



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

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Phase 2 Whitby Official Plan Review  
Recommendations Report



September, 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.....	9
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>22</b>
<b>5</b>	<b>Recommended Official Plan Policy Directions.....</b>	<b>26</b>
5.1	Strategic Growth Areas from Envision Durham.....	26
5.1.1	Regional Centres .....	29

5.1.2	Dundas Street Rapid Transit Corridor .....	36
5.2	Protected Major Transit Station Area .....	47
5.2.1	Other Considerations in the PMTSA.....	53
5.3	Other Nodes and Corridors from Envision Durham.....	55
5.3.1	Regional Corridors .....	55
5.3.2	Other Locally Designated Nodes .....	67
5.3.2.1	Rossland/Garden Urban Central Area.....	67
5.4	Other Housing-Related Policies .....	72
<b>6</b>	<b>Summary of Recommendations .....</b>	<b>74</b>
<b>7</b>	<b>Next Steps.....</b>	<b>77</b>
<b>Appendices .....</b>		<b>78</b>
	Appendix A - Conformity Table to Policies in Envision Durham.....	79

# 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.

Additionally, since the 2018 Whitby Official Plan came into force, the Province has assigned a Municipal Housing Target for the Town of Whitby of 18,000 new homes towards the Province's goal of 1.5 million new homes by 2031. The Town has also received funding from the Federal Housing Accelerator Fund to increase height and density in the Protected Major Transit Station Area and other Strategic Growth Areas like the Rapid Transit Corridor, to help increase the supply and range of housing options.

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.

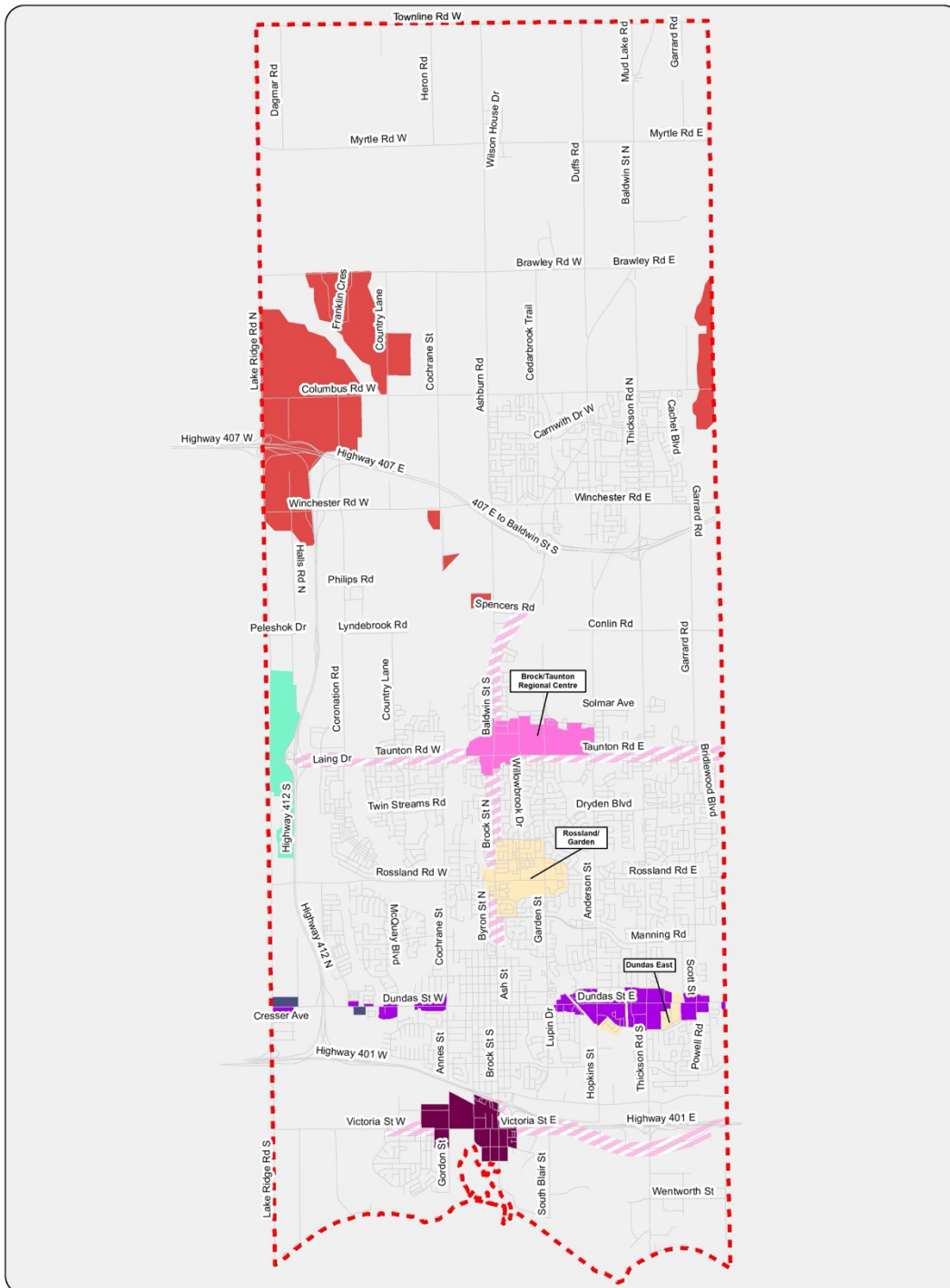
Protected Major Transit Station Areas are areas planned to accommodate greater densities around a major transit stations, such as train stations.

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

- |   |  |  |                |
|---|--|--|----------------|
| <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; border: 1px solid black; 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; border: 1px solid black; margin-right: 5px;"></span> Regional Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800080; border: 1px solid black; margin-right: 5px;"></span> Rapid Transit Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4B0082; border: 1px solid black; margin-right: 5px;"></span> Rapid Transit Corridor Employment</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FF00FF; border: 1px solid black; margin-right: 5px;"></span> Regional Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black; 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; border: 1px solid black; 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; border: 1px solid black; margin-right: 5px;"></span> Additional Urban Expansion Area</li> </ul> <p><span style="border-top: 1px dashed red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Whitby Boundary</p> | <p>— Roads</p> |
|---|--|--|----------------|



MAP DRAWING INFORMATION:  
DATA PROVIDED BY: NIMK, 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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PROJECT: 24-7548 STATUS: DRAFT DATE: 5/3/2024

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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);

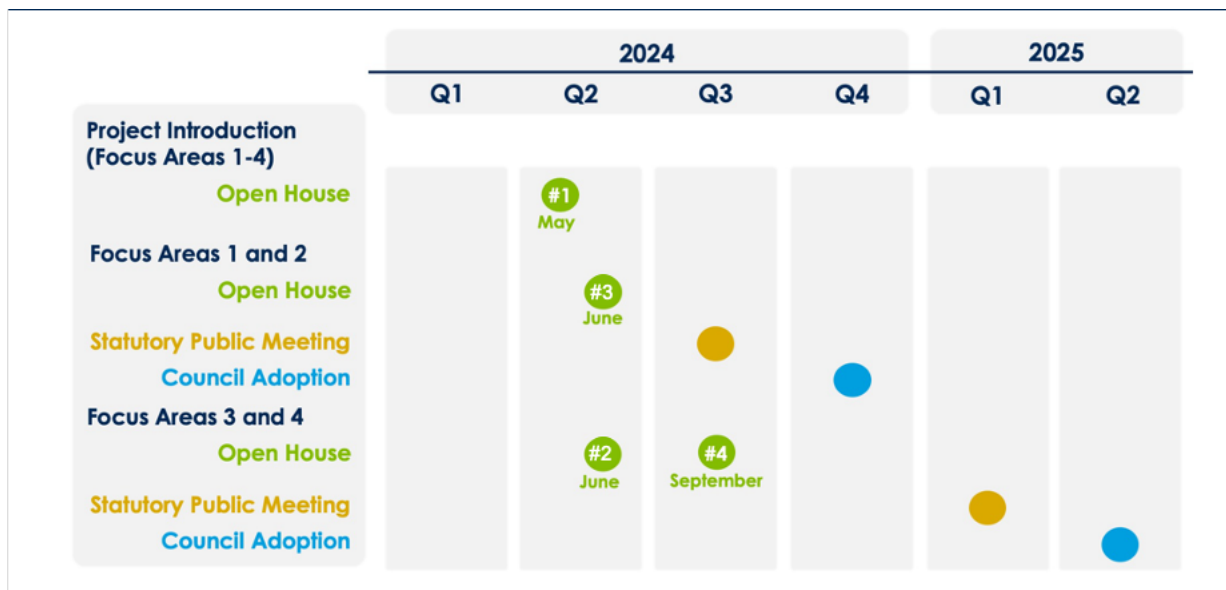
Other Nodes and Corridors

- 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** provides recommended Official Plan policy directions.

**Section 6** summarizes the recommendations.

**Section 7** provides 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 the area around the Whitby GO Station as a PMTSA, as such the updated Official Plan should 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 are 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 PMTSA's, 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 PMTSA's 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.

The Province recently released a new Provincial Planning Statement (PPS) which combined the Growth Plan and former PPS. It comes into effect on October 20 2024. The implications of the pending new policy will be considered as the study progresses.

## **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.

With the new PPS coming into effect on October 20 2024, the Growth Plan will be no longer in effect, though many of its key points were brought into the new PPS. The implications of the pending new policy will be considered as the study progresses.

## 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.

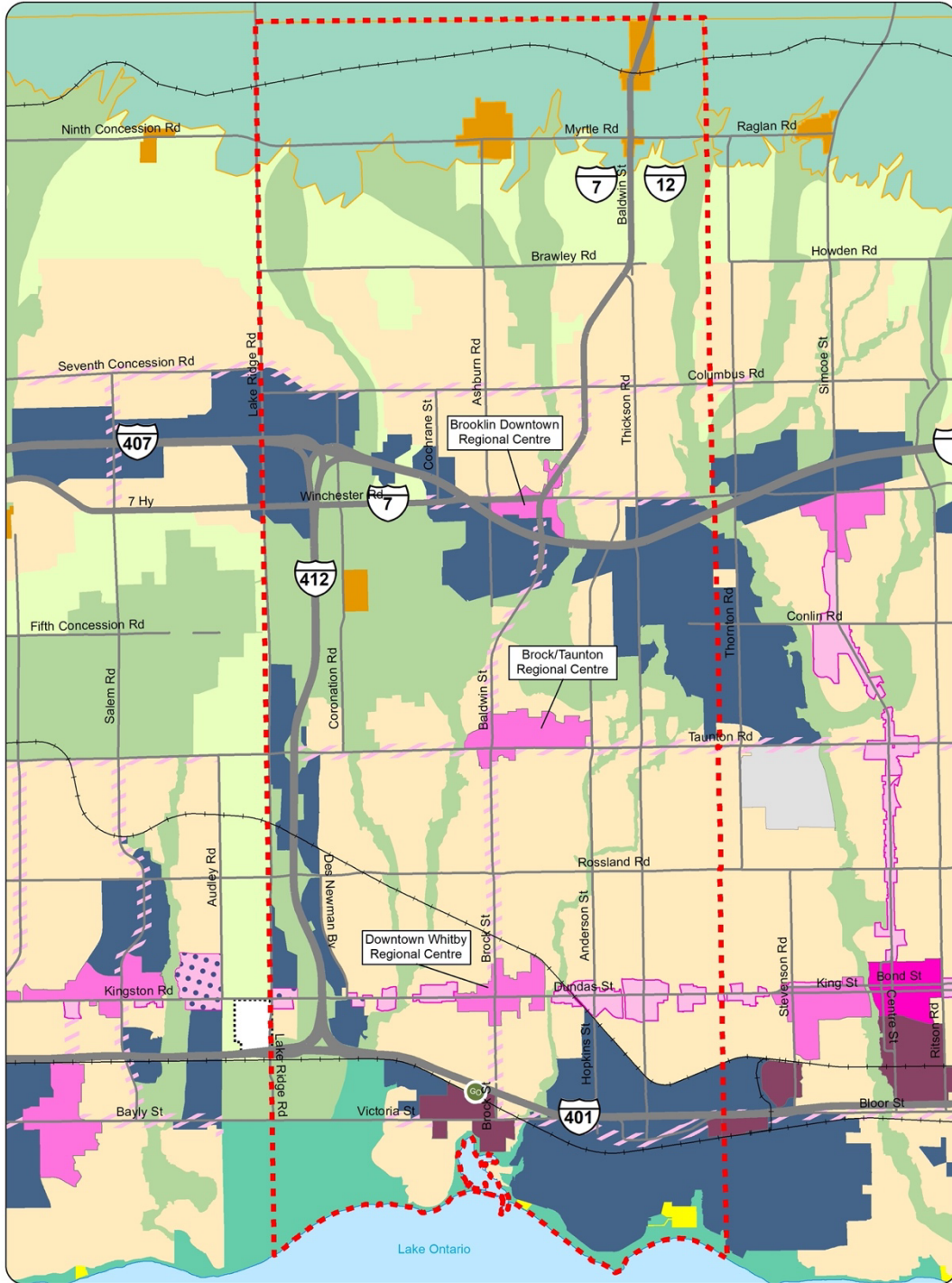
The following sections provide an overview of the policies related to select Strategic Growth Areas and Other Nodes and Corridors. This section deals specifically with topics relevant to Focus Areas 1 and 2, the Protected Major Transit Station Area, Strategic Growth Areas and other Nodes and Corridors. 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.

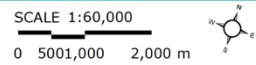
The Region-wide intensification target is 50% with intensification targets further set for each municipality to meet the Region-wide target. The target for the Town of Whitby is 50% based on 19,440 units (of 39,260) to 2051 to occur within the built boundary and reflecting 17% of the Region's total intensification. 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



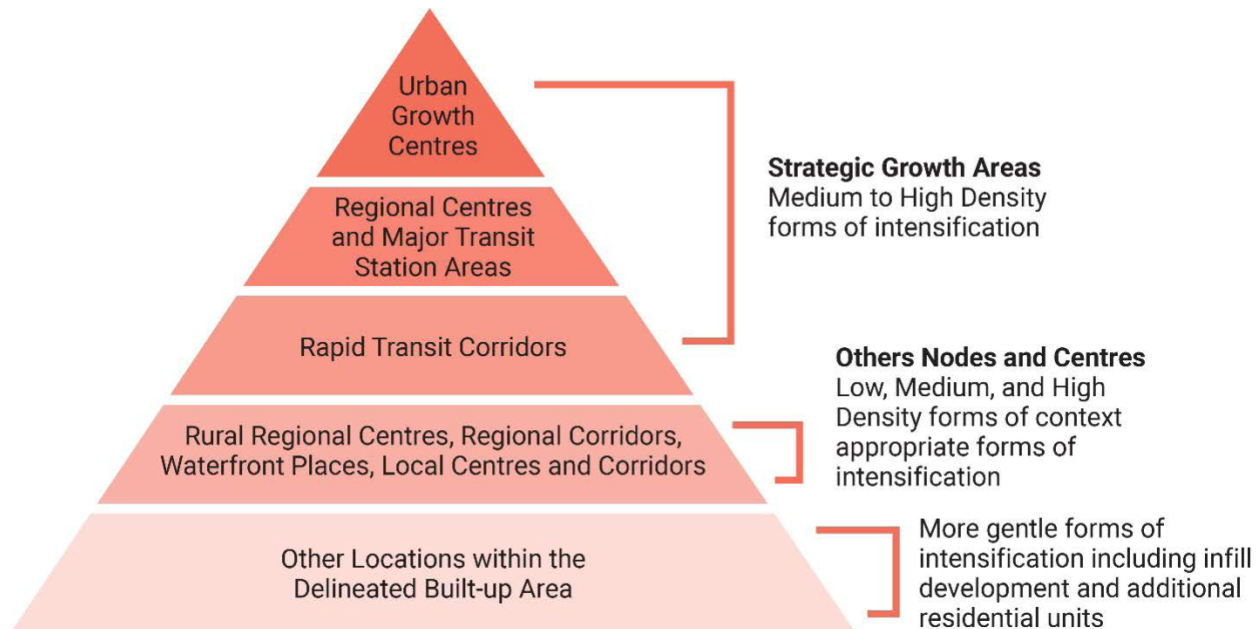
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MAP CREATED BY: AC  
MAP CHECKED BY: SM  
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N

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. It is noted that Section 4.3.3.3.3 of the Whitby Official Plan indicates the Downtown Intensification Area has a minimum density target of at least 75 residential units per hectare. This density would closely equal a minimum density of 150 people and jobs per gross hectare. 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, PMTSAs 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 where 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 generally 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.

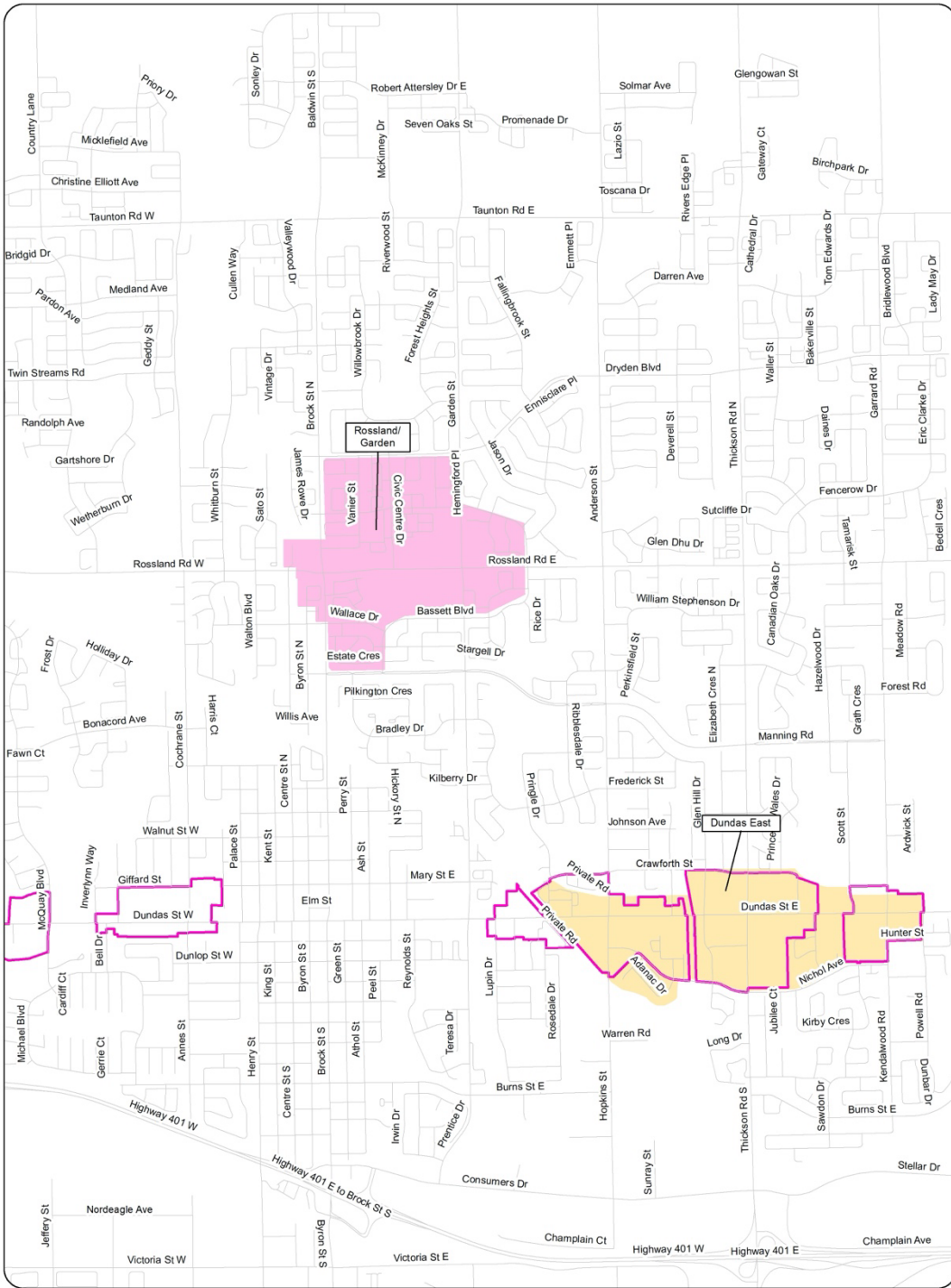
These areas include Urban Central Areas (Schedule A of the Whitby OP) and Intensification Areas (Schedule B of the Whitby Official Plan). Urban Central Areas are to be planned and developed similar to, but generally smaller in scale than Major Central Areas in order to serve large segments of the Urban 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**
- Rosland/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: 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\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 MTSA, 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.

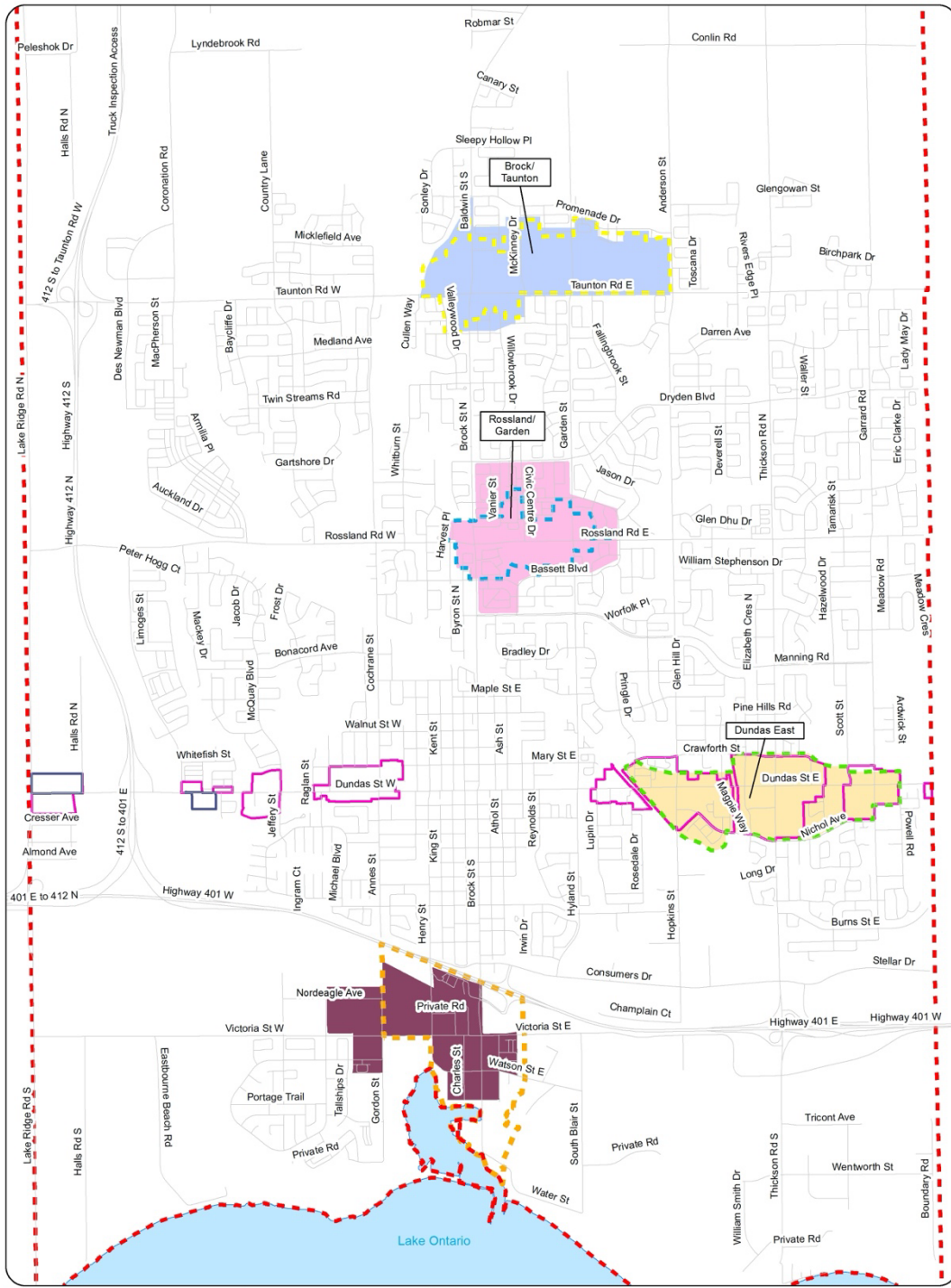
Section 4.2 addresses Intensification Areas and Intensification Corridors. Each of the Major Central Areas and Urban Central Areas are also identified as Intensification Areas. However, the delineation of the Central Areas and Intensification Area boundaries do not always align in the Town's schedules,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

- Whitby Boundary
- Rapid Transit Corridor
- Rapid Transit Corridor Employment
- Roads



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

SCALE 1:30,000

0 275 550 1,100 m



PROJECT: 24-7548 STATUS: DRAFT DATE: 5/4/2024

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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 Port Whitby 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 Recommended Official Plan Policy Directions



This section describes proposed policy recommendations to the Official Plan for the Strategic Growth Areas (SGAs) in the Town, including the Protected Major Transit Station Area (PMTSA), Regional Centres and Other Nodes and Corridors that are identified for intensification through Envision Durham and the Town Official Plan. The proposed policy recommendations are based on the conformity exercise completed in **Section 3** and **Appendix A** of this Report. The policy recommendations are also informed by an Infill Potential Analysis, in this section of the report, which identified properties within the Strategic Growth Areas and the Other Nodes and Corridors that are underutilized based on existing land use permissions or that have the potential to redevelop for a mix of uses and increased density.

### 5.1 Strategic Growth Areas from Envision Durham

#### General Updates

As part of the Official Plan Review, there are general policy updates required to ensure the updated Official Plan aligns with the policies, intensification targets, and the 2051 planning horizon contained in Envision Durham.

One of the updates is the minimum intensification target. Envision Durham includes an overall minimum intensification target of 50 percent for all new residential units in Whitby's built boundary. This means that over half of the new residential units need to be accommodated within the built-up area. The current Whitby Official Plan includes an intensification target of 45 percent which will need to be updated to 50 percent.

The Town's Official Plan guides future growth to a planning horizon of 2031, whereas Envision Durham now guides growth to the year 2051. The Official Plan's planning horizon and growth forecasts will need to be updated to be consistent with Envision Durham growth management policies.

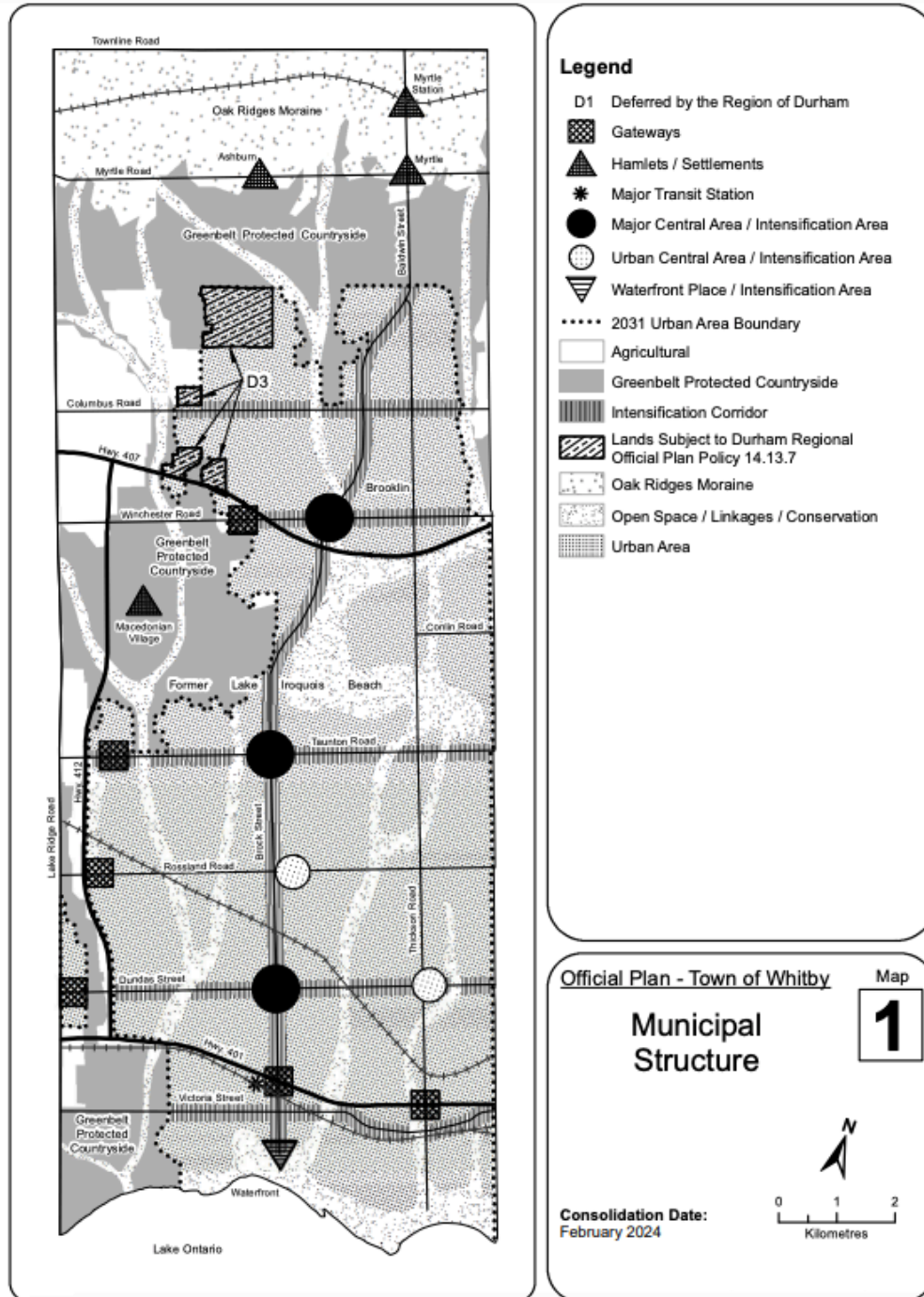
#### Update Intensification Targets for Strategic Growth Areas and Other Nodes and Corridors

Envision Durham provides an updated Regional Structure that identifies Strategic Growth Areas (SGA) and Other Nodes and Corridors, as shown on **Figure 6**.



**Figure 6: Regional Structure From Envision Durham**

The Town's current Official Plan's Municipal Structure Plan (Map 1), as shown on **Figure 7**, displays growth areas such as the Major Central Area, Urban Central Area, and various Intensification Areas and Corridors. These areas generally align with Envision Durham, but some areas are shown quite conceptually. The detailed boundary of these Strategic Growth Areas is shown on Schedule A. Where they differ, Schedule A will need to be updated to reflect the boundaries of the Strategic Growth Area that are now delineated in Envision Durham.



**Figure 7: The Town’s Current Municipal Structure**

The Town’s updated Official Plan should also be updated to align with the intensification targets for each SGA as set out in Envision Durham, as discussed within the following subsections to follow.

Further, subsection 9.4, Monitoring, of the current Official Plan contains policies to monitor and assess the effectiveness of the implementing policies. The Town could

consider introducing policies to monitor key indicators related to the density targets and to support a mix of affordable and market-based housing options.

### **5.1.1 Regional Centres**

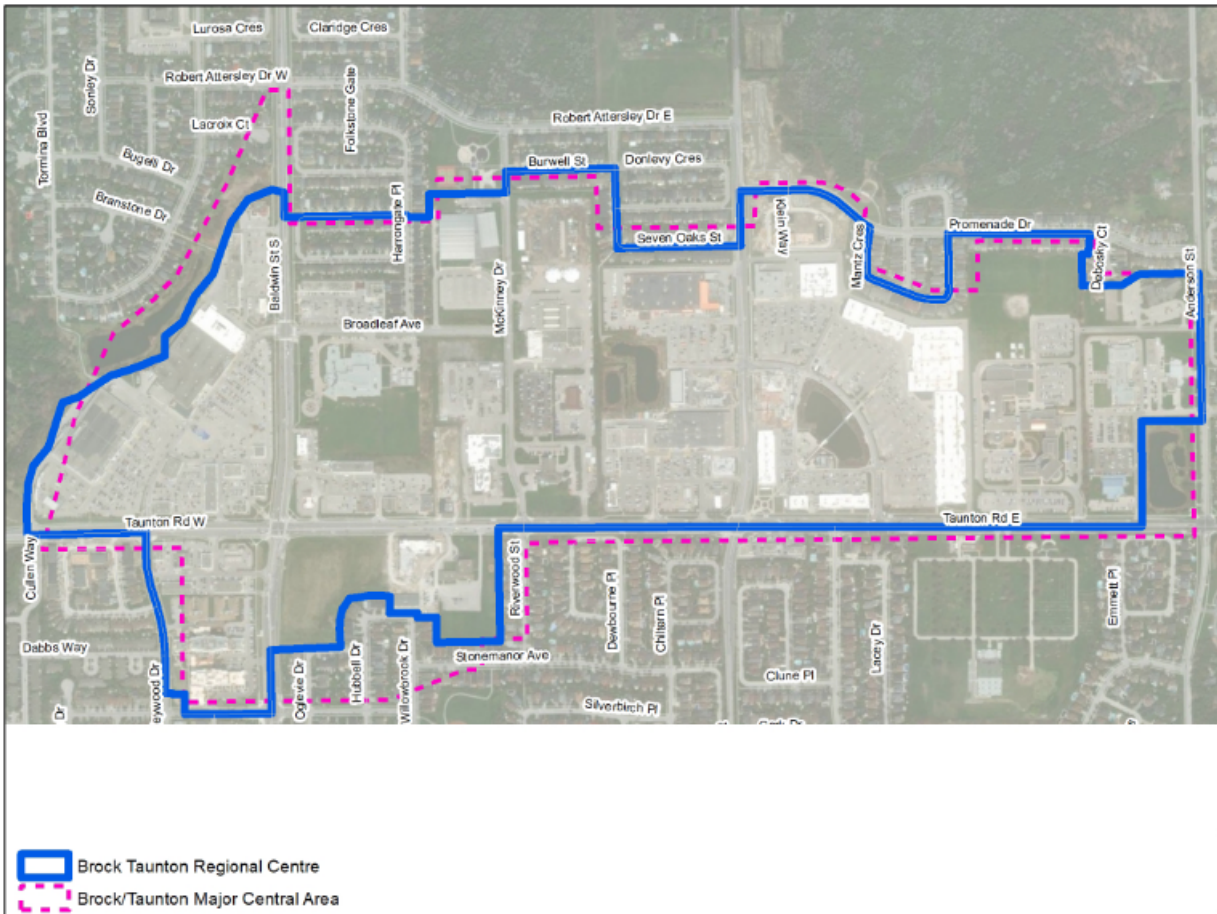
The following subsection provides a summary of the recommended policy changes to the Town's Official Plan based on Envision Durham and an infill analysis of the potential intensification opportunities within the SGAs and Other Nodes and Corridors.

The Brock/Taunton, Downtown Brooklin and Downtown Whitby Regional Centres are Strategic Growth Areas identified in Envision Durham. The Downtown Brooklin and Downtown Whitby Secondary Plans are recent Secondary Plans that provide for an appropriate amount of intensification in these areas and are therefore not the focus of this Official Plan Review. The Brock/Taunton Regional Centre is discussed in the following subsection.

#### **Brock/Taunton Regional Centre**

The Brock/Taunton Regional Centre in Envision Durham generally reflects the boundary of the Brock/Taunton Major Central Area delineated in the current Whitby Official Plan with some minor discrepancies. The existing delineation of the Major Central Area in the current Official Plan is recommended to be updated to align with the revised boundary in Envision Durham, as shown on **Figure 8**.





**Figure 8: Aerial Context of Brock/Taunton Regional Centre and Intensification Area Boundaries**

Brock/Taunton Regional Centre - Envision Durham Policies

Envision Durham sets out that Regional Centres offer a range of opportunities for urban and mixed-use development, while serving as focal points for both regional and local services. Regional Centres will be planned for a full range of institutional, commercial, public service facilities, higher density mixed-use and residential development, recreational, cultural, entertainment, office and major office uses (Envision Durham Policy 5.2.13 a)).

With respect to scale and height, Envision Durham sets out that Regional Centres are to contain a built form mix of contextually appropriate high-rise and mid-rise development, with appropriate transition in building height, density and massing to surrounding areas. In addition, Envision Durham sets out that the Regional Centre will be supported by public spaces that provide for complete and vibrant communities, as determined by area municipalities (Envision Durham Policy 5.2.13 b)).

Envision Durham provides a minimum density target of 100 to 150 people and jobs per gross hectare within Regional Centres.

### Brock/Taunton Major Urban Central Area - Town of Whitby's Existing Official Plan Policies

The current Official Plan identifies Regional Centres, including Brock/Taunton, but refers to them as Major Central Areas, that are planned as the main concentration of urban activities in the Town with a full suite of land uses. This aligns with Envision Durham's vision for the Regional Centres.

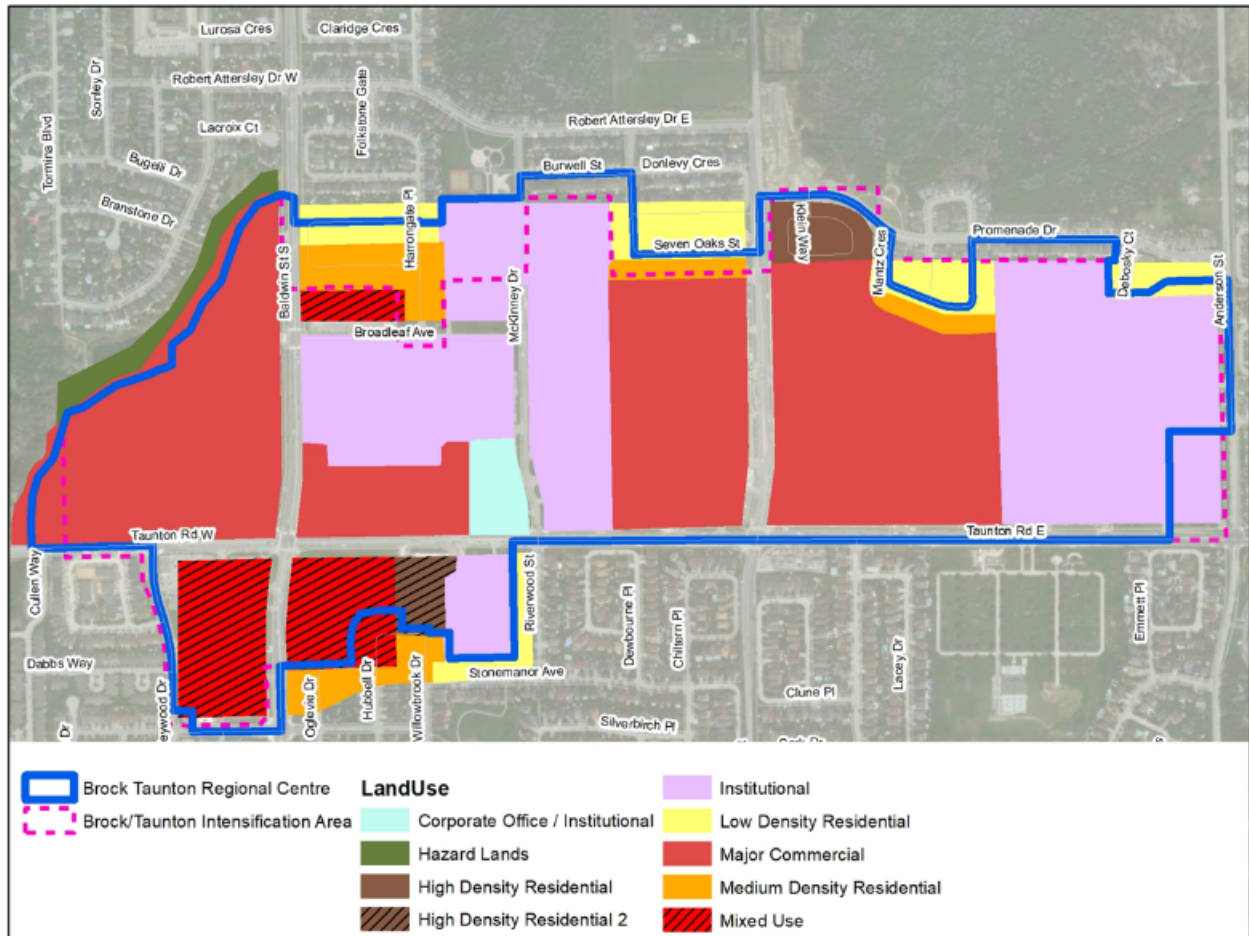
Further, the policies contained in the Brock/Taunton Major Central Area Secondary Plan (and updates based on OPA 133) provide additional policy direction for how redevelopment and intensification will occur in this SGA.

The Brock/Taunton Major Central Area has a minimum density target of 75 residential units per gross hectare and a long-term floor space index target of 2.5 in the Town's current Official Plan (Whitby Official Plan 4.3.3.3.4.2). Envision Durham has a minimum density target of 100 to 150 people and jobs per gross hectare. The current density target of 75 units per hectare in the Official Plan for the Brock/Taunton Major Central Area supports higher density uses such as apartments. Assuming a persons per unit (PPU) of 1.33 for apartments (average PPU for apartment unit types from the 2021 Consolidate Development Charges Background Study), this roughly equates to 100 people per hectare. To be consistent with other Strategic Growth Areas, it is recommended that Policy 4.3.3.3.4.2 a) be revised to reflect a density target of 150 persons and jobs per hectare which seeks to provide for more long term intensification of this Central Area.

Policy 4.3.3.3.4.2 sets out a minimum building height of 6 storeys and a maximum building height of 18 storeys. Further, it states that buildings that have a height of greater than 8 storeys should be located in proximity to Brock Street or Taunton Road.

The Brock/Taunton Major Central Area Secondary Plan also contains policies related to creating compact form, pedestrian oriented, and accessible by public transit development and includes land uses that promote density and support high-rise and mid-rise development, where appropriate. These policies align with the intent of the Regional Centre designation in Envision Durham, which supports more intensive mixed use and complete communities.

Currently, the Brock/Taunton Major Central Area contains lands designated Major Commercial, Institutional, Mixed Use, Medium Density Residential, High Density Residential and Corporate Office in Schedule 'N' of the Official Plan, as shown in **Figure 9**.



**Figure 9: Extract from Land Use Schedule 'N' of the Official Plan**

### Existing Uses and Built Form

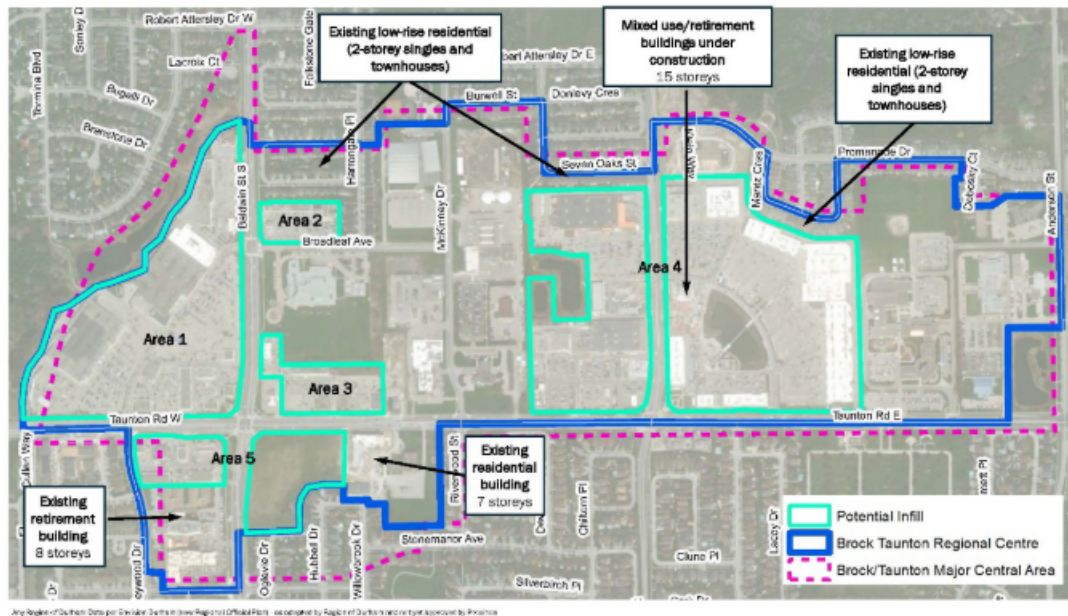
The Brock/Taunton Regional Centre primarily contains major commercial uses, including large format retail stores with large surface parking lots north of Taunton Road. The existing residential built form in the Brock/Taunton Regional Centre area is predominantly low rise (2-storey singles and townhouses) at the northern edge of the area. There are also some existing mid-rise and high-rise residential buildings south of Taunton Road and on Garden Street north of Taunton Road. Low rise medium and low density residential land uses abut the Centre to the north and south.

### Infill Potential Analysis

To support the directive of intensification, an Infill Potential Analysis examined opportunities for intensification. The Infill analysis identified active applications and sites that would be permitted and likely to intensify under existing policy. The following land uses were considered unlikely to redevelop:

- The Sinclair Secondary School, the Durham Regional Police Central West Division and a stormwater management pond located at the eastern portion of the area along Taunton Road and west of Anderson Street, as these are institutional uses that serve a community function;
- The McKinney Centre west of McKinney Drive and Whitby Fire Department and Whitby Operations Centre headquarters east of McKinney Drive;
- The existing The Village of Taunton Mills retirement home;
- Open space uses such as Parks and the Natural Heritage System; and,
- Existing low-rise and mid-rise residential development, as shown on **Figure 10**).

Outside of the above noted areas, potential infill sites that can accommodate additional growth within the Brock/Taunton Regional Centre, are shown below in **Figure 10**. These are sites that could intensify based on current policy permissions in the Whitby Official Plan.



**Figure 10: Infill Potential in Brock/Taunton Regional Centre**

Area 1

Area 1 contains big box retail uses northwest of the intersection of Baldwin Street South and Taunton Road with large surface parking lots. The existing Major Commercial land use designation already permits opportunities for intensification. The Major Commercial designation provides similar residential permissions as the Mixed Use designation; as such, for simplicity, Area 1 could be redesignated to Mixed Use. In addition, a policy

can be introduced to require the maintenance of commercial uses during a redevelopment in order to maintain the commercial function of this area.

### Area 2

Area 2 contains the Folkstone Village Plaza shopping mall, which is designated as Mixed Use in the Official Plan. The existing Mixed Use designation supports intensification; therefore, no policy changes are contemplated.

### Area 3

In Area 3, the north side of Taunton Road east of Baldwin Street South currently contains a commercial plaza and two multi-storey self-storage buildings. This area, which fronts onto Taunton Road, is designated Major Commercial. The Major Commercial designation provides similar permissions as the Mixed Use designation. As such, for simplicity, Area 3 could be redesignated to Mixed Use.

### Area 4

Area 4 contains large retail users and a large plaza development as well as a 55+ living residential development that is currently under construction on the east of Garden Street. The Area is designated Major Commercial; however, to simplify the land use designations, this Area could be redesignated to Mixed Use, which provides similar permissions. In addition, a policy can be introduced to require the maintenance of commercial uses during a redevelopment.

### Area 5

South of Taunton Road on both sides of Brock Street, Area 5 includes a commercial plaza, and a large vacant parcel of land. These lands are designated Mixed Use, and no policy changes are required, rather the extent of the Mixed Use designation should be adjusted as it currently extends into the adjacent existing residential neighbourhood.

### Recommendations

Based on the analysis provided in this Section, the policies that apply in the Brock/Taunton Major Central Area are generally in conformity with the Envision Durham policies for Regional Centres.

Like all municipalities in the Greater Toronto Area, there is a mandate from Provincial and Regional policy to encourage and support intensification, and to direct that growth to the areas that are best served to accommodate that growth, in terms of access to transit, amenities and services. In addition, the new Provincial Policy Statement (PPS 204) requires Planning authorities to support intensification of commercial areas such as shopping malls and retail plazas in Strategic Growth Areas. Brock-Taunton is identified as an Intensification Area where growth is to be directed and consists

currently of primarily commercial plazas. As a Regional Centre/Major Central Area, Brock/Taunton is well positioned to support growth and there is an opportunity to support additional growth above what is currently permitted in the Official Plan.

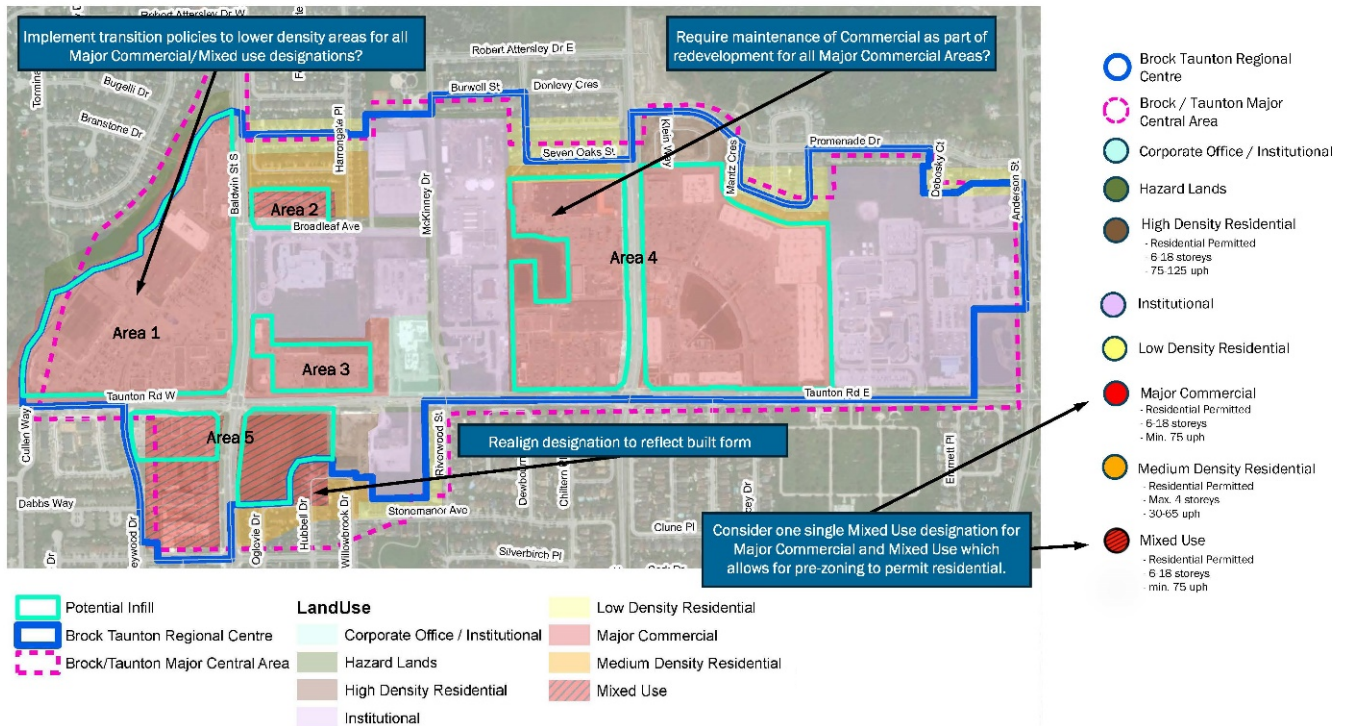
An analysis of further development potential within the Brock/Taunton Major Central Area was undertaken. Based on the current permissions, taking into account the existing conditions and recently approved applications, it is unlikely that current permissions would achieve the required density of 150 persons and jobs per hectare within the planning time horizon. As such, updates to the current land use permissions in the Brock-Taunton Major Central Area, including height maximums, are warranted to meet the Regional density targets for this area.

Given Brock/Taunton is a Major Central Area with significant commercial amenities and has the potential to accommodate increased development with limited impact on adjacent residential areas, it is recommended that greater heights of up to 25 storeys be considered, provided 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. The provision directing buildings of greater than 8 storeys to Brock Street or Taunton Road should be maintained. As well, the current commercial function should be maintained with any intensification. These proposed changes work within the existing plan for intensification in the Brock/Taunton Major Central Area while increasing the height permissions in appropriate areas to ensure the growth targets set by the Province and Region are met.

The following recommended changes to streamline the Official Plan and support intensification in this growth area as shown on **Figure 11** include:

- Land Use designations: The Town should consider a single Mixed Use land use designation for Major Commercial and Mixed Use designation in the Brock/Taunton Regional Centre to permit residential as-of-right while requiring a commercial component;
- Density: Policy 4.3.3.3.4.2 a) be revised to reflect a density target of 150 persons and jobs per hectare;
- Height: Revising policy 4.3.3.3.4.2 to permit building heights of up to 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;
- Commercial: The Town should consider introducing a policy that requires the maintenance of commercial uses in the Major Commercial designation as redevelopment occurs. The policy could contain an exception that not all the commercial must be maintained if a study, to the satisfaction of the Town, illustrates that a lesser amount is sufficient/appropriate;
- Designations: Realignment of Mixed Use land use designation to remove from a townhouse development; and

- **Compatibility:** The Town may consider introducing a policy that requires new mid-rise and high-rise development adjacent to Low Density Residential designations to provide a transition in height and density.

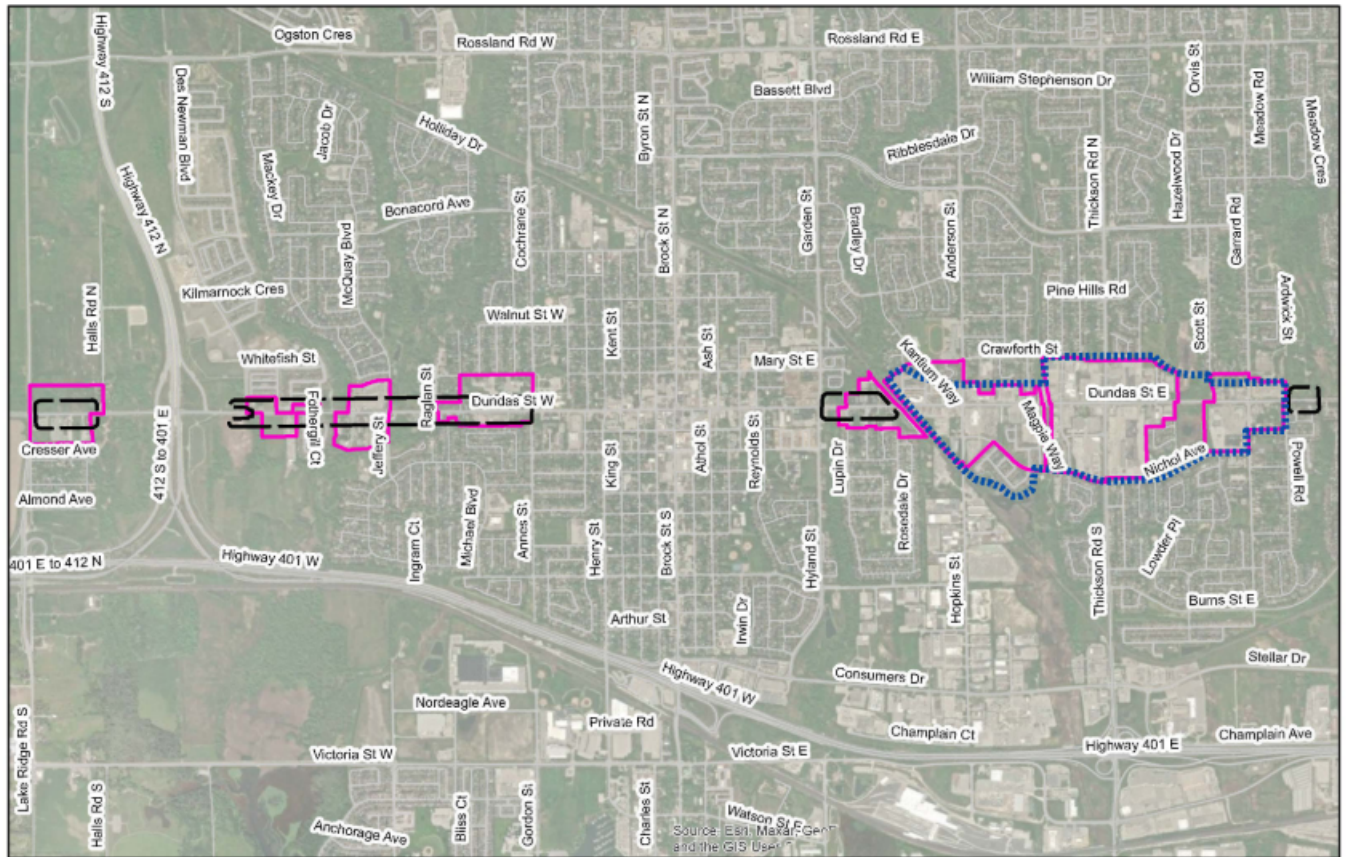


**Figure 11: Official Plan Recommendations for Brock/Taunton Regional Centre**




### 5.1.2 Dundas Street Rapid Transit Corridor

In Envision Durham, Dundas Street is identified as a Rapid Transit Corridor, which extends east-west across the Town. The extent of the Rapid Transit Corridor boundary is shown on **Figure 12**.

In the Whitby Official Plan, the Dundas East Intensification Area/Urban Central Area, which is a locally designated node, and largely overlaps with the Rapid Transit Corridor boundary in Envision Durham. In addition, much of Dundas Street is identified as an Intensification Corridor in the Whitby Official Plan. These elements are also shown on **Figure 12**. **Figures 13** and **14** zoom in to the areas east and west of Downtown Whitby, to provide additional context.



**Legend**

-  Intensification Corridor (Whitby Official Plan)
-  Rapid Transit Corridor (Envision Durham)
-  Dundas East Urban Central Area (Whitby Official Plan)

**Figure 12: Aerial Context of Dundas Street**



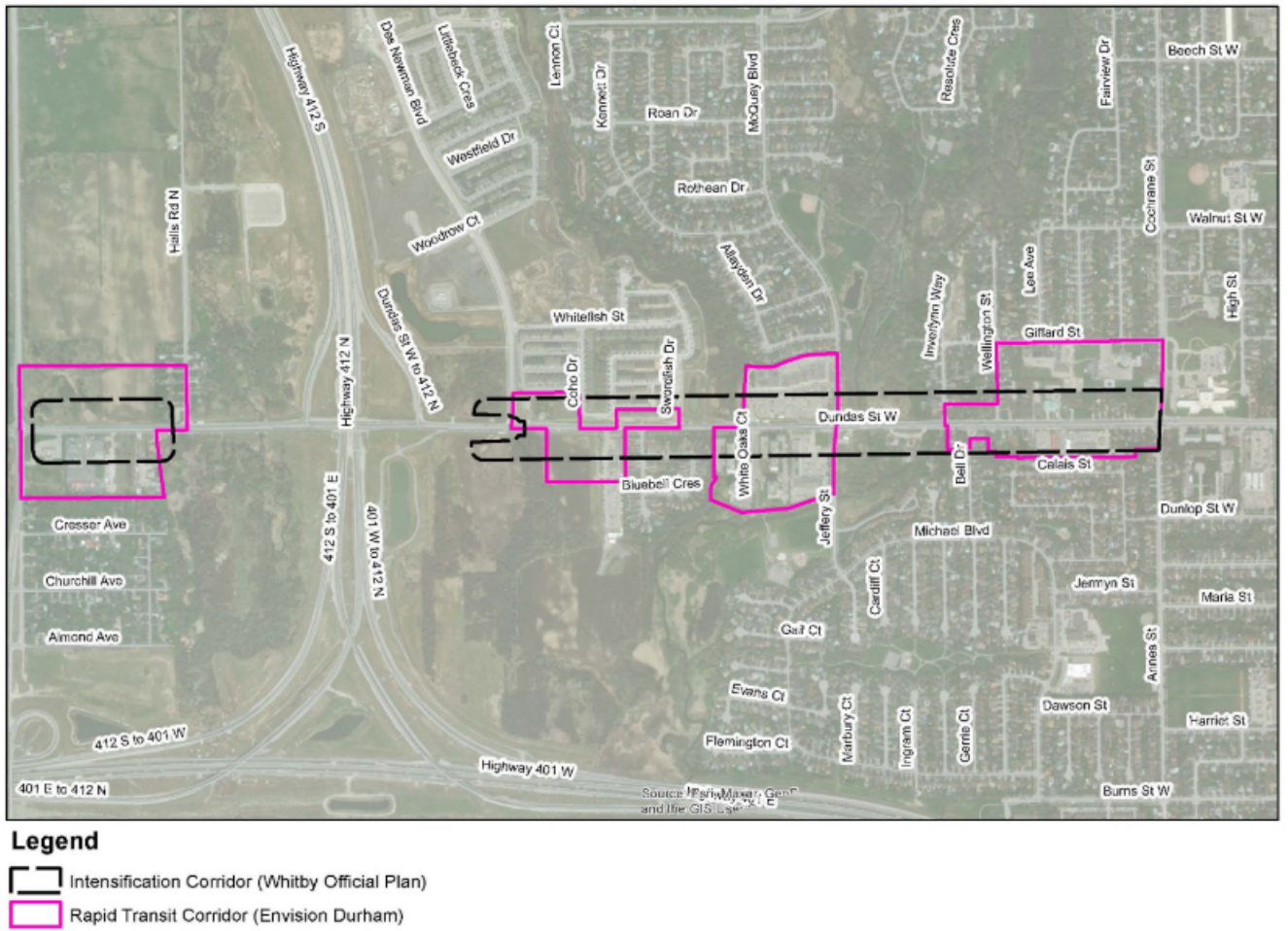
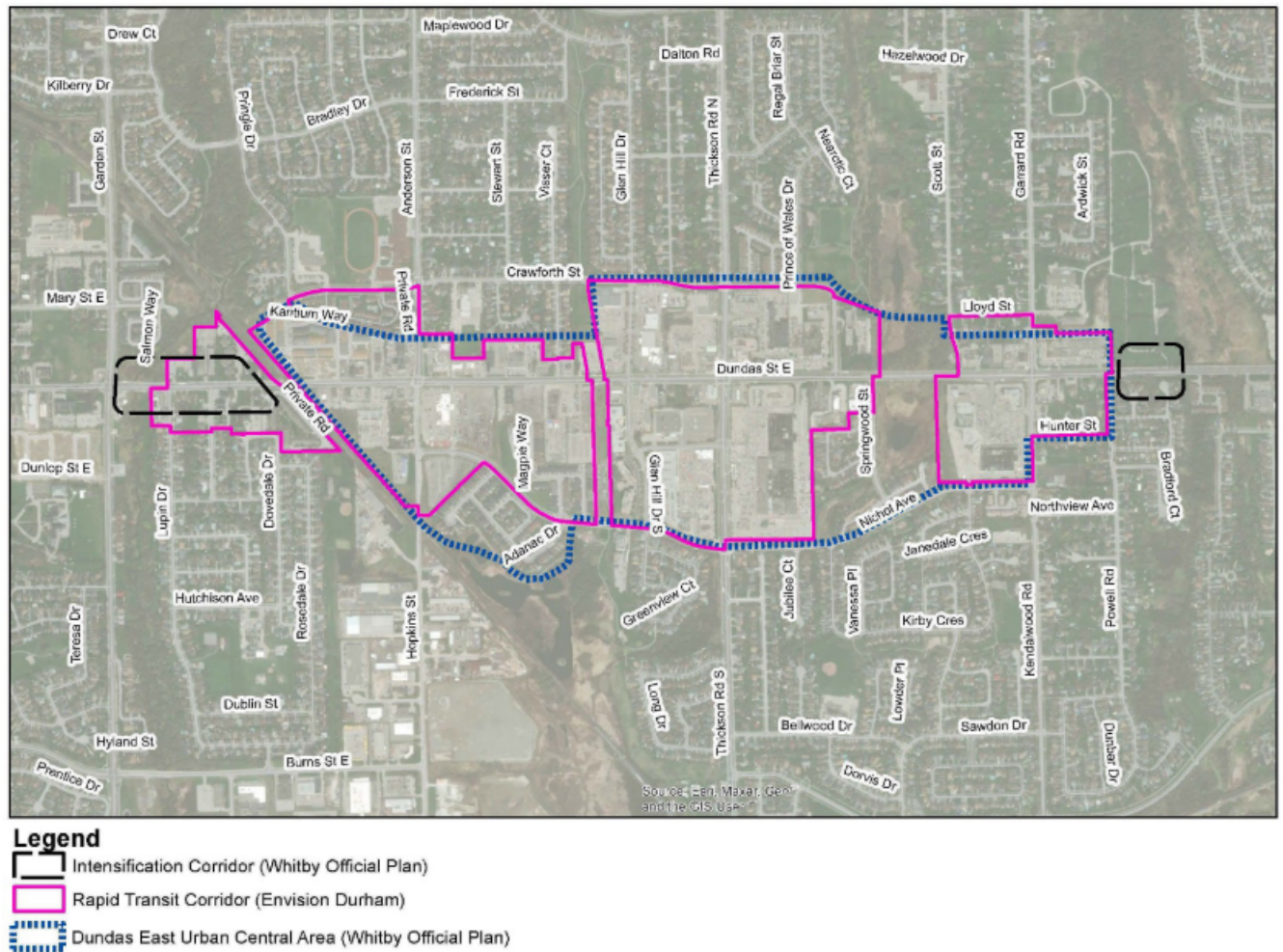


Figure 13: Aerial Context of Dundas Street



**Figure 14: Aerial Context of Dundas Street**

Rapid Transit Corridors - Envision Durham Policies

Rapid Transit Corridors are identified as the highest order of transit along Regional Corridors and are intended to provide connections between SGAs. Envision Durham includes policies to facilitate transit-supportive densities, as well as pedestrian-friendly and transit-supportive design principles. Envision Durham states Rapid Transit Corridors are intended to accommodate a full range of uses including commercial, retail, institutional, residential, personal services and offices (Envision Durham Policy 5.2.24). Envision Durham also provides that higher densities in a compact and pedestrian-oriented built form are permitted (Envision Durham Policy 5.2.26 b)). The density target for the Rapid Transit Corridor is a minimum of 150 people and jobs per gross hectare (Envision Durham Policy 5.2.3).

### Intensification Corridors and Dundas East Intensification Area/Urban Central Area - Town of Whitby's Existing Official Plan Policies

The Intensification Corridor lands along Dundas Street permit uses such as Prestige Industrial, Special Purpose Commercial, Community Commercial, Major Open Space, Residential and Mixed Use, as shown in **Figure 15**. The Intensification Corridor has a long-term overall density target of at least 60 residential units per gross hectare and the overall long-term floor space index target of 2.5 (Whitby OP Policy 4.2.7.2). Further, the current Official Plan provides a minimum building height of 2-storeys for new residential and mixed-use buildings in Intensification Corridors with a maximum building height of 8-storeys (Whitby OP Policy 4.2.7.3). Policy 4.2.7.3 of the Whitby Official Plan notes that buildings that have a height of between 4 and 8 storeys are to be located at intersections, wherever possible, to take advantage of the transit stops and to establish focal points and landmarks.

With respect to the Dundas East Intensification Area/Urban Central Area, the area contains a range of land designations such as Major Commercial, Residential, Mixed Use, and Major Open Space, as per Schedule 'A' of the Official Plan and shown on **Figure 15**. **Figures 16** and **17** zoom in to the land use areas east and west of Downtown Whitby. Compared to the Intensification Corridor, the long-term overall density target within the Dundas East Intensification Area is at least 30 residential units per gross hectare with an overall long-term floor space index target of 2.0 (Whitby OP Policy 4.3.3.4.3.2 a)).

Further, the current minimum height for new residential and mixed-use buildings which include a residential component is 3 storeys. New non-residential buildings that are greater than 500 square metres in gross floor area are to have a minimum height of 2 storeys. The current maximum building height is 18 storeys in proximity to Dundas Street or Thickson Road and 8 storeys elsewhere in the Dundas East Intensification Area (Whitby OP Policy 4.3.3.4.3.2 b)).

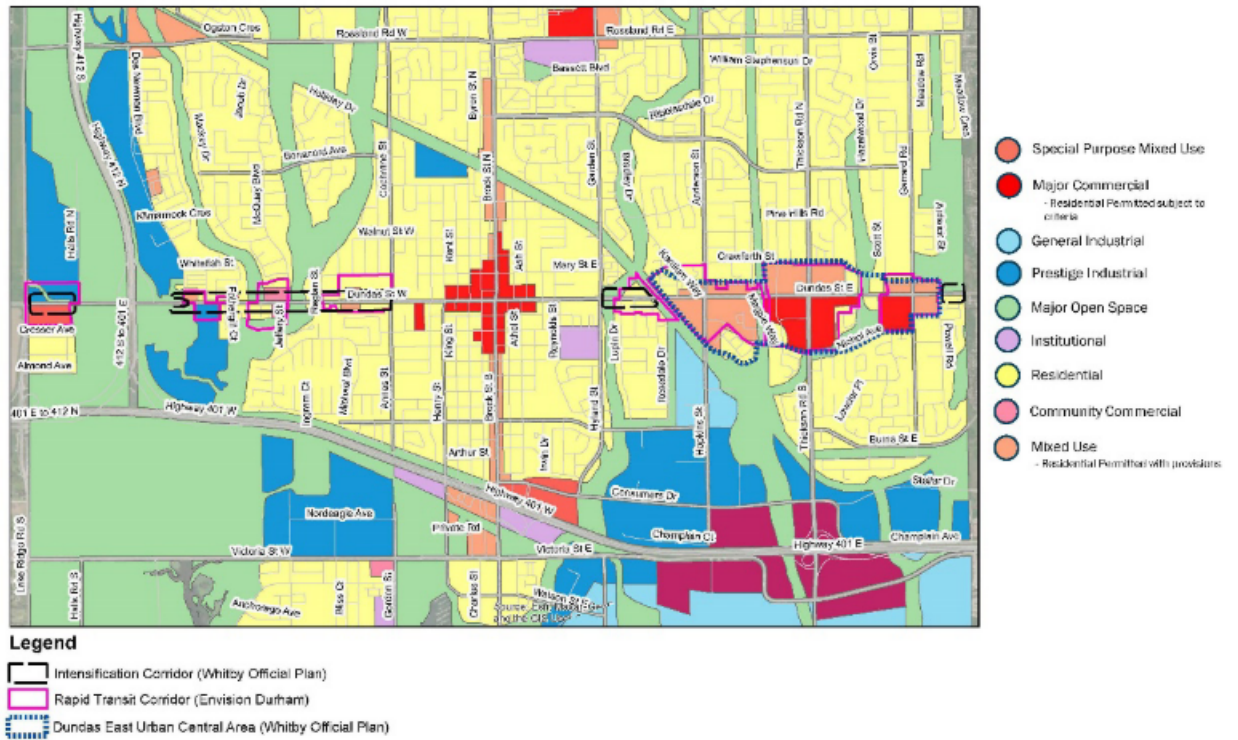


Figure 15: Extract from Land Use Schedule 'A' of the Official Plan

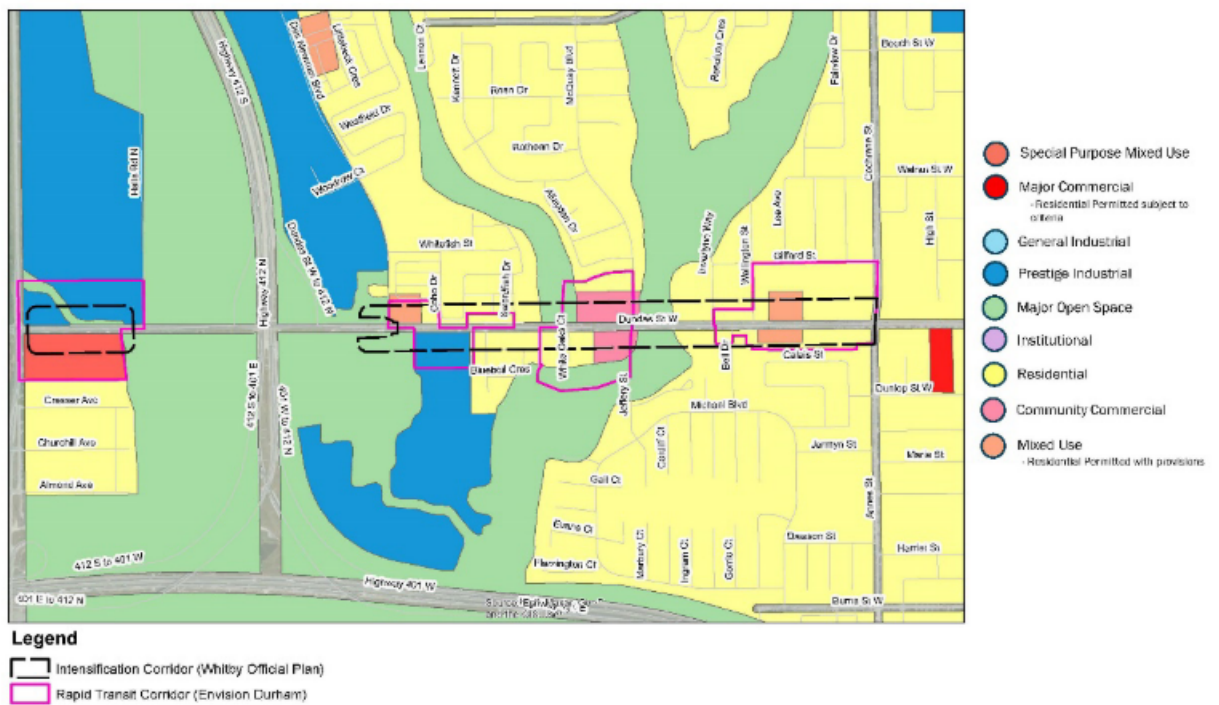
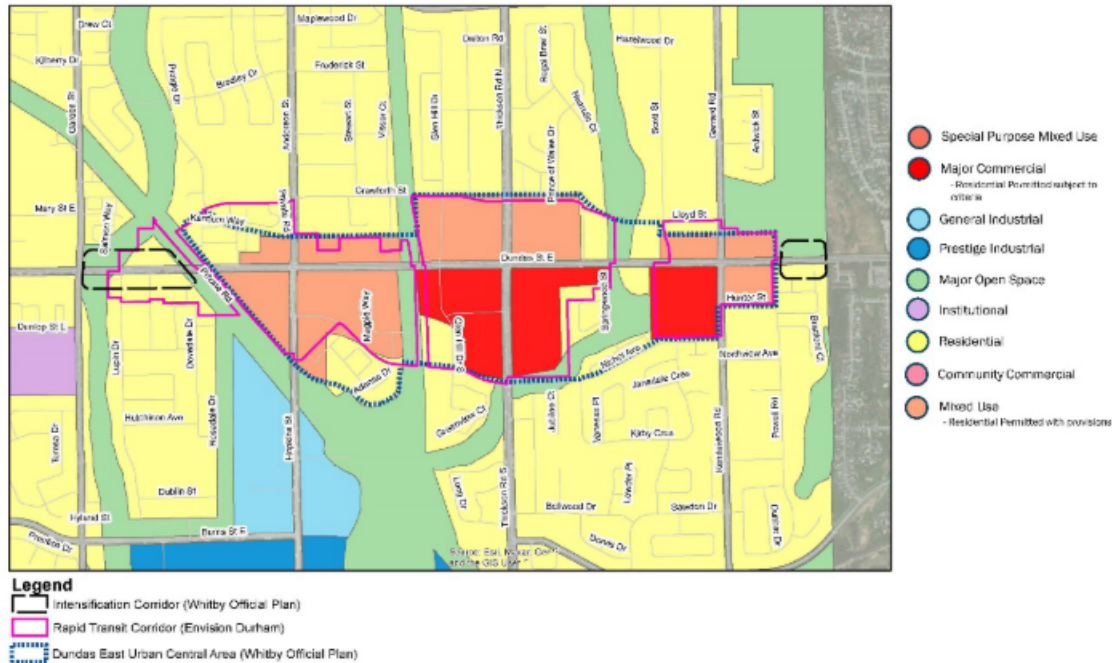


Figure 16: Extract from Land Use Schedule 'A' of the Official Plan Zoomed In



**Figure 17: Extract from Land Use Schedule ‘A’ of the Official Plan Zoomed In**

Existing Uses and Built Form

Dundas Street East is predominantly made up of low-rise residential and commercial developments. There is an existing six storey residential apartment building at the corner of Kathleen Street and Dundas Street East. There is also a 10-storey apartment building at the corner of Nichol Avenue and Glen Hill Drive South.

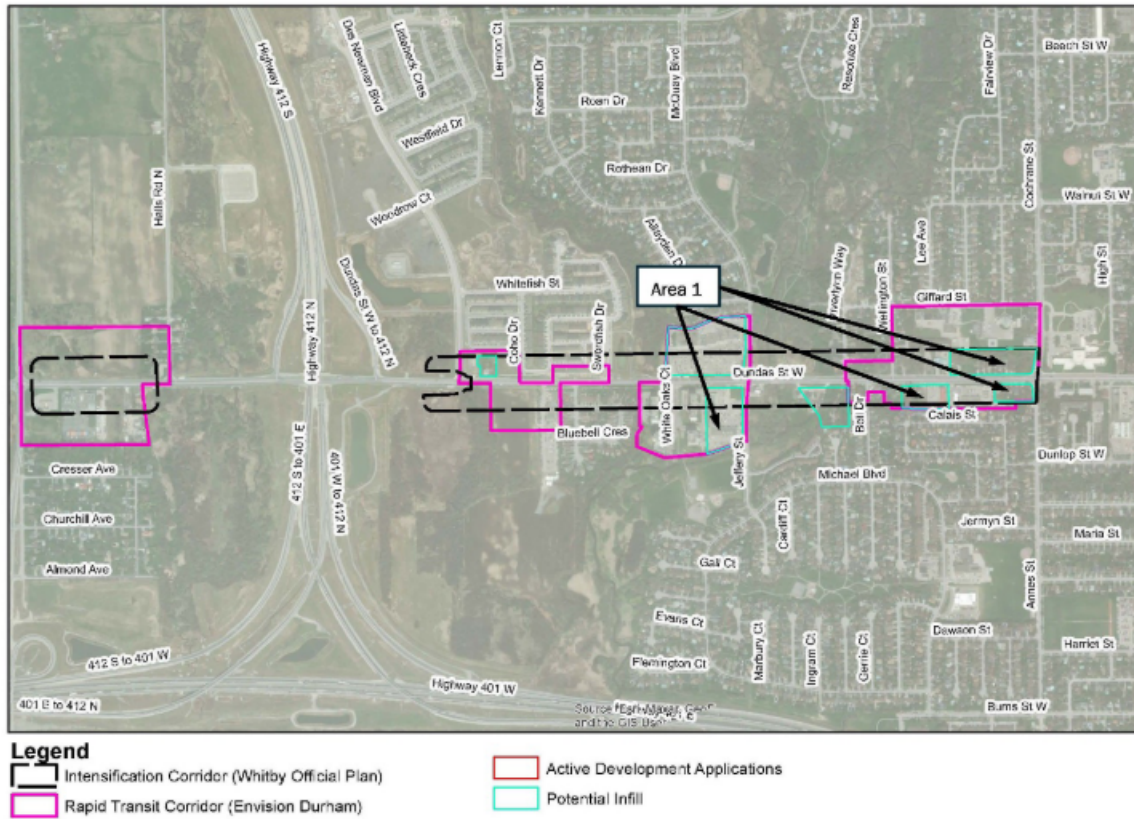
Infill Potential Analysis

In examining opportunities for intensification, an analysis identified active applications and sites that have the potential to intensify currently under existing policy. The following were not considered likely to redevelop:

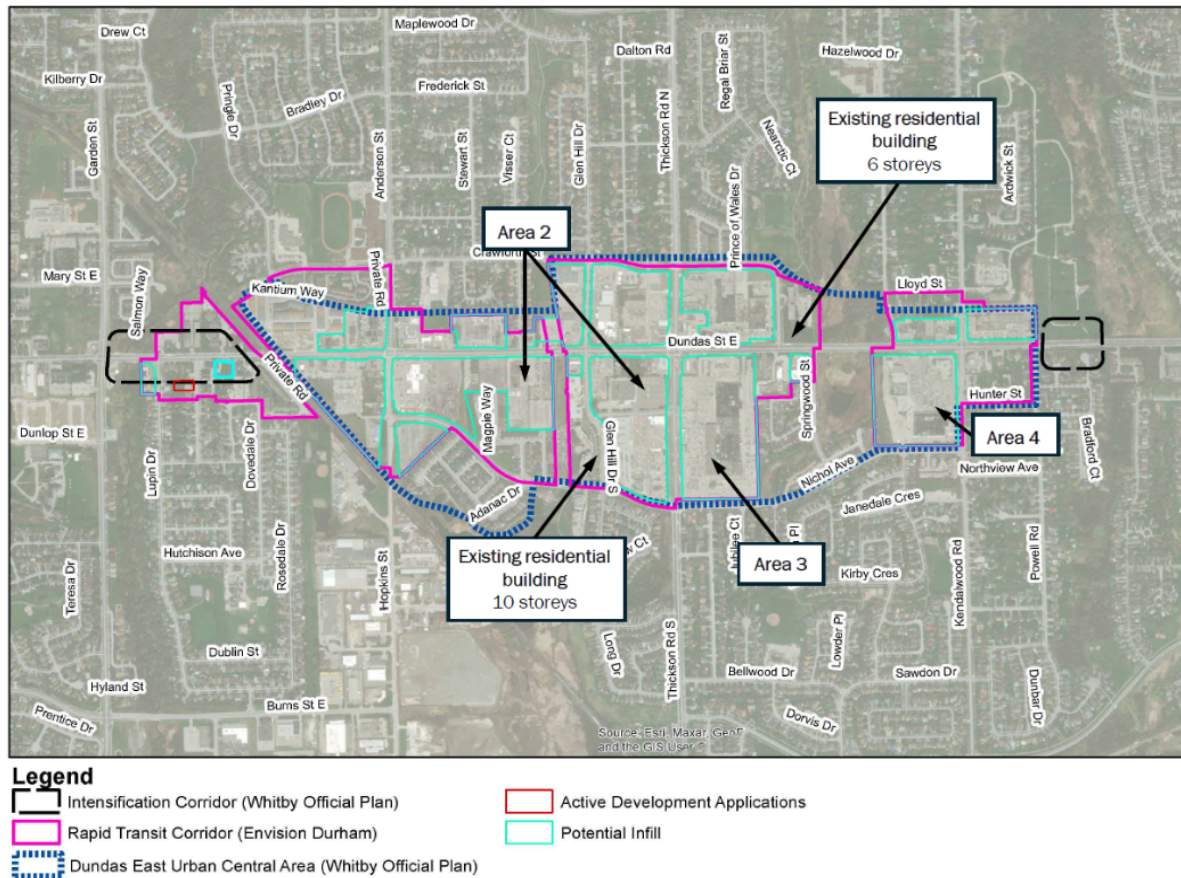
- Existing mid to high-rise buildings;
- Existing natural hazards;
- Open space uses such as Parks and the Natural Heritage System; and,
- Special Purpose Commercial designated lands south of Dundas Street West and west of Halls Road North given the specialized needs of the parcels (for larger parcels of lands with exposure to traffic, as per OP policies).

Lands located within the boundary of the Downtown Whitby Community Secondary Plan as updated by Official Plan Amendment #126 were also not considered in the analysis.

Outside of the above noted areas, potential infill sites that can accommodate additional growth within the Dundas Street Rapid Transit Corridor, are shown below in **Figures 18** and **19**. These are sites that could intensify based on current Official Plan permissions.



**Figure 18: Infill Potential for Dundas Street**



**Figure 19: Infill Potential for Dundas Street**

Area 1

Area 1 contains existing plaza sites as well as large single detached residential lots facing onto Dundas Street which have the potential for future intensification. Consideration should be given to redesignating the residential properties to Medium or High Density Residential or Mixed Use and the Community Commercial properties to a Mixed Use designation. As well as requiring a minimum of 4 storeys for any future mixed use intensification.

Area 2

Area 2 contains several car dealerships with large surface parking lots that can provide opportunities for intensification. This area also includes a standalone Toys R Us store and plazas along Thickson Road that include a Metro grocer and a furniture store. Area 2 is designated Mixed Use and Major Commercial designations which provide similar land use permissions. For simplicity Area 2 could be designated Mixed Use, with a policy to ensure commercial uses continue to be provided in this area.

### Area 3

Area 3 contains the Whitby Mall on the east of side Thicksen Road. This site contains large parking lots that could provide for intensification, but it is important to maintain the retail and major commercial function on the site.

### Area 4

Area 4 contains a standalone Value Village and the Kendalwood Park Plaza with large surface parking lots. Area 4 is designated Mixed Use and Major Commercial, which already provide opportunities for intensification. The block east of Kendalwood Road to Powell Road is designated Mixed Use. The houses on Hunter Street form part of a stable residential area. Consideration should be given to limit the Mixed Use designation to along Dundas Street only. The block east of Powell Road is identified as part of the Intensification Corridor but it is a stable residential area with homes backing onto Dundas Street. That block should be removed from the Intensification Corridor.

### Recommendations

Based on the analysis provided in this section, the Intensification Corridor policies along Dundas Street and the Dundas East Intensification Area/Urban Central Area in part address conformity with the Rapid Transit Corridor policies in Envision Durham. However, the Rapid Transit Corridor creates a new urban structure element that is focused on supporting higher order transit at a higher density than is currently contemplated along Dundas Street outside of the Downtown. To ensure conformity, the Rapid Transit Corridor should replace the lower order Dundas East Urban Central Area, the Dundas Intensification Corridor and the Community Central Area at Jeffrey Street/McQuay Boulevard with a new policy section.

As such, the following changes are recommended to better conform with Envision Durham and support intensification in this growth area as shown on **Figures 20**:

- Density: The Town should consider introducing Medium and High Density designations or a Mixed Use designation along Dundas Street West to the west of the Annes Street/Cochrane Street intersection as well as a mixed use designation for the existing commercial designations. A minimum building height of 4 storeys for new development abutting Dundas Street and a maximum building height up to 8 storeys should be considered. Eight storeys are appropriate due to the closer presence of the mature low density neighbourhoods along the Rapid Transit Corridor;
- The Town should consider providing for taller building of up to 25 storeys along Dundas Street East and along Thicksen Road due to the larger and deeper blocks of in this area. However, the increased height should be 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. These changes would be



consistent with the new PPS 2024 which supports redevelopment of commercial/retail plazas in Strategic Growth Areas.

- **Clarity:** The Dundas East Urban Central Area, the Intensification Corridors and the Community Central Area at Jeffrey Street/McQuary Boulevard delineations and policies should be adjusted to the “Rapid Transit Corridors” delineation and policies along Dundas Street as a new subsection in the Official Plan;
- **Commercial:** The Town may consider combining Major Commercial and Mixed Use into one designation while also introducing a policy that requires the maintenance of the commercial function in the Major Commercial designation where the lands are redeveloped;
- **Compatibility:** The Town should consider introducing a policy that a transition in height and density adjacent to existing Low Density Residential designations;
- The block east of Kendalwood Road to Powell Road is designated Mixed Use. The houses on Hunter Street form part of a stable residential area and should be redesignated to Residential; and
- **Other:** The block east of Powell should be removed from the Intensification Corridor.

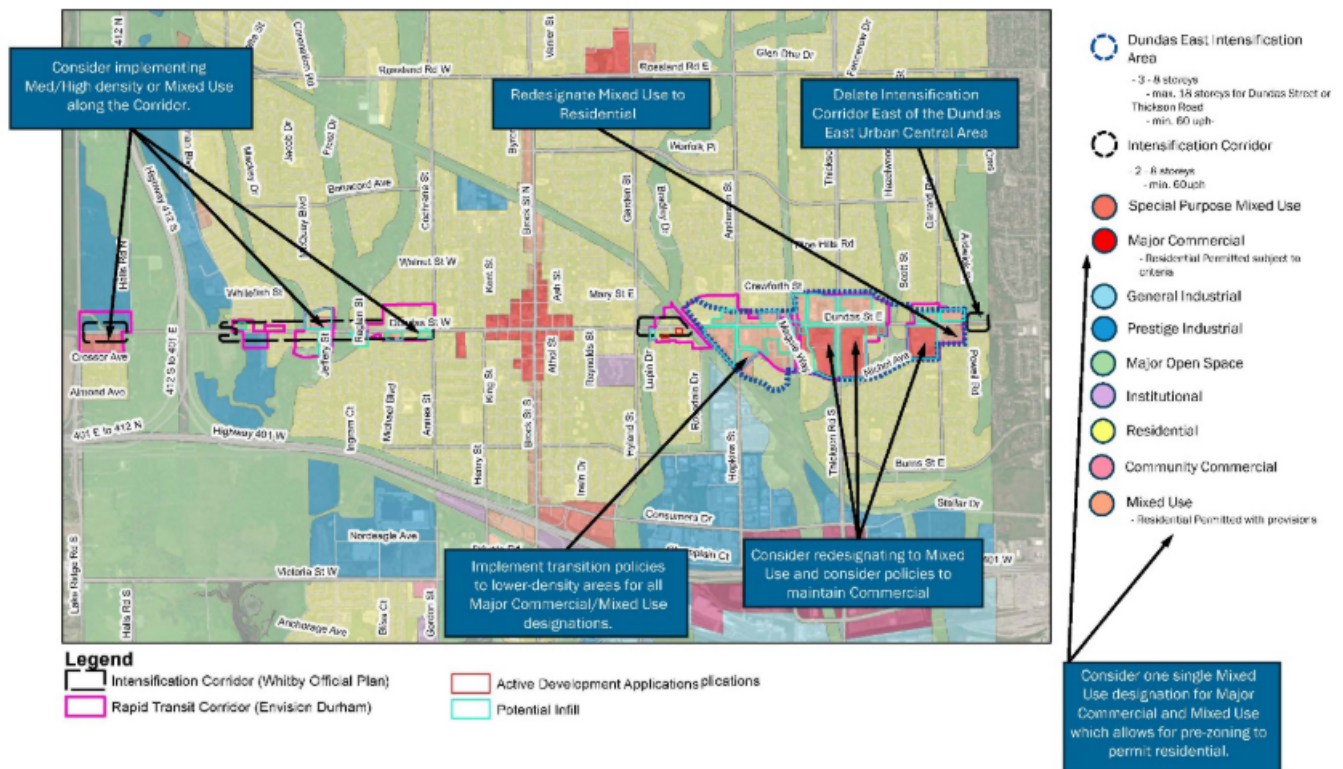
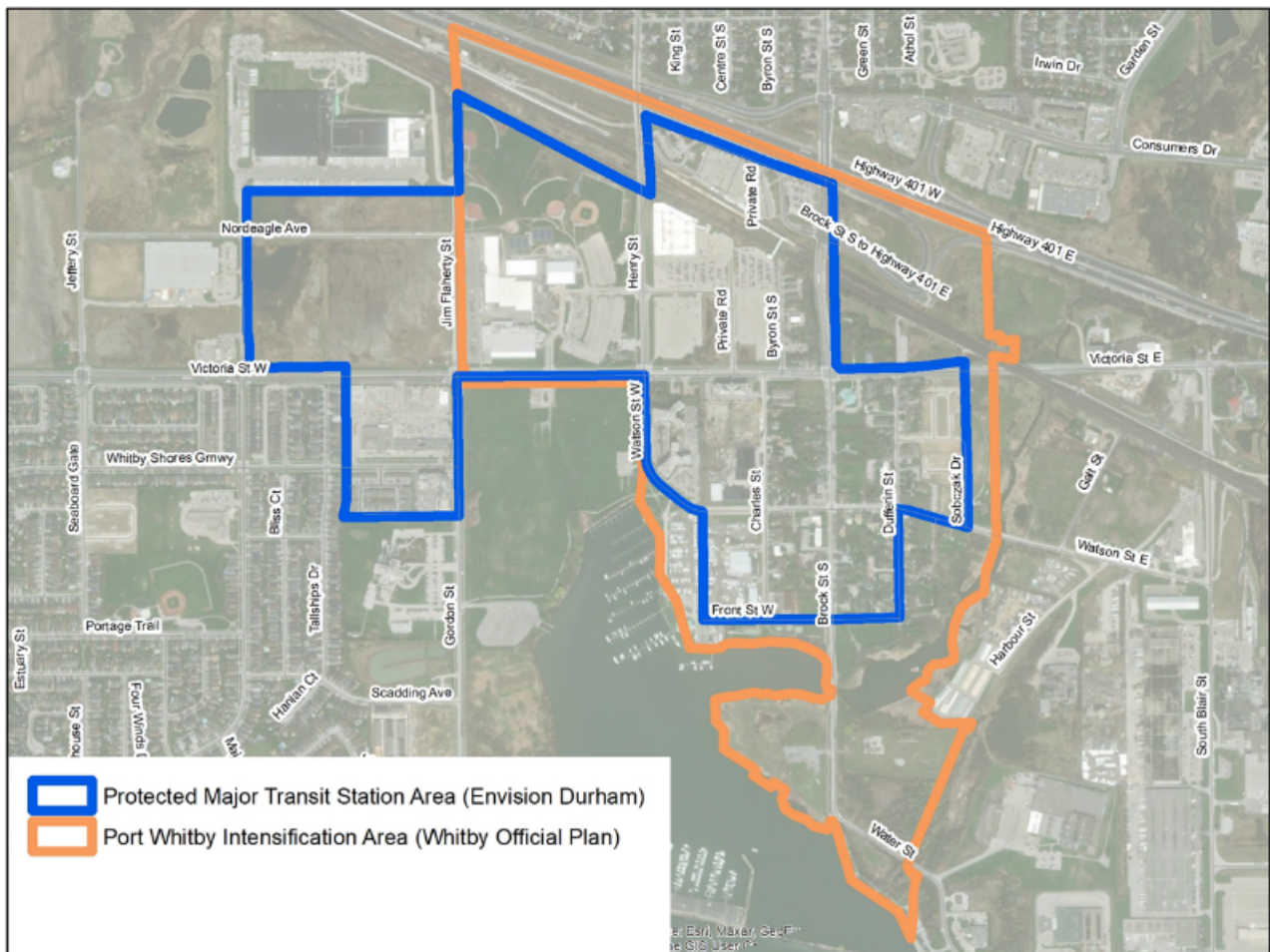


Figure 20: Official Plan Recommendations for Dundas Street

## 5.2 Protected Major Transit Station Area

The Whitby GO Station has been identified as a Protected Major Transit Station Area (PMTSA) in Envision Durham, where it will be planned as a community centred around high order transit service. Currently, much of the PMTSA is located within the Port Whitby Intensification Area in the Town’s Official Plan. The PMTSA boundary, and the Intensification Area boundary are shown on **Figure 21**.



**Figure 21: Aerial Context for Whitby GO PMTSA**

The boundary of the PMTSA will need to be delineated in the Town’s Schedules to align with Envision Durham’s PMTSA. The updated Official Plan will need to ensure the land use designations for properties within the PMTSA as well as the heights and densities for individual designations together achieve the overall minimum density target for the PMTSA.

### PMTSA - Envision Durham Policies

Envision Durham states that PMTSAs will support a broad mix of high-density transit-oriented uses, in a pedestrian oriented built form. PMTSA are intended to include a mix of high-density residential, institutional, community and commercial uses (Envision Durham Policy 5.2.16).

Envision Durham also lists uses that are prohibited within PMTSAs, which include: automobile-oriented uses such as drive throughs, gas stations, service stations and car washes, as well as automobile dealerships with outdoor vehicle storage, warehouses and storage facilities (Envision Durham Policy 5.2.17). These uses are typically low intensity uses.

### Major Transit Stations - Town of Whitby's Existing Official Plan

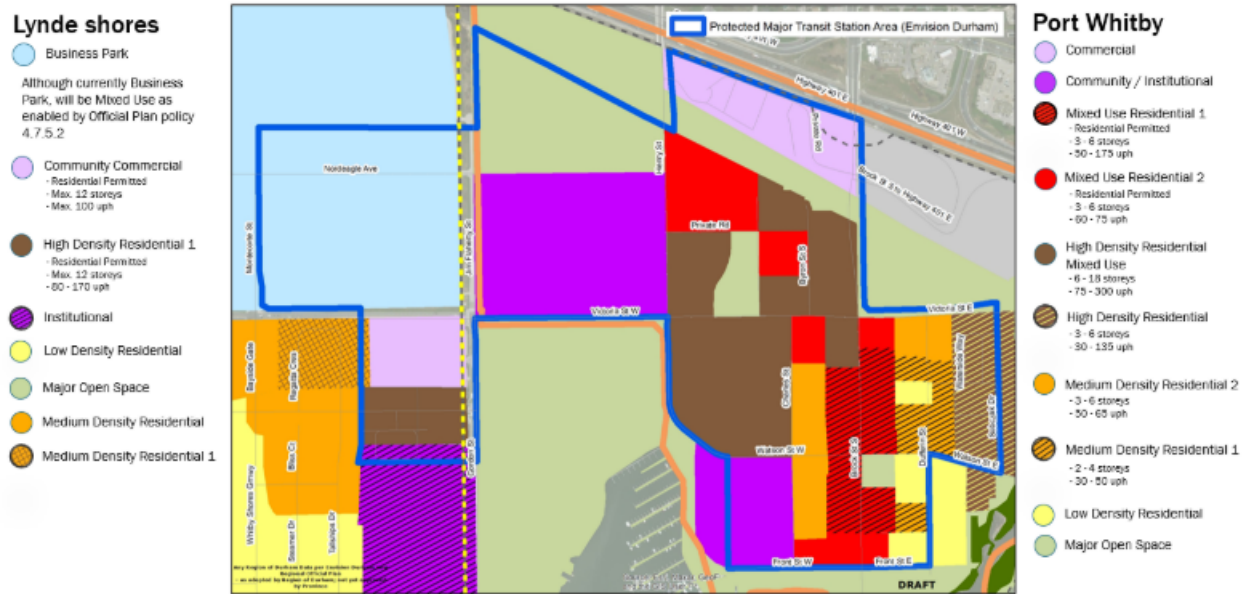
The Town's current Official Plan contains policies for Major Transit Stations in Section 4.2.9, which identifies the Whitby GO Station schematically on multiple Schedules including the Municipal Structure (Map 1) and within the Port Whitby Intensification Area. The policies that apply to the Major Transit Station Area are interwoven throughout the Official Plan and with additional details specifically within the Port Whitby Community Secondary Plan (Whitby OP Policy 11.1).

The Port Whitby Intensification Area is illustrated on Schedule 'B' of the Official Plan and incorporates much of the PMTSA delineation. Policies for the Port Whitby Intensification Area include a minimum density target of 60 units per hectare across the area (Whitby OP Policy 4.2.8.3) versus a minimum density target of 150 persons and jobs per hectare in Envision Durham. The density target in the Official Plan should be updated to reflect the direction in Envision Durham.

The PMTSA for the Whitby GO Station extends into both the Port Whitby Community Secondary Plan Area and the Lynde Shores Secondary Plan Area with a pocket along Gordon Street. The land use designations within the PTMSA and the density targets will need to be updated to reflect the PMTSA's intensification objectives.

The Port Whitby Community Area Secondary Plan, which covers a large portion of the delineated PMTSA, includes a range of land use designations including High Density Residential, Medium Density Residential One and Two, High Density Residential Mixed Use, Mixed Use Residential One and Two, Major Open Space, and Community/Institutional with specific permitted uses, as shown on **Figure 22**.

The Lynde Shores Secondary Plan, which also includes portions of the delineated PMTSA includes the following designations Business Park, Community Commercial, High Density Residential and Institutional Uses, as shown on **Figure 22**.



**Figure 22: Extract of Schedule ‘F’ (Port Whitby Community Secondary Plan) and Schedule ‘G’ (Lynde Shores Secondary Plan) of the Official Plan**

### Existing Uses and Built Form

Most of the lands within the PMTSA are currently developed with a range of uses, such as the Iroquois Park Sports Centre, the Rowe condo, the Sailwinds condos, the Whitby GO parking garage and lots, low rise residential development, and office uses. There are several existing residential buildings ranging from 2-storey stacked townhouses to apartments up to 12-storeys as well as an 18-storey apartment under construction.

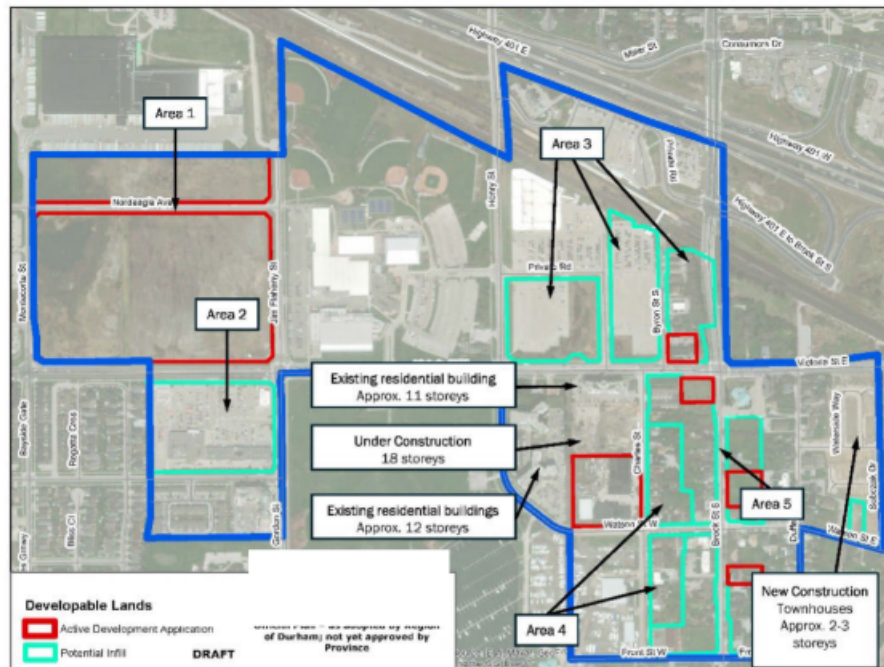
A development application at 1636 Charles Street was recently approved in June 2024 to permit a mixed-use development comprised of four towers ranging from 28 to 36-storeys with 1,639 residential units and 2,263.4 m<sup>2</sup> of commercial space. This application results in a density of 1,025 units per net hectare on the site.

### Infill Potential Analysis

In examining opportunities for intensification, an analysis identified active applications and sites that would be permitted and likely to intensify currently under existing policy. The following were not considered likely to redevelop:

- Iroquois Park Sports Centre;
- Port Whitby Marina;
- The Rowe and Sailwinds condos (existing mid- to high-rise residential buildings southeast of Victoria Street West and Watson Street South); and
- Open space uses such as Parks and the Natural Heritage System.

Outside of the above noted areas, potential infill sites that could accommodate additional growth within the PMTSA are shown below in **Figure 23**. These are sites that could intensify based on current policy permissions in the Town's current Official Plan.



**Figure 23: Infill Potential in Whitby GO PMTSA**

### Area 1

Land within the west side of the PMTSA are subject to the current Lynde Shores Area Secondary Plan and are designated Business Park, Community Commercial, High Density Residential One, and Institutional. The lands currently contain a large portion of vacant land bound by Nordeagle Avenue to the north, Montecorte Street to the west, Victoria Street West to the south, and Gordon Street to the west.

As per Policy 4.7.5.2 of the Whitby Official Plan, an integrated, higher density, mixed-use development including residential, office, commercial and business park uses, is permitted. The extent and scale of development will be determined through the completion of studies to the satisfaction of the Region and Municipality to support an amendment to the Lynde Shores Secondary Plan.

### Area 2

To the south of Victoria Street is the SmartCentres Whitby Shores shopping mall and other retail uses such as a Tim Horton's, Scotiabank, Metro, and LCBO. This area contains a large surface parking lot that can provide opportunities for intensification. This area is designated Community Commercial with permissions up to 12-storeys.

There is also a pocket of relatively new residential development south of Whitby Shores Greenway designated High Density Residential and containing a mix of density ranging from townhouses to apartments. The Community Central Area delineation in this location should be removed as it is usurped by the higher order PTMSA designation.

### Area 3

The Whitby GO parking garage and lots north of Victoria Street West are located within Area 3. These surface parking lots can be redesignated to support a complete community with mixed uses at grade. Some of the lands are designated High Density Residential Mixed Use and others are designated Mixed Use. Consideration should be given to redesignating the area to one High Density Mixed Use designation.

### Area 4

This area contains existing low-rise residential and office uses along Charles Street north of Watson Street East. The area is designated Medium Density Residential with permission for up to 6 storeys. Consideration should be given to increased heights as a transition between the 18 to 36 storey buildings west of Charles Street and the mid-rise development permissions along Brock Street.

### Area 5

This area includes lands along Brock Street South, which are currently designated Mixed Use with height permissions up to 6 storeys. With the existing Mixed Use permissions, no policy changes related to density are recommended, however, references to “small scale” for commercial and retail can be removed, in order to support the establishment of commercial uses at grade in a traditional main street format.

## Recommendations

Provincial and regional policy requires that growth be directed to the area around the Whitby GO Station, as delineated by the PMSTA. The new Provincial Planning Statement (2024) sets out that Major Transit Station Areas “maximize the number of potential transit users” in close walkable proximity to a station. An analysis of development potential within the PMTSA was undertaken. Based on the current permissions, taking into account the existing conditions and recently approved applications, it is unlikely that current permissions would achieve the required density of 150 persons and jobs per hectare within the planning time horizon. As such, updates to the current land use permissions in the PMTSA, including height maximums, are warranted to meet the required density target for this area.

Recognizing that additional growth will need to be accommodated in the PMTSA, the existing land use permissions in the PMTSA were examined. In review of the existing permissions, the PPS policy to maximize potential transit users and the desire to

balance the existing vision for the area with the desire to support growth in proximity to a Major Transit Station, while also being mindful of transition between areas that ultimately develop at different scales, certain areas within the PMTSA were identified as being more appropriate than others to accommodate additional heights above what is currently permitted.

Much of the undeveloped Mixed Use High Rise Residential north of Victoria Street, is appropriate for additional heights can be accommodated without disrupting the plan for a lower scale Main Street along Brock Street, south of Victoria Street, nor disrupting the mid and low rise development in the southeast corner of the PMTSA. Likewise, an increase in height permissions is recommended on the west side of Charles Street, north of Watson Street, to provide transition between the recently approved 36-storey development to the west and the mid rise permissions to the east.

Based on the analysis provided in this section, policy and schedule changes should include the following as shown on **Figure 24**:

- **Boundary:** The Official Plan should be updated to reflect the PMTSA boundary within Envision Durham;
- **Clarity:** The Town should consider replacing the multiple medium and high density designations with mid-rise and high-rise mixed use designations;
- **Density:** Consider removing the units per hectare density maximum, and instead let the maximum density be product of the built form requirement for height, setbacks and step backs;
- **Building height:** Consider increasing building heights to,40 storeys on the High-rise Mixed Use designations to achieve greater heights and densities in the most appropriate locations in the PMTSA adjacent to the GO Station, which will support transit-oriented development, increase housing and local employment opportunities, achieve the minimum density target requirement of 150 people and jobs per hectare, and contribute to achieving the Town's overall provincial housing targets and federal Housing Accelerator Fund commitments.
- The density target for the PTMSA should be updated to reflect the direction in Envision Durham for a minimum 150 people and jobs per gross hectare;
- **Commercial:** The Town should consider removing the reference to "small scale" commercial in Area 5 but still require at grade non-residential uses along Brock Street.
- The Community Central Area delineation at Gordon Street and Victoria Street should be removed as it is usurped by the higher order PMTSA designation;
- **Compatibility:** The lands on the west side of Brock Street in Area 4 should be designated for higher densities as a transition between the approved high rises to the west and the mid rise along Brock Street to the east; and
- **Land Use:** Lands within Area 1 in the northwest corner of Victoria Street and Jim Flaherty Street, are noted as subject to policy 4.7.5.2.

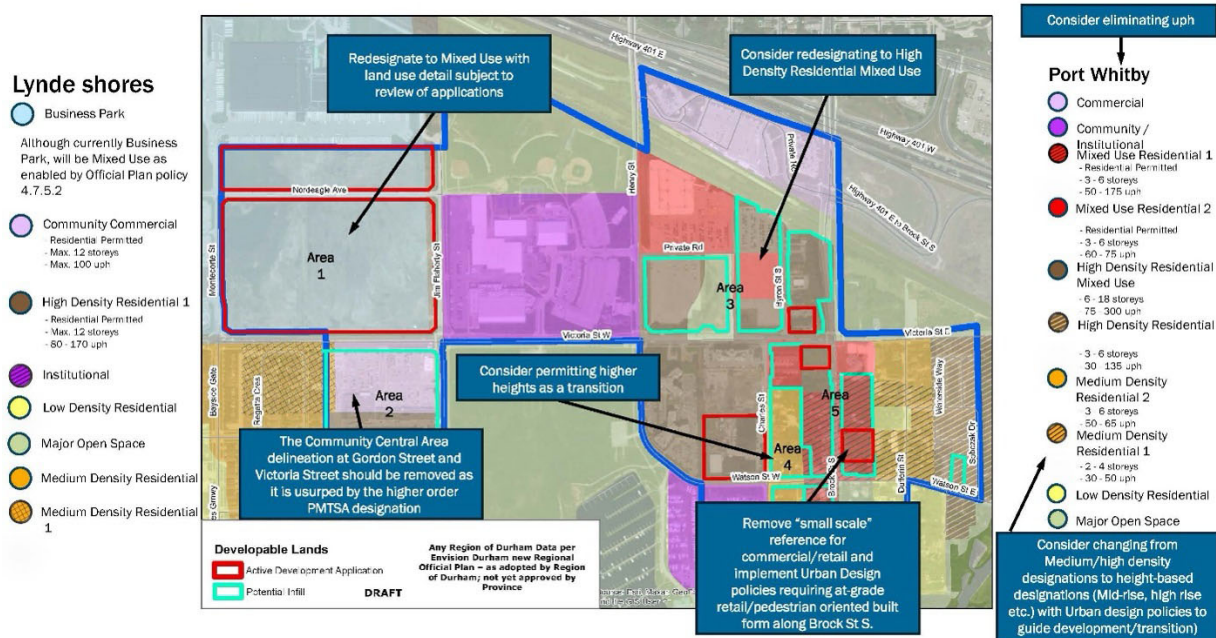


Figure 24: Official Plan Recommendations for Whitby GO PMTSA

### 5.2.1 Other Considerations in the PMTSA

The following subsection provides additional policy considerations for lands within the PMTSA.

#### Urban Design and Sustainability

Urban design and sustainability guidelines can be used to guide the desired density, built form, building placement access requirements, and approaches for a pedestrian-oriented public realm, as set out by Envision Durham. These guidelines include direction regarding appropriate transitions between taller building and adjacent low-rise neighbourhoods as well as public spaces, as identified in Envision Durham. As well, the guidelines can support and promote pedestrian orientation, accessibility, wayfinding, animation at the street level, and integration of trails, parks and open spaces within the PMTSA.

The Port Whitby Community Secondary Plan includes urban design policies that provide specific direction for the PMTSA. These policies should be updated with new urban design guidelines for the PMTSA that further strengthens the urban design aspects that the Town and Region envision. As well, sustainable initiatives such as permeable pavers, low impact development, renewable energy and/or district energy systems should be encouraged through policy. Sustainability policy updates for lands within the PMTSA should be incorporated into the Official Plan through the Port Whitby Community Secondary Plan as part of updates to Section 11.1.4, which contains sustainability policies or in Section 3.2 (Sustainable Community Planning) of the Official Plan.



### Sustainable Transportation

Road design within the PMTSA policies should prioritize transit use, pedestrian travel and cycling while also accommodating automobiles. However, emphasis should be placed on active transportation. This can be through introducing policies that support safe, well-designed and direct connections including bike lanes, and trails.

Adequate and secure bicycle parking should be encouraged as part of every development within the PMTSA area. A policy can be introduced to encourage the inclusion of both short-term and end-of-trip facilities in redevelopments. A continuous active transportation and pedestrian network should also be further supported through policy directives as well.

### Inclusionary Zoning

Envision Durham has identified the Whitby GO Station as a PMTSA, which enables the Town to introduce inclusionary zoning in the area. Inclusionary Zoning can require residential developments to provide a minimum percentage of affordable housing.

Whitby's current Official Plan does not contain policies that enable inclusionary zoning. Bill 108 enables municipalities to introduce regulations and policy to implement inclusionary zoning that would require affordable housing units be provided for new market rate residential development or redevelopment within the PMTSA. The Town could consider including enabling inclusionary zoning policies to facilitate future needs. The maximum number of affordable units a municipality can require through inclusionary zoning is 5% of the total units, as set out in Bill 23.

As part of the enabling policy for inclusionary zoning, a regional housing assessment report must be completed. The housing assessment will provide an understanding of the housing impacts of implementing inclusionary zoning within Whitby. In addition, a market feasibility study is also required to analyze the potential impacts on the housing market and the financial viability of development with the introduction of inclusionary zoning (Planning Act O. Reg 232/18). The Town is currently undertaking a housing assessment report and a market feasibility study. Once the studies are completed, the Town may provide for the enabling policies in a subsequent Official Plan Amendment.

## 5.3 Other Nodes and Corridors from Envision Durham

### 5.3.1 Regional Corridors

Regional Corridors are streets that provide connections between other Strategic Growth Areas within the Town. The purpose of Regional Corridors is to support the movement of people and goods while encouraging growth and intensification that is transit supportive.

Envision Durham identifies Regional Corridors as appropriate locations for higher density mixed-use developments (Envision Durham Policy 5.3.6 and 5.3.7). In accommodating higher densities, it also acknowledges Regional Corridors may be constrained by existing developments and adjacent built forms (Envision Durham Policy 5.3.9). As such, not every Regional Corridor will achieve the same amount of growth.

Regional Corridors that have been reviewed part of this study are shown on **Figure 25** and include: Baldwin Street, Brock Street, Taunton Road, and Victoria Street. Segments of Regional Corridors that overlap with other Strategic Growth Area such as the PMTSA and are not included in this analysis as they are either addressed in the other Strategic Growth Area sections of this report or are addressed in the recently approved Brooklin Community Secondary Plan and the Downtown Whitby Secondary Plan.



**Figure 25: Aerial Context of Regional Corridors**

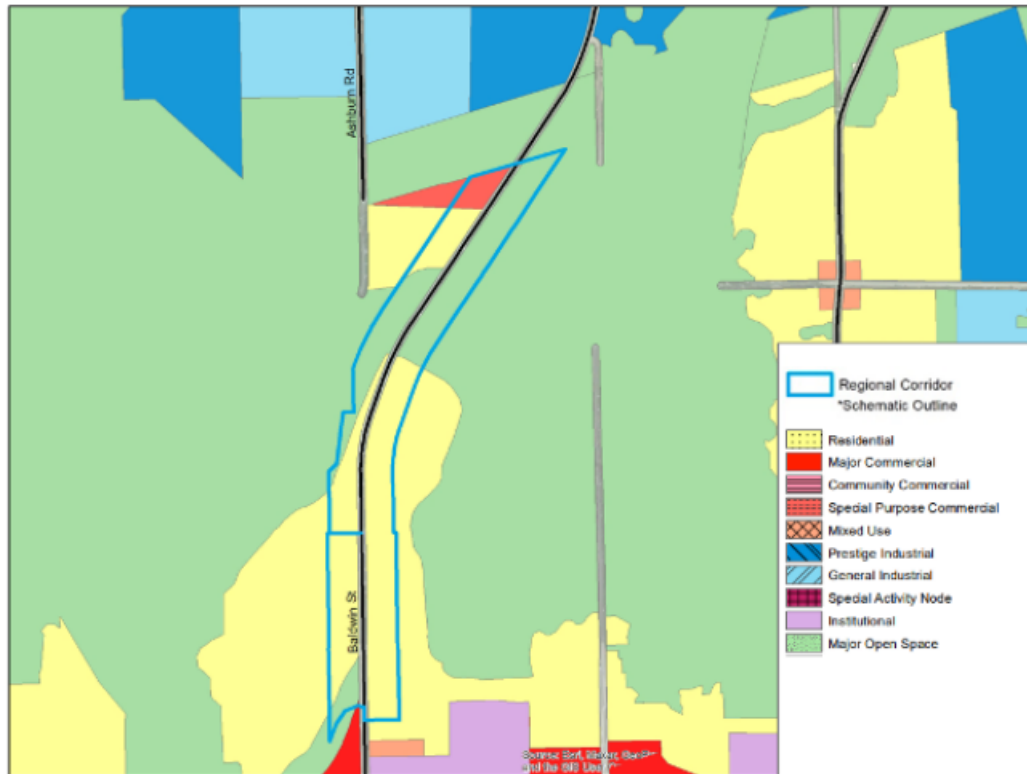
Regional Corridors - Envision Durham Policies

Envision Durham no longer provides a minimum density target for lands within Regional Corridors, rather it sets out that local municipalities are encouraged to establish transit supportive densities, and where appropriate identify key opportunities for intensification (Envision Durham Policy 5.3.10). In supporting a mix of uses, Envision Durham also requires that commercial uses be provided in large concentrations in Strategic Growth Areas including Regional Corridors (Envision Durham Policy 5.1.15 e)).

Regional Corridors - Town of Whitby’s Existing Official Plan Policies

Consistent with Envision Durham, the current Official Plan identifies Regional Corridors but refers to them as “Intensification Corridors” (Whitby OP Policy 4.2.7.1). The Current Official Plan identifies Intensification Corridors as areas intended to contain a mix of uses that support the adjacent surrounding area. The mix of land uses along the Intensification Corridors are shown in the Town’s current Official Plan land use schedule, refer to **Figure 26 to 29** (Whitby OP Policy 4.2.7.2). It is important to note that the land use designations along Taunton Road West are further refined by the West

Whitby Community Secondary Plan, which permits higher density uses along the corridor, as shown on **Figure 30**.



**Figure 26: Land Use Map Extract**

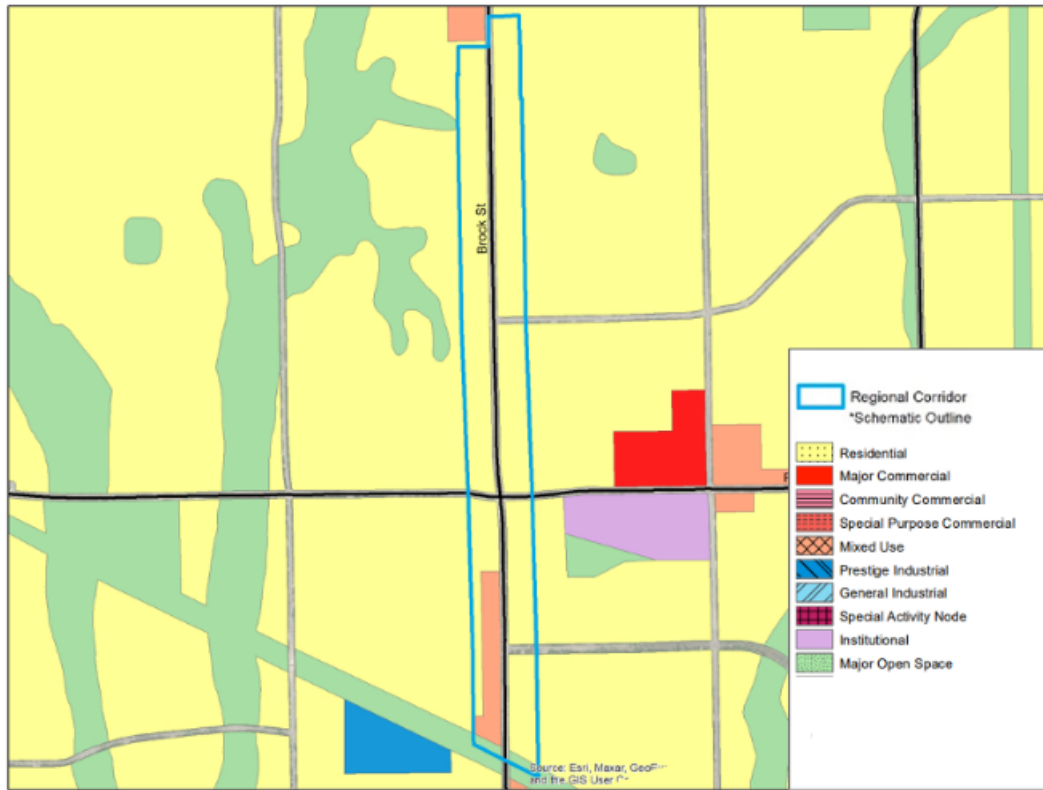


Figure 27: Land Use Map Extract

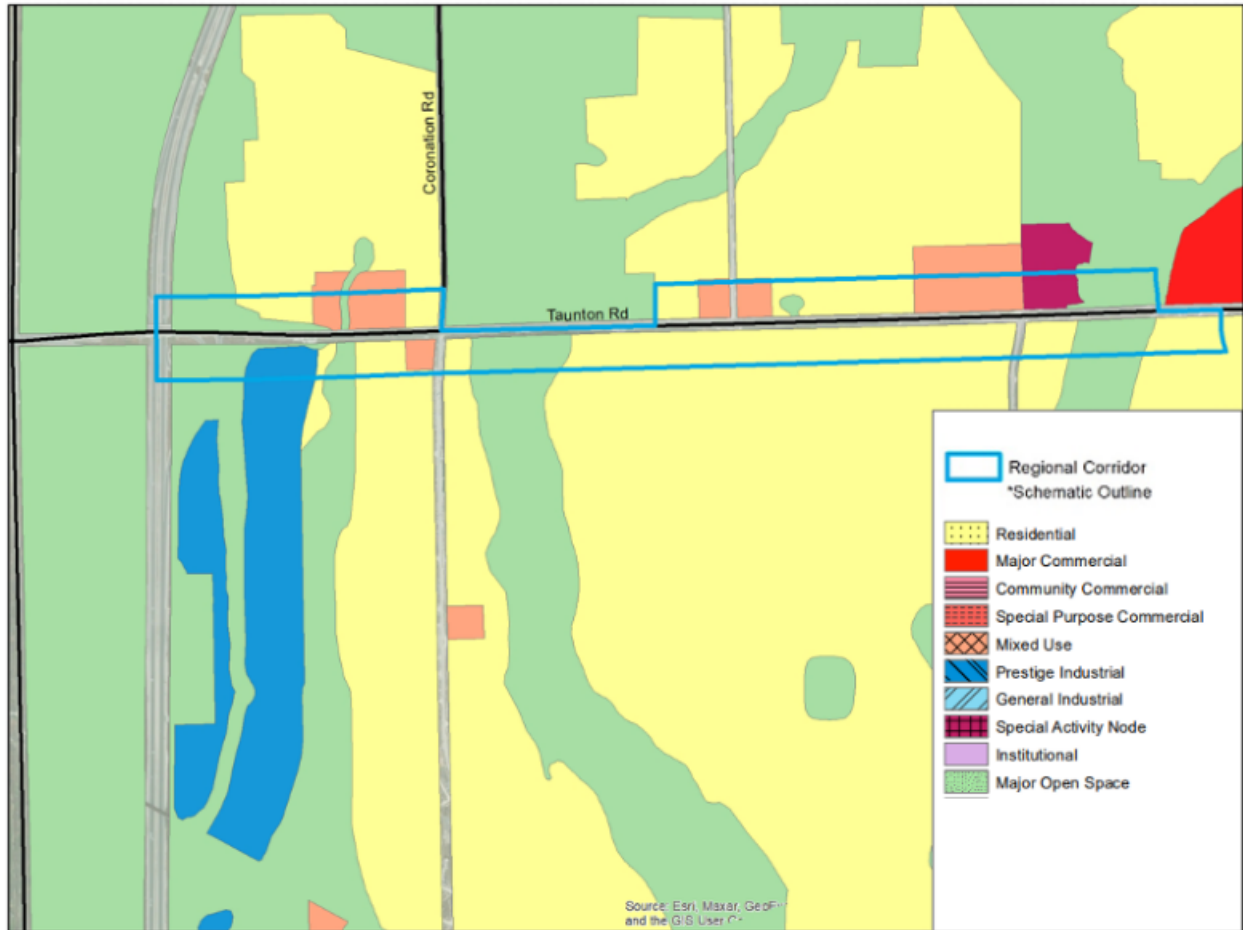


Figure 28: Land Use Map Extract

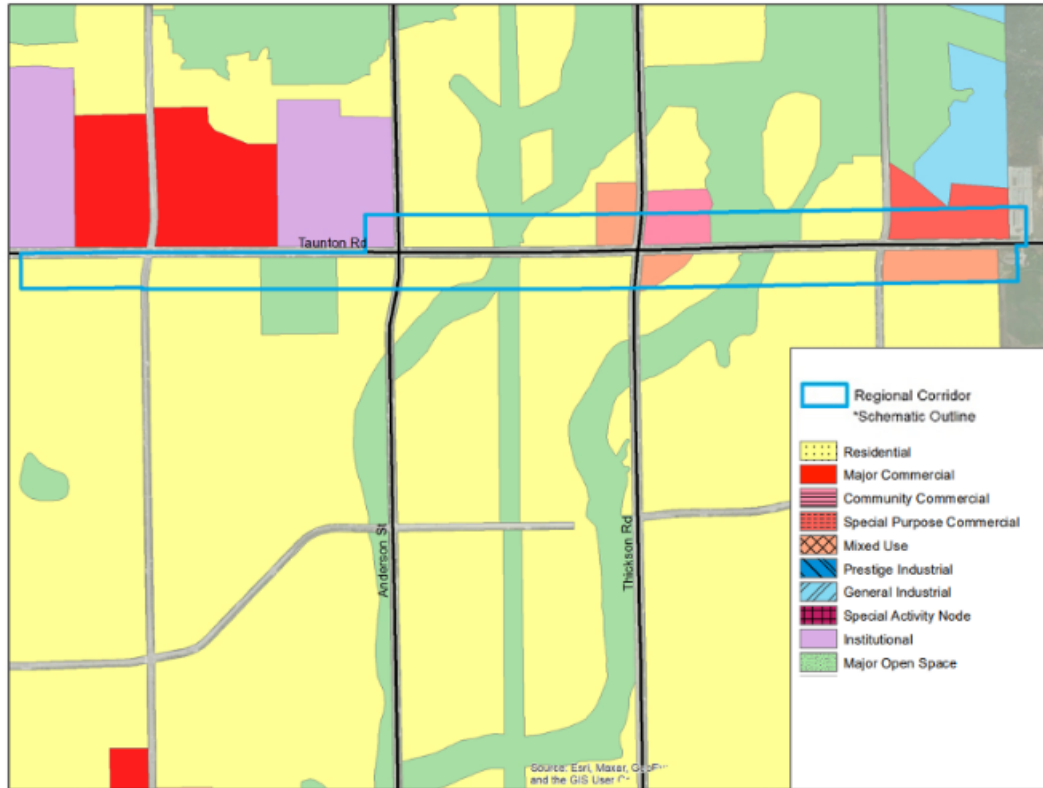


Figure 29: Land Use Map Extract

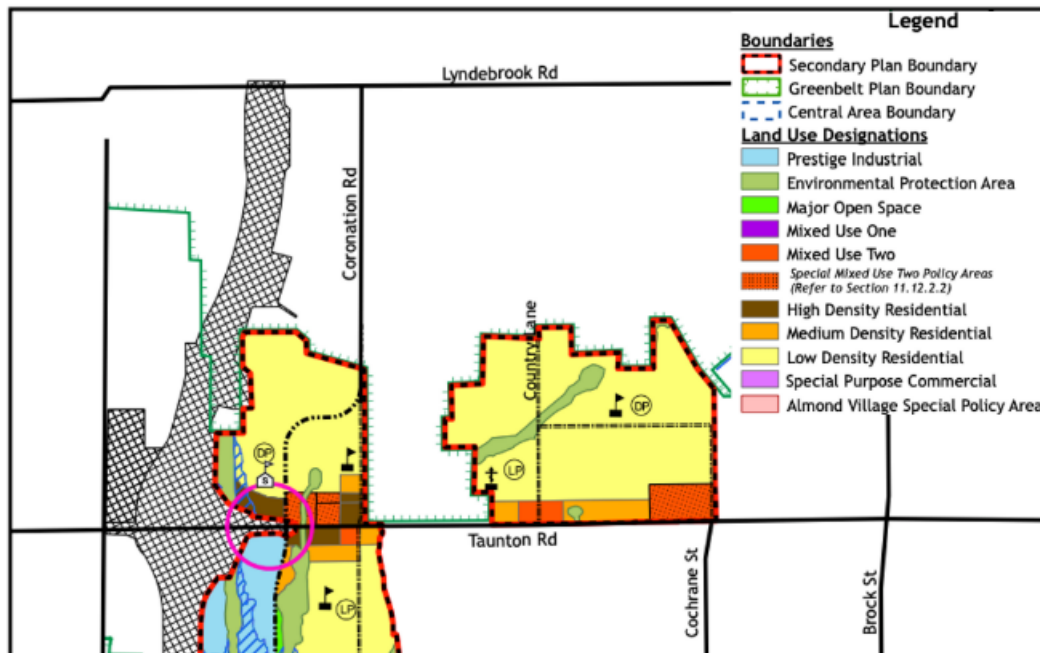


Figure 30: West Whitby Community Secondary Plan

In supporting growth along these corridors, the Town's current Official Plan Intensification Corridor policies set a minimum density target of 60 residential units per gross hectare (Whitby OP Policy 4.2.7.2). The current Official Plan also requires a minimum building height of 2-storeys with a maximum height of 8-storeys for residential and mixed-use buildings along Intensification Corridors (Whitby OP Policy 4.2.7.3). It also provides permissions for up to 12-storeys for sites adjacent to natural features and fronting onto an arterial road, where it meets the Official Plan's Intensification Criteria (Whitby OP Policy 4.2.7.3 and 4.4.3.9.2). The Current Official Plan also states that residential and mixed-use buildings with heights ranging from 4 to 8-storeys are to be located at intersections to take advantage of transit and to establish focal points (Whitby OP Policy 4.2.7.3).

### Existing Uses

The Intensification Corridors such as Baldwin Street, Brock Street, and Taunton Road, are generally built up at a low-rise scale with a mix of single-family dwellings, intermittent institutional uses, and large commercial plazas. Victoria Street is the only corridor located in an employment area.

### Infill Potential Analysis

As previously discussed, the current Official Plan's policies generally conform to Envision Durham in terms of directing growth to the corridors. To better support the directive of intensification, an Infill Potential Analysis examined opportunities for intensification. The Infill analysis identified active applications and sites that would be permitted and likely to intensify under existing policy. The following were not considered likely to redevelop:

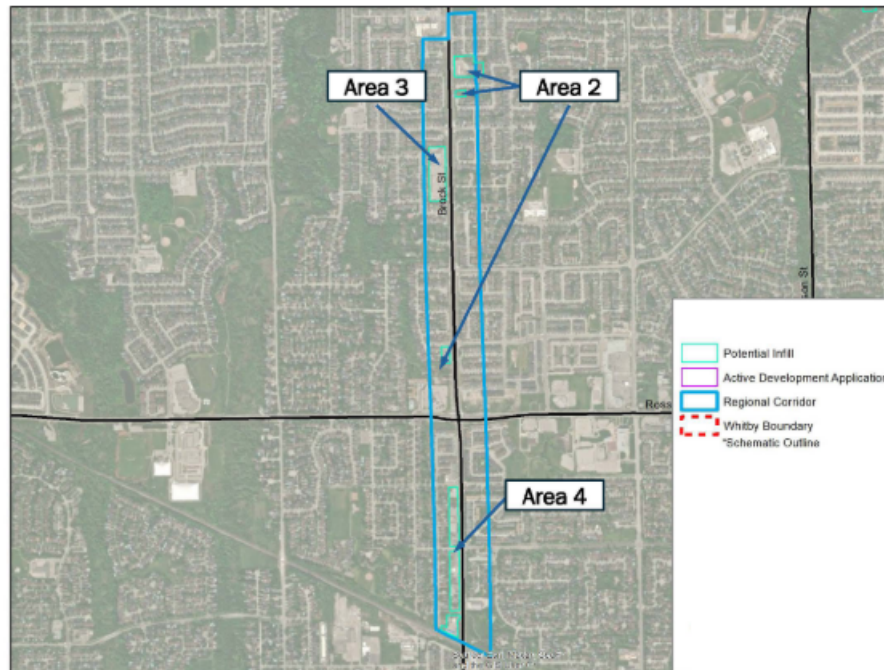
- Existing Mid to High-Rise buildings;
- Open space uses such as Parks and the Natural Heritage System;
- Existing low-rise residential neighbourhoods; and
- The existing Employment Area along Victoria Street.

Outside of the above noted areas, potential infill site's that can accommodate additional growth within the Intensification Corridors, are shown below in **Figure 31 to 34**. These are sites that could intensify based on current policy permissions in the current Whitby Official Plan.





**Figure 31: Infill Potential Along Regional Corridors**



**Figure 32: Infill Potential Along Regional Corridors**

Area 1

Area 1 municipally known as Address: 4640, 4665, 4670, 4680, 4690, 4700, 4710, 4730, 4735, and 4760 Baldwin Street South, contains low-rise dwellings, vacant land, and an agricultural use. Area 1 is designated Residential, which already permits up to 8-storeys. With no major nearby intersection and at the northern periphery of the corridor, no policy changes for this area are being contemplated.

Area 2

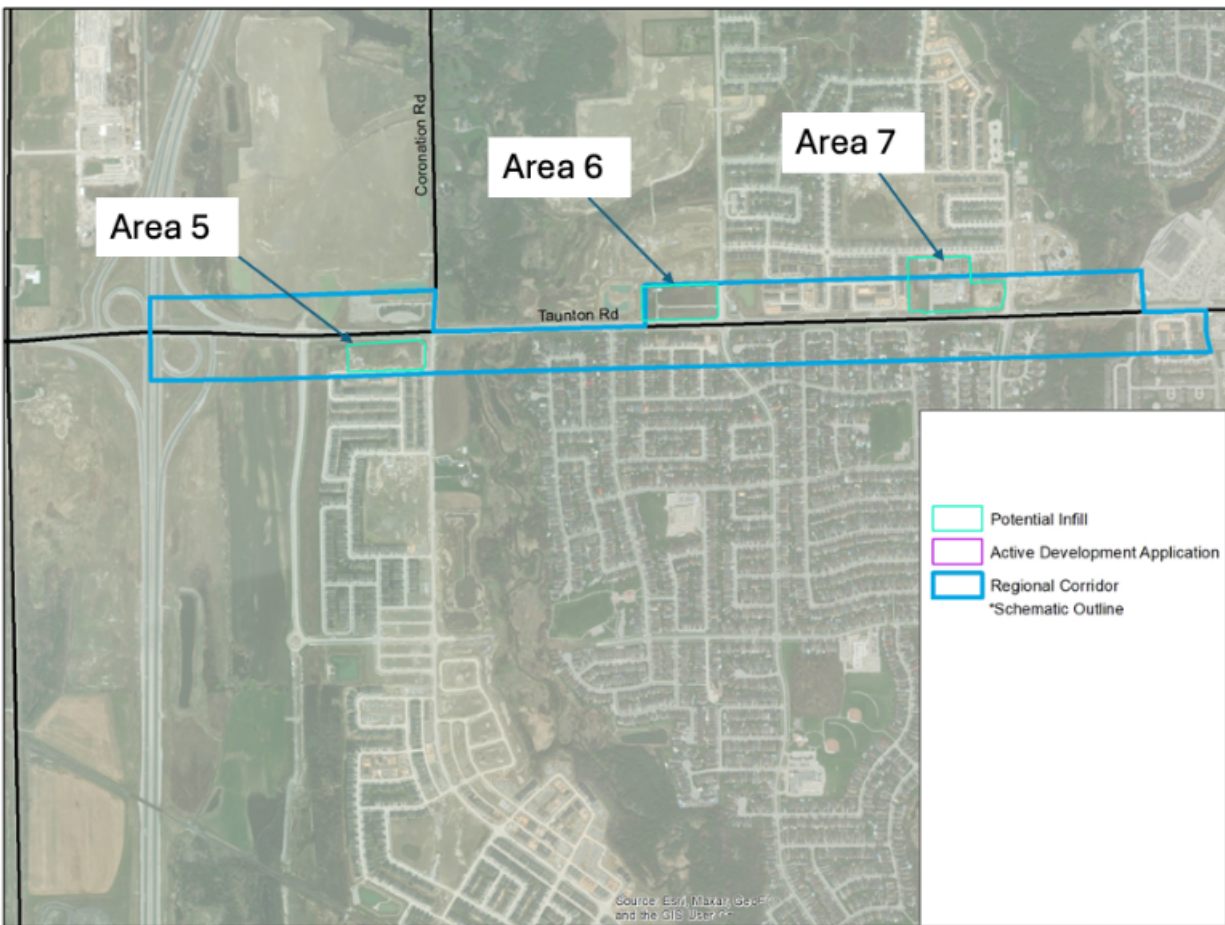
Area 2 is municipally known as: 3100 and 3775 Brock Street North, as well as a parcel at the terminus of Bourbon Place. Area 2 contains vacant land, outdoor storage and a small commercial plaza. Area 2 is designated Residential, which already permits up to 8-storeys. With no major nearby intersection, the existing lot depths, and being adjacent to existing neighbourhoods, no policy changes for this area are being contemplated.

Area 3

Area 3 is known municipally as: 3500 and 3570 Brock Street North, which contains three commercial plaza buildings and surface parking. Area 3 is designated Residential, and permits up to 8-storeys, however due to the size of the lots, a Mixed Use designation should be considered to encourage residential development while preserving the commercial uses.

## Area 4

Area 4 is municipally known as: 800, 804, 806, 814, 816, 818, 824, 826, 828, 830, 832, 836, 840, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 900, 912, 918, 922, 924, 926, 928, 932 Brock Street North. Area 4 primarily contains commercial uses with surface parking. Area 4, along the west side of Brock Street North, is designated Mixed Use. With the west side already designated Mixed Use no policy changes are being contemplated at this time.



**Figure 33: Infill Potential Along Regional Corridors**

## Area 5

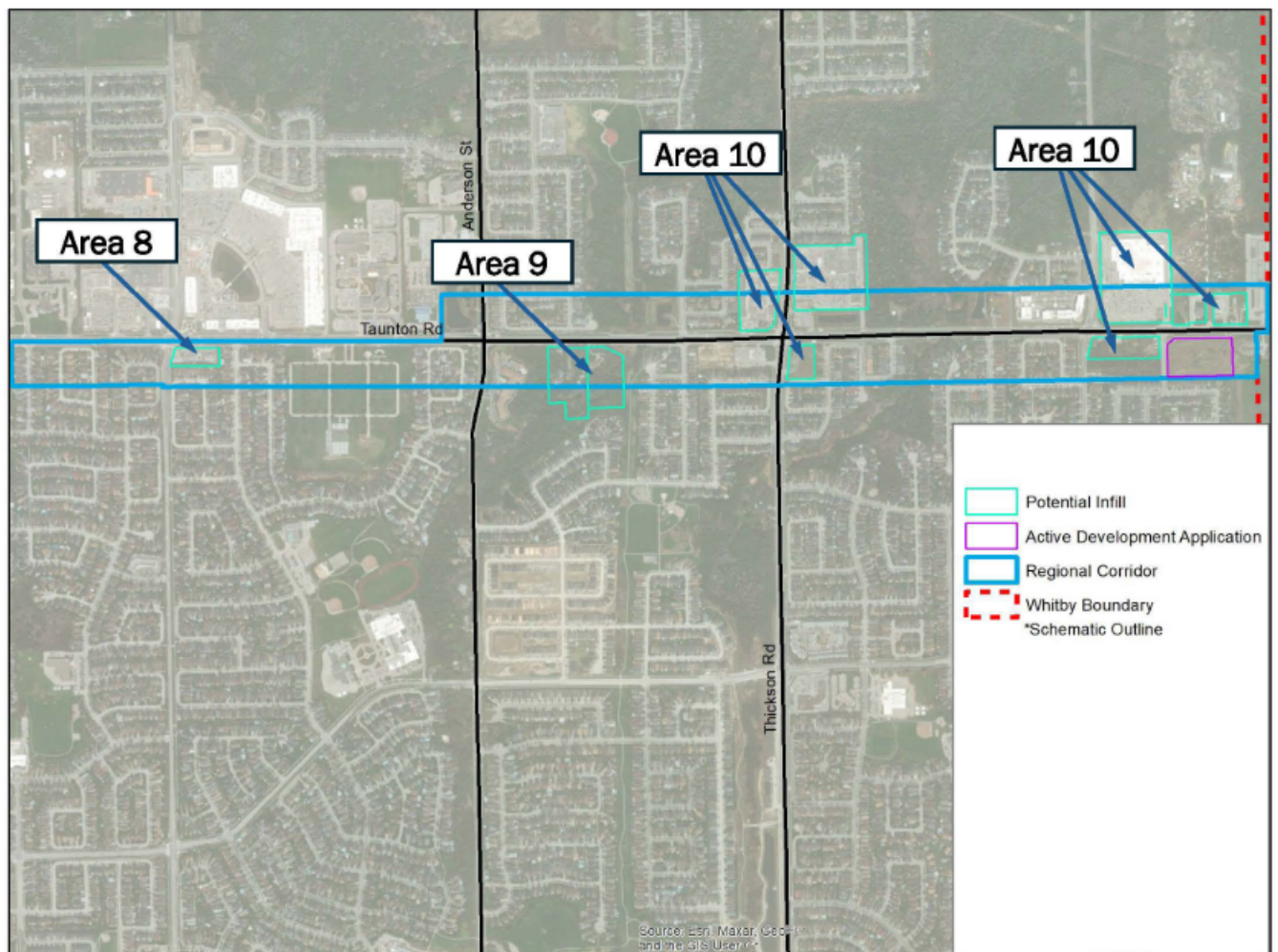
Area 5 contains a vacant parcel of land at the southwest corner of Coronation Road and Taunton Road, with no municipal address. Area 5 is split designated Residential and Mixed Use. With the intent of encouraging commercial uses at the intersection that transitions to residential, no policy change for this area is being.

### Area 6

Area 6 is municipally known as: 540 Taunton Road West and contains vacant land. Area 6 is split designated Residential and Mixed Use. With the intent of encouraging commercial uses at the intersection that transitions to residential uses, no policy change for this area is being contemplated.

### Area 7

Area 7 is municipally known as: 380 and 410 Taunton Road West, which contains a garden centre and vacant land. Area 7 is designated Mixed Use in the Current Official Plan, denser uses are permitted per the West Whitby Community Secondary Plan (refer to **Figure 30**), no policy changes for this area are being contemplated.



**Figure 34: Infill Potential Along Regional Corridors**

### Area 8

Area 8 is municipally known as: 3975 Garden Street, which contains three commercial plaza buildings with parking. Area 8 is designated Residential, with permissions up to 8-storeys. Area 8 is located at an intersection, however it adjacent to low-rise residential to the east, south, and west, as such the existing permissions are appropriate and no policy changes for this area are being contemplated.

### Area 9

Area 9 is municipally known as: 535, 539, 545, and 595 Taunton Road East, which contains single detached dwellings. Area 9 is designated Residential, with permissions up to 8-storeys. With Area 9 between intersections and surrounded by the Natural Heritage System, no policy changes for this area are being contemplated at this time.

### Area 10

Area 10 is municipally known as: 660, 670, 680, 690, 700, 710, 720 Taunton Road, and 4051, 4061, 4071, 4081, 4091, 4111 Thickson Road, as well as a vacant parcel at the southeast corner of the Taunton Road and Thickson Road intersection. The lands contain two commercial plazas on either side of Thickson Road This area is designated Mixed Use and Neighbourhood Commercial with permissions up to 8-storeys. This Area is already built up and adjacent to low-rise residential, as such no policy changes for this area are being contemplated.

### Area 11

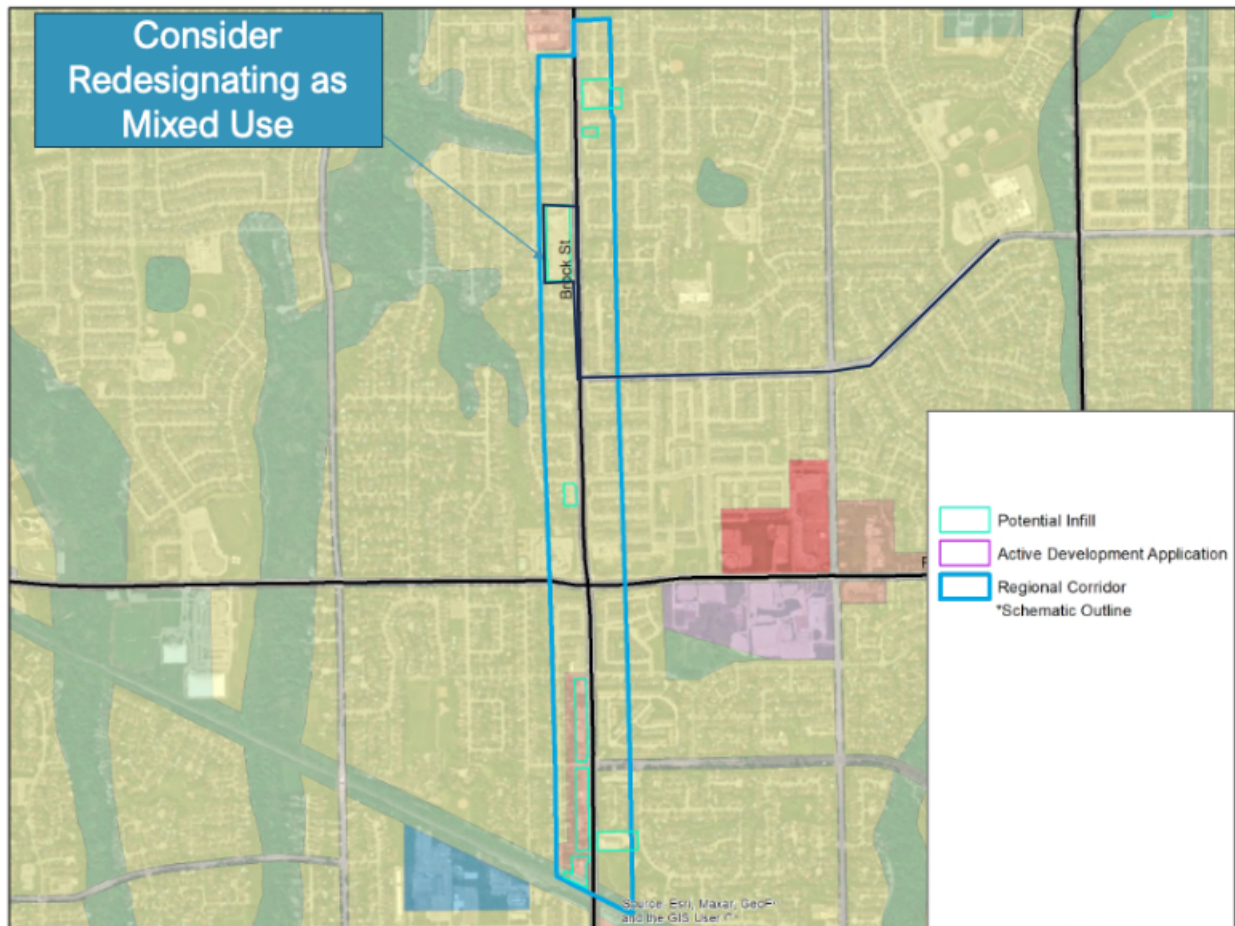
Area 11 is municipally known as: 915, 920, 935, 940, 945, 950, 970, Taunton Road East, and 4005 Garrard Rd. The lands contain a big box store (Rona) with a surface parking lot at the northeast corner, and small single storey commercial buildings further east along Taunton Road East, whereas the lands on the south side of Taunton Road East are vacant. The lands on the northside of Taunton Road are designated Special Purpose Commercial, whereas the lands on the south are designated Mixed Use. The Special Purpose Commercial designation does not permit residential uses, and it is adjacent to existing employment, therefore no policy changes for this area are being contemplated.

### Recommendations

Based on the analysis provided in this section, the policies that apply in the Intensification Corridors are generally in conformity with the Envision Durham policies for Regional Corridors, with the following recommended changes to streamline the Official Plan and support intensification in this growth area:

- Clarity: Policy 4.2.7.1 could be updated to reference the associated schedules that show Intensification Corridors, rather than listing the street names of each corridor.

- Land Use Redesignation: Redesignation of the lands on the west side of Brock Street to Mixed Use based on the infill Potential as shown **Figure 35**.



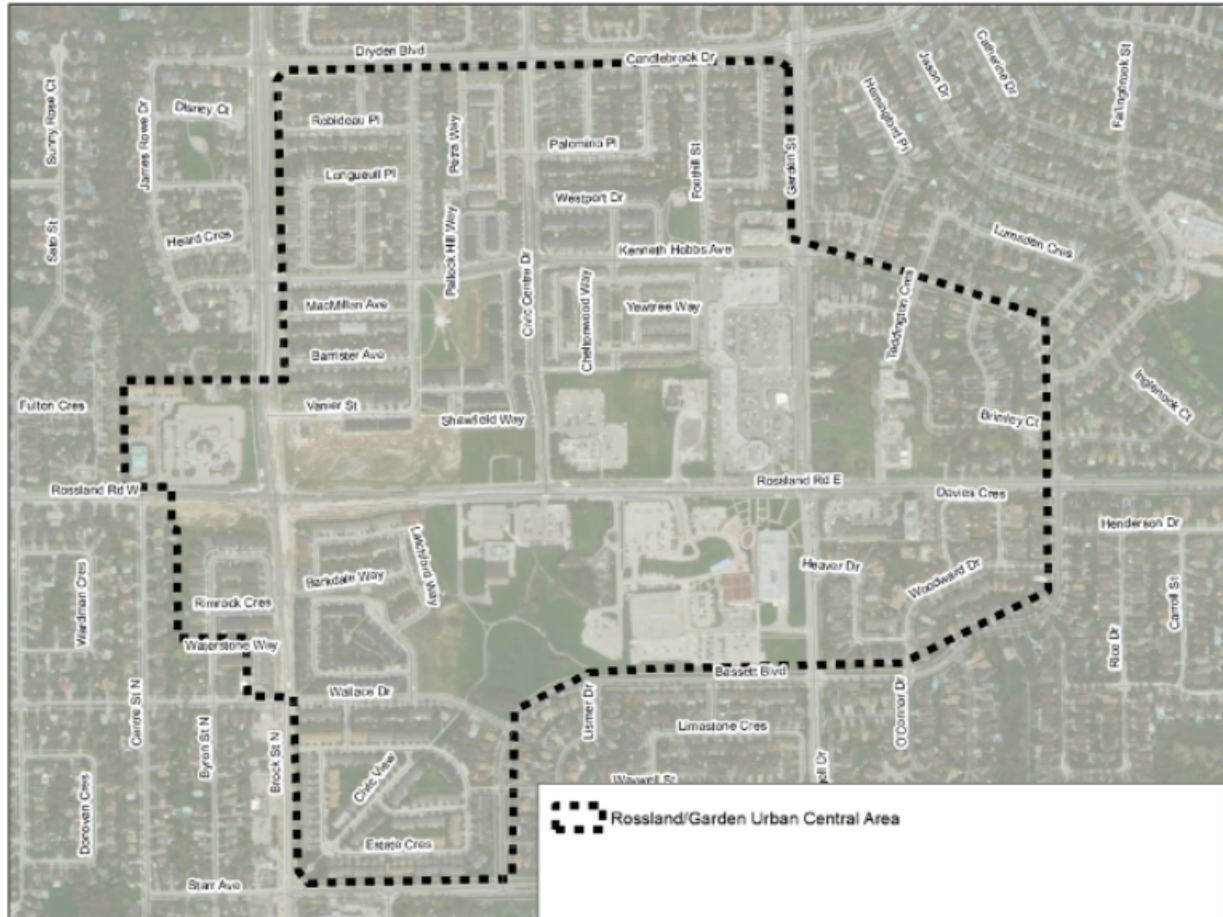
**Figure 35: Official Plan Recommendations for Regional Corridors**

### 5.3.2 Other Locally Designated Nodes

As discussed in Section 3 of this Report, other locally designated nodes include the Urban Central Areas of Dundas East and Rossland/Garden. The Dundas East Urban Central Area was discussed as part of the Dundas Street Rapid Transit Corridor in sub section 5.1.2 of this report.

#### 5.3.2.1 Rossland/Garden Urban Central Area

The Rossland/Garden Urban Central Area is a locally designated node planned to provide a full range of uses including commercial, institutional, office, and recreation uses supported by residential uses. The Rossland/Garden Urban Central Area's boundary is shown on **Figure 36**.



**Figure 36: Aerial Context of Rossland/Garden Urban Central Area**

Local Centres - Envision Durham Policies

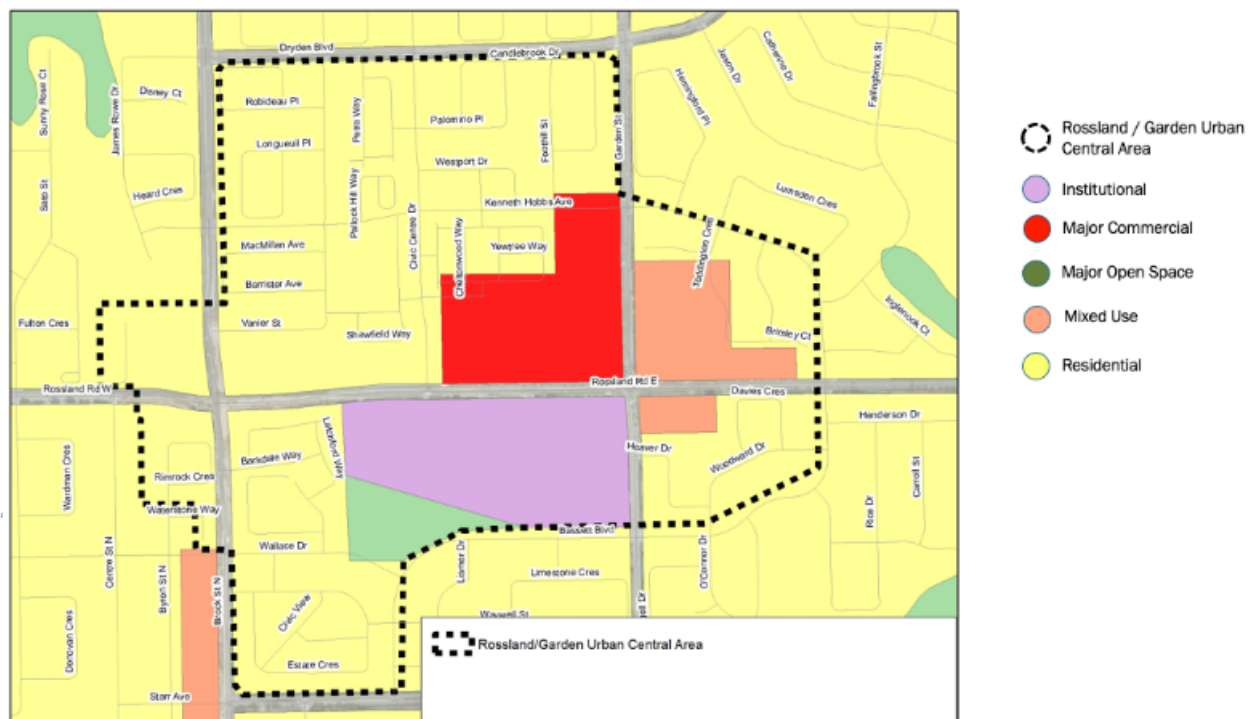
Envision Durham provides high-level policies for directing growth to Local Centres, which in this case, is referred to in the Whitby Official Plan as the Rossland/Garden Urban Central Area. With respect to scale and height, Envision Durham sets out that Local Centres are to be planned in a similar manner as Regional Centres, but generally at a smaller scale (Envision Durham Policy 5.3).

Envision Durham also states that Local Centres are to contain a concentration of not only higher density residential uses, but also commercial, retail, public services, and community facilities that support the community (Envision Durham Policy 5.3.15). The policies also indicate Local Centres should be “planned and developed at an appropriate transit supportive density” (Envision Durham Policy 5.3.16). To ensure new buildings are compatible with the existing area, Envision Durham also states that the scale of buildings should be suitable to the surrounding communities (Envision Durham Policy 5.3.15).

## Town of Whitby's Existing Official Plan Policies

In the local policy, the parent Official Plan policies currently apply to the Rossland/Garden Urban Central Area, as the Secondary Plan for this area was recently deleted through Official Plan Amendment 133. Consistent with Envision Durham, the Current Official Plan's policies state that Urban Central Areas are to be planned and developed similar to Major Central Areas (which are Regional Centres in Envision Durham), but at a smaller scale (Whitby OP Policy 4.3.3.4.2).

The current Whitby Official Plan provides a minimum density target of 60 residential units per gross hectare for the Rossland/Garden Urban Central Area (Whitby OP Policy 4.3.3.4.4.2). The current Official Plan's land use schedule for Rossland/Garden Urban Central Area includes a mix of institutional, major commercial, mixed use, open space, and residential uses, as shown on **Figure 37**. In each of the land use designations shown on **Figure 37**, the Whitby Official Plan (Policy 4.3.3.4.4.2) additionally permits a minimum height of 2-storeys and a maximum height of 18-storeys in proximity to Brock Street or Rossland Road.



**Figure 37: Extract from Land Use Map A**

### Existing Uses and Built Form

The Rossland/Garden Urban Central Area currently contains both residential and non-residential uses. The existing residential built form in the Rossland/Garden Urban Central Area is predominantly low-rise. There are a few mid to high-rise buildings near the Rossland Road and Garden Street intersection, but most of the residential areas within the Central Area are primarily made up of low-rise townhouses and single



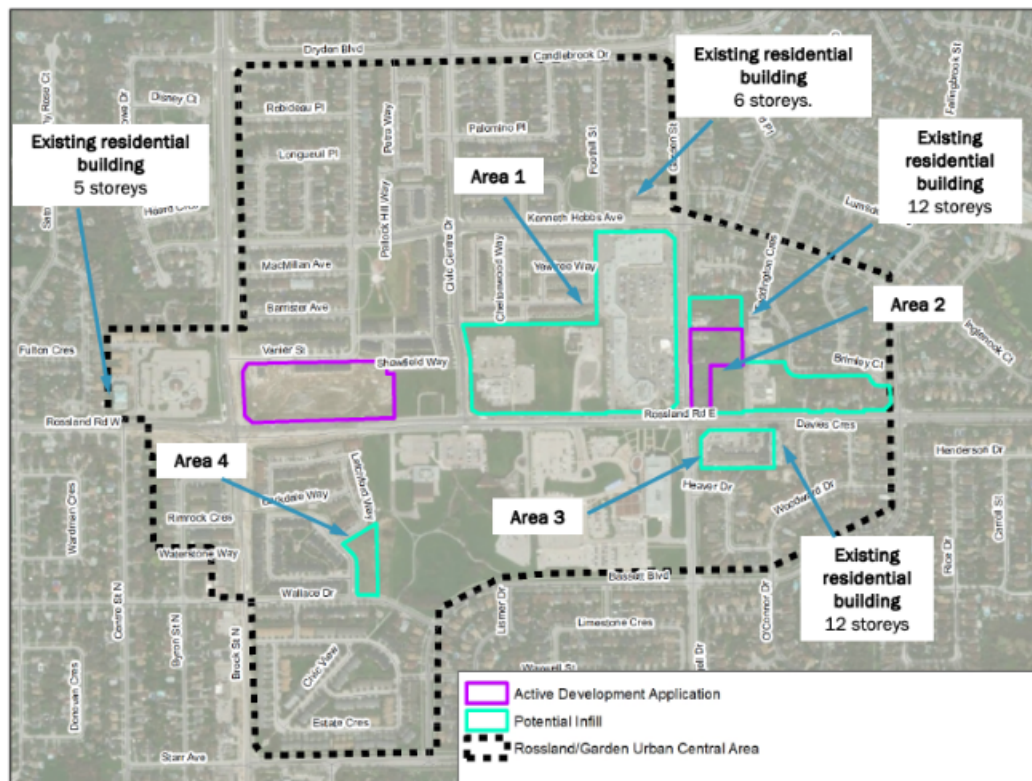
detached dwelling. In addition, the area contains a larger commercial plaza at the Rossland Road and Garden Street intersection and several government buildings and a place of worship and cemetery.

### Infill Potential Analysis

In examining opportunities for intensification, an analysis identified active applications and sites that would be permitted and likely to intensify currently under existing policy. The following were not considered likely to redevelop:

- Existing institutional sites such as the Durham Region offices and Whitby Town Hall, and the Saint John the Evangelist Catholic Cemetery;
- Existing Mid to High-Rise buildings;
- Open spaces such as the Whitby Civic Park and the Natural Heritage System; and
- Existing low-rise residential neighbourhoods.

Outside of the above noted areas, potential infill site's that can accommodate additional growth within the Rossland/Garden Urban Central Area, are shown below in **Figure 38**. These are sites that could intensify based on current policy permissions in the Whitby Official Plan.



**Figure 38: Infill Potential**

As shown on **Figure 38**, there are four Potential Infill Areas, that include:

### Area 1

Area 1 contains properties known municipally as Address: 3000, 3050, 3060, 3070, 3100 Garden Street, as well as 590 & 650 Rossland Road East, the existing Commercial plaza, and other uses and their surface parking lots, are designated Major Commercial, which already permits residential uses with 2 to 18 storeys in height. This area could be changed to a mixed use designation for simplicity to encourage development of residential uses.

### Area 2:

Area 2 contains properties municipally known as 3115, 3125, 3145 Garden Street, 700, 708, 712, 714, 812, 816, 900, 904, 908 Rossland Road East, and 11, 15, 17, 19 Brimley Court. The existing apartment building and commercial building are designated Mixed Use which permits 2 to 8-storeys, whereas the low-rise dwellings (11, 15, 17, 19 Brimley Court) are designated Residential with permissions up to 4-storeys. With 11, 15, 17, 19 Brimley Court located at the edge of Rossland / Garden Urban Central Area, and already built up, no policy changes are recommended. However, policy 4.3.3.4.4.2 permits a maximum building height of 18 storeys for new residential and mixed use buildings in proximity to Brock Street or Rossland Road. As a result, no policy changes regarding height are contemplated.

### Area 3:

Area 3 contains a commercial plaza at 701 Rossland Road East. The plaza is designated Mixed Use with height permissions for 2 to 18-storeys as per policy 4.3.3.4.4.2. No policy changes are contemplated.

### Area 4:

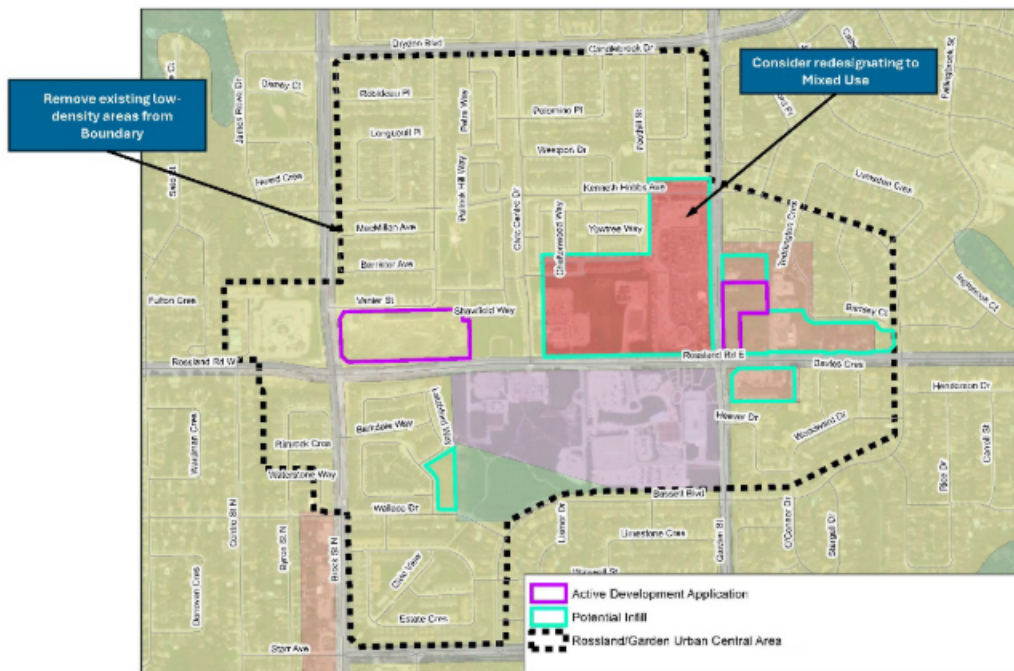
Area 4 is a vacant parcel on Palisades Court within the residential designation. It is already zoned for an 8 storey apartment building. No policy change for this area is being contemplated.

### Recommendations

Based on the analysis provided in this section, the policies that apply in the Urban Central Area are generally in conformity with the Envision Durham policies for Local Centres. However, the Urban Central Area contains large areas of mature residential neighbourhoods that are not intended to intensify other than through gentle intensification. As well as noted previously, the new PPS 2024 supports the redevelopment and intensification of shopping plazas. As such, the following changes are recommended to streamline the Official Plan and support intensification in this growth area, as shown on **Figure 39**, and described below:

- Clarity: The built low rise areas should be removed from the Rossland/Garden Urban Central Area boundary, as these areas are not intended to intensify;

- Land Use: Area 1 could be redesignated to Mixed Use rather than Major Commercial to clarify the intent that residential development would be appropriate provided the retail function is maintain;
- Height: Policy 4.3.3.4.4.2 should be revised to permit building heights up to 25 storeys along Rossland Road and Garden Street 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.



**Figure 39: Official Plan Recommendations for Rossland/Garden Urban Central Area**

## 5.4 Other Housing-Related Policies

There are other housing related policies that could strengthen the housing and intensification policy regime as part of the Official Plan Update.

### Gentle Density

The Town recently completed a mature neighbourhoods study for most of the existing low-rise residential areas which provided for introduction of gentle density within the mature neighbourhoods. As well, the Town is currently conducting a separate study and Official Plan Amendment for introducing four residential units on a property as-of-right.

## **Parking Space Requirements for Additional Residential Units in SGAs**

Section 4.4.3.12 of the Official Plan includes parking policies for residential uses, which indicates that the Town will consider reduced parking requirements after detailed study in certain circumstances. Further study is currently being undertaken by the Town to determine if reduced parking requirements should be considered within the SGAs. The results of the study will be incorporated into the comprehensive zoning by-law review.

## **Housing Affordability Policies**

Envision Durham requires that at least 25 percent of all new residential units produced throughout the Region should be affordable to low and moderate-income households. Policy 7.7.1 of the current Town's Official Plan includes a similar requirement. The Official Plan should be reviewed and updated based on the definitions of 'affordable' and 'low to moderate income households' set out in Envision Durham.

Policy 3.1.21 of Envision Durham requires that at least 35% of all new residential units within SGAs be affordable to low- and moderate-income households. This policy will need to be applied throughout the SGAs in the Town's Official Plan to incentivize or facilitate this type of development. These matters will be addressed in subsequent Official Plan Amendments through the Official Plan review.

## **Affordable Housing for Seniors and Special Needs**

There are currently policies related to encouraging housing for seniors and special needs residents in proximity to transit in Section 7.6 of the Official Plan, but this policy direction could be expanded to support aging in place by encouraging housing for older adults adjacent to SGAs. This policy direction would include supporting a broad mix of housing types, unit sizes and tenures, including additional residential units, mid- and low-rise apartments, shared living and multigenerational housing. Further, encouraging affordable housing for seniors and special needs close to community hubs and SGAs that include a mix of amenities can support a complete community.

## 6 Summary of Recommendations



This exercise of examining the Strategic Growth Areas and other Nodes and Corridors forms part of the overall Official Plan Review exercise. The recommendations in Section 5 will be addressed through a series of Official Plan Amendments (OPA). Those recommendations specific to the PTMSA will be addressed through the Focus Area 1 OPA. Those related to other Strategic Growth Areas and Other Nodes and Corridors will be addressed through the Focus Area 2 OPA. Some of the recommendations in Section 5 which address broader policy matters may be addressed as part of a later Official Plan (along with Focus Area 4). The following breaks down how the recommendations from Section 5 will be addressed in the different Official Plan Amendments/Focus Areas:

### **Focus Area 1/ Official Plan Amendment related to the Protected Major Transit System:**

- Delineate the PMTSA in the Official Plan and update terminology to reference it, as needed.
- Update the density target for the PTMSA to a minimum 150 people and jobs per gross hectare.
- Redesignate a portion of the GO Station parking lot from Mixed Use Residential to High Density Residential Mixed Use.
- Increase height permissions north of Victoria Street closest to the GO Station.
- Increase height permissions as a transition north of Watson Street East, east of Charles Street between the recent approvals to the west and the mid-rise permissions along Brock Street.
- Update policies to support a main street along Brock Street, south of Victoria Road.
- Remove the Community Central Area delineation at Gordon Street and Victoria Street, as it is now part of the PMTSA;
- Removal of the density targets in the Port Whitby designations (except Low density) and renaming of the designations to reference the intended built form i.e., mid rise and high rise) rather than density.

### **Focus Area 2/Official Plan Amendment related to the other Strategic Growth Area and other Nodes and Corridors.**

#### **Brock/Taunton:**

- Update the boundary of the Brock/Taunton Major Central Area to reflect the Regional Center delineated in Envision Durham.

- Realign the Mixed Use and Medium Density designations to match the boundary of the Brock Taunton Regional Centre.
- Revise Policy 4.3.3.3.4.2 a) to reflect a density target of 150 persons and jobs per hectare.
- Revise Policy 4.3.3.3.4.2 b) to permit building heights of up to 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.

### **Rapid Transit Corridor**

- Remove the Intensification Corridor along Dundas Street, the Community Central Area at Jeffrey Street/ McQuay Boulevard and the Dundas East Urban Central Area and associated policies and replacing with the Rapid Transit Corridor and associated policies.
- Introduce Mixed Use designations along portions of Dundas Street west where existing high density uses exist or the existing built form supports redevelopment and requiring a minimum of 4 up to maximum of 8 storeys.
- Redesignate the Community Commercial properties west of Jeffrey Street/McQuay Boulevard as Mixed Use.
- Provide for building heights up to 25 storeys along Dundas Street East and along Thickson 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.
- Redesignate the lands on the north side of Hunter Street from Mixed Use to Residential.
- Delete the Intensification Corridor on the block east of Powell Road.

### **Intensification Corridors**

- Redesignate 3500 and 3570 Brock Street North as mixed use.
- Update Policy 4.2.7.1 to reference the associated schedules that shows Intensification Corridors, rather than listing the street names of each corridor.

### **Rossland/Garden**

- Re-delineate the Urban Central Area Boundary to remove existing low rise areas.
- Provide for building heights up to 25 storeys along Rossland Road and Garden Street 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.

#### **Focus Area 4/Official Plan amendment related to broader Whitby**

- Updates to intensification targets and growth targets, as well as the planning horizon of 2051.
- Updates to monitoring key indicators related to the density targets and to support a mix of affordable and market-based housing options.
- Simplifying the Mixed Use designations and considering incorporating Major Commercial as part of a new Mixed Use designation.
- Urban Design and sustainability policy updates that may relate to the PMTSA or other areas within the Town.
- Consider introducing Inclusionary Zoning policies and the housing policy matters raised in subsection 5.4 of this report.

## 7 Next Steps



Phase 3 of the Official Plan Review will entail the preparation of draft Official Plan policies and revised schedules, based on the recommendations outlined in this Report.



# 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 below 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.</p> <p><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> <p>As discussed throughout this table, the Town of Whitby OP includes several policies</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>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 policies based on height/scale and land use compatibility (5.2.6c); plan for public</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>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> <li>● transition policies (11.8.14.6)</li> </ul>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<ul style="list-style-type: none"> <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>● employment density 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 Permit Systems (4.2.5).</li> </ul>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<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>● minimum and maximum building heights,</li> <li>● employment density targets,</li> <li>● land use compatibility,</li> <li>● pedestrian oriented development,</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</b></p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p><b>policies apply to all of the MTSA.</b></p>
4	<p>Specific Vibrant Urban System policies <u>required</u> (strategic growth area targets): 5.2.3</p>	<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	<p>Specific Healthy Communities policies <u>required</u> (housing options and affordable housing): 3.1.14, 3.1.21</p>	<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</p>



Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>removing these parking requirements for areas intended to support higher order transit, 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>The Town of Whitby OP currently includes policies regarding seniors and special needs housing including 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.</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>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 adding this</p>

Official Plan Review Background Analysis Report, Town of Whitby

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>specific policy language in the updated policies for Strategic Growth Areas as community hubs.</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. 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 2 of the Official Plan (Vision, Goals and Strategic Objectives).</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 under Section 2 of the Official Plan (Vision, Goals and Strategic Objectives).</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><b>Since the Downtown Whitby and Brooklin Secondary Plans have been updated recently, they do not form part of this review.</b></p> <p><b>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.</b></p> <p><b>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.</b></p> <p><b>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</b></p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p><b>Secondary Plan area, as per Schedule E (South) of the Town’s Official Plan. This misalignment will need to be reviewed.</b></p> <p><b>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 as a conformity issue by the Region. Therefore, it is assumed a review and update to the mapping is not needed.</b></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 community 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 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></p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>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> <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.</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>● 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</li> </ul>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>possible,</p> <ul style="list-style-type: none"> <li>● accounting for the retention and replacement of existing station access and protecting for future expansion of the GO Station.</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>● 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>



Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<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 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: 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; and 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.</p> <p>The Whitby Official Plan currently does not include policies related to inclusionary zoning and can consider this approach.</p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
14	<p>Specific Vibrant Urban System policies <u>required</u> (rapid transit corridors): 5.2.24, 5.2.25, 5.2.26</p>	<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 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,</b></p>

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p><b>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 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.</p>

Official Plan Review Background Analysis Report, Town of Whitby

Item	Envision Durham Policy Key Gaps	Whitby Official Plan Conformity Review
		<p>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, <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 to be 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	Not identified in Town OP.	N/A	150 people and jobs per gross hectare	N/A

# SGDL



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