

Attachment #3

Comment - Response Matrix: OPA 138 – Protected Major Transit Station Areas

External Agency Comments

While comments have been paraphrased for the purposes of the following Comment-Response Matrix, all comments have been reviewed and taken into consideration for the final recommended amendment.

In accordance with the Planning Act, all commenting bodies were circulated the draft proposed amendment for review and comment for a 6-week period. External agencies who do not appear in the Comment-Response Matrix, did not provide a response to the circulation.

Date Received	From	Comment(s)	Response(s)
Oct 03, 2024	Durham Regional Police Services (DRPS)	A map of the DRPS signal pathway was provided to determine if the signal traverses any portion of the PMTSA and would have an impact on future redevelopment.	The signal does not appear to traverse the high rise mixed use land use designation with the PMTSA.
Oct 07, 2024	Enbridge	No comments/ concerns at this time.	Noted.
Oct 11, 2024	Infrastructure Ontario	Supportive of the proposed land use designations. Requesting that the Ontario Provincial Police (OPP) property be identified as a potential infill site.	The OPP property has a commercial land use designation on Schedule F of the Port Whitby Community Secondary Plan, which would not preclude redevelopment in the future, subject to meeting necessary studies and requirements.
Oct 24, 2024	Bell Canada	No comments/ concerns at this time.	Noted.
Oct 24, 2024	Township of Scugog	No comments/ concerns at this time.	Noted.
Oct 24, 2024	Durham Catholic District School Board	No comments/ concerns at this time.	Noted.
Oct 24, 2024	Rogers Communications	No comments/ concerns at this time.	Noted.
Nov 4, 2024	Central Lake Ontario Conservation Authority (CLOCA)	<p>No comments/ concerns at this time.</p> <p>CLOCA’s interest in the development of the Protected Major Transit Station Area pertains to existing natural hazard features, such as the presence of floodplains in the area due to proximity to the shoreline and Rowe Channel. CLOCA would encourages implementing site specific policies within natural hazard lands to ensure that the appropriate floodplain hazard studies are completed prior to the enactment of development approvals.</p>	<p>Noted.</p> <p>Please note that CLOCA staff are represented on the Technical Advisory Committee for the Whitby Official Plan Review.</p>

Date Received	From	Comment(s)	Response(s)
Nov 5, 2024	Ministry of Transportation	Generally supportive of the amendments. Lands identified are adjacent to the Provincial Highway Network and will require review and permits from the Corridor Management Office. This applies to all lands within the Ministry's Permit Controlled Areas. All relevant lands being redeveloped will require a Traffic Report as part of a Transportation Master Plan or Traffic Impact Statement as well as Master Stormwater Management reports and other relevant documentation. Any lands subject to Major Transit Improvements adjacent to Provincial Highway Corridors shall consult the Ministry of Transportation.	Noted.
Nov 5, 2024	Region of Durham	<p>Comments from the Region of Durham are summarized below:</p> <p>Minimum Density Target</p> <ul style="list-style-type: none"> • Provide a land budget demonstrating how the minimum density of 150 people and jobs per hectare across the PMTSA would be met. • While maximum density caps are removed, demonstrate that the existing minimum density targets of land use designations within the PMTSA would continue to meet the target. • A minimum jobs target should be included. 	<p>The analysis for redevelopment potential provided in the Background Summary and Analysis Report (Section 5 – Recommended Official Plan Policy Directions) considered the Envision Durham Management Study and further included a more detailed analysis of local conditions to provide for the recommended height and density permissions in appropriate locations within the PMTSA, to achieve the minimum density target by the 2051 planning horizon.</p> <p>The Town recognizes that PMTSA targets are long-term and that some sites within the PMTSA may not build out/ redevelop to their full potential by the 2051 planning horizon. The assumptions in the Background report support reasonable development potential to 2051, while conforming with minimum targets.</p> <p>The Whitby GO PMTSA does not include Employment Area Lands. Land use designations and policies for mixed uses, which includes non-residential will contribute to local job creation within the PMTSA. A proposed minimum of 25 jobs per hectare across the entire PMTSA has been included in the final recommended amendment.</p>
		<p>Low Density Residential</p> <ul style="list-style-type: none"> • Concern expressed with Low Density Areas and corresponding policies (11.1.5) remaining within the PMTSA. Suggest redesignating Low Density Residential areas within the PMTSA to Medium Density Residential (MDR) or add policy to have minimum built form requirements. 	<p>Low density residential is not a prohibited use within a PMTSA per Envision Durham. As such, the Town has continued to include some existing low density residential uses within the PMTSA boundary with the intent that it will remain mature, low density neighbourhoods, adding to the mix and range of housing options. While this does not preclude redevelopment in the future, these lands are not required to redevelop at higher densities in order to achieve the minimum density target of 150 people and jobs per hectare. More appropriate lands have been designated for higher heights and densities, closest to the GO Station.</p>
		Inclusionary Zoning	Inclusionary Zoning policies are being considered through a separate OPA and Zoning exercise, concurrent to Official Plan Review. Required studies outlined in Ontario Regulation 232/18 to support Inclusionary Zoning are in progress.

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		<ul style="list-style-type: none"> The Town of Whitby should consider implementing inclusionary zoning to create more affordable housing opportunities within the PMTSA. 	
		<p>Mixed Use Designation</p> <ul style="list-style-type: none"> Policies appear to permit standalone residential development in mixed-use designations. Suggest clarifying policy language to state whether stand alone residential uses are permitted. Suggest stating that residential uses are only permitted above the ground floor, or as part of a larger mixed-use development. 	<p>As per policy 4.6.3.1 in the Town of Whitby Official Plan, Mixed Use designations shall permit integrated mixed-use development and redevelopment which include residential, office, retail, restaurant, personal service, and community and/or institutional uses. Lands designated as Mixed Use shall contain two or more of these categories.</p> <p>The final recommended amendment refers to policy 4.6.3.1 and also includes a provision to amend policy 11.1.9.5 to read as follows: “Development with frontage on Brock Street South and Front Street shall contain ground floor related non-residential uses across the entire Brock Street frontage and Front Street frontage with the exception of residential lobbies and service areas and subject to the appropriate provisions of the Zoning By-law.”</p>
			<p>Please note that Region of Durham staff are represented on the Technical Advisory Committee for the Whitby Official Plan Review.</p>

Public Submissions

Date Received	From	Comment(s)	Response(s)
December 13, 2024	Malone Given Parsons on behalf of 101 Victoria Street West and 1510-1604 Brock Street South	Requesting an increase in the maximum building height for the Mixed Use Main Street designation along Brock Street South from 6 storeys to 10-12 storeys to address built form transition from the High Rise Mixed Use designation; and to include policies encouraging building step backs within the Mixed Use Main Street designation to facilitate built form transition.	<p>A policy has been added to the final recommended amendment referring to lands located at the southwest corner of Brock Street and Victoria Street to provide for an appropriate transition in building height downward to permitted development in the Mixed Use Main Street designation to the south and providing for a substantial step back along Brock Street.</p> <p>The final recommended amendment maintains the 6 storey maximum building height in the Mixed Use Main Street designation along both sides of Brock Street South, to maintain an appropriate transition in building heights across the PMTSA, with the highest heights closest to the Major Transit Station.</p>

In addition to written submissions received regarding OPA 138 – Whitby GO Protected Major Transit Station Area, comments and feedback were also provided by stakeholders and the public at the in-person Community Open House, and through two online engagement surveys hosted on the Connect Whitby project page (connectwhitby.ca/OPreview). All engagement feedback has been taken into consideration to inform the final recommended amendment.