

to the Town of Whitby Official Plan

Strategic Growth Areas

Purpose: The purpose of this Amendment to the Town of Whitby Official Plan is to: facilitate revisions that will bring the existing policies for the Town's Strategic Growth Areas (SGAs), as well as Other Nodes and Corridors into conformity with Envision Durham Regional Official Plan and to support growth and development in these areas.

Location: The lands subject to this Amendment are lands generally located within the following areas:

- Brock/Taunton Major Urban Central Area;
- Dundas Street Rapid Transit Corridor;
- Dundas East Urban Central Area;
- Rossland/Garden Urban Central Area; and
- Select sections of Intensification Corridors.

Basis: This Town-initiated Amendment includes minor changes, technical revisions, and updates to relevant sections of Part 1 Parent Official Plan and certain Part 2 Secondary Plans. This Amendment, regarding Strategic Growth Areas is consistent with the Provincial Planning Statement 2024, conforms to and implements the Envision Durham Regional Official Plan, and meets the overall goals and intent of the Whitby Official Plan, as it relates to increasing housing supply and planning for future population growth through transit-supportive redevelopment and intensification in Centers, Nodes, and Corridors.

The Amendment includes:

1. Policy (text) changes to the Official Plan and Secondary Plans, including:
 - Clarification of policies;
 - Consistency/alignment of policy language, terminology, phrasing, land use permissions

and densities, etc., with Envision Durham, where appropriate;

- Changes to land use designations and maximum building heights where appropriate to better meet the intent of the Envision Durham and Provincial policies.
2. Schedule (maps) changes, including:
- Boundary changes of the Brock/Taunton and Rossland Garden Central Areas;
 - Delineation of the Rapid Transit Corridor along Dundas Street, parts of which will replace the Intensification Corridor and Dundas East Urban Central Area;
 - Select land use designation changes in schedules; and
 - Legend updates to reflect the above changes.

Actual Amendment:

The Town of Whitby Official Plan is hereby amended as follows:

1. By amending Schedule “A” – Land Use to: adjust Central Area boundaries; change the land use designation on certain lands within or adjacent to Central Areas, and along Corridors; and, update the legend accordingly, as shown on the attached Exhibit ‘A’;
2. By amending Schedule “B” – Intensification to: Delete Intensification Corridor along Dundas Street and the Dundas East Intensification Area; identify the Rapid Transit Corridor along Dundas Street as a Rapid Transit Intensification Corridor; adjust the boundaries of the Brock/Taunton and Rossland/Garden Intensification Areas; and update the Legend accordingly, as shown on the attached Exhibit ‘B’;
3. By amending Schedule “D - Transportation” to: Identify the Rapid Transit Corridor along Dundas Street, as shown on the attached Exhibit ‘C’;

4. By amending Schedule “N” – Brock /Taunton Major Central Area Secondary Plan, by adjusting the land use designation on select lands; as shown on the attached Exhibit ‘D’;
5. By amending Policy 4.2.7.1 as follows: “Intensification Corridors are identified on Schedule “B” along portions of the Regional Corridors, including Taunton Road, Brock Street/Baldwin Street, Victoria Street, Winchester Road, and Columbus Road”.
6. By amending Policy 4.2.7.2 as follows “In accordance with the Durham Regional Official Plan, the long-term overall density target is at least 60 residential units per gross hectare and the overall long-term floor space index target is 2.5 within Intensification Corridors identified on Schedule “B”;
7. By amending 4.2.8.3 to read as follows: “In accordance with the Durham Regional Official Plan, the long-term overall density target in the Port Whitby Intensification Area outside of the Protected Major Transit Station Area is at least 60 residential units per gross hectare and the overall long-term floor space index target is 2.0, which is increased to 2.5 on lands that are adjacent to Brock Street”.
8. By introducing a new subsection within 4.2 for Rapid Transit Corridors, as follows:

“4.2.10 Rapid Transit Intensification Corridor

- a) The Rapid Transit Intensification Corridor is identified on Schedule “B” along Dundas Street outside of Downtown Whitby;
- b) The long-term overall density target within Rapid Transit Corridor is at least 150 people and jobs per gross hectare;
- c) The minimum height for new residential and mixed use buildings shall be 4 storeys with a

maximum of 8 storeys, except for lands along Dundas Street East between the railway tracks and Kathleen Street, the maximum height for buildings abutting Dundas Street shall be 25 storeys subject to providing a transition in height and density where the development abuts existing low rise residential development through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane;

d) Where the Rapid Transit Intensification Corridor overlays a Prestige Industrial designation, the Prestige Industrial area shall be protected for employment uses. Higher density employment uses with enhanced architectural standards are encouraged;

e) The Town may prepare secondary plans for portions of the Rapid Transit Intensification Corridor;

f) Development and redevelopment of sites along Dundas Street East between the railway tracks and Kathleen Street shall prepare Block Plans to ensure considering of a broader context along the corridor;

g) That new development or redevelopment of existing commercial sites designated Mixed Use and Major Commercial shall generally maintain the existing commercial Gross Floor Area in the redevelopment unless a study demonstrates a lesser amount is sufficient to the satisfaction of the Town;

h) New development and redevelopment shall provide a transition in heights and densities adjacent to Low Density Residential areas, which may be achieved through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane from any property abutting a low density designation.”

9. By amending Policy 4.3.3.3.4.2 a) to read as follows: In accordance with the Durham Regional Official Plan, the minimum density target shall be 150 persons and jobs per hectare;
10. By amending the first sentence of Policy 4.3.3.3.4.2 b.) to read as follows: “The minimum building height for residential and mixed-use buildings shall be 6 storeys and the maximum building height shall be 25 storeys subject to providing a transition in height and density where the development abuts existing low rise residential development through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane”.
11. By amending policy 4.3.3.4.1 to read as follows:
Rossland/Garden is an Urban Central Areas as identified on Schedule “A”;
12. By deleting policy 4.3.3.4.3 “Dundas East Urban Central Area”;
13. By amending Policy 4.3.3.4.4.2 b.) to read as follows:
“The minimum building height for residential and mixed-use buildings shall be 2 storeys and the maximum building height shall be 25 storeys in proximity to Brock Street, Garden Street, or Rossland Road subject to providing a transition in height and density where the development abuts existing low rise residential development through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane”; and
14. By amending Policy 4.3.3.5.1 , by deleting “and Dundas Street/McQuay Boulevard” to read as follows: “Baldwin Street/Columbus Road, Cochrane Street/Columbus Road, Baldwin Street/Thickson Road, Gordon Street/Victoria Street, Thickson Road/Taunton Road, and Rossland Road/Desmond G. Newman Drive, are

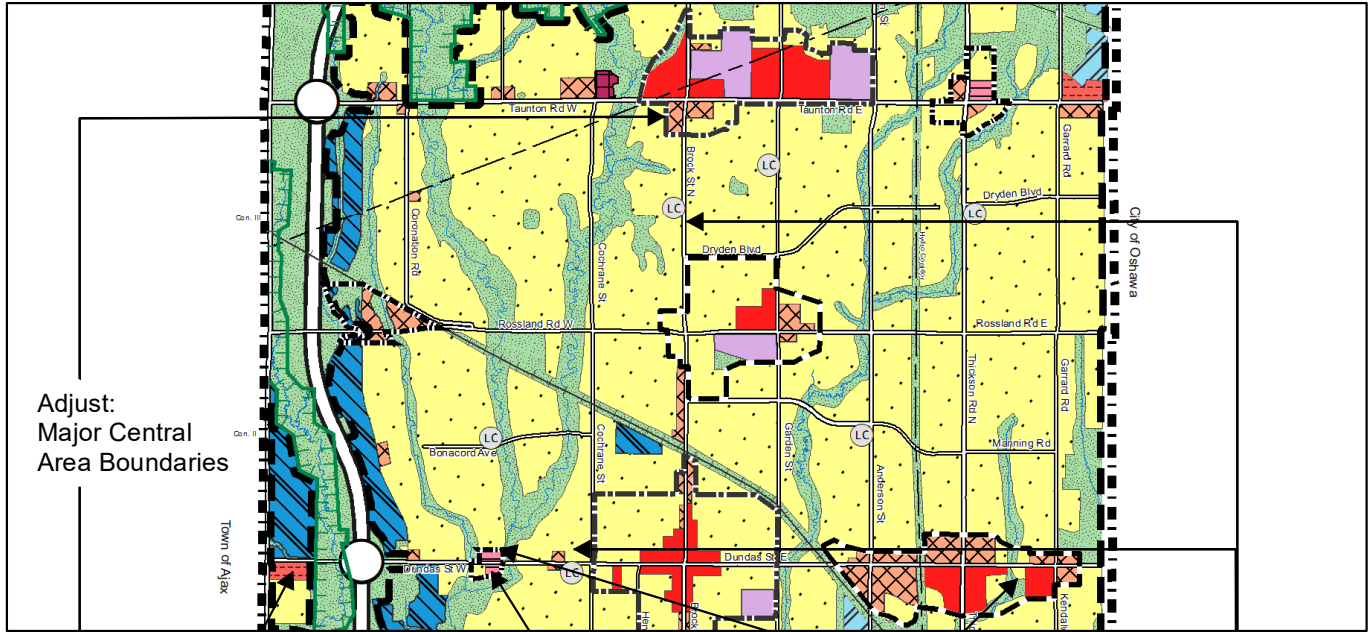
Community Central Areas as identified on Schedule “A” and may be identified in Secondary Plans”.

Implementation: The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.

Interpretation: The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.

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Exhibit 'A' to Draft Proposed Official Plan Amendment #139 to the Town of Whitby Official Plan

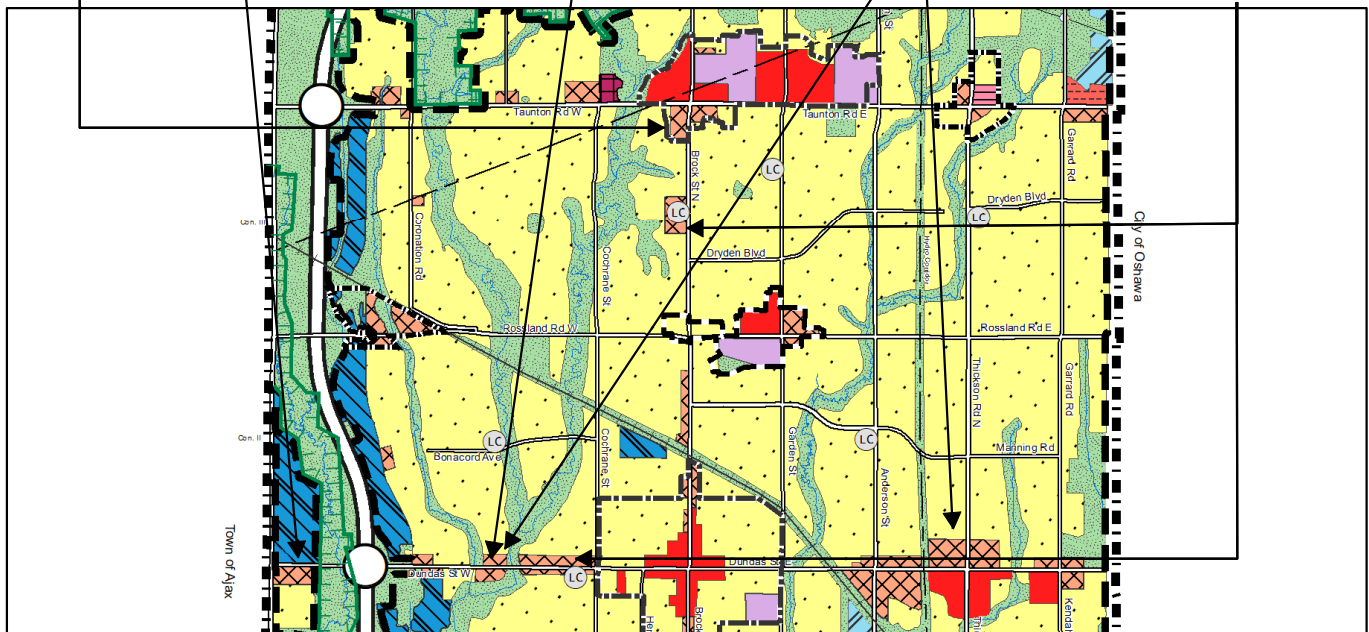


Change From:
"Special Purpose Commercial"
To: "Mixed Use"

Change From:
"Community Commercial"
To: "Mixed Use"

Delete: Urban Central Area
and Community Central Area

Change From:
"Residential"
To: "Mixed Use"



Legend

- | | | | | | |
|--|---|--|---|--|--|
| | Residential | | Lands Subject to Durham Regional Official Plan Policy 14.13.7 | | D3 (Deferred by Region of Durham) |
| | Major Commercial | | Deferred by the Region of Durham | | Local Central Area |
| | Community Commercial | | Resource Extraction Area (See Section 4.12) | | Utility |
| | Special Purpose Commercial | | Refer to Policy 4.7.5.2. | | 2031 Urban Area Boundary |
| | Mixed Use | | Community Central Area Boundary | | Future Urban Development Area Boundary |
| | Prestige Industrial | | Greenbelt Protected Countryside Boundary | | Hamlet Boundary |
| | General Industrial | | Major Central Area Boundary | | Municipal Boundary |
| | Special Activity Node | | Southern Boundary of Oak Ridges Moraine | | Urban Central Area Boundary |
| | Institutional | | | | |
| | Major Open Space | | | | |
| | Agricultural | | | | |
| | Hamlet | | | | |
| | Estate Residential | | | | |
| | Special Policy Area
Refer to section 11.5.31.6 | | | | |

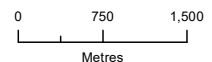
Notes: Refer to the applicable Secondary Plan for more detailed land use designations. Secondary Plan boundaries can be found on Schedule 'E', including the Oak Ridges Moraine Secondary Plan. Some legend items may not appear on the displayed figure extent.

Official Plan - Town of Whitby

Schedule

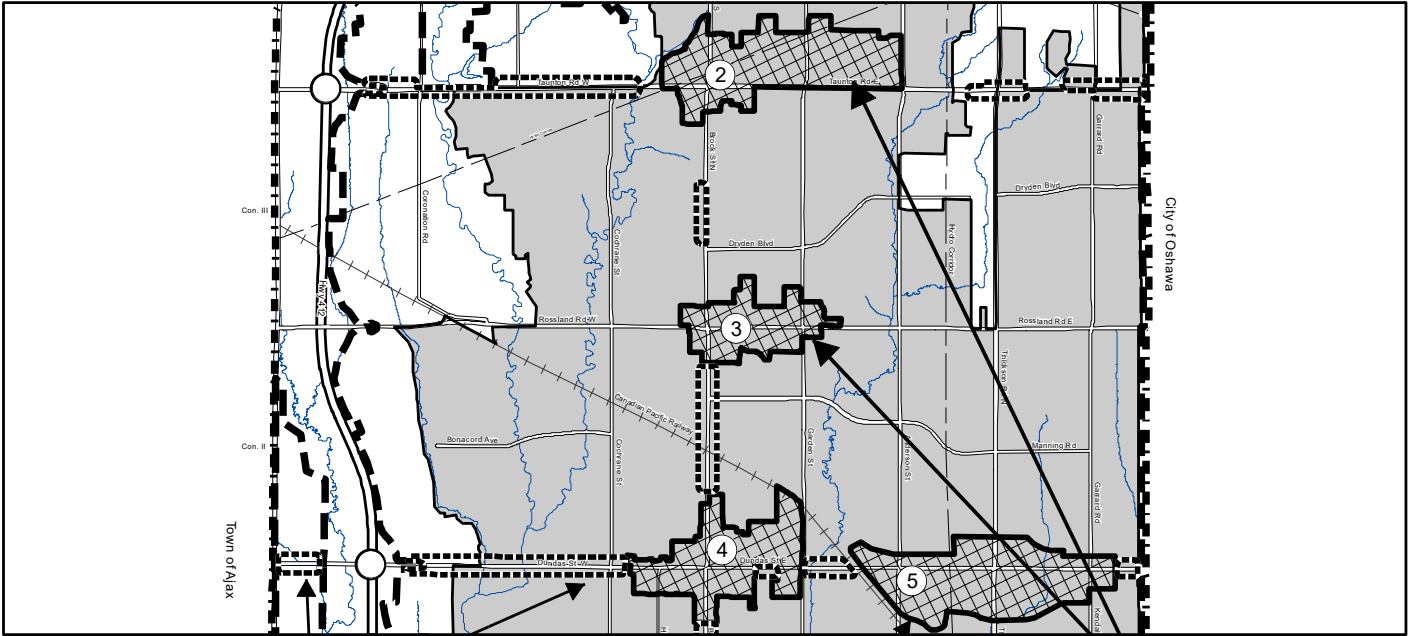
Excerpt from Schedule 'A' Land Use

A



This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text. For all intents and purposes, the elements within this schedule are to be considered conceptual.

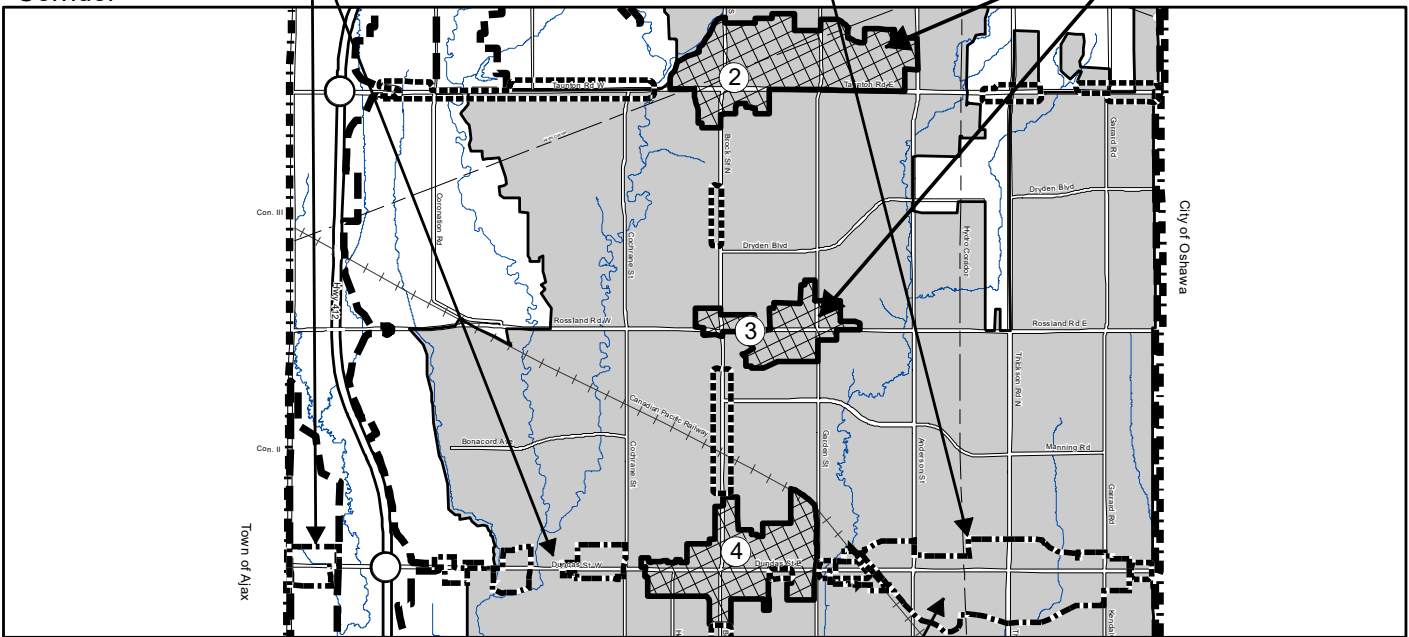
Exhibit 'B' to Draft Proposed Official Plan Amendment #139 to the Town of Whitby Official Plan



Replace: Intensification
Corridor with Rapid
Transit Intensification
Corridor

Delete: Urban Central
Area Boundary

Adjust: Intensification
Area
Boundaries



Legend

- * Major Transit Station
- - - 2031 Urban Area Boundary
- - - Municipal Boundary
- ▭ Built Boundary (2006)
- ▨ Intensification Area
- ▭ Intensification Corridor
- ▭ Rapid Transit Intensification Corridor
- ▨ Lands Subject to Durham Regional
Official Plan Policy 14.13.7

Intensification Areas:

- ① Downtown Brooklin
- ② Brock / Taunton
- ③ Rosland / Garden
- ④ Downtown Whitby
- ⑤ Dundas Street East
- ⑥ Port Whitby

Delete: "5 - Dundas
Street East"
to Legend

D3 (Deferred by
Region of Durham)

Add: "Rapid Transit
Intensification Corridor"
to Legend

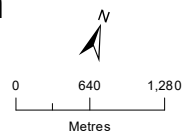
Note: Some legend items may not appear on the displayed figure extent.

Official Plan - Town of Whitby

Schedule

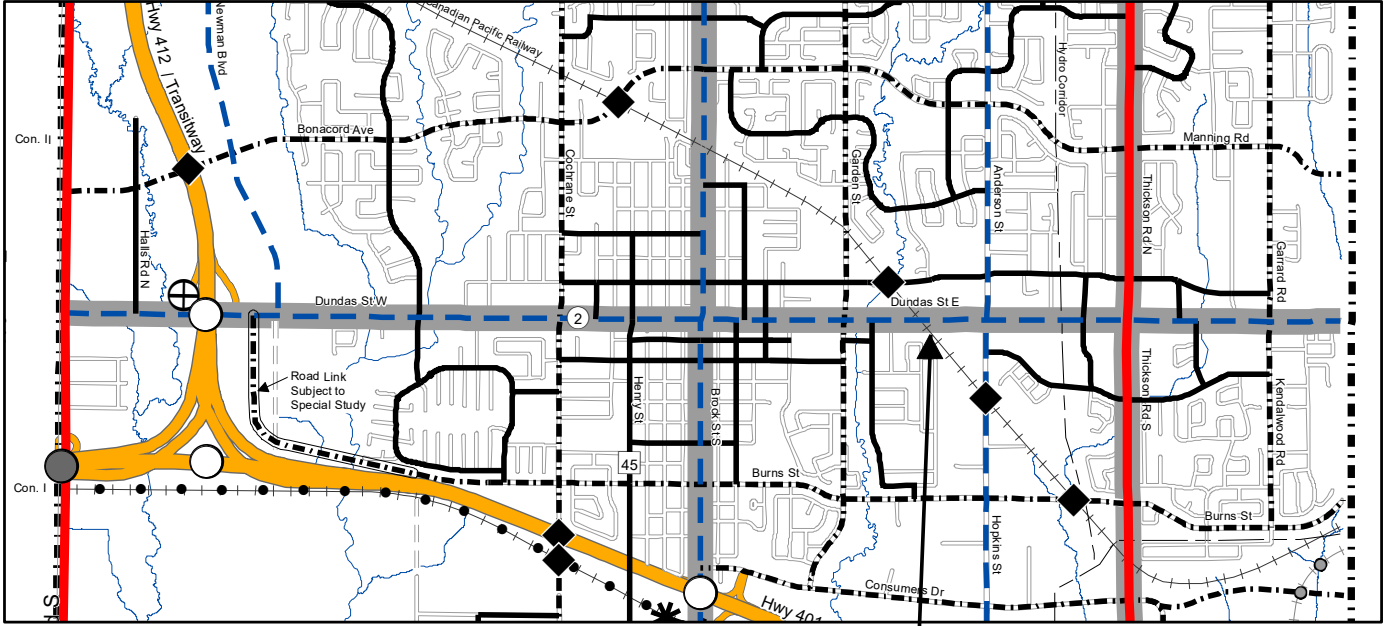
**Excerpt from
Schedule 'B'
Intensification**

B

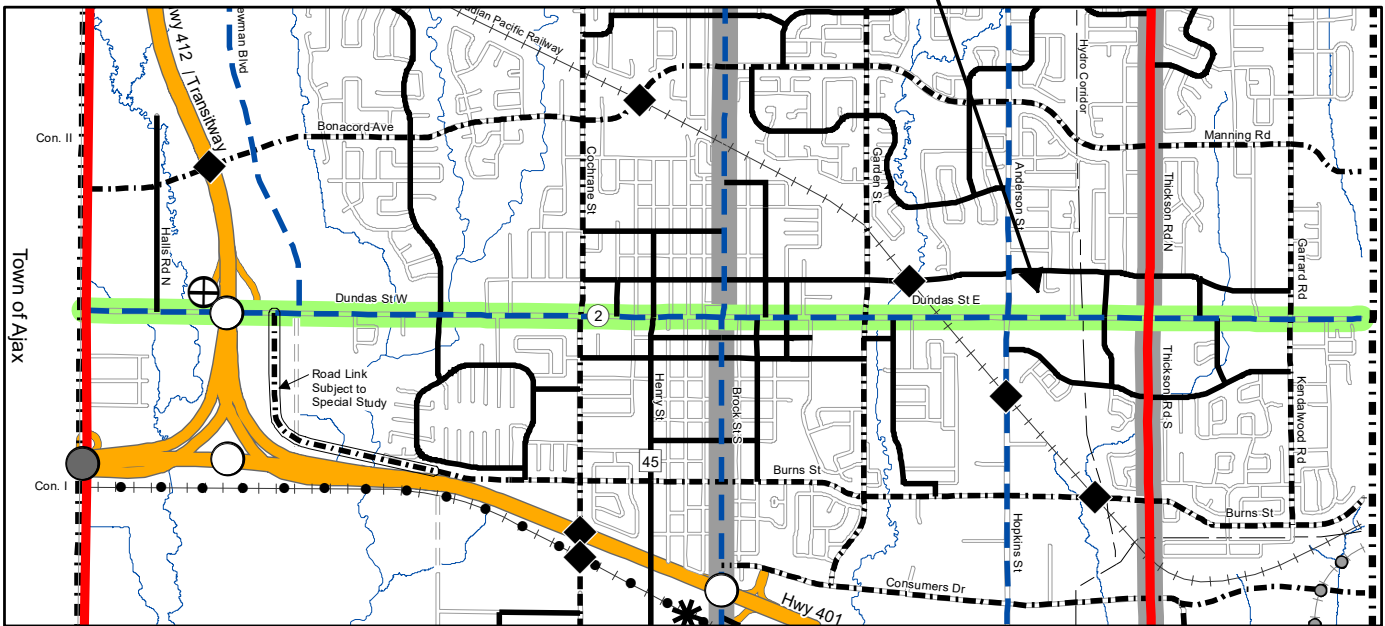


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Exhibit 'C' to Draft Proposed Official Plan Amendment #139 to the Town of Whitby Official Plan



Replace: "Transit Spine" with "Rapid Transit Corridor"




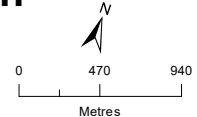
Legend

- Existing Interchange
- Proposed Interchange
- ◆ Proposed Grade Separation
- Hydro Corridor
- - - Municipal Boundary
- - - Pipeline Corridor
- Railway Corridor
- - - Deferred by the Region of Durham
- ⊕ Future Transitway Station
- ★ Major Transit Station
- Commuter Rail
- Future Commuter Rail
- Transit Spine
- Rapid Transit Corridor
- ▨ Lands Subject to Durham Regional Official Plan Policy 14.13.7
- ▨ Special Policy Area Refer to section 11.5.31.6
- Road Network:**
Note: Refer to Section 8.1.3.1.6 regarding alternative route to Baldwin Street for goods and people movement.
- ⑦ Provincial Highway
- ④ Regional Road
- Controlled Access Highway (Freeway)
- Type A Arterial Road
- Type B Arterial Road
- Type C Arterial Road
- Collector Road
- Local Road
- Unopened Road Allowance
- D3 (Deferred by Region of Durham)

Official Plan - Town of Whitby Schedule

Excerpt from Schedule 'D' Transportation

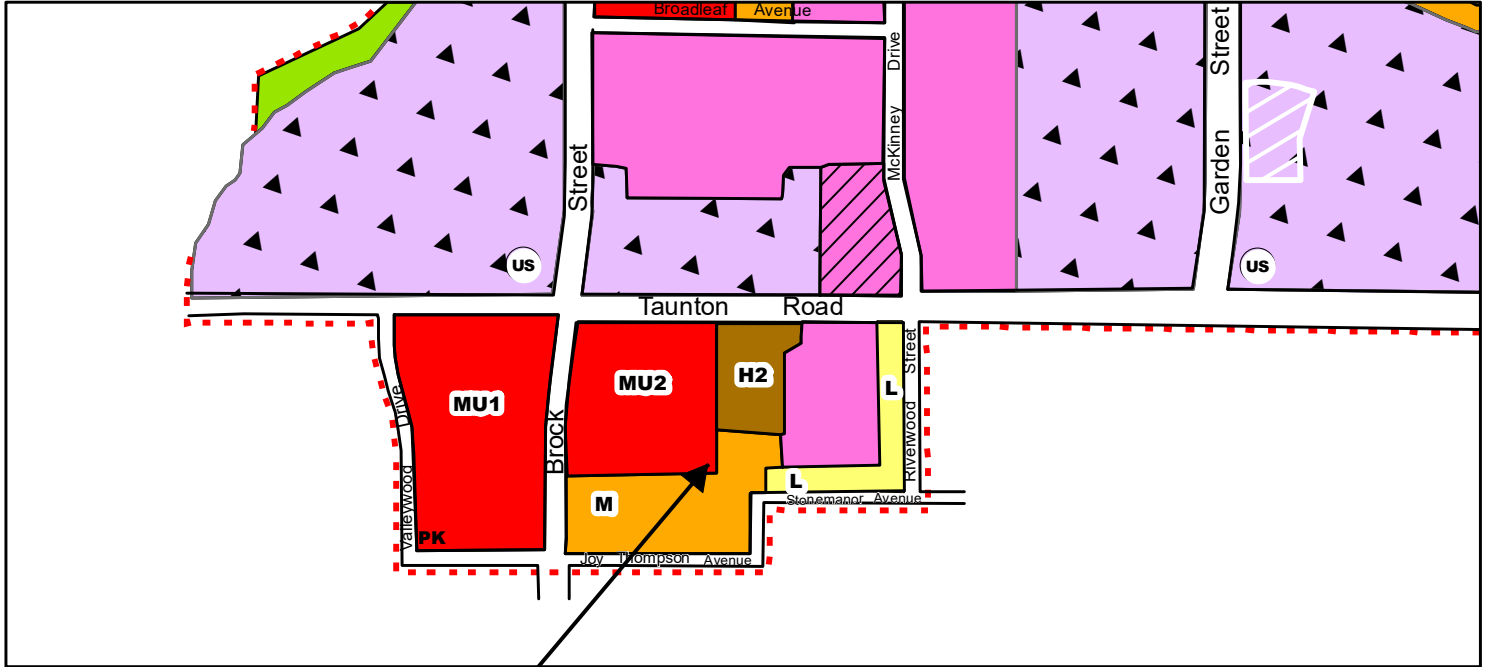
D

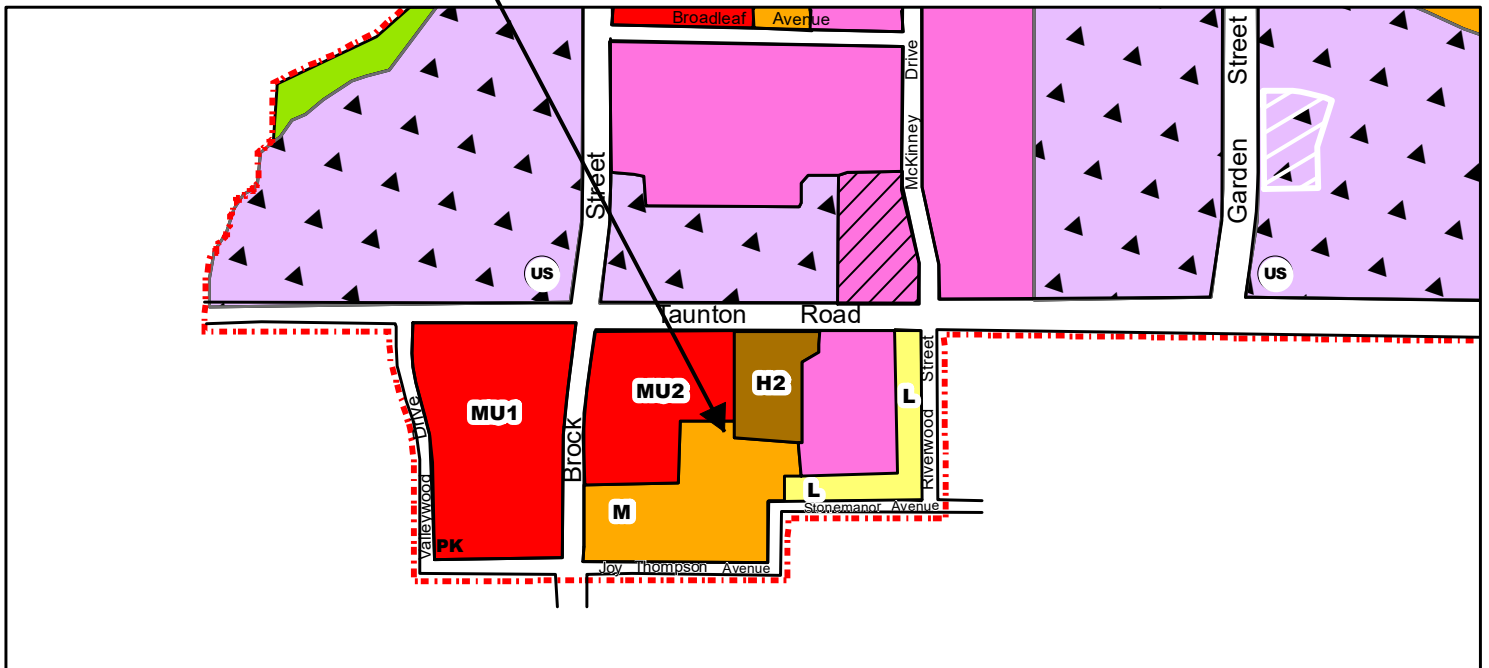
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Add: "Rapid Transit Corridor" to Legend

Exhibit 'D' to Draft Proposed Official Plan Amendment #139 to the Town of Whitby Official Plan



Adjust boundaries of "Mixed Use 2" and "Medium Density Residential"



Legend:					
L Low Density Residential	Major Commercial	Major Open Space	Parkette		Brock/Taunton Major Central Area Secondary Plan Official Plan Schedule Form of 10/20/22
M Medium Density Residential	Major Commercial - 1	Secondary Plan Boundary	Urban Square		
H High Density Residential	Corporate Office / Institutional	MU Mixed Use Special Policy (refer to text)			
PK Parkette	Institutional				
Mixed Use					