



Town of Whitby

By-law # 8149-25

Official Plan Amendment Number 139: Strategic Growth Areas, Nodes and Corridors

Being a By-law to adopt Amendment Number 139 to the Official Plan of the Town of Whitby;

Whereas Section 26 of the Planning Act, R.S.O. 1990, c.P.13, as amended, provide that the Council of a municipality may by by-law adopt amendments to its Official Plan;

And whereas, the Council of The Corporation of the Town of Whitby deems it advisable to amend the Official Plan of the Town of Whitby;

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

1. General

- 1.1. Amendment Number 139 to the Official Plan of the Town of Whitby, attached as Schedule "A" to this By-law, is hereby adopted.
- 1.2. The Clerk of the Corporation of the Town of Whitby is hereby authorized and directed to forward to the Ministry of Municipal Affairs the required documentation under Ontario Regulation 525/97 as amended, for non-exempt Official Plan Amendments.
- 1.3. This By-law shall come into force and take effect in accordance with the provisions of the Planning Act.

By-law read and passed this 3rd day of February 2025.

Elizabeth Roy, Mayor

Christopher Harris, Town Clerk

Schedule 'A' to By-Law 8149-25

Amendment # 139 to the Town of Whitby Official Plan: Strategic Growth Areas, Nodes and Corridors

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

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

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

Minor adjustments are also made to the boundaries of the Downtown Brooklin and Downtown Whitby Major Central Areas to align with Envision Durham.

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

The Amendment includes:

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

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

Actual Amendment:

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

1. By amending Schedule “A” – Land Use to: adjust and/or remove Central Area boundaries; change the land use designation on certain lands within or adjacent to Central Areas, and along Corridors; and, update the legend accordingly, as shown on the attached Exhibits ‘A1’ and ‘A2’.
2. By amending Schedule “B” – Intensification to: Delete the Intensification Corridor along Dundas Street and the Dundas East Intensification Area; identify the Rapid Transit Corridor along Dundas Street as a Rapid Transit Intensification Corridor; adjust the boundaries of the Brock/Taunton and Rossland/Garden Intensification Areas; and update the Legend accordingly, as shown on the attached Exhibit ‘B’.
3. By amending Schedule “D - Transportation” to: Identify the Rapid Transit Corridor along Dundas Street, as shown on the attached Exhibit ‘C’.

4. By amending Schedule “K – Brock /Taunton Major Central Area Secondary Plan, by adjusting the land use designation on select lands; as shown on the attached Exhibit ‘D’.
5. By amending Policy 4.2.7.1 by deleting “including Dundas Street” to read as follows: “Intensification Corridors are identified on Schedule “B” along portions of the Regional Corridors, including Taunton Road, Brock Street/Baldwin Street, Victoria Street, Winchester Road, and Columbus Road”.
6. By introducing a new subsection within 4.2 for Rapid Transit Corridors, as follows:

“4.2.10.1 Rapid Transit Intensification Corridor

- a) The Rapid Transit Intensification Corridor is identified on Schedule “B” along Dundas Street outside of the Downtown Whitby Intensification Area.
- b) The long-term overall density target within the Rapid Transit Corridor is at least 160 people and jobs per gross hectare across the entire Corridor.
- c) The minimum height for new residential and mixed use buildings shall be 4 storeys with a maximum of 8 storeys, except for lands along Dundas Street East between the railway tracks and Kathleen Street, the maximum height for buildings abutting Dundas Street shall be 25 storeys subject to providing a transition in height and density where the development abuts low rise residential development adjacent to the Rapid Transit Intensification Corridor, through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane.
- d) Where the Rapid Transit Intensification Corridor overlays a Prestige Industrial designation, the Prestige Industrial area shall be protected for employment uses. Higher density employment uses with enhanced architectural standards are encouraged.

- e) The Town may prepare secondary plans for portions of the Rapid Transit Intensification Corridor.
 - f) Development and redevelopment of sites along Dundas Street East between the railway tracks and Kathleen Street may require Block Plans to ensure considering of a broader context along the corridor.
 - g) That new development or redevelopment of existing commercial sites designated Mixed Use and Major Commercial shall maintain the commercial function and shall generally maintain the existing commercial Gross Floor Area in the redevelopment unless a study demonstrates a lesser amount is sufficient to the satisfaction of the Town.
 - h) New development and redevelopment shall provide a transition in heights and densities abutting Low Density Residential areas adjacent to the Rapid Transit Intensification Corridor, which may be achieved through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane from any property abutting a low density designation.”
7. By amending Policy 4.3.3.3.4.2 a) to read as follows: “In accordance with Envision Durham, the minimum density target shall be 100 - 150 persons and jobs per hectare.”
 8. By amending the first sentence of Policy 4.3.3.3.4.2 b.) to read as follows: “The minimum building height for residential and mixed-use buildings shall be 4 storeys and the maximum building height shall be 25 storeys subject to providing a transition in height and density where the development abuts existing low rise residential development through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane.”

9. By adding a new Policy 4.3.3.3.4.2 d) to read as follows: “Notwithstanding the relevant policies of section 4.4, 4.5 and 4.6 no maximum density is established for the Major Commercial, Mixed Use and High Density Residential designations abutting Brock Street, Taunton Road and Garden Street in the Brock/Taunton Major Central Area, as density will be a product of the built form requirements for height, setbacks and step backs.”
10. By amending Policy 4.3.3.4.1 to read as follows: “Rossland/Garden is an Urban Central Areas as identified on Schedule “A”.
11. By deleting Policy 4.3.3.4.3 “Dundas East Urban Central Area.”
12. By amending Policy 4.3.3.4.4.2 b.) to read as follows: “The minimum building height for residential and mixed- use buildings shall be 2 storeys and the maximum building height shall be 25 storeys in proximity to Brock Street, Garden Street, or Rossland Road subject to providing a transition in height and density where the development abuts existing low rise residential development through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane.”
13. By adding a new Policy 4.3.3.4.4.2 d) to read as follows: “Notwithstanding the relevant policies of sections 4.4, 4.5. and 4.6 no maximum density is established for the Major Commercial and Mixed Use designations abutting Brock Street, Rossland Street and Garden Street in the Rossland/Garden Urban Central Area, as maximum density will be a product of the built form requirements for height, setbacks and step backs.”

14. By amending Policy 4.3.3.5.1, by deleting “and Dundas Street/McQuay Boulevard” to read as follows: “Baldwin Street/Columbus Road, Cochrane Street/Columbus Road, Baldwin Street/Thickson Road, Gordon Street/Victoria Street, Thickson Road/Taunton Road, and Rossland Road/Desmond G. Newman Drive, are Community Central Areas as identified on Schedule “A” and may be identified in Secondary Plans.”
15. By deleting Policy 11.5.4.3 in its entirety and replacing with the following: “The minimum building height for new non-residential buildings greater than 500 square metres shall be 2 storeys. The minimum building height for new residential and mixed-use buildings shall generally be 6 storeys. The maximum building height shall be 25 storeys, subject to providing a transition in height and density where the development abuts existing low rise residential development through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane. Buildings that have a height greater than 8 storeys shall generally be located in proximity to Brock Street or Taunton Road.”
16. By deleting Policy 11.5.4.5 in its entirety.
17. By adding a new Policy 11.5.4.5 to read as follows: “Notwithstanding any other provision of this Plan to the contrary, the maximum density will be a product of the built form requirements for height, setbacks and step backs.”
18. By amending Policy 11.5.5.5 to read as follows: The minimum building height for new non-residential buildings greater than 500 square metres in gross floor area shall be 2 storeys. The minimum building height for new residential and mixed-use buildings shall generally be 4 storeys. The maximum building height shall be 25 storeys, subject to providing a transition in height and density where the development abuts existing low rise residential

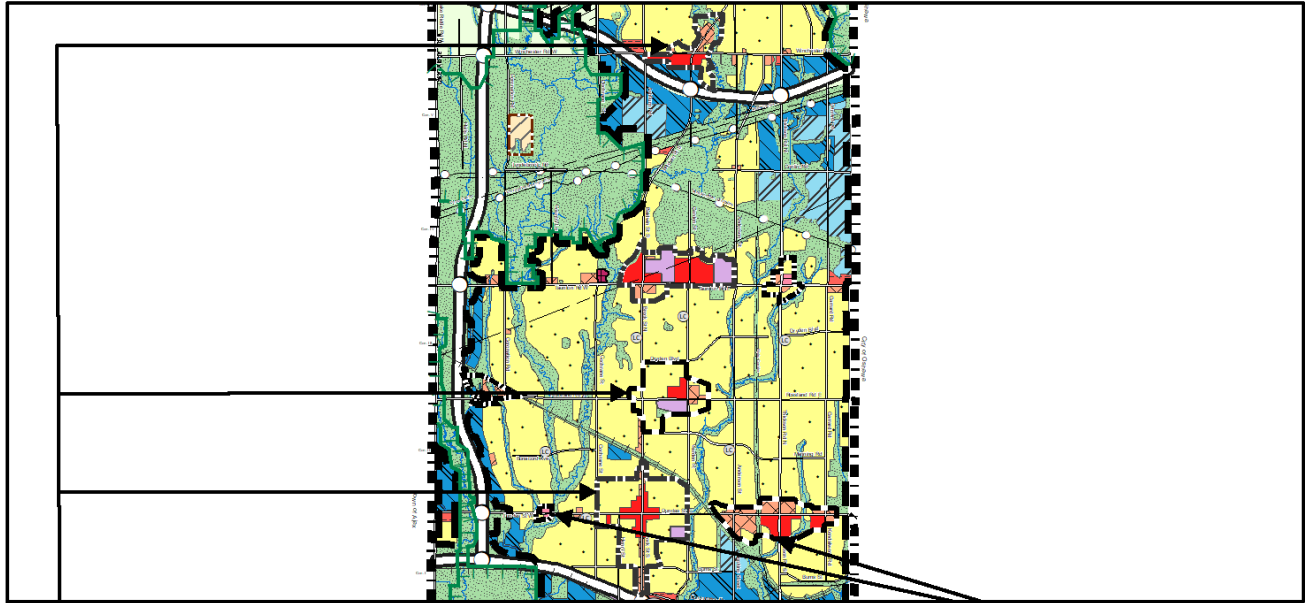
development through increased setbacks, intervening low-rise built-form and the use of a 45-degree angular plane. Buildings that have a height greater than 8 storeys shall generally be located in proximity to Brock Street or Taunton Road.”

19. By adding a new Policy 11.5.5.6 to read as follows: “Notwithstanding any other provision of this Plan to the contrary, the maximum density will be a product of the built form requirements for height, setbacks and step backs.”, and renumbering subsection sections accordingly.
20. By amending Policy 11.5.7.4 to read as follows: “Lands designated as High Density Residential shall be developed in accordance with Section 4.4.3.6 and 4.3.3.3.4 of this Plan. Notwithstanding, the maximum density will be a product of the built form requirements for height, setbacks and step backs a product of the built form requirements for height, setbacks and step backs.

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

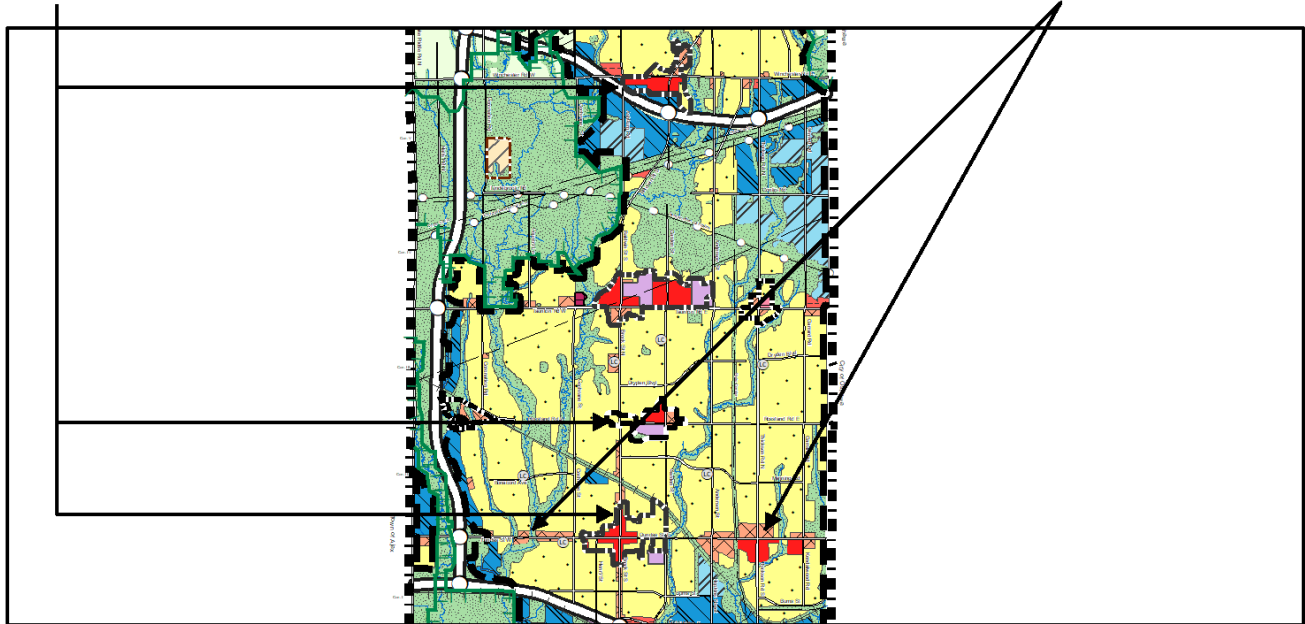
Interpretation: The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.

Exhibit 'A1' to Official Plan Amendment #139 to the Town of Whitby Official Plan



Adjust: Central Area Boundaries

Delete: Community Central Area



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

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

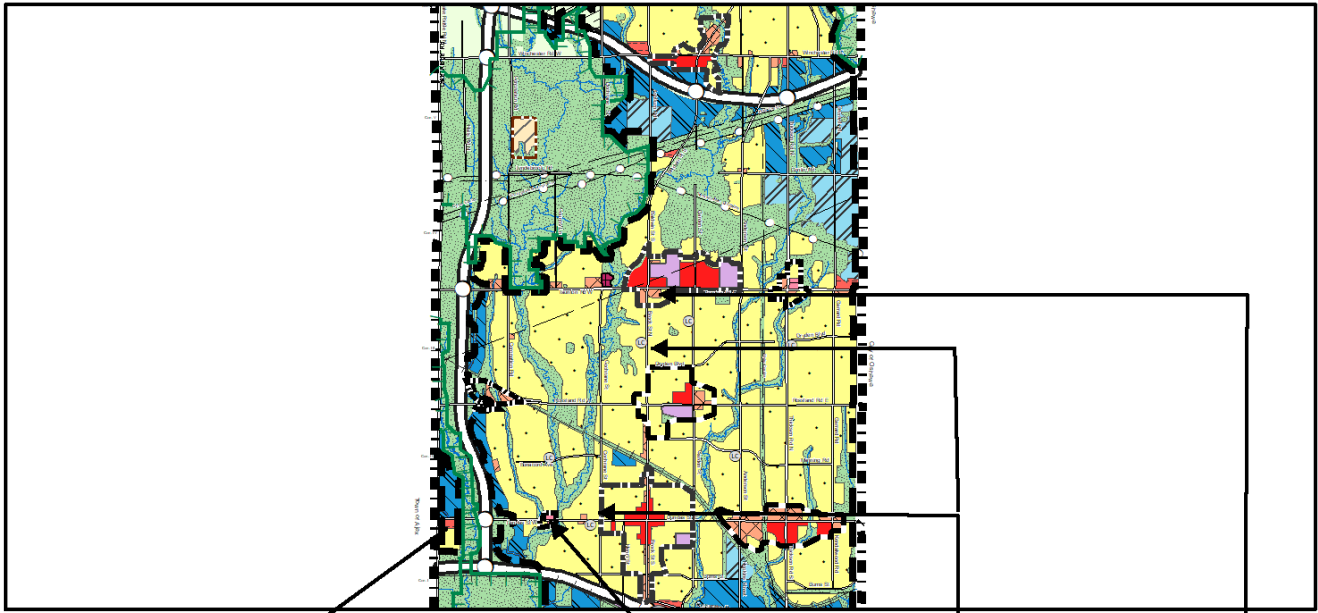
Official Plan - Town of Whitby Schedule

Excerpt from Schedule 'A' Land Use

A

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

Exhibit 'A2' to Official Plan Amendment #139 to the Town of Whitby Official Plan

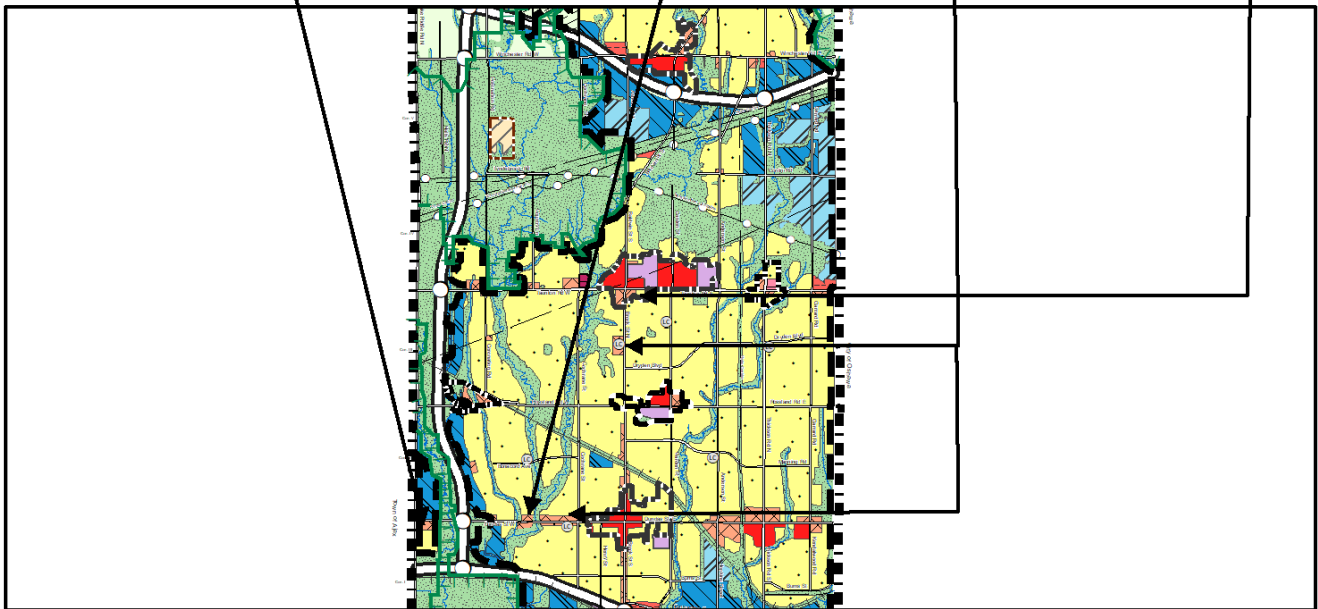


Change From:
"Special Purpose Commercial"
To: "Mixed Use"

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

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

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



Legend

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

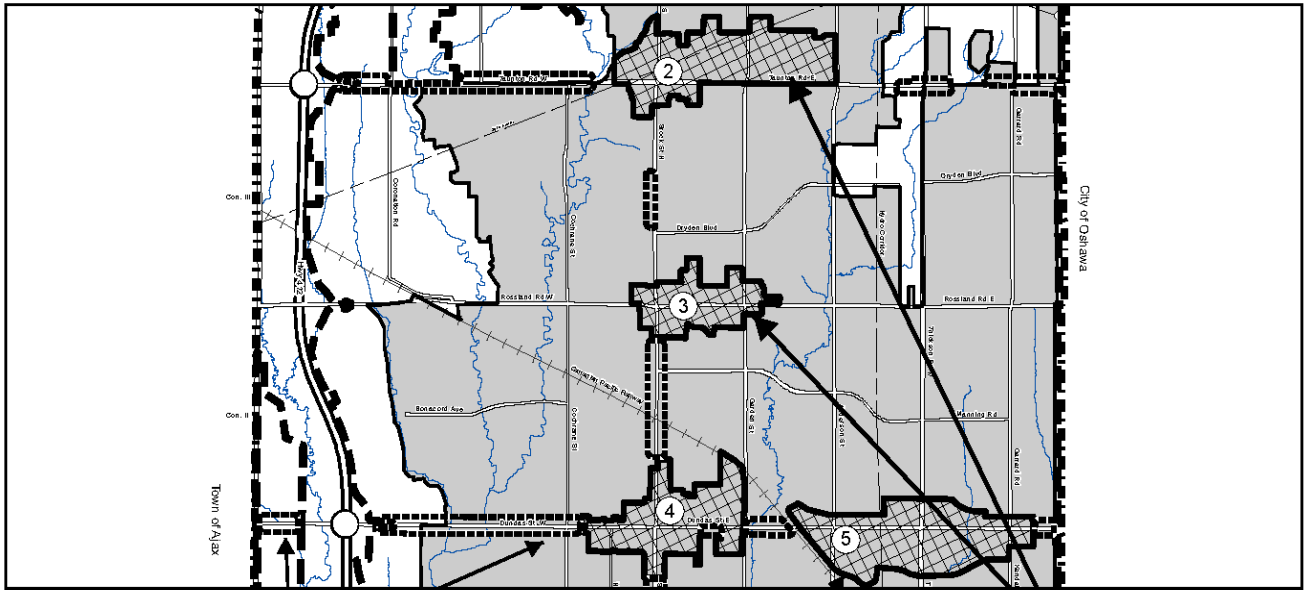
Notes: Refer to the applicable Secondary Plan for more detailed land use designations. Secondary Plan boundaries can be found on Schedule 'E', including the Oak Ridges Moraine Secondary Plan. Some legend items may not appear on the displayed figure extent.

Official Plan - Town of Whitby Schedule

Excerpt from Schedule 'A' Land Use

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

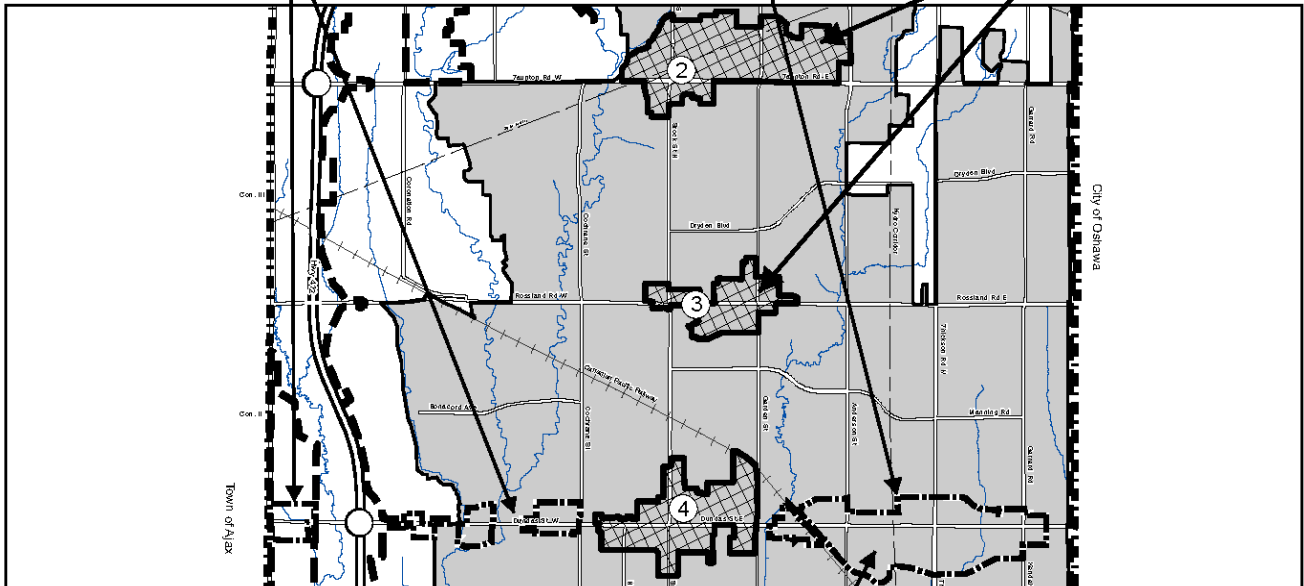
Exhibit 'B' to Official Plan Amendment #139 to the Town of Whitby Official Plan



Replace: "Intensification Corridor"
With: "Rapid Transit Intensification Corridor"

Delete: Urban Central Area Boundary

Adjust: Intensification Area Boundaries



Legend

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

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

Delete: "5 - Dundas Street East" to Legend

Add: "Rapid Transit Intensification Corridor" to Legend

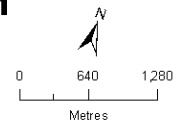
Note: Some legend items may not appear on the displayed figure extent

Official Plan - Town of Whitby

Schedule

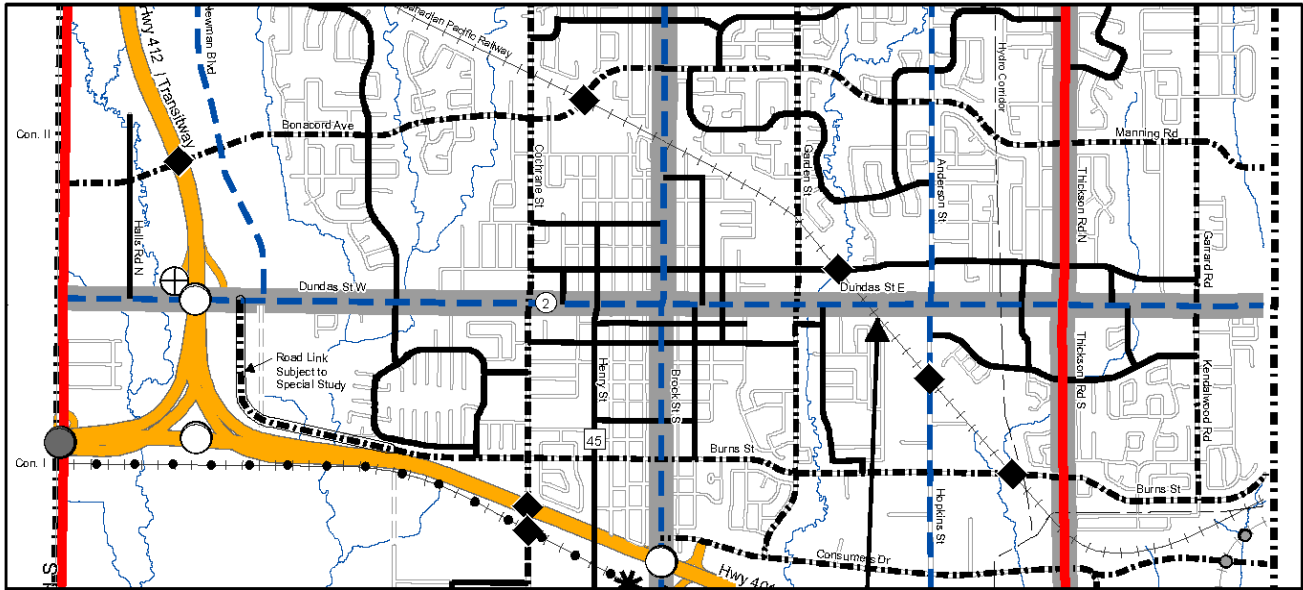
**Excerpt from
Schedule 'B'
Intensification**

B

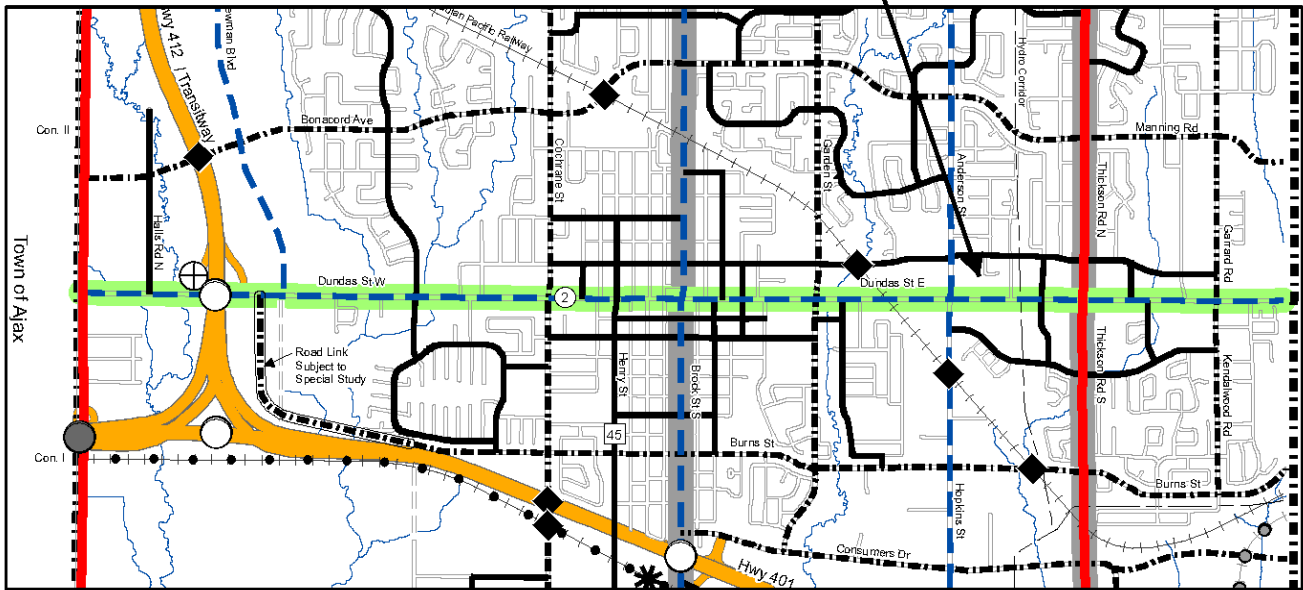


This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text. For all intents and purposes, the elements within this schedule are to be considered conceptual.

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



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



Legend

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


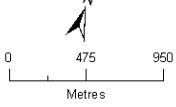
Note: Some legend items may not appear on the displayed figure extent.

Add: "Rapid Transit Corridor" to Legend

Official Plan - Town of Whitby Schedule

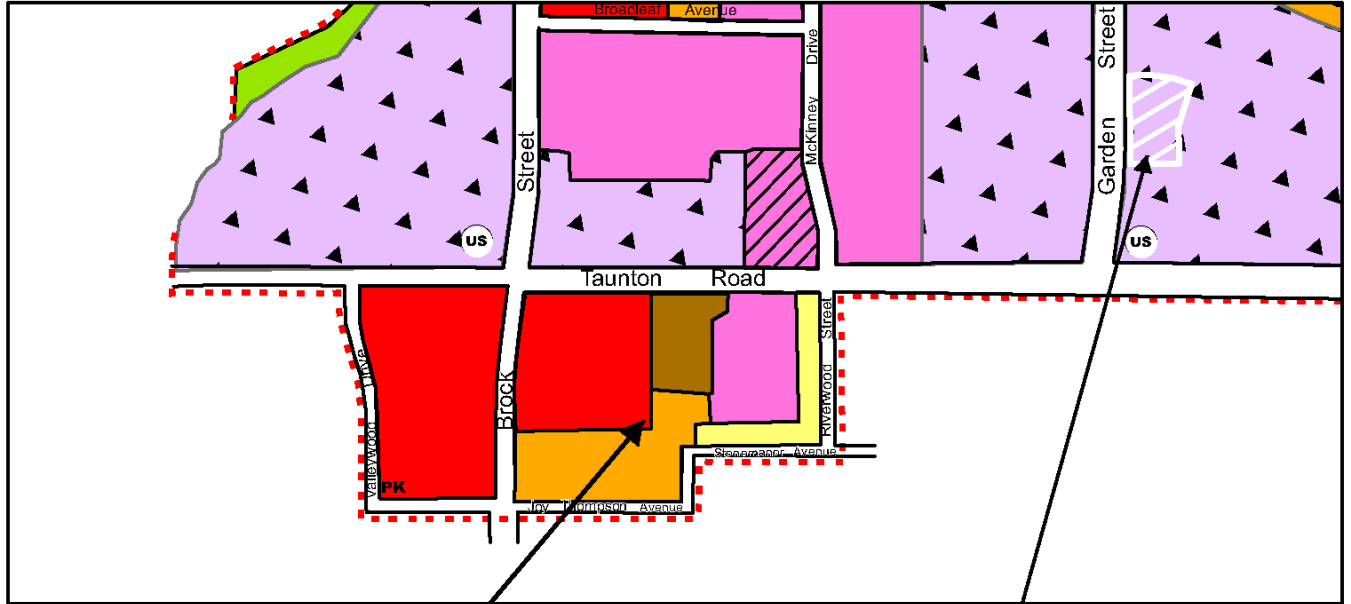
Excerpt from Schedule 'D' Transportation

D

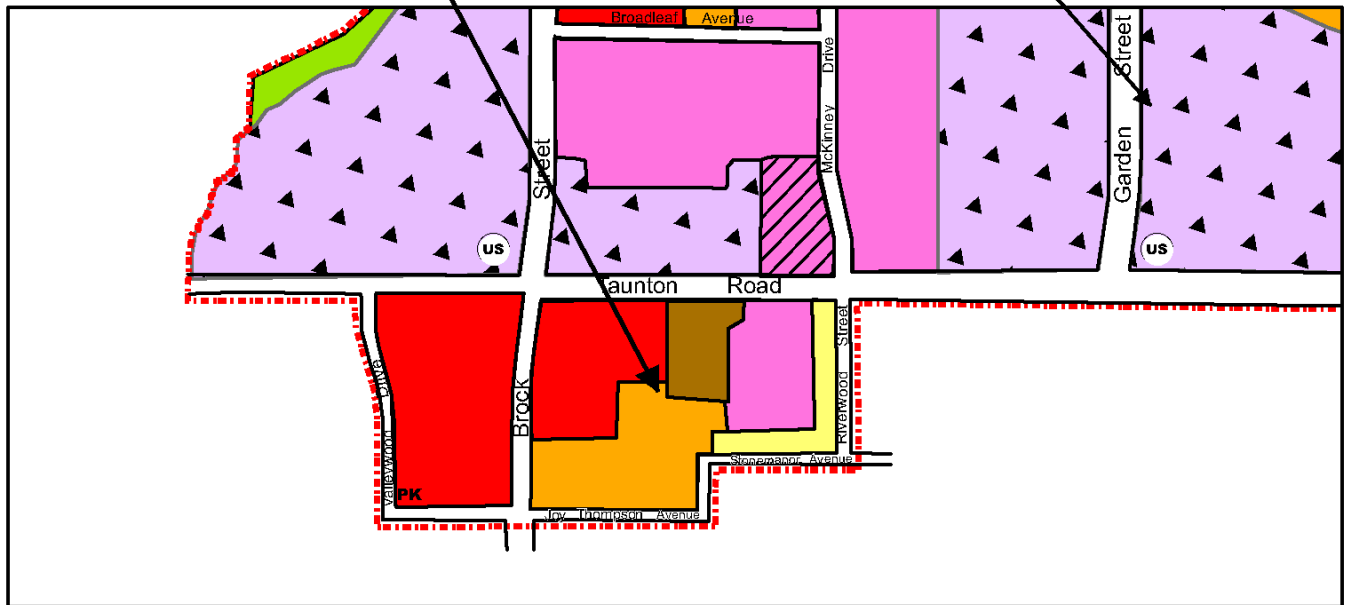
This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text. For all intents and purposes, the elements within this schedule are to be considered conceptual.

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



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

Delete: "Major Commercial -1" Overlay



<p>Legend:</p> <ul style="list-style-type: none"> Low Density Residential Medium Density Residential High Density Residential Mixed Use 	<ul style="list-style-type: none"> Major Commercial Corporate Office / Institutional Institutional 	<ul style="list-style-type: none"> Major Open Space Secondary Plan Boundary MU Mixed Use Special Policy (refer to text) 	<ul style="list-style-type: none"> PK Parkette US Urban Square
<p>Remove "Major Commercial - 1" From Legend</p>		<div style="display: inline-block; text-align: center; vertical-align: middle;"> <p>Brock/Taunton Major Central Area Secondary Plan</p> <p>Official Plan Amendment Schedule</p> </div>	