corridor extends east-west across the Town. As shown in **Figure 2**, it is segmented to account for the natural heritage system and other Regional structural elements (e.g. Regional Centre). Rapid Transit Corridors are identified as the highest order of Regional Corridor and are intended to provide connections to SGAs throughout the Region.

Envision Durham includes policies to support transit-supportive densities, a compact built form that is pedestrian friendly and implements transit supportive design principles. The policies also support the permission for a full range and mix of uses including commercial, retail, institutional, residential, personal services, offices (Policy 5.2.24). The density target for the Rapid Transit Corridor per Envision Durham is a minimum of 150 people and jobs per gross hectare (Policy 5.2.3, Figure 11).

Envision Durham denotes when a Rapid Transit Corridor is overlaid with a designated Employment Area. **Figure 2** shows those portions on west Dundas around Highway 412 that is Rapid Transit Corridor - Employment. Envision Durham requires that these areas are protected for employment uses only including office, research and development facilities. Enhanced architectural standards and landscaping design is encouraged (Policy 5.2.25).

Envision Durham provides a list of policies that the Town must include for the Rapid Transit Corridor in addition to those referenced above. Envision Durham requires the inclusion of policies that permit a mix and range of uses including residential, commercial, and employment to be developed through higher density, compact and pedestrian-oriented built form (Policy 5.2.26b). Area municipalities are also required to

support the comprehensive and integrated planning of the corridor by including policies that: ensure that servicing and infrastructure is provided in advance of or concurrent with development (Policy 5.2.26d); support the preparation of segment specific planning (Policy 5.2.26e); ensure that block plans are submitted as part of development applications where the need to consider the broader area is present (Policy 5.2.26f).

### **Impacts for Whitby Official Plan**

The Town of Whitby's Official Plan will need to be updated to include reference to the applicable Rapid Transit Corridor identified in Envision Durham. This will require specific policy direction in the Town's Official Plan for the Rapid Transit Corridor along Dundas Street to ensure conformity with the Region's vision for Rapid Transit Corridors. Currently, Dundas Street is identified as an Intensification Corridor in Schedule 'B' of the Town of Whitby's Official Plan, which aligns with portions of Regional Corridors. Accordingly, updates to the Intensification Corridor policies in Section 4.2.7 of the Town's Official Plan will need to be made. Further, the Dundas East Intensification Area and the Dundas East Urban Central Area partially overlap with part of the Rapid Transit Corridor designation as well. Along with updates to the Intensification Corridor policies, this delineation discrepancy will need to be reconciled to ensure alignment with Envision Durham's Rapid Transit Corridor designation.

### **3.1.3 Other Nodes and Corridors**

Outside of Strategic Growth Areas, Envision Durham encourages other nodes and corridors where higher density forms of development to be planned for. In the context of Whitby, these include Regional Corridors, Local Centres and Local Corridors. The following section outlines the policies for Other Nodes and Corridors.

#### **3.1.3.1 Regional Corridors**

As shown in **Figure 2**, several Regional Corridors are identified in Envision Durham within the Town of Whitby, including on Brock Street/Baldwin Street, Victoria Street, Taunton Road, Winchester Road, and Columbus Road.

While not a Strategic Growth Area, in the Adopted Regional Official Plan, a Regional Corridor is recognized by Envision Durham generally as an appropriate location for higher-density, mixed use development (Policy 5.3.6). Intensification along these corridors is encouraged, subject to local context (Policy 5.3). Built form is encouraged to be multi-storey, compact, pedestrian friendly and transit supportive and to apply the relevant TOD design principles (Policy 5.3.7). Where the corridor overlays with a designated Employment Area, it does not mean that residential or other sensitive land uses are permitted that are contrary to other applicable ROP policies (Policy 5.3.8).

There are no longer density targets established in Envision Durham for Regional Corridors. The previous Durham Regional Official Plan outlined long-term targeted minimum of 60 residential units per gross hectare and a floor space index of 2.5.

The Town of Whitby is encouraged to establish transit supportive density targets along Regional Corridors and, where appropriate, designate key development areas that represent prime opportunities for development, redevelopment, and intensification (Policy 5.3.10). It is recognized that portions of these corridors may be constrained and may not be appropriate for development within the timeframe of Envision Durham (Policy 5.3.9).

### **Impacts for Whitby Official Plan**

Intensification Corridors are identified on Schedule 'B' of the Town's Official Plan, along portions of the Envision Durham Regional Corridors. The current Whitby Official Plan will need to be updated to recognize Envision Durham's Regional Corridor policies. In particular, this could include establishing transit supportive density targets along these Regional Corridors and, where appropriate, designating key development areas that represent prime opportunities for development, redevelopment and intensification.

#### **3.1.4 Other locally designated Nodes**

In addition to Envision Durham's Regional Corridors, there are other locally designated areas planned for growth within the Town of Whitby's Official Plan that need to be considered for how they will support growth and align with Envision Durham's Local Centres and Local Corridors policies.

These areas include Urban Central Areas (Schedule A of the Whitby OP) and Intensification Areas (Schedule B of the Whitby Official Plan). Urban Central Areas are to be planned and developed similar to, but generally smaller in scale than Major Central Areas in order to serve large segments of the Urban Area through the provision of uses which complement those offered within the Major Central Areas.

Dundas East and Rossland/Garden are identified as Urban Central Areas on Schedule A and Intensification Areas in Schedule B of the Town of Whitby's Official Plan. These areas are shown in **Figure 4**.

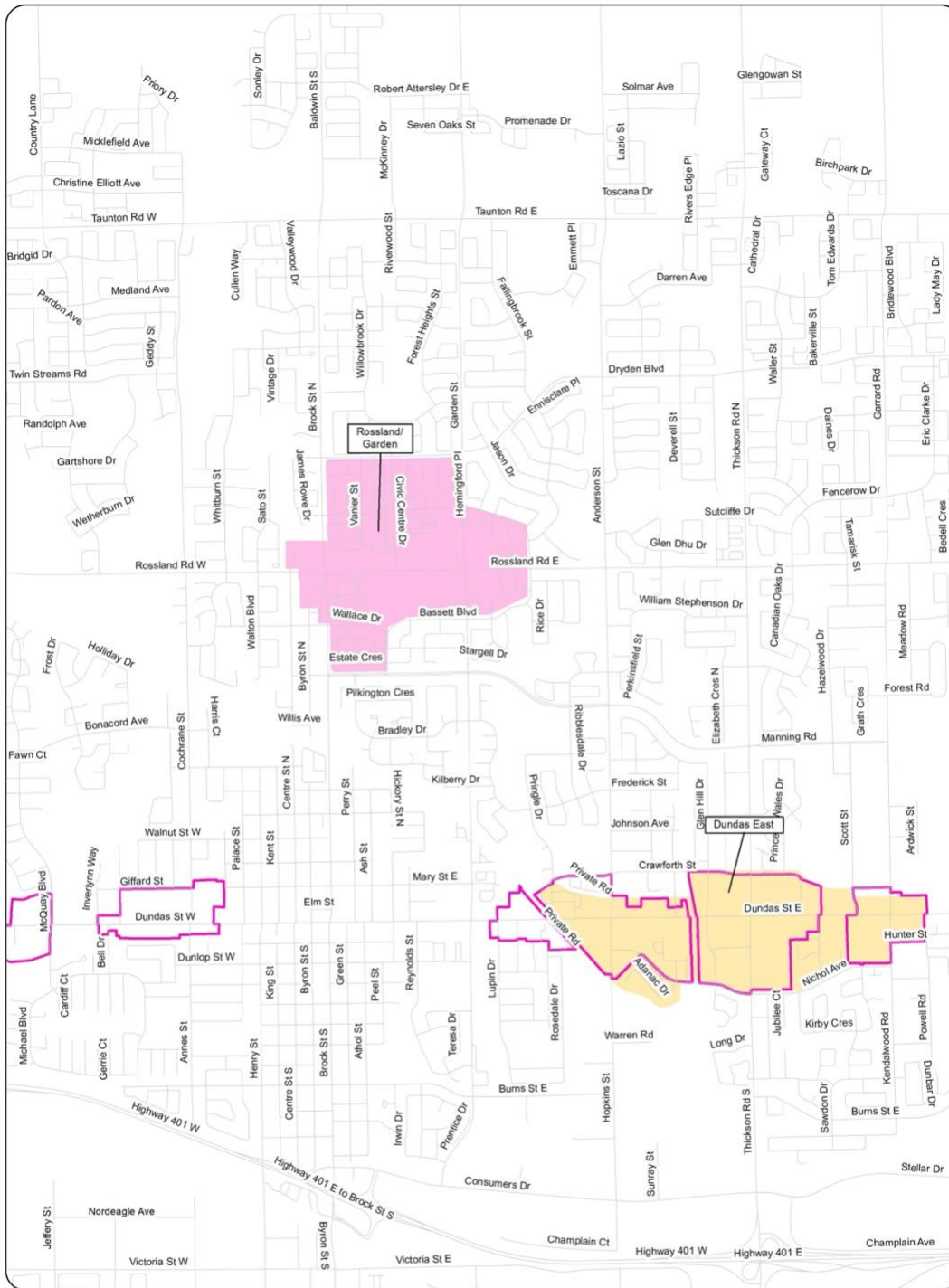
This Study will include a review of the Rossland/Garden Urban Central Area as a locally designated node and Envision Durham's Local Centre policies to identify opportunities to support Whitby's intensification strategy and accommodate growth.

As mentioned previously in this report, the Dundas East Intensification Area/Urban Central Area is now mostly covered by the Rapid Transit Corridor, and is thus considered a Strategic Growth Area, however, as shown on **Figure 4**, the boundaries do not fully align.

The Port Whitby Intensification Area (which is not identified as an Urban Centre in the Whitby's Official Plan), largely now falls within the PMTSA, however some lands are outside of the PMTSA and not a focus of this report. This Official Plan update provides an opportunity to review and reconcile these mapping discrepancies for the applicable areas, while also updating the mapping to reflect the Envision Durham Strategic Growth

Areas, as needed.





**TOWN OF WHITBY**  
OFFICIAL PLAN REVIEW

- Whitby Official Plan**
- Rossland/Garden Urban Central Area
  - Dundas East Urban Central Area

- Envision Durham**
- Rapid Transit Corridor
  - Rapid Transit Corridor Employment
  - Whitby Boundary
  - Roads

**MAJOR CENTRAL /URBAN CENTRAL /INTENSIFICATION AREAS**  
FIGURE # 4



**DRAFT**

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

SCALE 1:21,289.68

0 205 410 820 m



MAP DRAWING INFORMATION:  
DATA PROVIDED BY: MINK, 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: 5/4/2024

FILE LOCATION: C:\Users\SGL\Desktop\working\_files\GP\WH13 - Maps\Urban Central Areas.mxd

## 4 Organization of Updates and Structure of Official Plan



As discussed within the previous section of the report, there are many sections of the Whitby Official Plan that will need to be updated to implement the direction of the provincial policy and legislation and policies of Envision Durham as it relates to the MTSAs, Strategic Growth Areas and Other Nodes and Corridors.

As part of the Official Plan Review, one of the considerations will be how best to introduce the structural elements and associated policies in the updated Official Plan, specifically, how to organize and refer to the different structure elements.

Based on the previous Regional Official Plan, the Whitby Official Plan has different categories and related policies. Section 4.3 addresses Major Central Areas and Urban Central Areas.

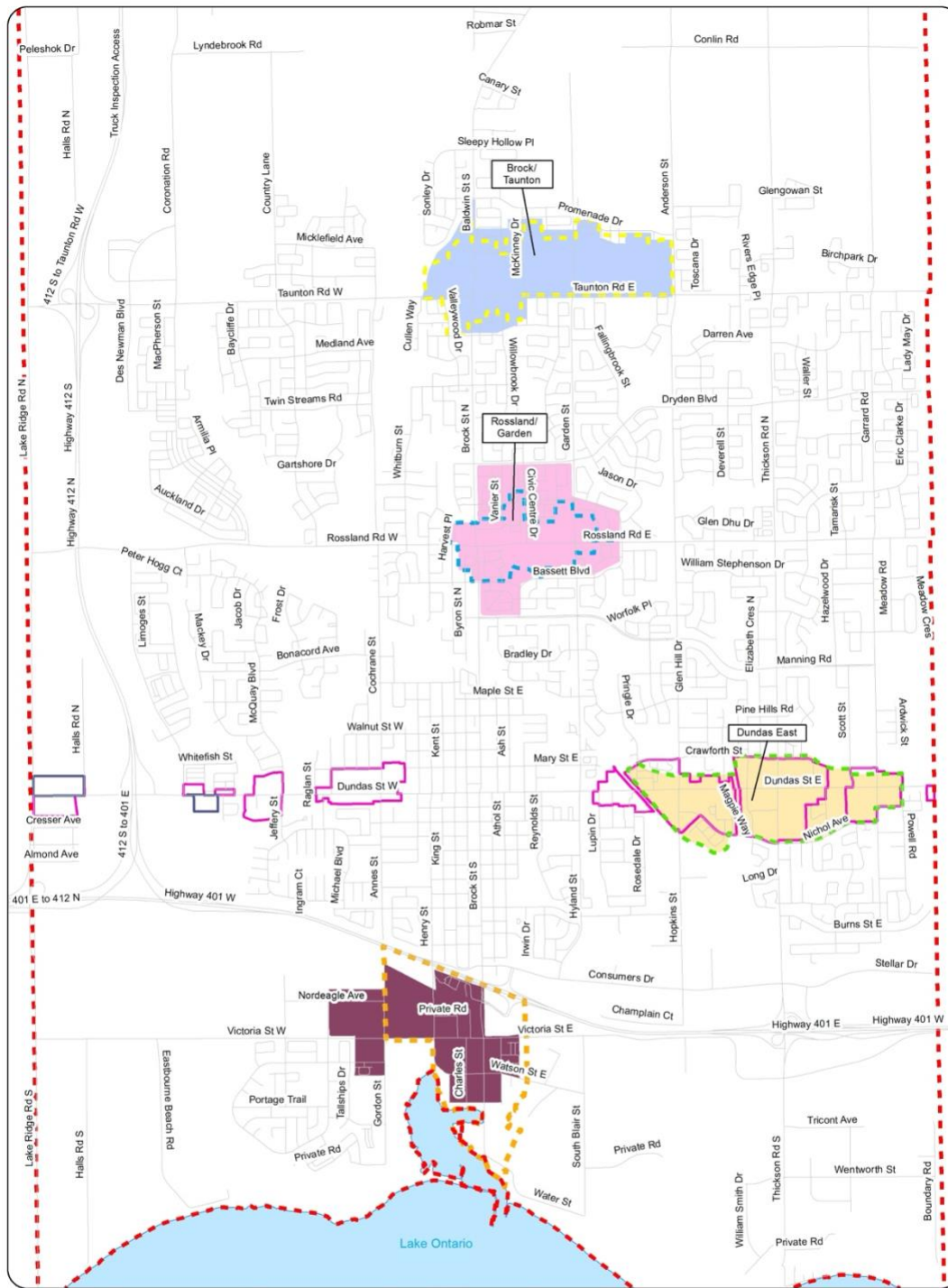
Section 4.2 addresses Intensification Areas and Intensification Corridors. Each of the Major Central Areas and Urban Central Areas are also identified as Intensification Areas,. However, the delineation of the Central Areas and Intensification Area boundaries do not always align in the Town's schedules, as shown in **Figure 5**.

To avoid confusion by having to check different parts of the Official Plan to understand requirements for an area that is, for example, considered both a Major Central Area and an Intensification Area, consideration should be given to simplifying Sections 4.2 Intensification and 4.3 Central Areas such that all the policies that apply to a specific area, are in one location. For example, in the case of the Rossland/Garden Urban Central Area, any relevant existing "Intensification Areas" policies would be addressed along with the specific "Rossland/Garden Urban Central Area" policies so that the reader does not have to look to multiple sections to find the policies that apply to a given area.

As mentioned, the terms Major Central Area/Urban Central Area/Intensification Areas/Intensification Corridors are used currently in the Whitby Official Plan, but Envision Durham now uses other terms - Regional Centres, Regional Corridors and Rapid Transit Corridors. The Town's policies and terminology is based on the intensification study that led to OPA 90, which predated this version of the Regional Official Plan, Envision Durham. To tie everything to Envision Durham, in the updated Official Plan, the Strategic Growth Areas and Other Nodes and Corridors could be referred to as the:

- Whitby Protected Major Transit Station Area;
- Downtown Whitby, Brock/Taunton and Downtown Brooklin Regional Centres;
- Dundas Rapid Transit Corridor;

- Brock, Victoria, Taunton, Winchester and Columbus Regional Corridors;  
and
- Rossland/Garden Urban Central Area.



**TOWN OF WHITBY**  
OFFICIAL PLAN REVIEW

**MAJOR CENTRAL  
/URBAN CENTRAL  
/INTENSIFICATION  
AREAS**

FIGURE # 5

- Whitby Official Plan**
- Rossland/Garden Intensification Area
  - Dundas East Intensification Area
  - Port Whitby Intensification Area

- Envision Durham**
- Brock/Taunton Intensification Area
  - Rossland/Garden Urban Central Area
  - Dundas East Urban Central Area

- Rapid Transit Corridor
- Rapid Transit Corridor Employment
- Protected Major Transit Station Area

- Whitby Boundary
- Roads

**DRAFT**

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

SCALE 1:30,000

0 275 550 1,100 m



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: 5/4/2024

FILE LOCATION: C:\Users\SGL\Desktop\working\_files\GP\WH3 - Maps\Centres vs Intensification Areas.mxd

Whether Dundas East is maintained as an Urban Central Area as well, or policies updated to reflect it as Rapid Transit Corridor, can be considered during the development of policies in Phase 2. Similarly, consideration would have to be given to the Whitby Port Intensification Area, which is now in part a PMTSA. This boundary difference is also shown on **Figure 5**.

It is noted that all of the Town's Intensification Corridors are identified in Envision Durham as Regional Corridors, or, in the case of Dundas Street, a Rapid Transit Corridor.

Should the above approach to reorganisation be taken, the noted terminology and reorganization of policies would remove the need for the reference to Intensification Corridors and Intensification Areas, as well as Schedule B – Intensification, at all. Rather, the relevant policies would be addressed with the policies for the specific area. However, to take this approach, any misalignment with Intensification Areas and other structural elements, whether they be the MTSA, Rapid Transit Corridor, Central Area or Regional Centre, would have to be addressed.

The Whitby Official Plan is not required to copy the Envision Durham terminology, by for example, making reference to the Dundas "Rapid Transit Corridor". The policies that apply along Dundas could simply be updated to appropriately implement Envision Durham's policies, as applicable. However, there is benefit to matching the terminology with that of the Durham Official Plan as it provides the reader with a clearer connection between the Whitby Official Plan and the higher level policy it is implementing.

Whatever approach is taken, the Municipal Structure Map 1, Land Use Schedule A and Intensification Schedule B of the Whitby Official Plan, will need to be updated.

## 5 Next Steps



The next step of the Study process will be to engage the public on the background work and prepare a draft proposed OPA to be considered at a future Statutory Public Meeting, followed by a recommended OPA for adoption by Council.

# Appendices

## Appendix A - Conformity Table to Policies in Envision Durham

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
<b>Growth and Intensification Framework</b>		
1	Specific Vibrant Urban Systems policies <u>required</u> (general urban system policies): 5.1.5, 5.1.7, 5.1.8, 5.1.9, 5.1.12, 5.1.14	<p>Envision Durham contains a number of policies regarding growth allocations and intensification targets for the Town of Whitby. This includes population and employment growth targets (5.1.5) and an intensification target (5.1.7). To accommodate the intensification, the Region identifies a growth and intensification framework that identifies a hierarchy of growth areas including Strategic Growth Areas and Other Nodes and Corridors (5.1.8) and requires the prioritization of intensification within this hierarchy (5.1.12).</p> <p>The following applies to Whitby:</p> <ul style="list-style-type: none"> <li>● Population and employment forecast to 2051 of 244,890 people and 95,210 jobs by 2051.</li> <li>● Intensification target of 50%;</li> <li>● Planning for intensification in Strategic Growth Areas including minimum density targets for: <ul style="list-style-type: none"> <li>○ Downtown Whitby Regional Centre, Brock/Taunton Regional Centre, Downtown Brooklin Regional Centre,</li> <li>○ Whitby GO Protected Major Transit Station Area, and</li> <li>○ Dundas Street Rapid Transit Corridor.</li> </ul> </li> <li>● Planning for intensification, as appropriate, in Regional Corridors (Other Nodes and Corridors) including Brock Street/Baldwin Street, Victoria Street, Taunton Road, Winchester Road, and Columbus Road.</li> </ul> <p>The Town of Whitby is required to implement the growth management targets, designations, and policies within the Urban Systems in accordance with Envision Durham (5.1.9). Area municipalities are encouraged to identify other areas that are appropriate for intensification (5.1.14d).</p>



Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>In the context of the existing Whitby Official Plan, as per Policy 2.4.1, the current Whitby Official Plan is based on a planning horizon to 2031 and has been prepared within the context of the urban and rural patterns of the Region of Durham and the Greater Golden Horseshoe. As per Policy 2.2.1 c), there will be a focus on directing 45 per cent of new residential development and redevelopment within the Municipality, primarily to the identified Central Areas and corridors within the established Built Boundary. Further, as per Policy 2.2.1 b) Durham Region’s population capacity forecast to 2031 was 192,860 in the Town, including a rural population forecast of 2,100. Employment is forecasted to be 71,310 jobs by 2031 (as per Table A in Policy 2.2.2).</p> <p><b>The Town is required to update the OP to the 2051 forecast and to plan for the identified intensification target.</b></p> <p>The table following this table provides an overview of the intensification areas currently included in the Town’s OP and some of the required areas for updating including delineation and density targets. It should be noted that the Town OP includes additional intensification areas (referred to as Urban Central Areas) being: Dundas East, and Rossland/Garden. <b>The Town is required to update the OP to be aligned with the policies around Strategic Growth Areas including their delineation and minimum density targets. The additional intensification areas identified by the Town should be revisited as part of updating the OP including new density targets with consideration to the overall intensification target.</b></p> <p>Policy 5.1.14 of Envision Durham contains direction to require municipal OPs to provide intensification strategies that includes: the implementation of the intensification targets; encouraging additional residential units and other forms of intensification; achieving planned function and density targets of SGAs; identifying other areas for intensification; addressing servicing capacity in order to support intensification including transit, water, sanitary, public service facilities, and community services; and updating OPs, Secondary Plans, and by-laws to support intensification.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>As discussed throughout this table, the Town of Whitby OP includes a number of policies that address the requirements of ROP Policy 5.1.14 such as those related to:</p> <ul style="list-style-type: none"> <li>● encouraging additional residential units and intensification;</li> <li>● achieving the planned function and density targets for strategic growth areas and other nodes and corridors;</li> <li>● identifying other areas appropriate for intensification and transition areas; and</li> <li>● servicing.</li> </ul> <p><b>In addition to implementing the identified intensification target, the Town will need to review and refresh those policies related to intensification as referenced throughout this table.</b></p>
2	Specific Prosperous Region policies to consider (diversified economic base): 2.1.13	<p>As per Policy 2.1.13 of Envision Durham, it is the policy of the Region to encourage economic diversification in part by supporting the important economic function of Strategic Growth Areas in the Region by being a focal point for economic activities and redevelopment and renewal (as appropriate) including energy retrofits of existing buildings (Policy 2.1.13b and c).</p> <p>The Town of Whitby OP has policies to encourage energy efficient building and site design (including Section 11.1.2.6 on Port Whitby, Policy 2.3.4.2.5 and Section 3 Economic Prosperity and Sustainable Community Planning (Section 3). The Town may consider including policies that explicitly connect these policies to all Strategic Growth Areas. Policies can also be incorporated into the three applicable Secondary Plans.</p>
<b>Strategic Growth Areas</b>		
3	Specific Vibrant Urban System policies <u>required</u> (strategic growth areas): 5.2.6	<p>As per Policy 5.2.6 of Envision Durham, it is the policy of the Region to require area municipalities to update official plans, secondary plans, and zoning by-laws to: delineate the boundaries of Strategic Growth Areas, designate appropriate land uses, establish density targets, identify permissible built forms, and provide minimum and maximum building heights (5.2.6a and b). They are also required to: provide transition</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>policies based on height/scale and land use compatibility (5.2.6c); plan for public service facilities, parks, and cultural amenities (5.2.6d); include urban design policies, and guidelines to promote active transportation and transit-oriented land uses (5.2.6e); and consider a full range of implementation strategies (5.2.6f).</p> <p>The following are Strategic Growth Areas in Envision Durham that are in Whitby: Downtown Whitby (Regional Centre), Brock/Taunton (Regional Centre), Downtown Brooklin (Regional Centre), Whitby GO MTSA, and Dundas Street Rapid Transit Corridor.</p> <p>The current Whitby Official Plan includes policies related to delineating intensification area boundaries, permissible built forms including minimum and maximum building heights in Section 4.3 (Central Areas). Additional policies for the intensification areas are included in the respective Secondary Plans being:</p> <ul style="list-style-type: none"> <li>● Section 11.1 Port Whitby Community Secondary Plan,</li> <li>● Section 11.2 Lynde Shores Secondary Plan,</li> <li>● Section 11.3 Downtown Whitby Secondary Plan,</li> <li>● Section 11.5 Brooklin Community Secondary Plan, and</li> <li>● Section 11.8 Brock/Taunton Major Central Area Secondary Plan.</li> </ul> <p><b>The Downtown Whitby and Brooklin Secondary Plans were updated recently and approved by the Region. This review therefore focuses on the other Secondary Plans and related intensification policies within Sections 4.2, 4.3 or elsewhere in the Town OP.</b></p> <p><b><i>Brock Taunton Regional Centre (Brock/Taunton Secondary Plans)</i></b></p> <p>The Brock/Taunton Secondary Plan and other areas of the OP currently includes policies that reflect conformity with ROP Policy 5.2.6 regarding:</p> <ul style="list-style-type: none"> <li>● delineating the strategic growth area and designating land uses (Schedule N)</li> <li>● establishing minimum residential density targets (4.3.3.3.4.2)</li> <li>● identify minimum and maximum building heights within specific designations (11.8.4, 11.8.5, 11.8.6, 11.8.7, 11.8.14)</li> </ul>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<ul style="list-style-type: none"> <li>● transition policies (11.8.14.6)</li> <li>● urban design, placemaking, active transportation, and pedestrian policies (11.8.14, )</li> <li>● parks and recreational open space (11.8.10), and</li> <li>● implementation strategies for intensification areas such as Community Planning Permit Systems (4.2.5).</li> </ul> <p><b>As part of the OP review, the Town will need to review and refresh the above policies including consideration to strengthening certain policies, such as those related to place-making, active transportation, parks and open space.</b></p> <p><b>Currently, the Town OP does not appear to include policies related to the following for the Brock/Taunton Regional Centre:</b></p> <ul style="list-style-type: none"> <li>● persons and jobs targets,</li> <li>● land use compatibility, and</li> <li>● public service facilities and other supporting amenities.</li> </ul> <p><b>The Town will need to add the above policies for the Brock/Taunton Regional Centre.</b></p> <p><b><i>Whitby GO MTSA (Port Whitby and Lynde Shores Secondary Plans)</i></b>  The Port Whitby Community Secondary Plan and other areas of the OP currently includes policies that reflect conformity with ROP Policy 5.2.6 regarding:</p> <ul style="list-style-type: none"> <li>● designating land uses (Schedule F),</li> <li>● identifying permissible built forms (for specific areas) being FSI targets for the Port Whitby Intensification Area (4.2.8.3),</li> <li>● establishing minimum density targets for residential uses (4.2.8.3),</li> <li>● encouraging density adjacent to the Major Transit Station (4.2.9.2),</li> <li>● urban design, placemaking, active transportation, and pedestrian policies (11.1.20, 11.1.19),</li> <li>● parks and recreational open space (11.1.14), and</li> <li>● implementation strategies for intensification areas such as Community Planning</li> </ul>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>Permit Systems (4.2.5).</p> <p>The Lynde Shores Community Secondary Plan has policies that reflect conformity with ROP Policy 5.2.6 regarding:</p> <ul style="list-style-type: none"> <li>● designating land uses (Schedule G),</li> <li>● transition policies (11.2.4.3),</li> <li>● establishing minimum and maximum building heights for specific land uses (11.2.4, 11.2.5, 11.2.6), and</li> <li>● parks and recreational space (11.2.8).</li> </ul> <p><b>As part of the OP review, the Town will need to review and refresh the above policies including consideration to strengthening certain policies, such as those related to built form, transit-oriented development, density, built form and transition and siting policies.</b></p> <p><b>Currently, the Town OP does not appear to include policies related to the following for the Whitby GO MTSA:</b></p> <ul style="list-style-type: none"> <li>● delineating the MTSA,</li> <li>● employment density targets,</li> <li>● land use compatibility,</li> <li>● public service facilities and other supporting amenities.</li> </ul> <p><b>In addition, the OP appears to include policies related to the following for only a portion of the Whitby GO MTSA:</b></p> <ul style="list-style-type: none"> <li>● establishing residential density targets,</li> <li>● establishing an overall density target,</li> <li>● pedestrian and transit oriented development and built form,</li> <li>● identification as a strategic growth area and the related implementation support policies (specific to Lynde Shores).</li> </ul> <p><b>The Town will need to review the policies related to the MTSA so that the required regional policies apply to all of the MTSA.</b></p>

Official Plan Review Background Analysis Report, Town of Whitby

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
4	Specific Vibrant Urban System policies <u>required</u> (strategic growth area targets): 5.2.3	<p>As per Policy 5.2.3 of Envision Durham, it is the policy of the Region to establish minimum density targets for the Strategic Growth Areas. These targets apply to the entire area within the SGA boundary and does not net out undevelopable features.</p> <p><b>See Item 1 of this table for reference to the density targets for each Strategic Growth Area. For this Official Plan update, these Strategic Growth Areas will need to conform to the Envision Durham density targets.</b></p>
5	Specific Healthy Communities policies <u>required</u> (housing options and affordable housing): 3.1.14, 3.1.21	<p>As per Policy 3.1.14 of Envision Durham, it is the policy of the Region to require area municipalities to adopt policies and zoning by-laws that permit additional residential units, up to three residential units in single-, semi-detached, or townhouses where feasible, and new and existing development and intensification including not applying minimum unit sizes. The definition of Additional Dwelling Unit in Envision Durham is expanded to include other units subordinate to a primary dwelling such as basement apartments, laneway suites, or garden suites.</p> <p><b>The Town of Whitby OP currently has policies related to infill, garden suites, accessory units, apartments in houses (4.4.3, 4.4.3.6.1, 4.4.3.9). The Town is required to update the OP to be consistent with these policies and the definition of Additional Dwelling Units.</b></p> <p>Under the same Regional policy, municipalities are encouraged to consider removing parking space requirements for additional residential units in areas intended to support higher order transit service, such as those in Strategic Growth Areas (Policy 3.1.14d).</p> <p>The Town of Whitby OP has policies related to parking for residential uses that include reducing surface parking in intensification areas (4.4.3.12). It also includes policies that require parking for additional units as part of its Redevelopment and Intensification policies (4.4.3.9). While not required in this case, the Town may want to consider removing these parking requirements for areas intended to support higher order transit,</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>including SGAs.</p> <p>As per Policy 3.1.21 of Envision Durham, it is the policy of the Region to require that at least 35% of all new residential units created in Strategic Growth Areas be affordable to low and moderate income households.</p> <p><b>The Town of Whitby OP currently includes affordability policies that require the planning for a Town-wide affordable housing target of a minimum of 25% that is affordable to households of low and moderate income, resulting from new development and intensification (7.7.1). The Town of Whitby will need to update its policies to ensure alignment with Region policies.</b></p>
7	<p>Specific Healthy Communities policies to consider (affordable housing): 3.1.24</p>	<p>As per Policy 3.1.21 of Envision Durham, it is the policy of the Region to support aging in place by encouraging affordable housing units for older adults in proximity to SGAs.</p> <p><b>The Town of Whitby OP currently includes policies regarding seniors and special needs housing including particular regard for the proximity of transit routes and encouraging this housing to be within intensification areas (7.6). The Town may wish to expand on these policies by including reference to affordable housing for seniors in the Official Plan and three secondary plans.</b></p>
8	<p>Specific Healthy Communities policies to consider (community hubs): 3.3.27, 3.3.28</p>	<p>As per Policy 3.1.21 of Envision Durham, it is the policy of the Region to encourage the function of SGAs as community hubs by encouraging the creation of or renovation of existing community facilities within SGAs (Policies 3.3.27 and 3.3.28).</p> <p><b>The Town of Whitby OP has policies that pertain to the creation and planning for community facilities (9.3.4, 9.4.3.) as well as policies within specific Secondary Plans for intensification areas such as Taunton North. The Town may consider</b></p>

Official Plan Review Background Analysis Report, Town of Whitby

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p><b>adding this specific policy language in the updated policies for Strategic Growth Areas as community hubs.</b></p>
9	<p>Specific Vibrant Urban System policies to consider (strategic growth area targets): 5.2.8</p>	<p>As per Policy 5.2.8, regarding Strategic Growth Areas, the Region identifies a need to plan for the consideration of: incorporating transit-oriented design principle; providing a range of housing options including additional residential units and affordable housing, contributes to transit-supportive density targets, adheres to development limitations and natural feature setbacks; contributes to, recognizes and/or conserves cultural heritage resource, and requires the phasing and staging of development in consultation with area municipal staff.</p> <p>As per Policy 11.8.3.2 of the Brock/Taunton Major Central Area Secondary Plan, “Development within the Major Central Area shall have regard to the relevant provisions of the Town of Whitby Official Plan and the Durham Regional Official Plan”. Overall, this Secondary Plan can be reviewed to provide similar policies as outlined in Policy 5.2.8 of Envision Durham.</p> <p>As per Policy 11.1.3.4 of the Port Whitby Community Secondary Plan, “The Port Whitby/Whitby GO Station Intensification Area identified on Schedule ‘B’ and the policies of the Port Whitby Community Secondary Plan are intended to implement the requirements of the Durham Regional Official Plan regarding Major Transit Stations, Waterfront Places and Regional Corridors, by providing for a range of residential, commercial, marina, recreational, tourist, and community uses in proximity to the waterfront and GO Station in the Port Whitby area”. Overall, this Secondary Plan can be reviewed to provide similar policies as outlined in Policy 5.2.8 of Envision Durham.</p> <p>The Lynde Shores Secondary Plan of the Town’s Official Plan (Section 11.2) does not include reference to the Durham Regional Official Plan. Therefore, it should consider the strategic growth area target policies (Policy 5.2.8) of Envision Durham to align with</p>



Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>the Region’s Strategic Growth Area objectives related to transit-oriented design principles.</p>
9	<p>Specific Connected Transportation Systems policies to consider (transit priority network): 8.1.3</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 should consider updating the policies noted in the Brock/Taunton Major Central Area Secondary Plan, Port Whitby Secondary Plan and Lynde Shores Secondary Plan to ensure conformity to Envision Durham’s policies related to planning for development within Strategic Growth Areas. Further, consideration can be given to creating and applying a regional transit-oriented development guideline for development review within this area in collaboration with the Region.</p> <p>The Brock/Taunton Major Central Area Secondary Plan intends to encourage development which is transit supportive through both its density and the provision for and integration of transit facilities (Policy 11.8.2.8).</p> <p>The Port Whitby Community Secondary Plan includes policies related to encouraging the 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).</p>

Official Plan Review Background Analysis Report, Town of Whitby

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>The Lynde Shores Secondary Plan does not include much direction regarding transit priority network.</p> <p>This Official Plan update is an opportunity to include further policy direction related to the transit priority network in alignment with the Region’s objectives.</p>
10	<p>Specific Implementing the Plan policies to consider (plan review and monitoring): 11.5.3, 11.5.4</p>	<p>Policy 11.5.3 of Envision Durham includes policy to monitor key indicators in consultation with area municipalities such as: population and employment forecasts, region-wide intensification of built-up areas, density of Strategic Growth Areas as well as any key areas assigned a minimum density target, the range and mix of affordable and market-based housing options, employment densities, land supply and servicing status of Employment Areas, and other key performance indicators.</p> <p>The Town of Whitby Official Plan can consider including a policy related to monitoring these key performance indicators under Section 7.8 and 10 of the Official Plan.</p> <p>Policy 11.5.4 of Envision Durham includes policy to monitor the effects of new policies, implementing by-laws and projects within Protected Major Transit Areas in consultation with area municipalities based on: amount, type and pace of development; mix and density of land uses in the area; reuse and demolition of existing buildings, including heritage buildings; amount and type of employment; overall population; unit count and mix of housing types; population to job ratio; and parking spaces, loading facilities, transit improvements and active transportation infrastructure.</p> <p>The Town of Whitby Official Plan can consider including a policy related to monitoring these key performance indicators.</p>
11	<p>Specific Vibrant Urban System policies <u>required</u> (urban growth centres and regional centres):</p>	<p>It is the policy of the Region to plan and develop Regional Centres as the main concentration of urban activities (5.2.13). Area municipal Official Plans are required to include detailed policies for Regional Centres including: identification of a target</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
	5.2.13, 5.2.14	<p>population-to-jobs ratio; policies that support the creation of focal points for culture, art, entertainment, and public assembly including through the use of public squares, parks, and service facilities; and policies that support community hubs, government offices, post-secondary education facilities and health care facilities (5.2.14).</p> <p><b>There are three Regional Centres identified for the Town. These centres are: Downtown Whitby; (B) Brock/Taunton; and (C) Brooklin Downtown.</b></p> <p>Since the Downtown Whitby and Brooklin Secondary Plans have been updated recently, they do not form part of this review.</p> <p>The Brock/Taunton Major Central Area Secondary Plan currently includes policies that refer to reinforcing focal points (11.8.14) and permitting cultural facilities in the Institutional land use designation (11.8.8). The Town will need to review and strengthen policies related to supporting art, public assembly, and cultural facilities, and community hubs. The Town will need to also add a target population to jobs ratio.</p> <p>Further, as noted, a Regional Centre is located within the Brock/Taunton Major Central Area Secondary Plan area. It was identified as part of the policy gap analysis that the delineated areas for the Brock/Taunton Regional Centre and the Downtown Brooklin Regional Centre are different in Envision Durham than in the Town's OP.</p> <p>The Town should review the delineation of the Brock/Taunton Regional Centre against the Town's schedules for conformity. The Secondary Plan Schedule E (South) of the Town's Official Plan and the Intensification Area Schedule B (South) have different delineations than Envision Durham's Regional Centre designation. There also appears to be a small portion of Regional Centre lands identified within Envision Durham that are within the Taunton North Community Secondary Plan area, as per Schedule E (South) of the Town's Official Plan. This misalignment will need to be reviewed.</p> <p>Moreover, the Downtown Brooklin Secondary Plan was recently completed, and while it has a different boundary in Envision Durham than the Town OP, this was not identified</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>as a conformity issue by the Region. Therefore, it is assumed a review and update to the mapping is not needed.</p>
12	<p>Specific Vibrant Urban System policies <u>required</u> (protected major transit station areas): 5.2.16, 5.2.17, 5.2.19, 5.2.23</p>	<p>It is the policy of the Region to plan Protected Major Transit Station Areas (PMTSAs) as communities centres around higher order transit, permitting a range of uses including medium and high density residential, mixed use development, and compatible employment generating uses, as well as recreational and community amenities such as parks, urban squares, and trails (Policy 5.2.16). It is also policy to prohibit automobile-oriented uses (e.g., drive throughs, gas stations) and land-extensive uses (e.g. self-storage facilities, warehouses) (Policy 5.2.17) and require that development within an MTSA offer convenient, direct, and sheltered pedestrian-access from high-density development sites to transit stations where possible (Policy 5.2.19).</p> <p>There are seven Protected Major Transit Station Areas (PMTSAs) located within southern Durham along the Lakeshore East GO Train line. The Whitby GO Station is designated as one of seven PMTSAs within Durham Region. The Town has undertaken a Secondary Plan for Port Whitby which includes the Whitby GO Station and identified a Port Whitby Intensification Area. However, the PMTSA has not been delineated within the OP.</p> <p>The Whitby GO PMTSA as delineated by the Region is actually included in two Secondary Plans:</p> <ul style="list-style-type: none"> <li>● Section 11.1 Port Whitby Community Secondary Plan,</li> <li>● Section 11.2 Lynde Shores Secondary Plan.</li> </ul> <p><b><i>Whitby GO PMTSA (Port Whitby and Lynde Shores Secondary Plans)</i></b>  The Port Whitby Community Secondary Plan and other areas of the OP currently includes policies that reflect conformity with ROP Policy 5.2.23 regarding:</p> <ul style="list-style-type: none"> <li>● encouraging density adjacent to the Major Transit Station; (4.2.9.2),</li> <li>● enabling alternative development standards related to parking to support transit related; (11.1.19)</li> </ul>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<ul style="list-style-type: none"> <li>● range of policies around heights, transitions and scaling;</li> <li>● supporting efficient use of land such as through parking solutions (structured, shared, or reduced); (11.1.19)</li> <li>● urban design, sustainability, placemaking, and sustainable transportation policies (11.1.2, 11.1.4, 11.1.20, 11.1.19).</li> </ul> <p>The Lynde Shores Community Secondary Plan has policies that reflect conformity with ROP Policy 5.2.23 regarding:</p> <ul style="list-style-type: none"> <li>● range of policies around heights, transitions and scaling, and</li> <li>● requiring servicing infrastructure to precede development or be coincident with development (11.2.11).</li> </ul> <p><b>As part of the OP review, the Town will need to review and refresh the above policies including consideration to adding/strengthening certain policies aligned with the Region’s specific policy approach such as those related to built form, urban design, placemaking, and sustainable transportation, and ensuring that servicing/infrastructure precedes or coincides with development. Both the Port Whitby and Lynde Shores Secondary Plan policies in the MTSA will need review and alignment, where necessary.</b></p> <p>Currently, the Town OP does not appear to include policies related to the following for the Whitby GO MTSA:</p> <ul style="list-style-type: none"> <li>● delineating the MTSA,</li> <li>● establishing a minimum density target that applies to the entire MTSA,</li> <li>● establishing a population, employment, and housing target (to meet the overall target of 150 people and jobs per gross hectare)</li> <li>● establish a minimum job target,</li> <li>● require that development within an MTSA offer convenient, direct, and sheltered pedestrian-access from high-density development sites to transit stations where possible,</li> <li>● accounting for the retention and replacement of existing station access and protecting for future expansion of the GO Station.</li> </ul>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>In addition, the OP appears to include policies related to the following for only a portion of the Whitby GO MTSA:</p> <ul style="list-style-type: none"> <li>● enabling alternative development standards related to parking to support transit related,</li> <li>● ensure that transportation/servicing and other infrastructure is in place prior to or at the same time as new development,</li> <li>● ensuring efficient use of land including requirements for structured parking, shared parking/reduced parking,</li> <li>● policies related to urban design, placemaking, sustainability, and sustainable transportation.</li> </ul> <p><b>The Town will need to update its policy framework so that the required policies apply to all of the MTSA.</b></p>
13	Specific Vibrant Urban System policies recommended (protected major transit station areas): 5.2.20, 5.2.21	<p>Recognizing that the Province has authorized the use of inclusionary zoning with PMTSAs (Policy 5.2.20), Envision Durham encourages area municipalities to consider the application of inclusionary zoning in the PMTSA through housing assessment reports or equivalent, and zoning by-law amendments for implementation (Policy 5.2.21).</p> <p>As a PMTSA, the Town is able to utilize inclusionary zoning to support the affordable and attainable housing needs within the Whitby Go Station PMTSA. The Planning Act enables inclusionary zoning as a planning tool under Section 16(4), and it shall contain policies that authorize inclusionary zoning by (a) authorizing the inclusion of affordable units within buildings or projects containing other residential units; and, (b) providing for the affordable housing units to be maintained as affordable housing units over time.</p> <p>Further, the Planning Act allows for inclusionary zoning to be implemented within PMTSAs as per Section 16(5). Inclusionary Zoning is a land use tool that aims to increase affordable housing stock by requiring a certain percentage of new units in a</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>development to be affordable. If the Town wants to implement inclusionary zoning, then it needs to identify and recognize the PMTSA in policy. The Town of Whitby has an opportunity to consider inclusionary zoning for the Whitby Go Station PMTSA within the Official Plan update. However, as part of the process, Section 16(9) of the Planning Act prescribes that, before adopting the parts of the Official Plan which contain policies related to Inclusionary Zoning, the council of the municipality shall ensure that an assessment report has been prepared.</p> <p>Moreover, Official Plan policies for inclusionary zoning would include the following:</p> <ul style="list-style-type: none"> <li>• the minimum size, not to be less than 10 residential units, of development or redevelopment to which an inclusionary zoning by-law would apply;</li> <li>• the locations and areas where inclusionary zoning by-laws would apply;</li> <li>• the range of household incomes for which affordable housing units would be provided;</li> <li>• the range of housing types and sizes of units that would be authorized as affordable housing units; the number of affordable housing units, or the gross floor area to be occupied by the affordable housing units, that would be required;</li> <li>• the period of time for which affordable housing units would be maintained as affordable; how measures and incentives would be determined;</li> <li>• how the price or rent of affordable housing units would be determined;</li> <li>• the approach to determine the percentage of the net proceeds to be distributed to the municipality from the sale of an affordable housing unit, including how net proceeds would be determined;</li> <li>• the circumstances in and conditions under which offsite units would be permitted; and</li> <li>• the circumstances in which an offsite unit would be considered to be in proximity to the development or redevelopment giving rise to the by-law requirement for affordable housing units.</li> </ul> <p>The Whitby Official Plan currently does not include policies related to inclusionary</p>

Official Plan Review Background Analysis Report, Town of Whitby

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		zoning and can consider this approach.
14	Specific Vibrant Urban System policies <u>required</u> (rapid transit corridors): 5.2.24, 5.2.25, 5.2.26	<p>Rapid Transit Corridors are intended to provide essential connections to other Strategic Growth Areas in the region and have been assigned a transit supportive density to support the implementation of planned higher order transit service.</p> <p>It is the policy of the Region to support the planning and development of Rapid Transit Corridors based on a built form that is compact, pedestrian-friendly, and implements transit-oriented design principles. These corridors are also intended to provide a full range and mix of uses including commercial, retail, institutional, residential, personal services, and offices (Policy 5.2.24). Further, it is the policy of the Region to identify Rapid Transit Corridors that overlay with Employment areas and requires that these areas are protected for employment uses only including office, research and development facilities. Enhanced architectural standards and landscaping design is encouraged (Policy 5.2.25).</p> <p>Moreover, it is the policy of the Region to require area municipal official plans to include detailed policies for Rapid Transit Corridors that: a) delineate Rapid Transit Corridor boundaries in accordance with boundaries identified on Map 1 (of Envision Durham) and provide detailed land use designations within the boundary; b) permit a full range and mix of uses including residential, commercial, compatible employment uses such as offices, and other uses, in a higher density, compact and pedestrian-oriented built form; c) notwithstanding b) above, where lands within the Rapid Transit Corridor are designated as Employment Areas on Map 1, area municipal official plans shall identify the appropriate employment uses which achieve the objective of Policy 5.2.25; d) include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development; e) support the preparation of segment-specific policies through corridor studies, master plans, secondary planning, or other similar comprehensive assessments of corridor segments, as determined by area municipal official plans; and f) incorporate policies that ensure block plans are submitted as part of development applications to guide development</p>



Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>where considerations of the context of a broader area along the corridor is necessary.</p> <p><b>The Rapid Transit Corridor in Whitby, as identified in Envision Durham on Map 1, extends east-west across Dundas Street. The Town of Whitby’s Official Plan will be updated to include reference to the applicable Rapid Transit Corridor identified in Envision Durham. This will require policy changes to the intensification area and intensification corridor policies in Section 4.2.7 in the Whitby Official Plan related to Dundas Street. Intensification Corridors are identified on Schedule ‘B’ along portions of the Regional Corridors and includes Dundas Street.</b></p> <p><b>The Town of Whitby is required to include detailed policies in its OP related to Rapid Transit Corridors that includes: delineating the area; permitting a mix and range of uses in a higher density, compact, and pedestrian oriented built form; including policies to ensure that required servicing including transportation and other infrastructure is in place prior to or coincident with new development; support the preparation of segment-specific policies through corridor studies or master plans as determined by the OP; and incorporate policies that ensure block plans are submitted as part of development applications.</b></p>
15	<p>Specific Vibrant Urban System policies recommended (other nodes and corridors - regional corridors): 5.3.6, 5.3.7, 5.3.8, 5.3.9, 5.3.10.</p>	<p>It is the policy of the Region to identify ‘Other Nodes and Corridors’ including Regional Corridors as locations that are generally recognized as appropriate locations for higher density, mixed-use development (Policy 5.3.6). Built form along the corridors are encouraged to be multi-storey, compact, pedestrian friendly, and transit-supportive including the application of TOD design principles (Policy 5.3.7). If the corridor overlays with an Employment Area designation, it does not mean that residential or other sensitive land uses are permitted that are contrary to other applicable ROP policies (Policy 5.3.8). Moreover, it is recognized by the Region that portions of the Regional corridors may be constrained by existing development (Policy 5.3.9). The Town of Whitby is also encouraged to establish transit-supportive density targets and where</p>

Official Plan Review Background Analysis Report, Town of Whitby

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>appropriate, designate key development areas as prime opportunities for redevelopment/intensification (Policy 5.3.10).</p> <p>Several Regional Corridors are identified in Whitby including on Brock Street/Baldwin Street, Victoria Street, Taunton Road, Winchester Road, and Columbus Road. Intensification Corridors are identified on Schedule 'B' along portions of the Regional Corridors. The current Whitby Official Plan does not reference Envision Durham's Regional Corridor policies and policy changes can be made to Section 4.2.7 of the Whitby Official Plan to ensure alignment. In particular, this can be to establish transit supportive density targets along these Regional Corridors and, where appropriate, designate key development areas that represent prime opportunities for development, redevelopment and intensification.</p>

Official Plan Review Background Analysis Report, Town of Whitby

SGA	Boundary Difference between ROP and Town OP?	Current Town OP Density Target	Minimum ROP Density Target	Other Current Town OP Provisions
Downtown Whitby Regional Centre	No	75 residential units per gross hectare (4.3.3.3.3.3)	150 people and jobs per gross hectare (or lower for historic downtowns)	<b>Minimum height</b> - 2 storeys, varying maximum heights up to 8 storeys. <b>FSI target</b> - 2.5
Brock/Taunton Regional Centre	Yes	75 residential units per gross hectare (.4.3.3.3.4.2)	100 to 150 people and jobs per gross hectare	<b>Minimum height</b> - 6 storeys, <b>Maximum height</b> - 18 storeys, <b>Non-residential height minimum</b> - 2 storeys (if >500 sq m GFA) <b>FSI target</b> - 2.5
Downtown Brooklin Regional Centre	Yes	75 residential units per gross hectare (4.3.3.3.5.2)	100 to 150 people and jobs per gross hectare	<b>Minimum height</b> - 2 storeys, <b>Maximum height</b> - 4 storeys or greater outside of HCD <b>FSI target</b> - 2.5
Whitby GO Protected Major Transit Station Area	Yes	60 residential units per gross hectare (Port Whitby Intensification Area, 4.2.8.3)	150 people and jobs per gross hectare	<b>FSI target</b> - 2.0, 2.5 on lands adjacent to Brock and Victoria Streets (Port Whitby Intensification Area, 4.2.8.3)
Dundas Street Rapid Transit Corridor	Yes	60 residential units per gross hectare (Intensification Corridors)	150 people and jobs per gross hectare	<b>FSI target</b> - 2.5 Varied maximum heights.

# SGDL



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