Economic and Development Services Committee (1:30 p.m.) and Planning Act Public (6:30 p.m.) Meeting Agenda

Monday, June 5, 2023, 1:30 p.m.
Council Chamber

Members of the Committee:
Councillor Marimpietri, Chair
Councillor Chapman, Vice-Chair
Councillor Giberson
Councillor Gray
Councillor Kerr
Mayor Carter, Ex Officio

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For inquiries about this agenda please contact Legislative Services at 905-436-3311 or by email at clerks@oshawa.ca.

Pages

Public Meeting

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Presentations

Parsons Inc. - Stage Two of the Integrated Major Transit Station Area Study for Central Oshawa

John Grieve, Deputy Project Manager, Parsons Inc., to provide a presentation concerning Stage Two of the Integrated Major Transit Station Area Study for Central Oshawa.

Delegations

Joan Kerr and Ron Bremner - Update on Landmark Oshawa Sign Project

Joan Kerr and Ron Bremner are requesting to address the Economic and Development Service Committee concerning the Update on Landmark Oshawa Sign Project.

Referrals from Council

ED-23-133 - Commissioner, Planning and Economic and Development, Region of Durham forwarding a copy of 2023-INFO-40 concerning the 2022 Annual Building Activity Review (CNCL-23-55) (All Wards) 13

[At its meeting of May 29, 2023, Oshawa City Council referred CNCL-23-55 to the Economic and Development Services Committee for information.]

Reports from Advisory Committees

Heritage Oshawa Report

Heritage Oshawa respectfully reports and recommends to the Economic and Development Services Committee.

ED-23-134 - Update on Report DS-16-23 concerning the Proposed Program for Honouring the Windfields Farm Legacy (HTG-23-37) (Ward 1) 37

Recommendation

1. That Heritage Oshawa request the City of Oshawa acknowledge and install a plaque commemorating Harriet Cock; and,
2. That Heritage Oshawa request Trillium Horse Cemetery and UOIT Centre Core (Northern Dancer) Cemetery plaques be installed.

Items Requiring Direction

ED-23-118 - Proposed Design and Location for Northwood Business Park Gateway Signage (Ward 2) 41

Recommendation
That the Economic and Development Services Committee recommend one of Attachments 1, 2 or 3 to Council as the preferred design concept for the Northwood Business Park gateway sign.

ED-23-126 - Update on Landmark Oshawa Sign Project (Ward 4) 49

Recommendation
That the Economic and Development Services Committee recommend to City Council:

That, pursuant to report ED-23-126 dated May 31, 2023, the Economic and Development Services Committee select an option as detailed in Section 5.4.

Public Consent Agenda

Correspondence with recommendations

None.

Staff Reports/Motions with recommendations

ED-23-114 - Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West (Ward 4) 55

Recommendation
That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Report ED-23-114 dated May 31, 2023, the application submitted by Independent Project Managers on behalf of Central Clear View Developments Inc. to amend Zoning By-law 60-94 (File: Z-2023-01) to rezone 39 Athol Street West to permit the development of a 12-storey, 140-unit apartment building be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services Department and Legal Services.

ED-23-117 - Recommended Part II Plan for the Columbus Planning Area, and Related Amendments to the Oshawa Official Plan (Ward 1) 69

Recommendation
That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-117 dated May 31, 2023, the City-initiated amendment to Part I of the Oshawa Official Plan (File: 12-03-1453) to put in place amendments to the Part I Plan necessary to ensure the appropriate integration of a new Part II Plan for the Columbus Planning Area, as contained in Attachment 4 of said Report, be adopted generally in accordance with the comments in the Report and be forwarded to the Region for approval; and,
2. That, pursuant to Report ED-23-117 dated May 31, 2023, the City-initiated amendment to introduce a Part II Plan for the Columbus Part II Planning Area (File: 12-03-1453) to serve as a guide for development or redevelopment, as contained in Attachment 5 of said Report be adopted generally in accordance with the comments in the Report and be

forwarded to the Region of Durham for approval; and,

3. That the Region of Durham be requested to amend the Durham Regional Official Plan to implement the City's proposed amendments in accordance with the comments contained in Report ED-23-117 dated May 31, 2023; and,

4. That the Columbus Community Urban Design Guidelines, as shown in Attachment 7 of Report ED-23-117 dated May 31, 2023, be endorsed as the Columbus Community Urban Design Guidelines for the Columbus Part II Planning Area.

ED-23-121 - Status of Renaming Bagot Street (Ward 4) 281

Recommendation
That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-121 dated May 31, 2023, Bagot Street be renamed in recognition of the harmful recommendations included in the Bagot Commission's Report of 1844 toward Indigenous Peoples in Canada; and,

2. That, pursuant to Report ED-23-121 dated May 31, 2023, staff establish a Bagot Street Renaming Working Group for consultation purposes as shown on Attachment 1, with the objective of developing guidelines for a new name and recommending potential new names for consideration by City Council; and,

3. That, pursuant to Report ED-23-121 dated May 31, 2023, staff report back to the Economic and Development Services Committee with recommended potential new street names following consultations as outlined in Part 2 above in addition to those previously directed by Council pursuant to Item DS-21-152 dated September 13, 2021 and Item DS-22-123 dated June 20, 2022.

ED-23-122 - Proposed Revisions to Planning Application Pre-Consultation Process and Associated Fees, and Status of Appeal of Amendment 212 to the Oshawa Official Plan (All Wards) 293

(Also See Pages C1 to C4 - Closed Pursuant to Section 239 (2)(e)(f) of the Municipal Act)

Recommendation
That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-122 dated May 31, 2023, the amendments to Pre-consultation By-law 22-2023 be approved and the amending by-law be passed generally in accordance with Section 5.3 and Attachment 4 to said Report; and,

2. That, pursuant to Report ED-23-122 dated May 31, 2023, the amendments to General Fees and Charges By-law 13-2003, as amended, be approved and the amending by-law be passed generally in accordance with Section 5.4 and Attachment 5 to said Report and that the requirement for public notice (including newspaper advertisements) in Notice to the Public By-law 147-2007, as amended, be waived due to timing limitations and the urgent nature of the matter.

ED-23-123 - Declaration of Certain City-owned Land as Surplus on the West Side of Park Road South, Known Municipally as 134 Park Road South (Ward 4) 329

(Also See Page C5 - Closed Pursuant to Section 239 (2)(c) of the Municipal Act)

Recommendation
That the Economic and Development Services Committee recommend to City Council:

1. That pursuant to Report ED-23-123 dated May 31, 2023, the City-owned land located on the west side of Park Road South and known municipally as 134 Park Road South be declared surplus to municipal requirements and that the requirement to declare a City-owned property first as potentially surplus in accordance with By-law 178-2022, be waived given the localized nature of the matter; and,

2. That pursuant to Report ED-23-123 dated May 31, 2023, all notice requirements in accordance with By-law 178-2022 (e.g. newspaper ads) be waived given the localized nature of Council’s decision to declare the subject City-owned land located on the west side of Park Road South and known municipally as 134 Park Road South as surplus.

ED-23-124 - Annual Update on Plan 20Thirty Downtown Revitalization Action Plan (Ward 4) 339

Recommendation
That the Economic and Development Services Committee recommend to City Council:

That Report ED-23-124, dated May 31, 2023, concerning the Annual Update on Plan 20Thirty Downtown Revitalization Action Plan be received for information.

ED-23-125 - Temporary Public Art Installation in Ed Broadbent Waterfront Park (Ward 5) 345

(Also See Page C6 - Closed Pursuant to Section 239 (2)(b) of the Municipal Act)

Recommendation
That the Economic Development Services Committee recommend to City Council:

That, pursuant to Report ED-23-125 dated May 31, 2023, that a new outdoor photography exhibition be approved for temporary installation in Ed Broadbent Waterfront Park generally in accordance with Attachment 4 to this Report.

ED-23-128 - Economic and Development Services Committee Outstanding Items List Report - Second Quarter (All Wards) 351

Recommendation
That the Economic and Development Services Committee recommend to City Council:

That Report ED-23-128, dated May 30, 2023 being the Economic and Development Services Committee's Outstanding Items Status Report for the second quarter of 2023 be received for information.

Public Discussion Agenda

Matters Excluded from the Consent Agenda

Items Introduced by Council Members

Items Pulled from the Information Package

None.

Closed Consent Agenda

Closed Correspondence with recommendations

ED-23-129 - Request to Purchase City-owned Christine Crescent Road Allowance (Ward 5)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C7 to C14)

Recommendation
That Correspondence ED-23-129, dated May 17, 2023, concerning the Request to Purchase City-owned Christine Crescent Road Allowance be referred to staff for a report.

ED-23-130 - Request to Purchase City-owned Athol Street West Municipal Lot (Ward 4)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C15 to C35)

Recommendation
That Correspondence ED-23-130, dated May 23, 2023, concerning the Request to Purchase City-owned Athol Street West Municipal Lot be referred to staff for a report.

ED-23-131 - Request to Purchase City-owned lands on Cromwell Avenue (Ward 5)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C36 to C37)

Recommendation
That Correspondence ED-23-131, dated May 24, 2023, concerning Request to Purchase City-owned lands on Cromwell Avenue be referred to staff for a report.

ED-23-132 - Criscorp Ltd. submitting correspondence in support of the Request to Purchase City-owned Athol Street West Municipal Lot (Ward 4)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Page C38)

Recommendation
That Correspondence ED-23-132, dated May 25, 2023, concerning Criscorp Ltd. submitting correspondence in support of the Request to Purchase City-owned Athol Street West Municipal Lot be referred to staff for consideration in the forthcoming Report related to Correspondence ED-23-130.

ED-23-134 - Request for the City to purchase lands on Thornton Road North (Ward 1)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Page C39)

Recommendation
That Correspondence ED-23-134, dated May 30, 2023, concerning Request for the City to purchase lands on Thornton Road North be referred to staff for a report.

ED-23-135 - Request for the City to participate in a Telecommunications Business Proposal (Ward 4)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C40 to C46)

Recommendation
That Correspondence ED-23-135 concerning Request for the City to participate in a Telecommunications Business Proposal be referred to staff for a report.

Closed Staff Reports/Motions with recommendations

ED-23-115 - Disposal Strategy: City-owned Land at 110 to 112 William Street (Ward 4)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C47 to C59)

Recommendation
That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Closed Report ED-23-115 dated May 31, 2023, staff be authorized to execute the disposal strategy outlined in Section 5.3 of said Closed Report for the City-owned land located at the northeast corner of Kaiser Crescent and William Street West and known municipally as 110 to 112 William Street West, that was declared surplus to municipal requirements by City Council on April 14, 2016.

ED-23-116 - Request to Purchase or Lease a portion of the City-owned land at Chopin Park, municipally known as 595 Montgomery Street, west of Hillcrest Drive (Ward 5)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C60 to C82)

Recommendation
That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Closed Report ED-23-116 dated May 31, 2023, the Commissioner, Economic and Development Services Department be directed to advance the Recommendation as set out in Section 5.4.1 of said Report as the City’s response to Closed Correspondence ED-23-85 concerning a request to purchase or lease a portion of the City-owned land at Chopin Park, municipally known as 595 Montgomery Street.

Closed Discussion Agenda

Matters Excluded from the Consent Agenda

Items Requiring Direction

ED-23-127 - Update on the Appeal of the Notice of Intention to Designate 195 Simcoe Street North (Ward 4)

Closed Pursuant to Section 239 (2)(e) of the Municipal Act

(See Pages C83 to C140)

Recommendation
That the Economic and Development Services Committee select an appropriate option from Section 5.4 of Report ED-23-127.

Matters Tabled

Item DS-21-58 - Update Employment Land Inventory List

Report DS-21-58 concerning a request to publish an updated and modernized design of the land inventory in Report DS-15-34. (Tabled March 8, 2021 until the Regional Report on such matters Region-wide has been completed)

Recess

Planning Act Public Meeting (6:30 p.m.)

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Application ED-23-120

Presentation

GHD - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West

Steve Edwards, Planning Lead, GHD, to present an overview of the Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West.

Delegations

(As requested)

Correspondence

None.

Reports

ED-23-120 - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West (Ward 4) 361

Recommendation
That, pursuant to Report ED-23-120 dated May 31, 2023, concerning the applications submitted by GHD on behalf of 2702758 Ontario Ltd. to amend the Oshawa Official Plan (File: OPA-2023-01) and Zoning By-law 60-94 (File: Z-2023-03) to permit the development of a 22-storey mixed-use building with 220 residential units and ground floor commercial space at 88 King Street West, staff be directed to further review and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Application ED-23-119

Presentation

Summers & Co. Developments Inc., and Smart Density - Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc., 70 King Street East

Richard Summers, Summers & Co. Developments Inc., and Mohcine Sadiq and Yvonne Ye, Smart Density, to present an overview of the Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc., 70 King Street East.

Delegations

(As Requested)

Correspondence

None.

Reports

ED-23-119 - Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc., 70 King Street East (Ward 4) 371

Recommendation
That, pursuant to Report ED-23-119 dated May 31, 2023, concerning the applications submitted by Smart Density on behalf of TT7 Inc. to amend the Oshawa Official Plan (File: OPA-2022-01) and Zoning By-law 60-94 (File: Z-2022-01) to permit the development of a 21-storey mixed-use

building containing 198 rental apartment units and 261.5 square metres (2,814.9 sq. ft.) of commercial floor space on the first two floors at 70 King Street East, staff be directed to further review and prepare a report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Adjournment

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564

The Regional Municipality of Durham
Information Report

From:	Commissioner of Planning and Economic Development
Report:	#2023-INFO-40
Date:	May 5, 2023

Subject:

2022 Annual Building Activity Review, File: D03-02

Recommendation:

Receive for information

Report:

1. Purpose

1.1 This report summarizes the key findings of the 2022 Annual Building Activity Review. This annual report includes building permit and construction activity for Durham Region and the Greater Toronto and Hamilton Area (GTHA) for 2022, with comparisons to 2021.

2. Background

2.1 The Planning and Economic Development Department conducts ongoing monitoring activities to assess the effectiveness of the Durham Regional Official Plan (ROP) and other Regional policies. These monitoring activities assist in identifying emerging issues and trends.

2.2 Building activity is monitored as an indicator of Regional housing and employment activity, the level of local investment and economic performance. It is also an indicator of the local market for various new building types. This report provides a comprehensive analysis of construction activity from the start of the process (i.e. issuance of building permits), to the construction and occupancy of new residential

units into the market. The report concludes with a comparison of Durham's building activity with the other GTHA municipalities.

2.3 The 2022 Annual Building Activity Report (Attachment 1) presents key findings in both the residential and non-residential sectors along with trends, forecasts and housing market information. Attachment 2 to this report provides the background data and analysis used to produce the annual report.

3. Previous Reports and Decisions

3.1 The 2021 Annual Building Activity Review can be found within Report 2022-INFO-57.

4. Key Highlights

The following summarizes key highlights from the 2022 Annual Building Activity Review:

Durham

- The total value of building permits issued in Durham decreased by 8.7%, from $2.98 billion in 2021 to $2.72 billion in 2022.
- Residential building permit value decreased by 6.9%, from $2.16 billion in 2021 to $2.01 billion in 2022.
- The total number of permits issued for new residential units in Durham increased 3.8%, from 6,290 units in 2021 to 6,530 units in 2022.
- A total of 76% of new residential units in Durham were in multiple residential forms including row houses and apartments.
- There was an 8.9% increase in the number of housing starts from 5,325 in 2021 to 5,797 in 2022. At the same time, completions increased by 18.1% from 3,241 to 3,828.
- The average cost of a new single-detached dwelling in Durham increased 27.3% from $891,557 in 2021 to $1,134,899 in 2022. It should also be noted that the average cost of a new single-detached dwelling in Durham in 2022 was 22.2% below the GTHA average.

- The average price of a resale dwelling (all dwelling types) in Durham increased by 10.7%, from $925,710 in 2021, to $1,024,570 in 2022. The average price of a resale single-detached dwelling increased by 5.8% from $1,042,290 in 2021 to $1,103,043 in 2022.

- Data comparing the first and second halves of 2022 indicate that the average price of a resale single-detached dwelling decreased by 19%, from $1,218,845 in the first half, to $987,240 in the second half of the year. This correlates with a series of increases in the Canadian Mortgage Interest Rate during 2022 impacting both the price and sale volumes of homes. The Planning and Economic Development Department continues to monitor how these impacts on the housing market affect construction activity.

- The value of non-residential building permits decreased by 13.4%, from $819.6 million in 2021 to $710 million in 2022.

- Major non-residential construction projects initiated in 2022 included:

    - Three new industrial facilities in Whitby (cumulative value of $128.3 million);

    - A new water plant on the Ontario Power Generation property in Clarington ($50 million);

    - A new corporate headquarters for Kubota Canada in Pickering ($39 million);

    - Upgrades to the General Motors of Canada facility in Oshawa (cumulative $24.4 million);

    - Two new industrial buildings in Ajax ($20.8 million and $20.2 million);

    - A new Grandview Children’s Centre facility in Ajax ($17.6 million);

    - Upgrades to an industrial building in Whitby ($18.7 million)

    - A new industrial building in Oshawa ($13.5 million);

    - A new commercial facility in Brock ($12 million); and

    - An addition to Butternut Manor in Uxbridge ($12 million).

Greater Toronto and Hamilton Area

- Across the Greater Toronto and Hamilton Area, the total value of building permits issued (both residential and non-residential) increased by 1.8% from $28.9 billion in 2021, to nearly $29.5 billion in 2022.

- In 2022, there were 58,316 building permits issued for new residential units in the GTHA, compared to 66,929 units in 2021 (-12.9%). Notably, Durham, Peel, and Halton experienced an increase in the number of permits issued for new residential units, while Toronto, Hamilton, and York experienced decreases.

- The total value of residential building permits in the GTHA decreased by 5.9%, from $19.8 billion in 2021 to $18.6 billion in 2022.

- The value of non-residential building permits issued in the GTHA increased by 18.3% from $9.2 billion in 2021, to $10.9 billion in in 2022.

5. Relationship to Strategic Plan

5.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

a. Priority 3.1 (Economic Prosperity) – Position Durham Region as the location of choice for business; and
b. Priority 5.3 (Service Excellence) – Demonstrate commitment to continuous quality improvement and communicating results.

6. Conclusion

6.1 In 2022, Durham's residential sector experienced a decrease in the overall value of building permits[1] (-6.9%) but an increase in the number of permits for new units (+3.8%). The breakdown of new unit types indicates that the number of permits for apartments nearly doubled since 2021, while permits for single, semi-detached, and townhouse units decreased. The data indicates Durham’s continued upward growth trend in units offering a higher degree of diversity and affordability of housing options occurring in both intensification and greenfield areas. The availability of more apartment units coincides with recent challenges in housing affordability, and

[1] The value of residential building permits includes new units, additions, renovations, and miscellaneous alterations.

this trend can be expected to continue to accommodate housing needs in new and existing communities.

6.2 Non-residential building permit value decreased (-13.4%) compared to 2021 in all sectors except commercial, which experienced an increase of 10.3%, including all investment such as renovations to existing units, and new, additional, and temporary floorspace.

6.3 The Canada Mortgage and Housing Corporation (CMHC), in their Housing Market Outlook for Canada and Metropolitan Areas noted that weaker economic growth and higher mortgage rates continue to slow down the housing market in 2023, with a continued decline in prices and housing starts. Higher mortgage rates and limited housing supply will impact affordability in the near term. Following this decline, home prices are expected to rise again in 2024 and 2025[2].

6.4 A copy of this report will be forwarded to the area municipalities for information.

7. Attachments

Attachment #1: 2022 Annual Building Activity Review

Attachment #2: Background Data and Analysis

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

[2] Housing Market Outlook, Canadian Metropolitan Areas, Spring 2023. Canada Housing and Mortgage Corporation.

DURHAM REGION

Planning &
Economic
Development
Department

2022 ANNUAL BUILDING ACTIVITY REVIEW

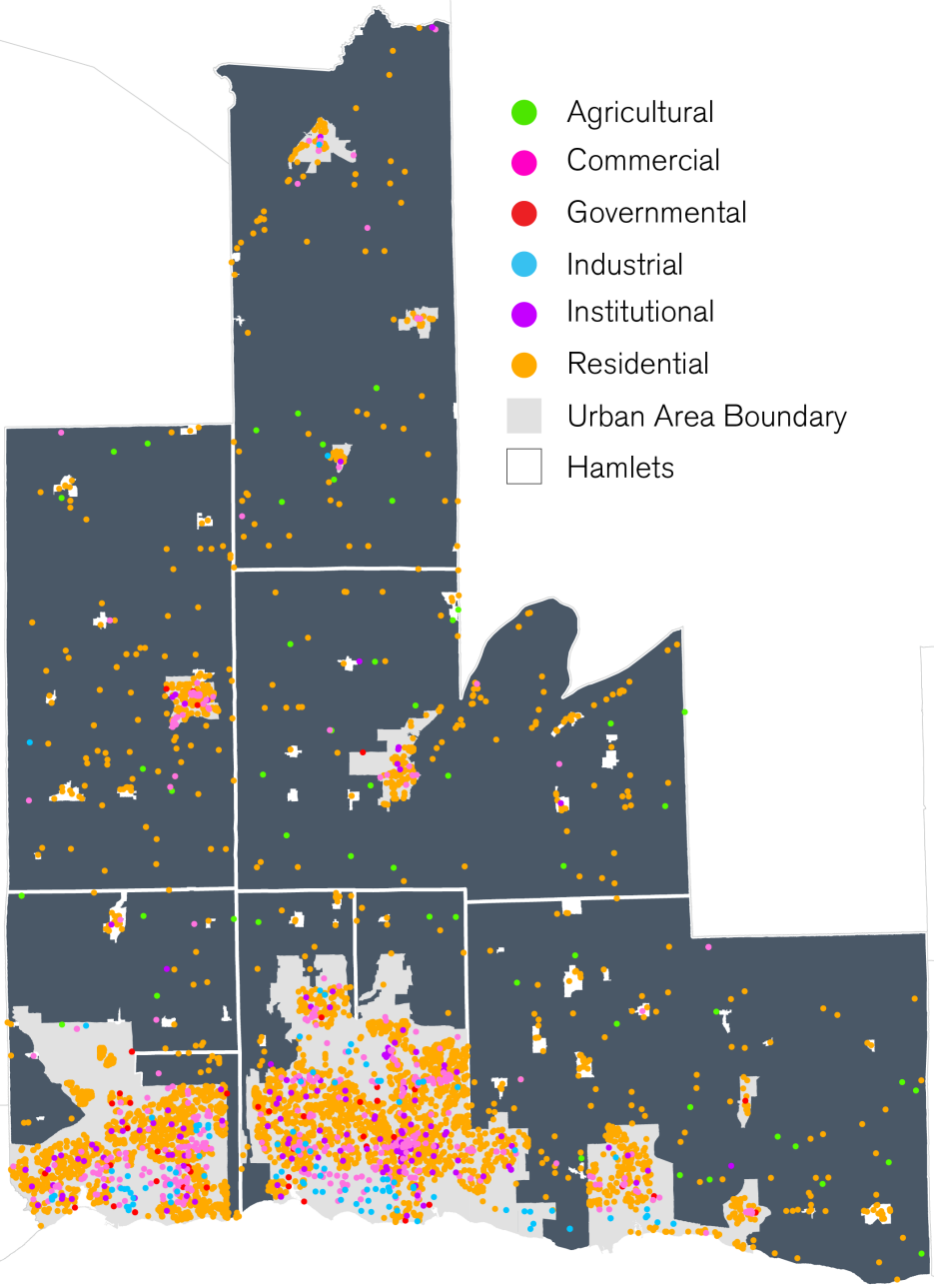
In 2022, Durham's residential sector experienced an increase in the number of permits for new residential units (+3.8%) and a decrease in the value (-6.9%) of permits overall, compared to 2021.

The value of non-residential building permits decreased in Durham (-13.4%) compared to 2021.

Regional staff continue to monitor the impact of market-based shifts and inflationary pressures on building activity over the course of 2023.

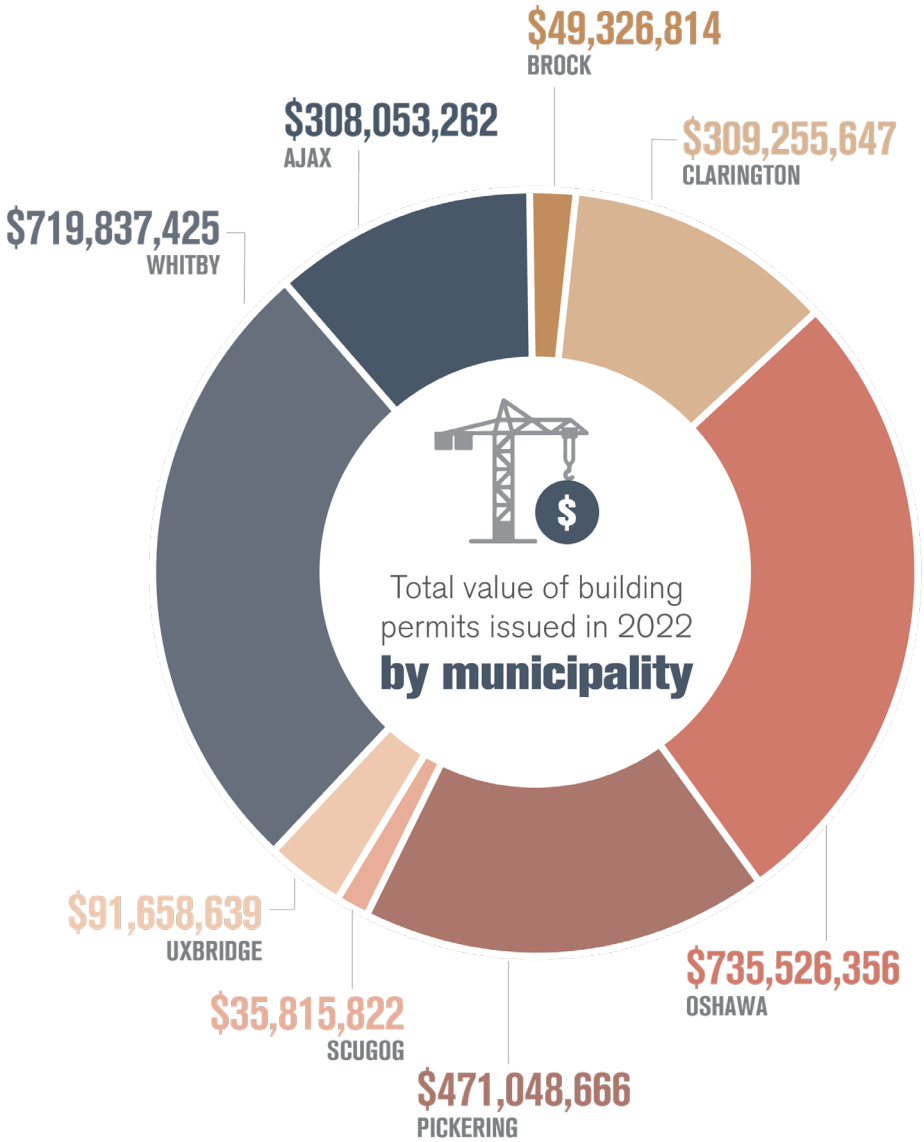
The Planning and Economic Development Department conducts ongoing monitoring activities to assess the effectiveness of the Durham Regional Official Plan and other Regional policies.

Building activity is also an indicator of regional housing and employment activity, the level of local investment and economic performance.



2022 HIGHLIGHTS

$2,720,522,630 -8.7%
Total value of building permits issued



$709,962,886 -13.4%
Total value of non-residential permits

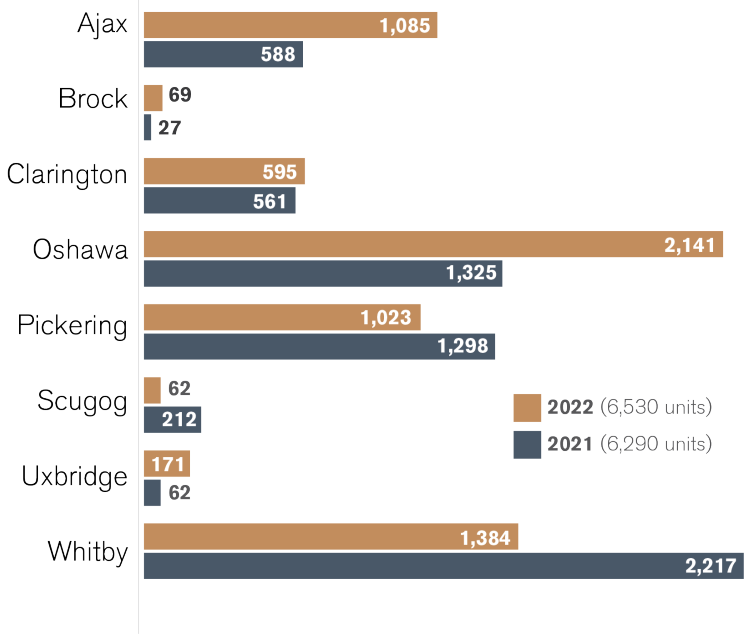
$2,010,559,745 -6.9%
Total value of residential permits issued

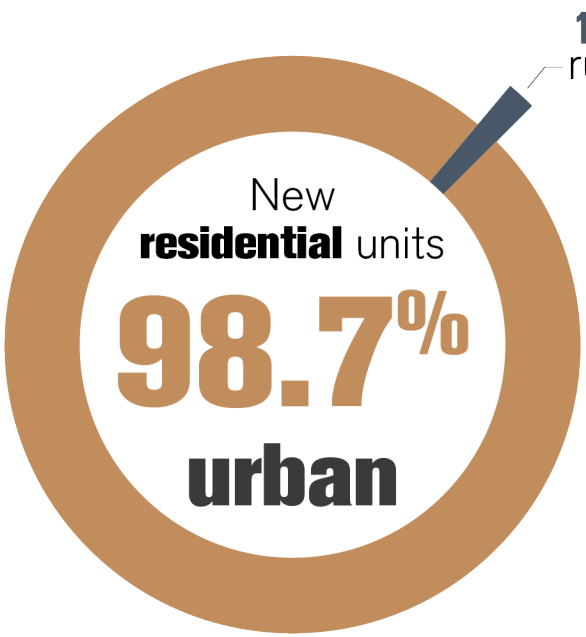
Permits issued for **new** residential units **6,530** +3.8%

RESIDENTIAL

$2.01 billion
of **residential investment**
in Durham last year

New residential units
by municipality





New residential units **by type**

21% single detached house

3% semi detached house

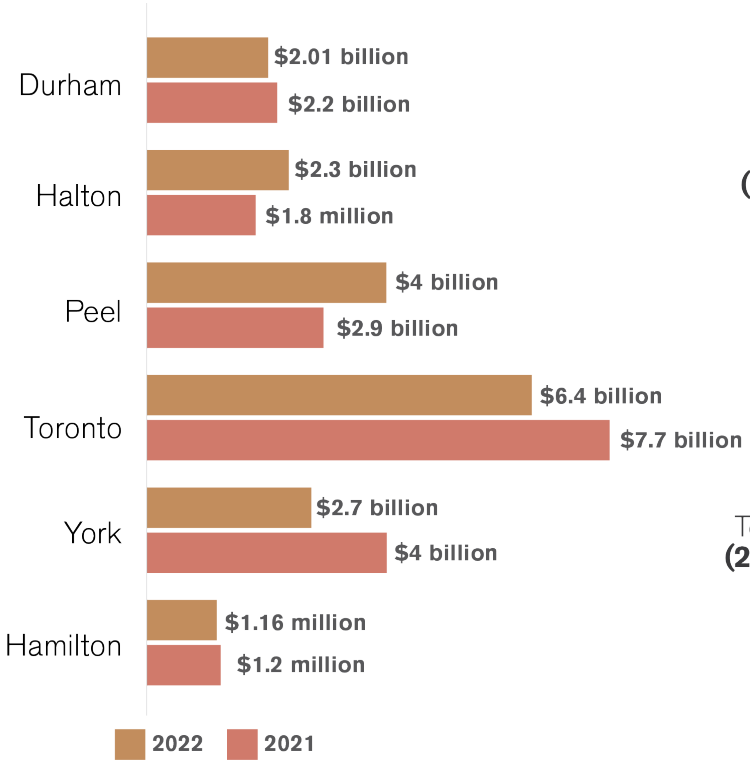
35.5% town house*

40.5% apartment

*Includes all forms of town houses, including stacked townhomes and row housing.

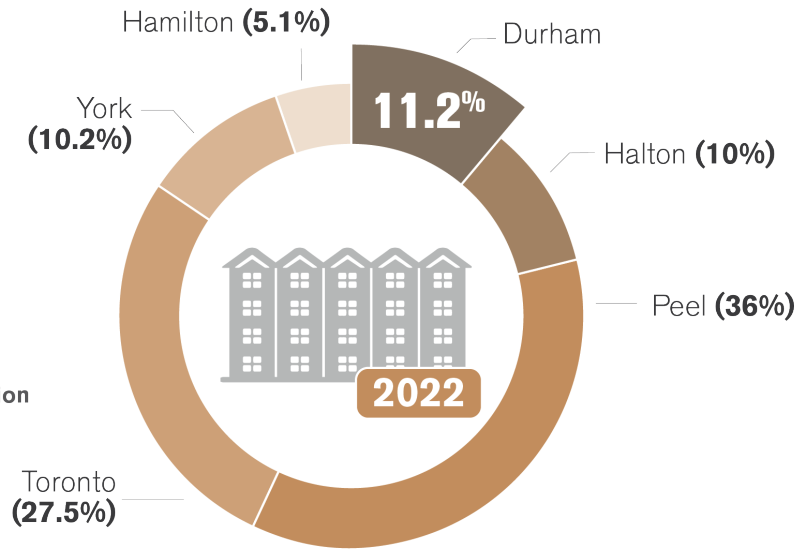
GTHA

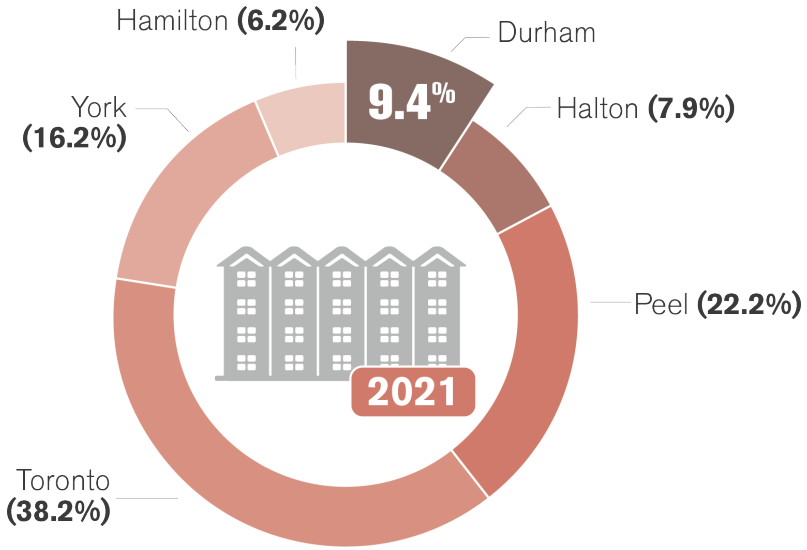
Residential permit value **by region**



$18.6 billion
of **residential investment**
in the GTHA last year

New residential units **by region**





NON-RESIDENTIAL

$710 million
of **non-residential investment**
in Durham last year

Non-residential investment **by sector**

28.5% +10.3%
commercial

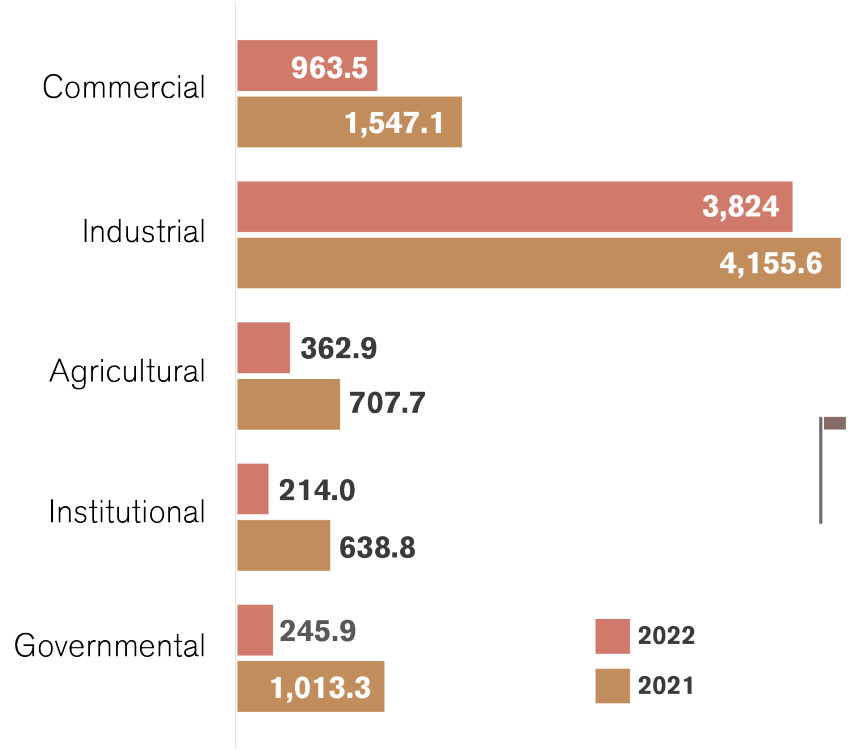
57.9% -1.5%
industrial

5% -30.1%
institutional

7.2% -65.7%
governmental

1.4% -47.2%
agricultural

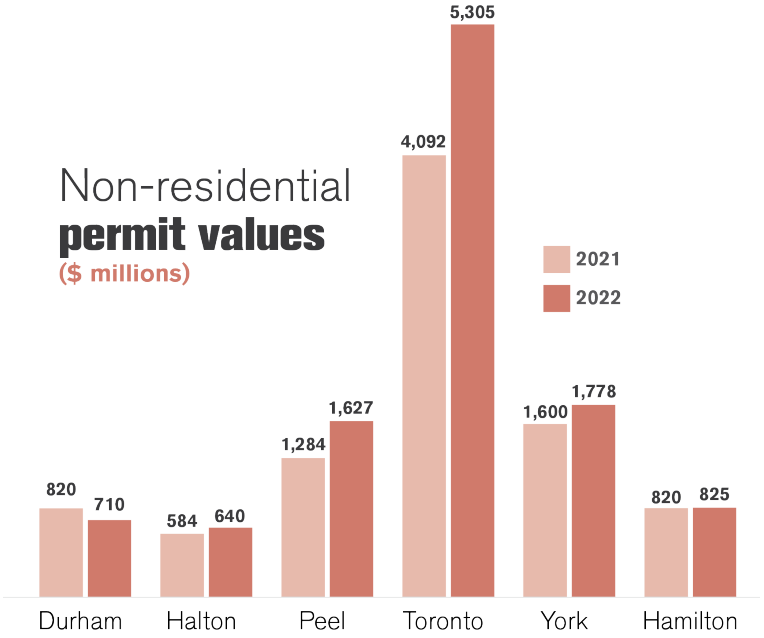
Non-residential **floorspace**
('000 square feet)



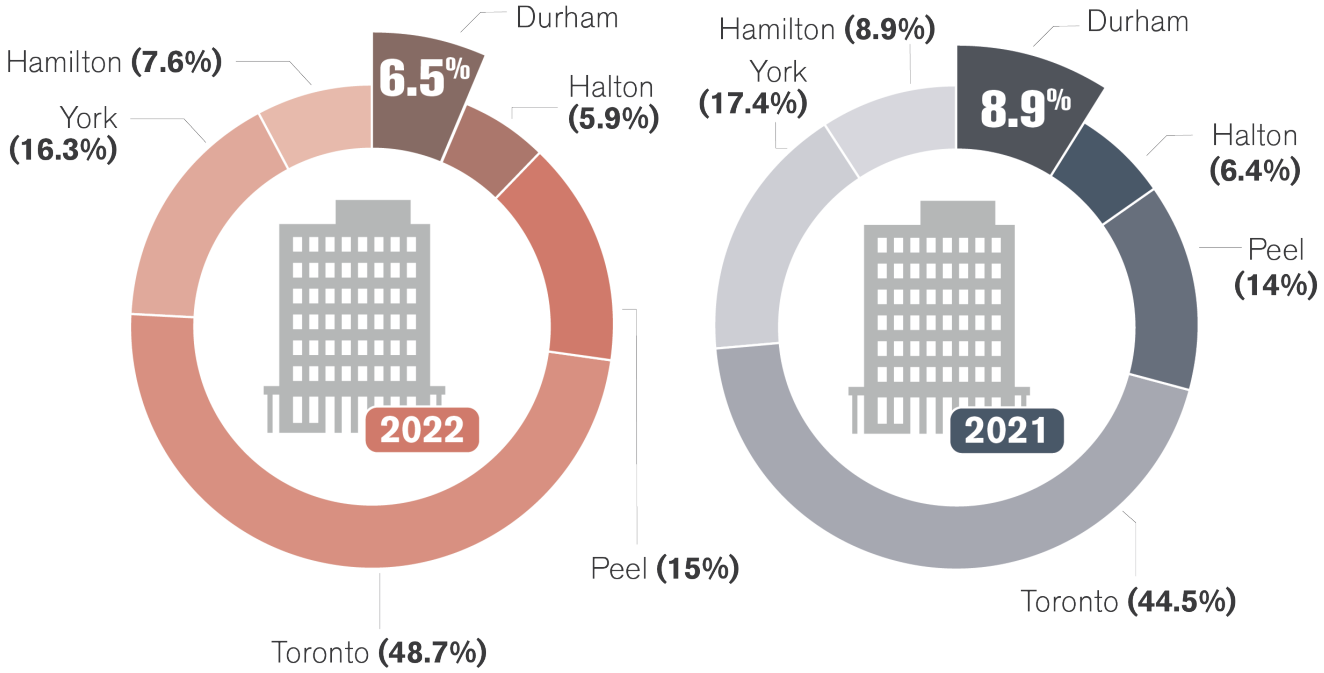
GTHA

$10.9 billion of
non-residential investment
in the GTHA last year

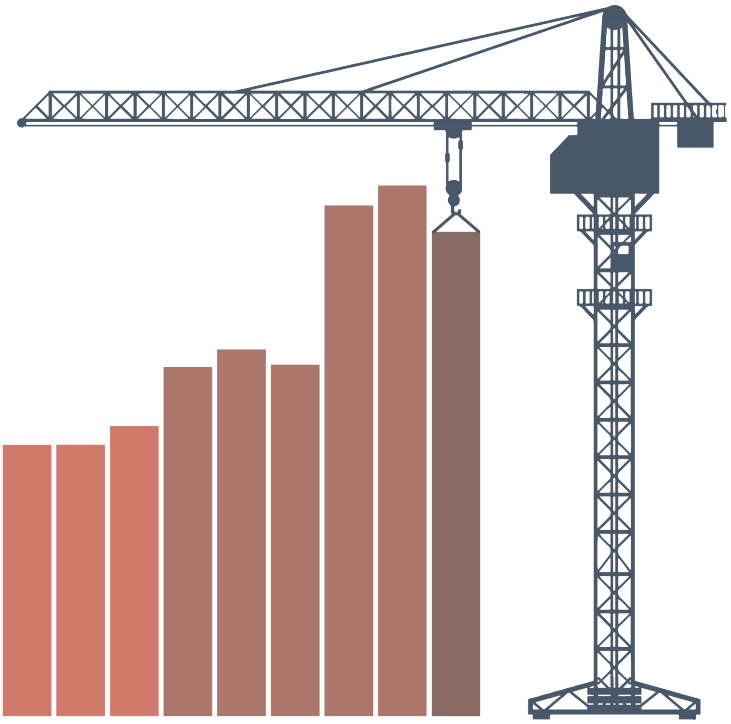
Non-residential
permit values
($ millions)

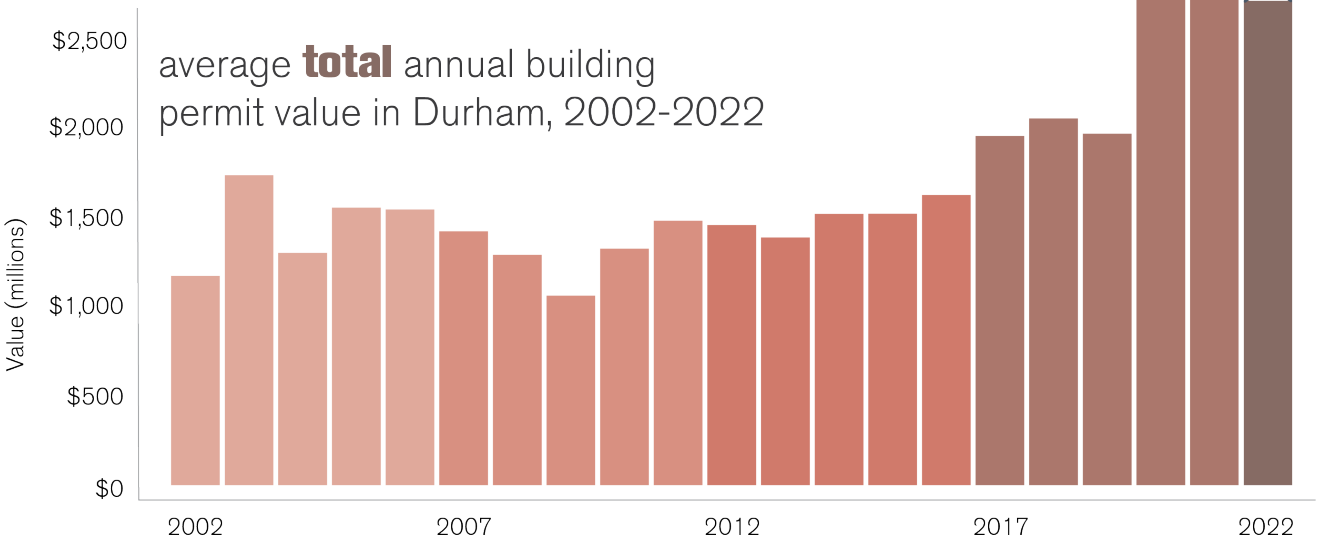


Non-residential investment **by region**



$1.72 billion

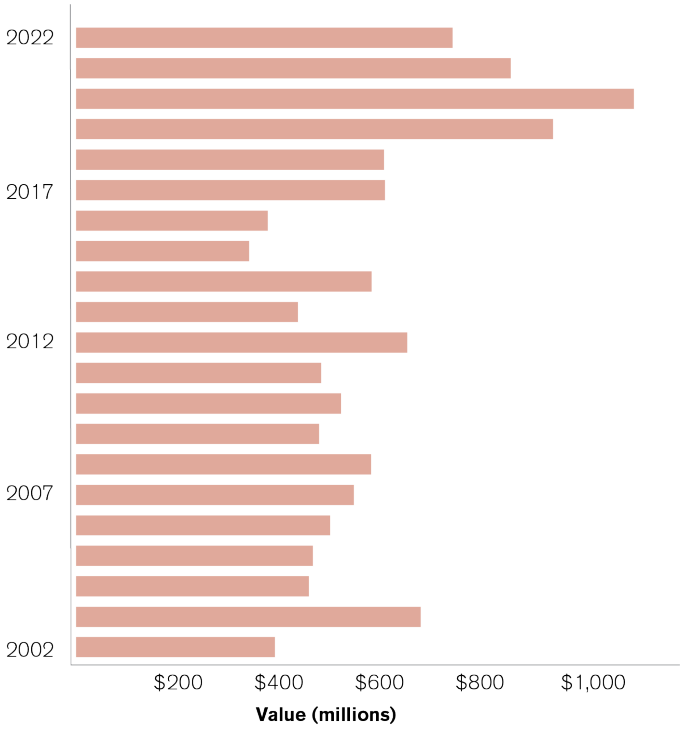




average **total** annual building permit value in Durham, 2002-2022

$563 million

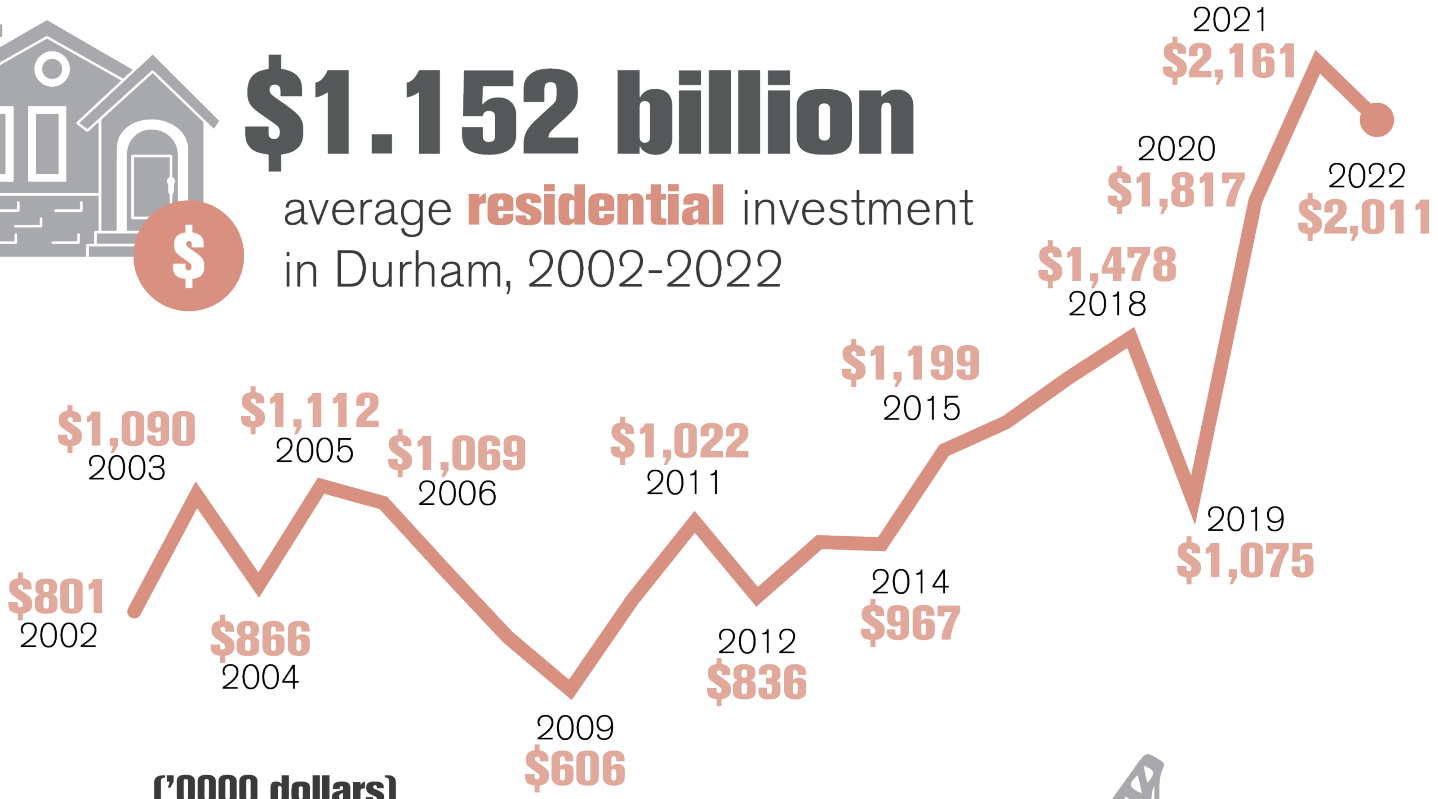
average **non-residential** investment in Durham 2002-2022



TRENDS

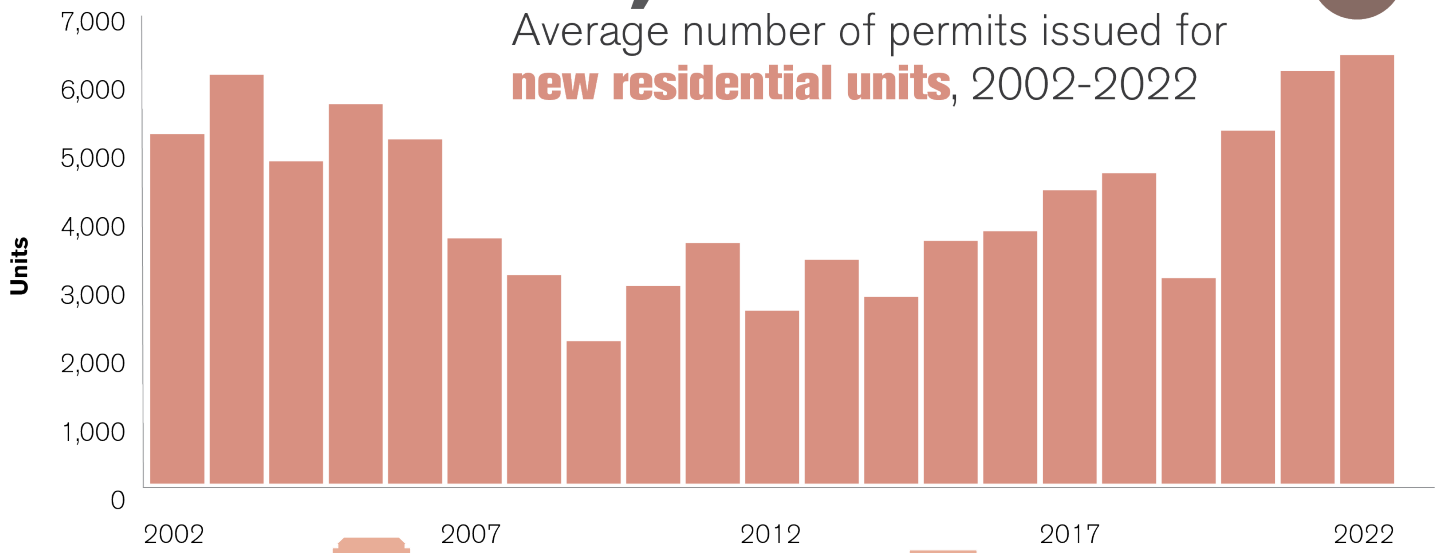
$1.152 billion

average **residential** investment in Durham, 2002-2022



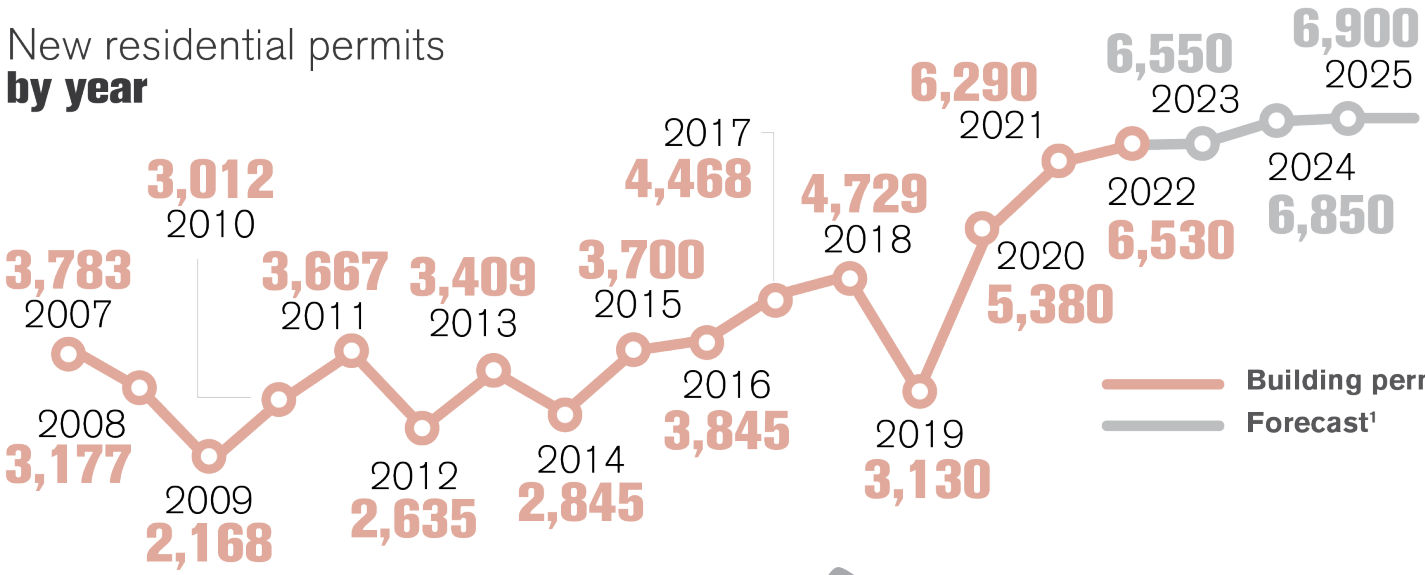
4,296

Average number of permits issued for **new residential units**, 2002-2022



FORECAST

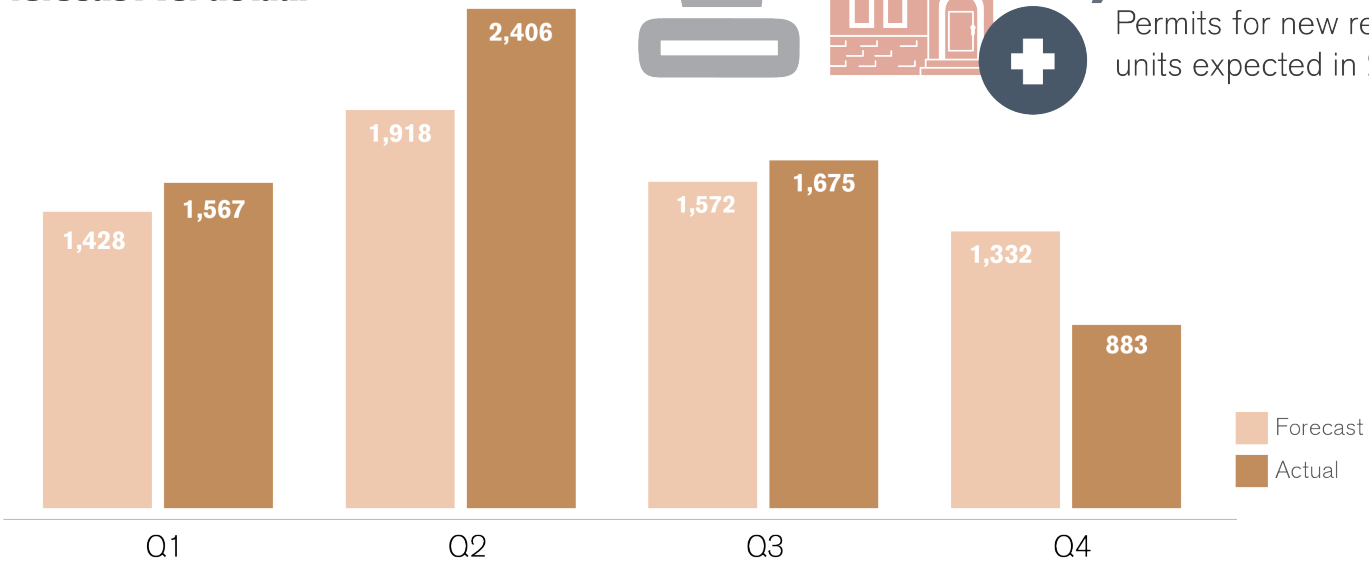
New residential permits **by year**



2022 building permits **forecast vs. actual**

6,550

Permits for new residential units expected in 2023



[1] Durham Region Planning & Economic Development Department - Residential growth forecasts for infrastructure planning, Summer 2022.

Note: The building permit forecasts are based on achieving Durham's overall population forecast of 960,000 to 2031 as identified in the current Regional Official Plan, which is based on the 2006 Growth Plan. The population forecasts will be updated to 2051 upon the completion of the municipal comprehensive review, which is currently underway.

HOUSING MARKET

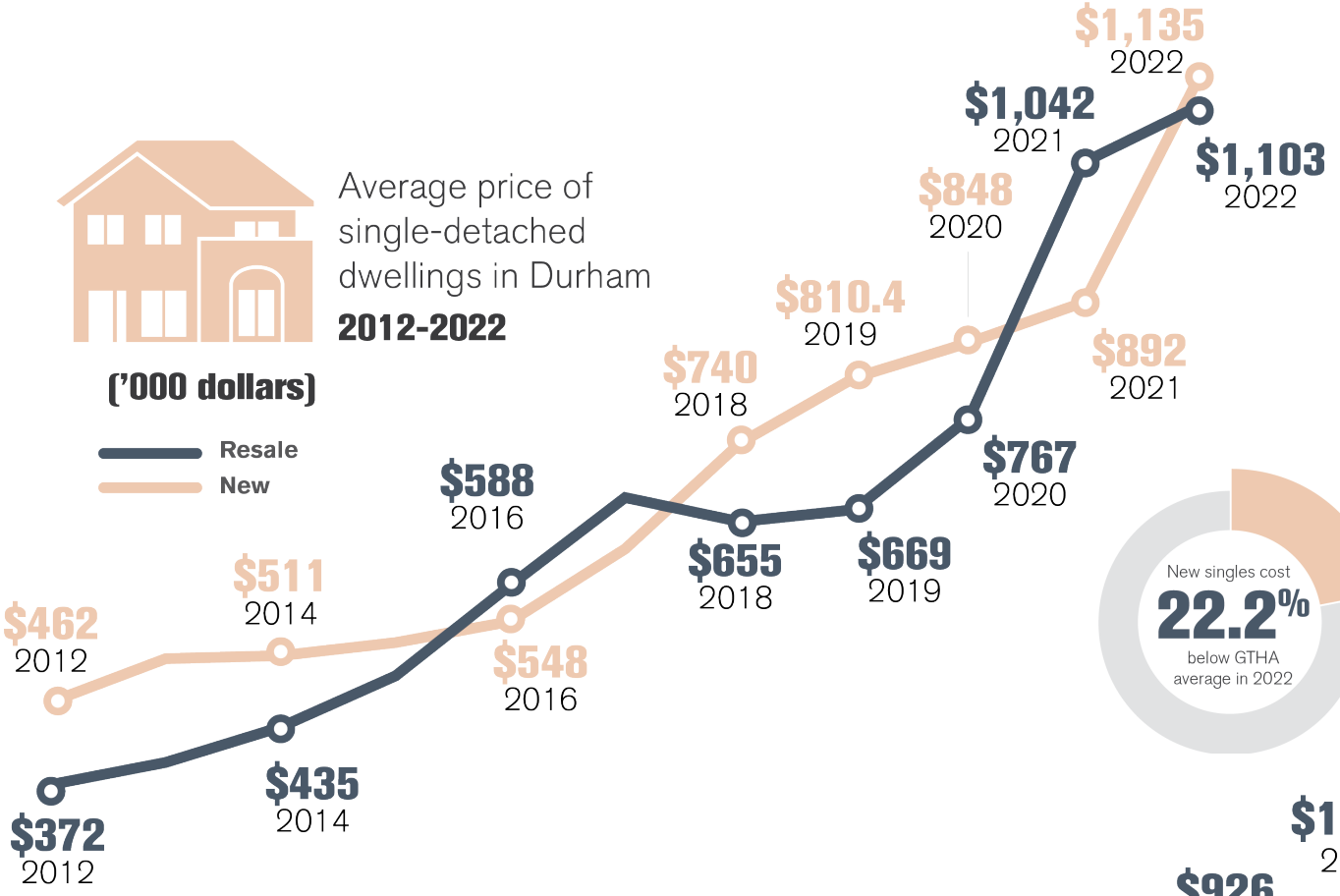
Average price of single-detached dwellings in Durham

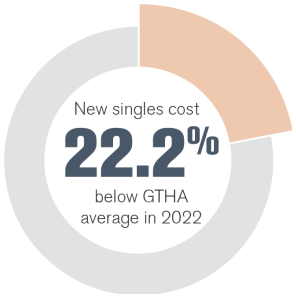
2012-2022

('000 dollars)

Resale

New



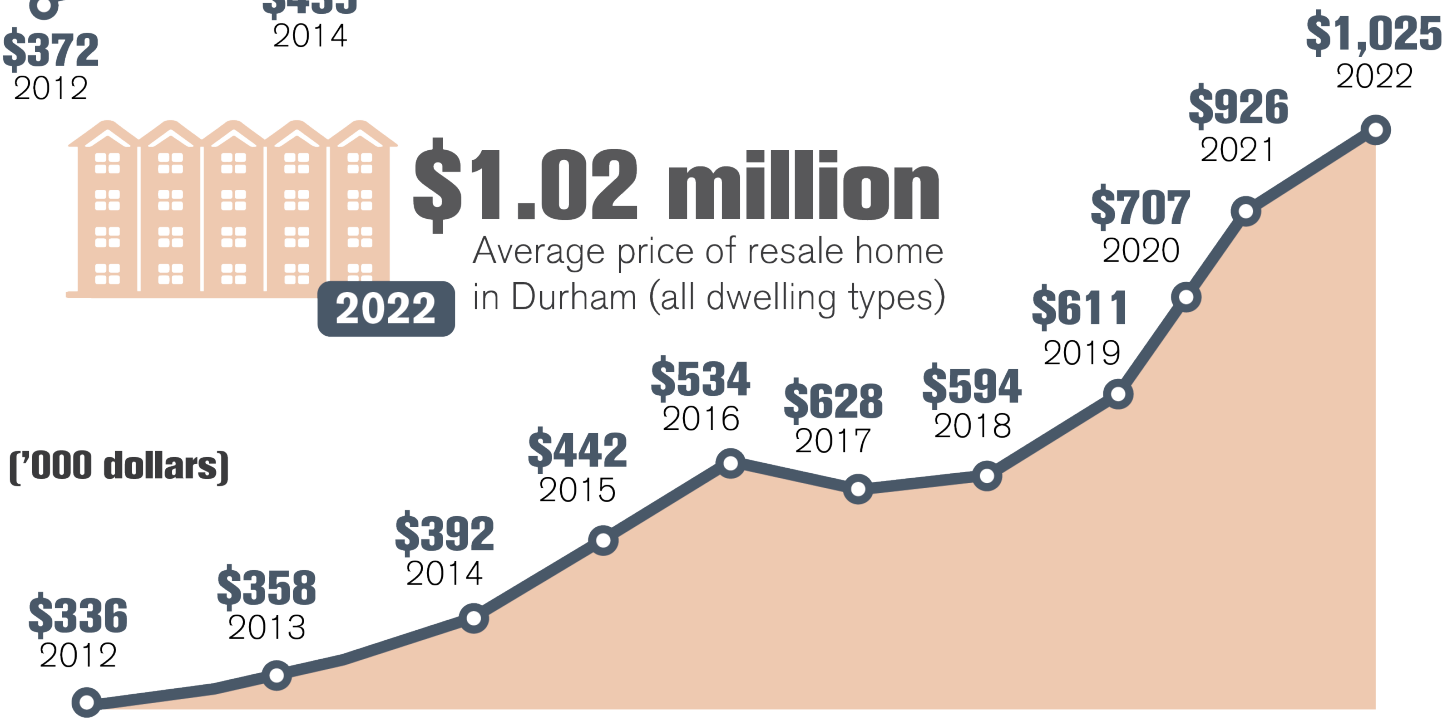


$1.02 million

Average price of resale home in Durham (all dwelling types)

2022

('000 dollars)



The Regional Municipality of Durham
Planning & Economic Development Department
605 Rossland Road East., Whitby, ON
905-668-7711 or 1-800-372-1102
www.durham.ca

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2546.

Attachment 2
Building Permit Activity in Durham - January to December

Table 1
Total value of building permits ($ million)

Key Indicators	2021		2022		%
	#	%	#	%	change
Total value of building permits ($ millions)	**2,980.1**	**100%**	**2,720.5**	**100%**	**-8.7**
a) By area municipality:					
Ajax	333.5	11.2	308.1	11.3	-7.6
Brock	23.7	0.8	49.3	1.8	108.4
Clarington	301.9	10.1	309.3	11.4	2.4
Oshawa	565.2	19.0	735.5	27.0	30.1
Pickering	530.8	17.8	471.0	17.3	-11.3
Scugog	94.2	3.2	35.8	1.3	-62.0
Uxbridge	56.9	1.9	91.7	3.4	61.0
Whitby	1073.9	36.0	719.8	26.5	-33.0
b) By permit type:					
Residential	2,160.5	72.5	2,010.6	73.9	-6.9
Non-Residential	819.6	27.5	710.0	26.1	-13.4

Table 2
Total value of residential building permits ($ million)

Key Indicators	2021		2022		%
	#	%	#	%	change
Total value of residential building permits ($ millions)	**2,160.5**	**100%**	**2,010.6**	**100%**	**-6.9**
a) By area municipality:					
Ajax	124.3	5.8	199.4	9.9	60.5
Brock	16.8	0.8	34.9	1.7	108.1
Clarington	201.3	9.3	196.2	9.8	-2.5
Oshawa	468.9	21.7	602.3	30.0	28.5
Pickering	394.2	18.2	374.3	18.6	-5.0
Scugog	77.3	3.6	31.0	1.5	-59.9
Uxbridge	49.0	2.3	75.8	3.8	54.7
Whitby	828.7	38.4	496.5	24.7	-40.1
b) By construction type:					
New residential units	1,996.3	92.4	1,844.5	91.7	-7.6
Renovations, additions and improvements	164.2	7.6	166.1	8.3	1.1

Note: All figures rounded
Source: Durham Region Planning Division building permit summaries.

Table 3

Permits issued for new residential units (# of units)

Key Indicators	2021		2022		%
	#	%	#	%	Change
Permits issued for new residential units	**6,290**	**100%**	**6,530**	**100%**	**3.8**
a) By unit type:					
Single	2,120	33.7	1,365	20.9	-35.6
Semi	289	4.6	199	3.0	-31.1
Town	2,557	40.7	2,320	35.5	-9.3
Apartment	1,324	21.0	2,646	40.5	99.8
b) By area municipality:					
Ajax	588	9.3	1,085	16.6	84.5
Brock	27	0.4	69	1.1	155.6
Clarington	561	8.9	595	9.1	6.1
Oshawa	1,325	21.1	2,141	32.8	61.6
Pickering	1,298	20.6	1,023	15.7	-21.2
Scugog	212	3.4	62	0.9	-70.8
Uxbridge	62	1.0	171	2.6	175.8
Whitby	2,217	35.2	1,384	21.2	-37.6
c) By urban/rural area:					
Urban	6,194	98.5	6,446	98.7	4.1
Rural	96	1.5	84	1.3	-12.6
d) By average dwelling size (square feet):					
Single	2,727		2,651		-2.8
Semi	2,039		1,743		-14.5
Town	2,322		1,709		-26.4
Apartment*	1,028		1,019		-0.8

Note: All figures rounded

Source: Durham Region Planning Division building permit summaries.

Table 4

Value of non-residential building permits ($ millions)

Key Indicators	2021		2022		%
	#	%	#	%	Change
Value of non-residential building permits	**819.6**	**100%**	**710.0**	**100%**	**-13.4**
a) By sector:					
Commercial	183.2	22.3	202.1	28.5	10.3
Industrial	417.3	50.9	411.2	57.9	-1.5
Agricultural	19.0	2.3	10.0	1.4	-47.2
Institutional	50.5	6.2	35.3	5.0	-30.1
Governmental	149.7	18.3	51.4	7.2	-65.7
b) By area municipality:					
Ajax	209.2	25.5	108.6	15.3	-48.1
Brock	6.9	0.8	14.4	2.0	109.2
Clarington	100.6	12.3	113.1	15.9	12.3
Oshawa	96.4	11.8	133.2	18.8	38.2
Pickering	136.6	16.7	96.7	13.6	-29.2
Scugog	16.9	2.1	4.8	0.7	-71.7
Uxbridge	7.9	1.0	15.8	2.2	100.0
Whitby	245.1	29.9	223.3	31.5	-8.9
c) Commercial, industrial, and agricultural sectors:	**619.4**	**100.0**	**623.3**	**100.0**	**0.6**
Value Associated with New Construction	434.5	70.1	400.0	64.2	-7.9
Value of Renovations, Additions and Improvements	184.9	29.9	223.3	35.8	20.7
d) Institutional and governmental sectors:	**200.2**	**100.0**	**86.7**	**100.0**	**-56.7**
Value Associated with New Construction	96.6	48.2	14.7	17.0	-84.7
Value of Renovations, Additions and Improvements	103.6	51.8	71.9	83.0	-30.6

Table 5

Non-residential floor space (thousand sq. ft.)

Key Indicators	2021		2022		%
	#	%	#	%	Change
Non-residential floorspace (thousand sq. ft.)	**8,062.6**	**100%**	**5,610.3**	**100%**	**-30.4**
a) **By sector:**					
Commercial	1,547.1	19.2	963.5	17.2	-37.7
Industrial	4,155.6	51.5	3,824.0	68.2	-8.0
Agricultural	707.7	8.8	362.9	6.5	-48.7
Institutional	638.8	7.9	214.0	3.8	-66.5
Governmental	1,013.3	12.6	245.9	4.4	-75.7
b) **By area municipality:**					
Ajax	2,489.3	30.9	815.5	14.5	-67.2
Brock	911.8	11.3	118.8	2.1	-87.0
Clarington	1,439.0	17.8	1,226.9	21.9	-14.7
Oshawa	632.5	7.8	320.6	5.7	-49.3
Pickering	249.9	3.1	657.3	11.7	163.0
Scugog	307.1	3.8	130.1	2.3	-57.7
Uxbridge	192.9	2.4	173.5	3.1	-10.1
Whitby	1,840.1	22.8	2,167.7	38.6	17.8

Note: All figures rounded

Source: Durham Region Planning Division building permit summaries.

Table 6

Building permit activity in the Greater Toronto and Hamilton Area (GTHA)

Key indicators	2021	2022	% Change
1. Durham's share of GTHA building permit activity (%)			
Total Value	10.3	9.2	-1.1
Residential Value	10.9	10.8	-0.1
Residential Units	9.4	11.2	1.8
Non-Residential Value	8.9	6.5	-2.4

	2021 #	2021 %	2022 #	2022 %	% Change
2. Total value of building permits issued ($ millions)					
GTHA	**28,951.9**	**100.0%**	**29,473.3**	**100.0%**	**1.8%**
Durham	2,980.1	10.3%	2,720.5	9.2%	-8.7%
Halton	2,386.7	8.2%	2,989.4	10.1%	25.3%
Peel	4,210.6	14.5%	5,598.0	19.0%	32.9%
Toronto	11,757.6	40.6%	11,681.2	39.6%	-0.7%
York	5,574.0	19.3%	4,501.2	15.3%	-19.2%
Hamilton	2,042.8	7.1%	1,983.0	6.7%	-2.9%
3. Value of residential building permits issued ($ millions)					
GTHA	**19,751.4**	**100.0%**	**18,589.2**	**100.0%**	**-5.9%**
Durham	2,160.5	10.9%	2,010.6	10.8%	-6.9%
Halton	1,802.3	9.1%	2,349.9	12.6%	30.4%
Peel	2,926.3	14.8%	3,970.6	21.4%	35.7%
Toronto	7,665.9	38.8%	6,375.9	34.3%	-16.8%
York	3,973.9	20.1%	2,723.8	14.7%	-31.5%
Hamilton	1,222.6	6.2%	1,158.5	6.2%	-5.2%

Note: This data may contain estimated values by Statistics Canada. As such, this data is subject to change

Sources: Statistics Canada (Halton, Peel, Toronto, York), City of Hamilton, and Durham Region Planning / Area municipal building permit records

Table 7

Permits issued for new residential unit types in the GTHA

Key indicators	2021 #	2021 %	2022 #	2022 %	% Change
GTHA	**66,929**	**100.0%**	**58,316**	**100.0%**	**-12.9%**
Single	10,240	15.3%	7,307	12.5%	-28.6%
Semi	1,097	1.6%	667	1.1%	-39.2%
Town	8,015	12.0%	6,472	11.1%	-19.3%
Apartment	47,577	71.1%	43,870	75.2%	-7.8%
Durham	**6,290**	**9.4%**	**6,530**	**11.2%**	**3.8%**
Single	2,120	20.7%	1,365	18.7%	-35.6%
Semi	289	26.3%	199	29.8%	-31.1%
Town	2,557	31.9%	2,320	35.8%	-9.3%
Apartment	1,324	2.8%	2,646	6.0%	99.8%
Halton	**5,297**	**7.9%**	**5,831**	**10.0%**	**10.1%**
Single	1,410	13.8%	1,075	14.7%	-23.8%
Semi	82	7.5%	32	4.8%	-61.0%
Town	444	5.5%	753	11.6%	69.6%
Apartment	3,361	7.1%	3,971	9.1%	18.1%
Peel	**14,841**	**22.2%**	**21,019**	**36.0%**	**41.6%**
Single	1,685	16.5%	1,606	22.0%	-4.7%
Semi	140	12.8%	169	25.3%	20.7%
Town	1,379	17.2%	1,031	15.9%	-25.2%
Apartment	11,637	24.5%	18,213	41.5%	56.5%
Toronto	**25,540**	**38.2%**	**16,035**	**27.5%**	**-37.2%**
Single	979	9.6%	879	12.0%	-10.2%
Semi	53	4.8%	46	6.9%	-13.2%
Town	326	4.1%	1,080	16.7%	231.3%
Apartment	24,182	50.8%	14,030	32.0%	-42.0%
York	**10,817**	**16.2%**	**5,943**	**10.2%**	**-45.1%**
Single	3,306	32.3%	1,834	25.1%	-44.5%
Semi	351	32.0%	137	20.5%	-61.0%
Town	2,641	33.0%	539	8.3%	-79.6%
Apartment	4,519	9.5%	3,433	7.8%	-24.0%
Hamilton	**4,144**	**6.2%**	**2,958**	**5.1%**	**-28.6%**
Single	740	7.2%	548	7.5%	-25.9%
Semi	182	1.8%	84	12.6%	-53.8%
Town	668	6.5%	749	11.6%	12.1%
Apartment	2,554	24.9%	1,577	3.6%	-38.3%

Table 8

Value of non-residential building permits issued in the GTHA ($ millions)

Key indicators	2021 #	2021 %	2022 #	2022 %	% Change
GTHA	**9,200.4**	**100.0%**	**10,884.1**	**100.0%**	**18.3%**
Durham	819.6	8.9%	710.0	6.5%	-13.4%
Halton	584.4	6.4%	639.5	5.9%	9.4%
Peel	1,284.4	14.0%	1,627.4	15.0%	26.7%
Toronto	4,091.7	44.5%	5,305.2	48.7%	29.7%
York	1,600.1	17.4%	1,777.5	16.3%	11.1%
Hamilton	820.2	8.9%	824.5	7.6%	0.5%

Note: This data may contain estimated values by Statistics Canada. As such, this data is subject to change

Sources: Statistics Canada (Halton, Peel, Toronto, York), City of Hamilton, and Durham Region Planning / Area municipal building permit records

Table 10

Housing Market Indicators - January to December

	Key Indicators	2021	2022	% Change
1.	**Average Interest Rates**[1]			
	Conventional Mortgage Rates (%):			
	1 Year Term	2.80	4.46	59.4
	3 Year Term	4.79	4.90	2.3
	5 Year Term	3.49	5.65	61.9
	Bank Rate (%):	**0.50**	**2.42**	**384.0**
2.	**Average Cost of a New Single Detached Dwelling**[2]			
	Durham Region:	**$891,557**	**$1,134,899**	**27.3**
	Ajax	$905,611	$1,658,181	83.1
	Brock	--	--	--
	Clarington	$829,369	$924,469	11.5
	Oshawa	$821,885	$895,504	9.0
	Pickering	$1,146,884	$1,236,773	7.8
	Scugog	--	--	--
	Uxbridge	--	--	--
	Whitby	$880,474	$959,566	9.0
	City of Toronto	$2,035,975	$2,075,673	1.9
	York Region	$1,498,036	$1,486,985	-0.7
	Peel Region	$1,720,519	$1,934,311	12.4
	Halton Region	$1,713,445	$1,500,592	-12.4
	Hamilton	$609,069	$622,445	2.2
3.	**Resale Housing Market in Durham**[3]			
	Number of Sales	14,717	9,875	-32.9
	Number of New Listings	18,309	18,164	-0.8
	Average Price (all dwelling types)	$925,710	$1,024,570	10.7
	Average Price (single-detached dwelling)	$1,042,290	$1,103,043	5.8

Sources:
1. Bank of Canada Website: http://www.bankofcanada.ca/rates/interest-rates/canadian-interest-rates/
2. CMHC, Housing Now - Greater Toronto Area, December 2021/2022 and Housing Market Information Portal. Prices rounded.
3. Toronto Regional Real Estate Board - Market Watch, December 2021/2022. Prices rounded.

Table 9

Housing Market Supply of New Units in Durham - January to December

Key Indicators	2021		2022		%
	#	%	#	%	Change
1. Housing Supply					
a) **Total Supply**	**8,822**	**100%**	**11,432**	**100%**	**29.6**
Pending Starts	1,818	20.6	2,514	22.0	38.3
Under Construction	6,942	78.7	8,891	77.8	28.1
Completed & Not Absorbed	62	0.7	27	0.2	-56.5
b) **Starts**	**5,325**		**5,797**		**8.9**
c) **Completions**	**3,241**		**3,828**		**18.1**
2. Total Supply	**8,822**	**100%**	**11,432**	**100%**	**29.6**
a) **By unit type:**					
Single	2,435	27.6	2,629	23.0	8.0
Semi	344	3.9	279	2.4	-18.9
Town	2,950	33.4	3,613	31.6	22.5
Apartment	3,093	35.1	4,911	43.0	58.8
3. Absorptions	**3,024**	**100%**	**3,769**	**100%**	**24.6**
a) **By unit type:**					
Single	1,544	292.4	1,276	306.0	-17.4
Semi	226	42.8	266	63.8	17.7
Town	1,193	225.9	1,443	346.0	21.0
Apartment	61	11.6	784	188.0	1,185.2
b) **By area municipality:**					
Ajax	159	30.1	292	70.0	83.6
Brock	0	0.0	0	0.0	0.0
Clarington	718	136.0	629	150.8	-12.4
Oshawa	403	76.3	1,104	264.7	173.9
Pickering	528	100.0	417	100.0	-21.0
Scugog	0	0.0	0	0.0	0.0
Uxbridge	41	7.8	71	17.0	73.2
Whitby	1175	222.5	1,256	301.2	6.9

Source: Canada Mortgage & Housing Corporation (CMHC) - Local Housing Market Tables, 2021/22 and Housing Market Information Portal

Economic and Development Services Department

Date: May 19, 2023 File: 12-03

To: Heritage Oshawa

From: Harrison Whilsmith, Planner A
Economic and Development Services Department

Re: **Update on Report DS-16-23 concerning the Proposed Program for Honouring the Windfields Farm Legacy**

At their meeting on April 20, 2023, Heritage Oshawa requested an update on Report DS-16-23 concerning the Proposed Program for Honouring the Windfields Farm Legacy (the "Windfields Legacy Plan").

On February 22, 2016, City Council considered Report DS-16-23 and carried the following motion:

> "1. That the 2016 proposed program for honouring the Windfields Farm legacy, as generally set out in Attachment 1 to Report DS-16-23 dated February 3, 2016 be approved; and,
>
> 2. That any financial implications resulting from the proposed program for honouring the Windfields Farm legacy be addressed through annual capital budget and forecast and operating budget submissions to Council, or through separate staff reports on certain items as appropriate."

The action items identified in the Council-approved Windfields Legacy Plan have been affixed to this memo as Attachment 1. The current status of each item has been identified.

Recommendation

That Report HTG-23-37, dated May 19, 2023, being the Update on Report DS-16-23 concerning the Proposed Program for Honouring the Windfields Farm Legacy, be received for information.

If you have any questions please contact Harrison Whilsmith at 905-436-3311, extension 2697 or hwhilsmith@oshawa.ca.

H Whilsmith

Harrison Whilsmith, Planner A
Policy

HW/

No.	Action Item	Lead	Timing
PRESERVATION			
1	Designate Windfields Stone House under the Ontario Heritage Act	City	Complete
2	Designate Trillium Cemetery under the Ontario Heritage Act	City	Complete
3	Include policies in the joint UOIT/DC Campus Master Plan (CMP) related to Cultural Heritage	Ontario Tech University / Durham College	Complete
4	Preserve the Northern Dancer Cemetery in accordance with the 500 year covenant with Windfields Farm Ltd.	Ontario Tech University	Complete
5	Undertake landscape improvements around the Northern Dancer Cemetery area (decorative fencing and landscaping)	Ontario Tech University	Complete
6	Undertake Building Condition Audit(s) and Heritage Research Report(s) to consider and identify feasible options for adaptive reuse of the historic buildings in the core farm area. (Section 4.2.6.1 of the Joint UOIT/DC Campus Master Plan)	Ontario Tech University	Complete
7	Re-use fieldstone pillars, gates and sign from Windfields Farm	Ontario Tech University	Complete
8	Provide artifacts from G. McLaughlin Stone House to the City, including: front door and hardware, roof ornament	Minto	Complete
9	Preserve tree-lined farm laneway south of Britannia Avenue West on UOIT and Tribute lands	Ontario Tech University and Tribute	Complete / Ongoing
10	Preserve Windfields Farm/E.P. Taylor artifacts and memorabilia in the Canadian Museum of History/Civilization	Canadian Museum of History/Civilization/ Taylor family	Complete
11	Convey the Trillium Horse Cemetery lands to the City	Tribute	Complete
12	Re-use the fieldstone pillars and concrete posts from along the Simcoe Street North frontage of the Tribute and Riocan lands in City lands	Tribute	Complete
EDUCATION			
1	Create and post on the City's webpage a brief history of Windfields Farm and provide links to additional relevant information including Northern Dancer's Kentucky Derby victory race	City	Complete
2	Participate in educational opportunities to share information about Windfields Farm (through Heritage Oshawa speaking engagements)	Heritage Oshawa	Ongoing
3	Undertake an annual essay writing contest for local Grade 8 students on topics related to Windfields Farm/E. P. Taylor	Heritage Oshawa	Not pursued
4	Request the DDSB/DCDSB to consider creating an educational history unit about Windfields Farm for local Oshawa elementary school students	DDSB / DCDSB	Complete

EVENTS			
1	Consider the creation of events that would highlight the history and contribution of E. P. Taylor and the Windfields Farm to the City of Oshawa, such as:		
	(a) An E.P. Taylor/Windfields Farm Champion Award for someone who exemplifies innovation and has overcome adversity	City	Complete
	(b) Honour E.P. Taylor and Windfields Farm by presenting, annually, at the first Council meeting in May, Northern Dancer's Kentucky Derby Win and have the Mayor comment on how Oshawa's future is built on the legacies of men and women like E.P. Taylor who were innovators, leaders and champions. Confer E.P. Taylor/Windfields Farm Champion Award upon the successful recipient	City	Complete
2	Request UOIT include the core farm area in the annual Doors Open Oshawa event	City	Complete
COMMEMORATION			
1	Name streets, parks, woodlots after Taylor family, Windfields Farm and its horses and horse racing.	City	Complete
2	Create designs reflective of Windfields Farm architecture/aesthetic:		
	(a) Park elements	City	Complete
	(b) Fire Hall 6	City	Complete
3	Incorporate urban design and architectural elements in built form in new subdivisions in the Windfields Part II Planning Area such as: Arts & Crafts style homes, decorative street lights and street signs, gateway features, roadway medians, Windfields Farm-style fencing along tree-lined laneway	City	Complete
4	Induct Northern Dancer into the Oshawa Sports Hall of Fame and display associated Windfields Farm memorabilia	Oshawa Sports Hall of Fame	Complete
5	Consider incorporating concrete imprints on Britannia Avenue West bridge over Oshawa Creek (e.g. horses, horseshoes, farm building)	City	TBD
6	Request UOIT to consider a more public and prominent location for the True Power horse statue designed and created by Geordie Lishman	City	Complete
7	Request that RioCan install a commemorative plaque for Harriet Cock in an appropriate location	City	Complete
8	Recreate stone voussoir (shaped as a sheep's head) from G. McLaughlin Stone House in future parkette in Kingmeadow subdivision	Minto	Complete
9	Include plaque in future Elmcroft Parkette in Kingmeadow subdivision which references former Windfields Farm	Minto	Complete
10	Request the Province to include embossments of horses on the Highway 407 bridge over Winchester Road East east of Harmony Road North	City	Complete
11	Request the Province to include a heritage plaque in the Simcoe Street North commuter parking lot for Highway 407 to honour the Windfields Farm legacy	City	Complete
12	Request that Tribute install a heritage plaque for the E. P. Taylor Woodlot	City	Complete
13	Request that Tribute install a heritage plaque describing the Trillium Cemetery	City	Complete

14	Recognize Mr. Charles Taylor, 1996 Inductee to the Canadian Horse Racing Hall of Fame, President of Windfields Farm, with a plaque to be included in the Dantonbury subdivision.	City	Complete

Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-118
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Proposed Design and Location for Northwood Business Park Gateway Signage
Ward:	Ward 2
File:	03-05

1.0 Purpose

The purpose of this Report is receive direction to staff from the Economic and Development Services committee regarding a preferred design concept of the Northwood Business Park gateway signage and optimal locations. Business and Economic Development Services received $800,000 through the 2023 Capital Budget meetings for the production and installation of the signage.

Attachments 1 to 3 to this Report includes three design concepts for the gateway signage.

Attachment 4 to this Report is an exhibit showing the recommended locations for signage installation in priority order.

2.0 Recommendation

That the Economic and Development Services Committee recommend one of Attachments 1, 2 or 3 to Council as the preferred design concept for the Northwood Business Park gateway sign.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in preparation of this Report:

- Chief Administrative Officer

- Commissioner, Corporate and Finance Services
- Region of Durham Works Department

5.0 Analysis

5.1 Project Overview

This project advances Council direction to introduce gateway signage in the Northwood Business Park. The City's prestige employment lands area, with over 202 hectares (500 ac.) of developable land, has seen major land acquisition by developers and will bring many new jobs crossing multiple sectors to the City.

The Northwood Business Park is strategically located in proximity to Ontario Tech University, Durham College, Highway 407 East and the Oshawa Executive Airport. The Northwood Business Park has the opportunity to attract AAA tenants and blue chip companies to operate businesses in this area.

The introduction of gateway signage to four (4) key locations within Northwood Business Park will extend a level of professionalism to the park, while also integrating modern and innovative design features with the natural areas and spaces in the business/employment area.

5.2 Design Options

Over the course of January and February 2023, Business and Economic Development Services and Planning Services staff have been engaging Region of Durham staff and private property holders to discuss the Northwood Business Park gateway signage project to define optimal locations for placement.

In order to appropriately define the locations that are most suitable for the installation of the gateway signage, Business and Economic Development staff released a Request for Quote ("R.F.Q.") for design concepts to move forward in dialogue with internal and external parties to ensure adequate lands can be secured to accommodate the scale and scope of the desired signage.

Following the R.F.Q., Schollen and Company Inc. was retained and was directed to provide three different concepts for review and selection. The proposed design concepts can be found in Attachments 1 to 3.

It is important to note that each of these signs will be adapted slightly in size and positioning based on the topography of the land surface in the selected locations.

Attachment 1 illustrates a concrete sign wall with a proposed LED light inlay letters to the uppermost portion of the sign. The plinths include precast concrete or cut stone blocks with the words 'Northwood Business Park'. Attachment 1 includes a mix of built and natural features, speaking to the development of Northwood Business Park situated amongst the open green space which creates a campus like setting.

Attachment 2 illustrates the same primary design and features described in Attachment 1. However, the inlay letters are lower case rather than capitalized.

Attachment 3 illustrates stainless steel backlist letters with the words 'Northwood Business Park' affixed to a corten steel plate. The corten steel plates are affixed to a 3D printed concrete tube with a LED light inlay and expresses the letters N and W for Northwood. The entire sign is placed atop concrete plinths that incorporate natural features throughout. The inclusion of 3D printing technology in this sign speaks to an innovative approach in sign design and also creates a synergy between Northwood Business Park and the academic, research and development expertise that exists at the Post-Secondary campuses adjacent to Northwood Business Park.

5.3 Proposed Locations

City staff have been evaluating the opportunity for gateway signage installation at several locations throughout Northwood Business Park to assess both the economics and topography of the potential locations.

The locations listed in Table 1 below outlines the locations recommended by staff considering timing, visual impact, ease of installation and overall impact as it relates to developments within the Northwood Business Park. Table 1 is presented in priority order and will be completed in this order, dependent on budget, land acquisitions and ongoing developments.

Table 1: Recommended Sign Locations

Option	Location	Ownership	Potential Timing for Installation
A	Roundabout at Conlin Road West and Thornton Road North	City	Fall 2023
B	Thornton Road North and Taunton Road West	Private. Subject to City acquisition through current site plan application process.	2024
C	Conlin Road West and Founders Drive	Region of Durham	2024
D	Stevenson Road North and Taunton Road West	Subject to City acquisition through current Environmental Essessment process.	2025
E	2400 Thornton Road North (Future Region of Durham Bus Depot)	Region of Durham	2025-2026

It should be noted that these locations are subject to negotiations with the respective property owner and available budget. Through the 2023 Capital Budget process, and with the funds endorsed, staff generally assume that the installation of four (4) signs is possible.

5.4 Next Steps

Following selection of the design concept at the June 26, 2023 City Council meeting, staff will release an R.F.Q. for fabrication of installation of the first sign.

6.0 Financial Implications

There are no immediate financial implications of this Report. Dependent on pricing of the selected design concept, there could be impacts that require further investment in future capital budget deliberations in order to deliver all four (4) gateway signs.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations in this Report advance the Economic Prosperity and Financial Stewardship goals of the Oshawa Strategic Plan.

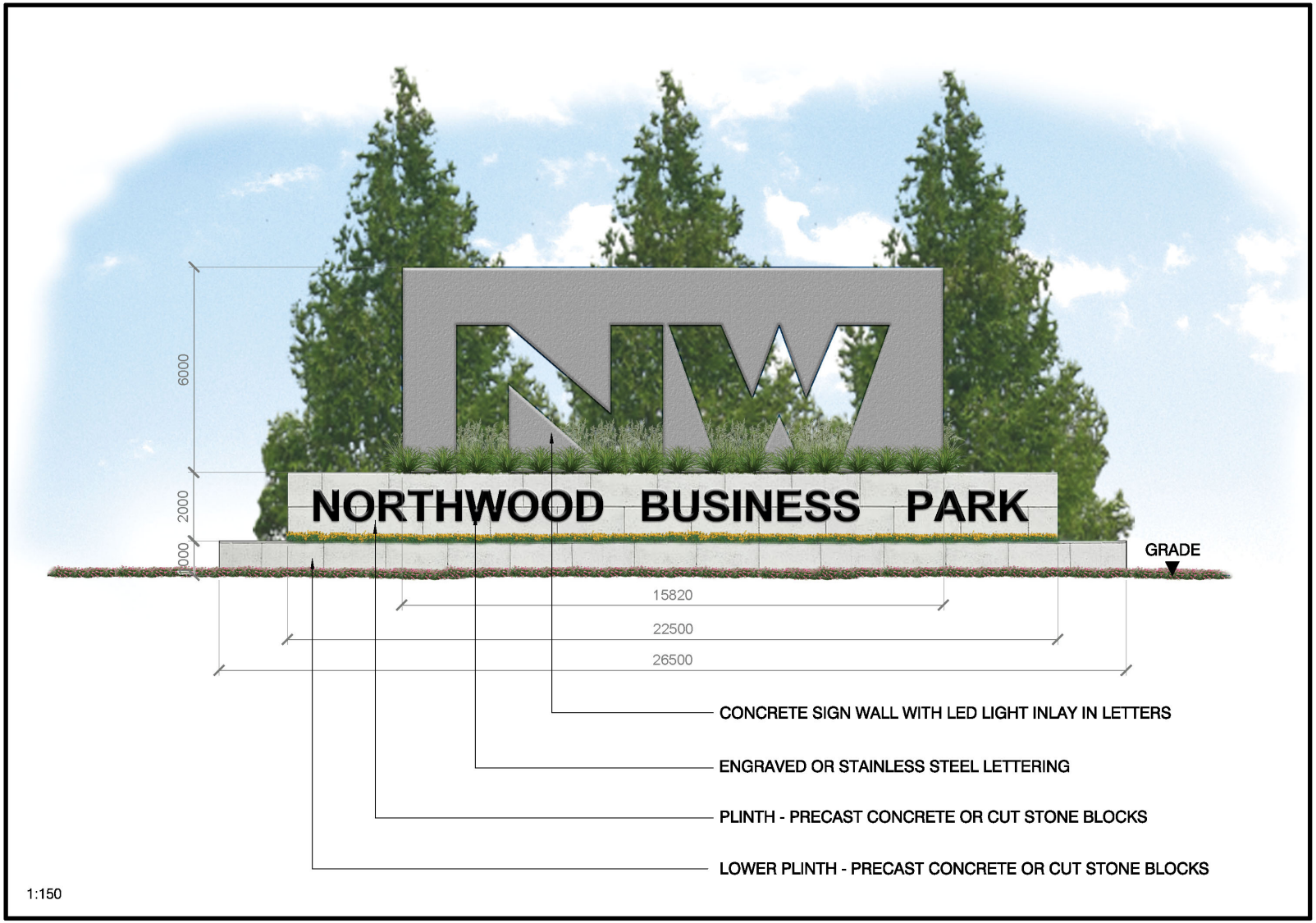
Hailey Wright, BAH, Director,
Business and Economic Development Services

Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Item: ED-23-118
Attachment 1

Title: Option A Design Concepts for the Gateway Signage
Subject: Proposed Design and Location for Northwood Business Park Gateway Signage
Ward: Ward 2
File: 03-05

City of Oshawa
Economic and Development Services



Oshawa
Prepare To Be Amazed

May 24, 2023

CITY OF OSHAWA
NORTHWOOD BUSINESS PARK SIGN FEATURE
OPTION A

SCHOLLEN & Company Inc.
30 Wertheim Court, Unit 15
Richmond Hill, Ontario L4B 1B9
Tel: 289-695-0009
Fax: 289-695-0010
Email: design@schollenandcompany.com

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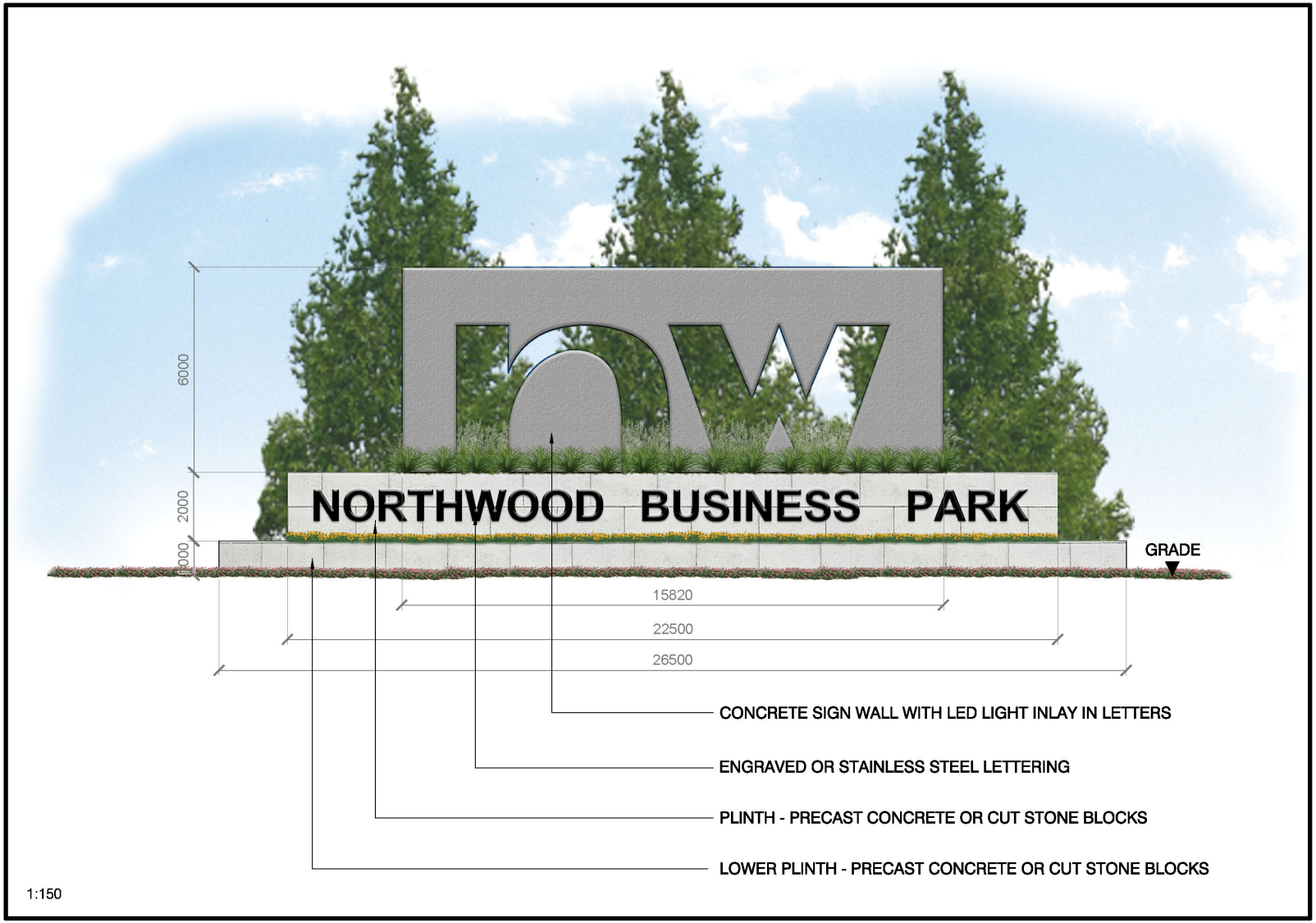
Item: ED-23-118
Attachment 2

Title: Option B Design Concepts for the Gateway Signage
Subject: Proposed Design and Location for Northwood Business Park Gateway Signage
Ward: Ward 2
File: 03-05

City of Oshawa
Economic and Development Services



Oshawa
Prepare To Be Amazed

May 24, 2023

CITY OF OSHAWA
NORTHWOOD BUSINESS PARK SIGN FEATURE
OPTION B

SCHOLLEN & Company Inc.
30 Wertheim Court, Unit 15
Richmond Hill, Ontario L4B 1B9
Tel: 289-695-0009
Fax: 289-695-0010
Email: design@schollenandcompany.com

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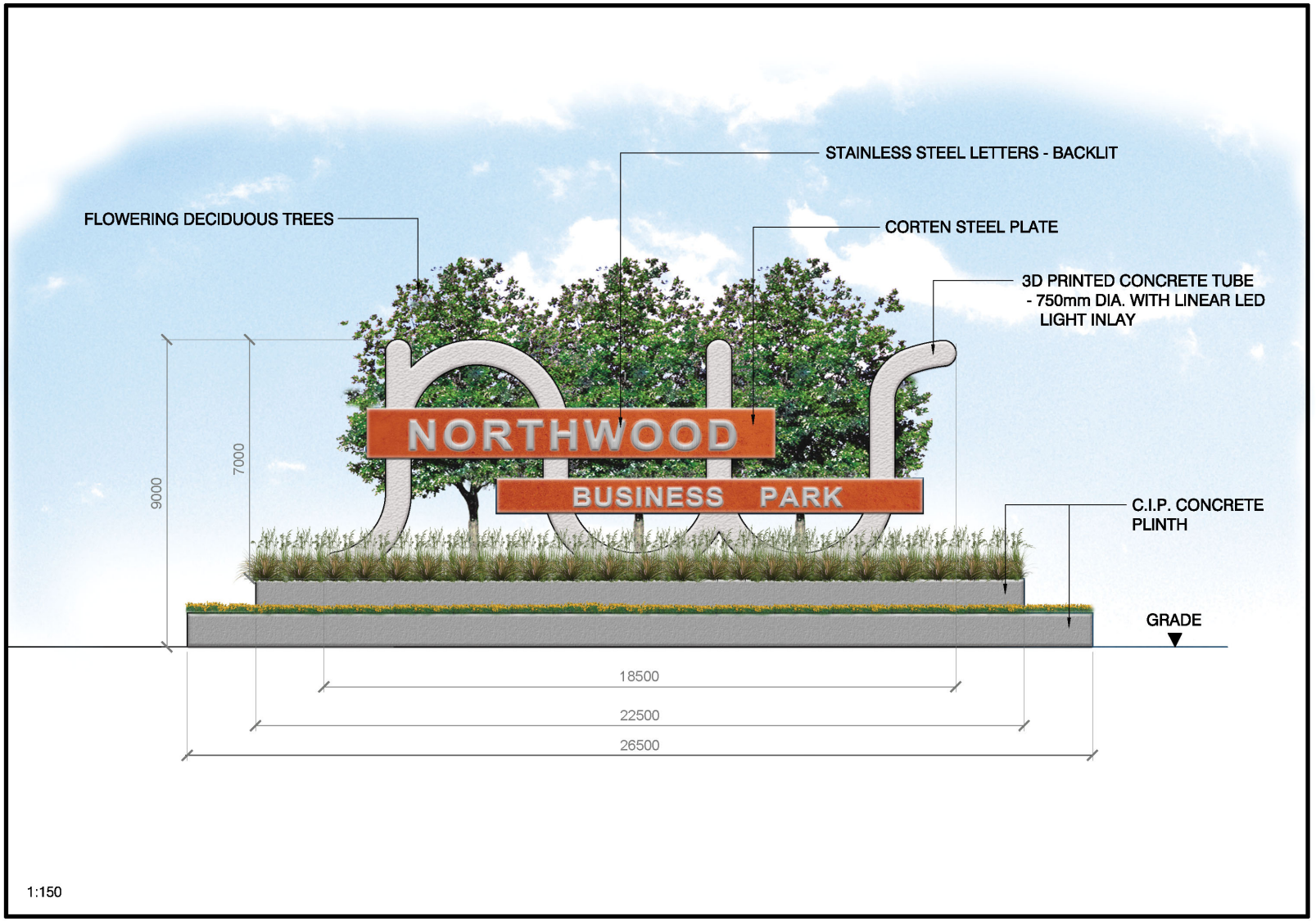
Item: ED-23-118
Attachment 3

Title: Option C Design Concepts for the Gateway Signage
Subject: Proposed Design and Location for Northwood Business Park Gateway Signage
Ward: Ward 2
File: 03-05

City of Oshawa
Economic and Development Services



Oshawa
Prepare To Be Amazed

May 3, 2023

CITY OF OSHAWA
NORTHWOOD BUSINESS PARK SIGN FEATURE
OPTION C

SCHOLLEN & Company Inc.
30 Wertheim Court, Unit 15
Richmond Hill, Ontario L4B 1B9
Tel: 289-695-0009
Fax: 289-695-0010
Email: design@schollenandcompany.com

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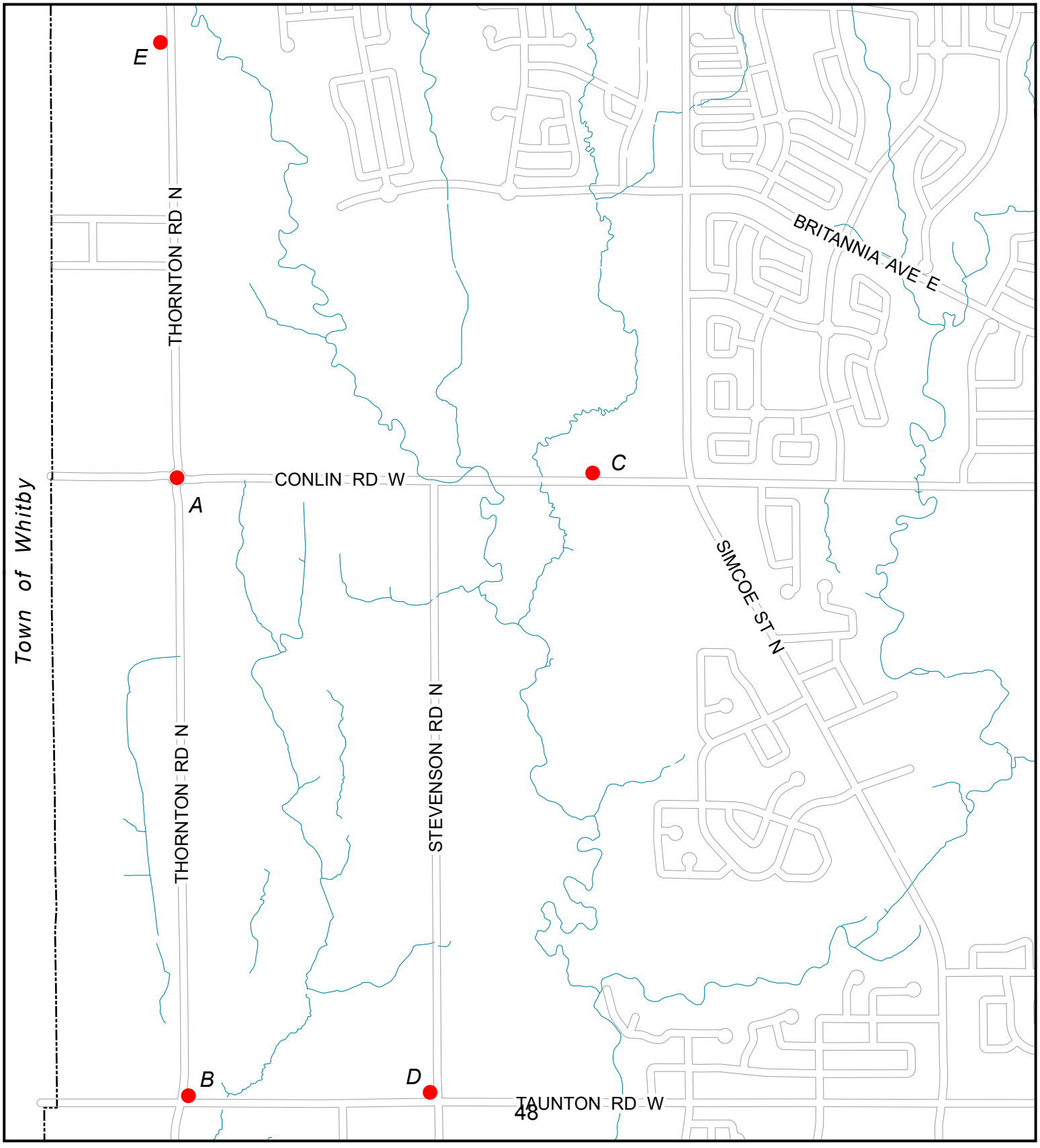
Subject: Proposed Design and Location for
Northwood Business Park Gateway Signage
Ward: Ward 2
File: 03-05

Item: ED-23-118
Attachment 4

Recommended Sign Locations

City of Oshawa
Economic and Development Services



Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-126
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Update on Landmark Oshawa Sign Project
Ward:	Ward 4
File:	03-05

1.0 Purpose

On December 12, 2022, City Council considered Item ED-22-220 concerning a community funded landmark Oshawa sign and passed the following resolutions:

"1. That, pursuant to Report ED-22-220 dated November 23, 2022, the North Parkette, in the vicinity of the intersection of King Street West and Centre Street South be endorsed as the location of a Landmark Oshawa Sign; and,

2. That pursuant to Report ED-22-220 dated November 23, 2022, Attachment 1, listing the features and minimum requirements of a Landmark Oshawa Sign, be endorsed for the purposes of issuing a Request for Quotes following public consultation and in the event the project is funded; and,

3. That, pursuant to Report ED-22-220, dated November 23, 2022, City staff be directed to develop an Agreement with the Oshawa Sign Team, outlining a partnership which enables them to begin soliciting donations to fund a Landmark Oshawa sign with support from the City to receive donations, subject to any conditions considered appropriate by the Commissioner of Economic and Development Services, including roles and responsibilities, financial management processes, minimum requirements for a sign, approval of marketing materials, and deadlines by which at least $500,000 of funding must be secured for the project to proceed; and,

4. That the amount of $85,000 receive pre-budget approval for the 2024 Budget to fund annual costs associated with maintenance and activation of the sign."

The purpose of this Report is to provide an update to the Economic and Development Services Committee regarding the status of community funding received to date towards the Landmark Oshawa Sign.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

That, pursuant to report ED-23-126 dated May 31, 2023, the Economic and Development Services Committee select an option as detailed in Section 5.4.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in preparation of this Report:

- Chief Administrative Officer
- Commissioner, Corporate and Finance Services
- Oshawa Sign Team

5.0 Analysis

5.1 Background and Agreement Development

Following the direction to staff from City Council in Item 3 of Report ED-22-220, Business and Economic Development Services staff worked with Finance, Corporate, Communications and Legal Services staff to develop agreements with members of the Oshawa Sign Team.

The agreement with the Oshawa Sign Team laid out terms regarding the roles and responsibilities, marketing material approvals, deadlines and various processes related to the project. This agreement also guides the principles under which the Oshawa Sign Team is operating and designates them as volunteers of the City of Oshawa to allow for liability coverage because the Oshawa Sign Team is not an incorporated entity with insurance or governing terms. Additionally, the Oshawa Sign Donation Agreement was developed for all prospective donors, to clearly outline the use of funds, what qualifies the donor to receive a tax receipt and how donations would be refunded in the instance that the project did not move to completion for any reason.

Business and Economic Development Services staff worked closely with members of the Oshawa Sign Team to develop the above noted agreements, webpage information, a donation platform and expedited reviews of any marketing collateral that were brought forth to enable their ability to quickly move forward in their fundraising efforts.

5.2 Funding Status

Report ED-22-220 recommended that 75% of the $500,000 target for donations be received by June 1, 2023, and 100% by September 1, 2023, in order to allow for the procurement and installation processes to run efficiently. As of May 26, 2023, the Oshawa Sign Team has raised $3,150 from the community.

In partnership with the Oshawa Sign Team, Business and Economic Development Services staff explored opportunities for grant applications to be made to support the funding of the Landmark Oshawa Sign. Staff closely reviewed the eligibility criteria for the Federal Government's Legacy Fund – Building Communities through Arts and Heritage grant opportunity and met with program advisors on April 4, 2023.

The grant program advisors stated that they were not confident the Landmark Sign project was a good fit for the program, and that they have not funded any similar projects in the past. Based on this feedback it was ultimately deemed that the project was not an appropriate fit for this grant.

As of the time of this Report, the recommended funding threshold for the Landmark Oshawa Sign to move forward aligned to the scope, scale and timing outlined in Report ED-22-220 has not been achieved.

Therefore, it is appropriate at this time to seek direction from council on the project.

As the Community Funded Model was the selected option by City Council at the December 12, 2022 meeting, no funds were allocated to this project through the 2023 Budget deliberations.

5.3 Community Perception of Oshawa Landmark Sign Project

There appears to be a level of misunderstanding regarding the funding source of the project, as various news and media outlets coverage regarding the project often receive a significant level of engagement, with many opposing comments.

The opposing comments generally surrounded the overall financial investment of the proposed sign and perceptions that the funding could be targeted towards more pressing social or infrastructure needs throughout the City.

5.4 Options

5.4.1 Option 1 – Extend Fundraising Timeframe

Through ongoing consultation and collaboration with members of the Oshawa Sign Team, it has been determined that fundraising efforts of the Oshawa Sign Team are moving away from a focus on broader public donations and are now being focused on companies and corporations within the City.

As the donation requests from the Oshawa Sign Team came to these corporations in the middle of fiscal cycles, it has been difficult to receive immediate contributions based on

pre-committed community funds. However, there is general interest in support during the next fiscal year.

Additionally, the Oshawa Sign Team has been seeking a variety of grant opportunities through the Ontario Trillium Foundation. However, potential funding outcomes will not be known by the current June 1, 2023 deadline as outlined in Report ED-22-220.

It should also be noted that City Staff have worked closely with the Oshawa Sign Team following the adoption of Report ED-22-220 to develop agreements, procedures, website, review eligibility for various grants and review all marketing collateral related to the project.

Considering this information, Council could contemplate this option to extend the window for fundraising efforts to January 31, 2024 to allow the Oshawa Sign Team to solicit donations from corporations that are interested in contributing to the project in the upcoming fiscal year.

Recommendation Number 1 represents the staff recommended option.

If Option 1 is selected, then the Economic and Development Services Committee should adopt the following resolution:

"It is recommended to Council:

1. That, pursuant to Report ED-23-126, dated May 31, 2023, the Oshawa Sign Team continue to solicit community donations with the following new targets:

    - 75% of the $500,000 target by January 31, 2024; and,

    - 100% of the $500,000 target by March 8, 2024, representing the City's 100th anniversary as a City."

It should be understood that extending the fundraising period will delay the proposed installation of the project to Q4 2024 or beyond dependent on responses from a City-issued Request for Quotation. The suggested time for sourcing and installation of the Landmark Oshawa Sign as indicated by the successful proponent may also affect timing. Providing this extension would require the Oshawa Sign Team to achieve the between $400,000 to $500,000 donation threshold by January 31, 2024. City Staff would report back to the Economic and Development Services Committee at the February 2024 meeting.

5.4.2 Option 2 – Terminate Project and Return Donations

Considering that the funding threshold has not been met as outlined in Section 5.2, the option exists at present to terminate the Landmark Oshawa Sign project and return any collected funds back to the originating donor. Additionally, some minor costs were incurred by the Oshawa Sign Team related to printing and website licensing that were not contemplated within Report ED-22-220. Should Council choose to terminate the Landmark Oshawa sign project, consideration could be given to reimburse the Oshawa Sign Team for these costs which are expected to be in the range of $1,000.

Within the Landmark Oshawa Sign Donation Agreement, the following statement is included:

> "If the Landmark Oshawa Sign project does not proceed, donations will be returned to the donor with no interest owing."

If this option is selected, then the Economic and Development Services Committee should adopt the following resolution:

"It is recommended to Council:

1. That, pursuant to Report ED-23-126, dated May 31, 2023, City staff be directed to return collected funds to the originating donors as per the Landmark Oshawa Sign Donation Agreement with an accompanying letter to advise that the project would not be moving forward.

2. That the amount of $85,000 that received pre-budget approval for the 2024 Budget to fund annual costs associated with maintenance and activation of the sign be referred to 2024 Budget.

3. That any websites and marketing material developed to solicit donations for the Landmark Oshawa Sign be deactivated and disposed of.

4. That the Oshawa Sign Team be reimbursed up to a maximum of $1,000 for their direct expenditures related to the fundraising efforts for matters such as website licences and print publications for the Landmark Oshawa Sign from the 2023 Business and Economic Development Services Operating Budget upon receipt of confirmation and proof of eligible expenditures."

5.4.3 Option 3 – Primarily City-Funded Model

In Report ED-22-220, Committee and Council were provided with an option to fully fund the Landmark Oshawa Sign project. Understanding that community raised funds have totaled $3,150 as of the date of this Report, Council could consider the position to fund the remainder of the cost of the sign to allow the project to continue.

If this option is selected, then the Economic and Development Services Committee should adopt the following resolution:

"It is recommended to Council:

1. That, pursuant to Report ED-23-126, dated May 31, 2023, that Council refer a $500,000 capital project to fund the purchase of the sign to the 2024 Budget with funds directed from the Downtown Revitalization Reserve."

Should this option be considered, staff would recommend a review of the perspective shared in Section 5.3 of this Report.

6.0 Financial Implications

The financial implications as it relates to this Report are contingent on the option selected in Section 5.4.

If the recommendation within Section 5.4.1 is selected, the financial implication is contingent on the continued fundraising efforts of the Oshawa Sign Team. This would be included in the Report back to Committee in February of 2024.

If the recommendation within Section 5.4.2 is selected, the financial implication would be minimal other than the cost of reimbursing the material investment absorbed by the Oshawa Sign Team.

If the recommendation within Section 5.4.3 is selected an estimated $500,000.00 would be required to account for acquisition in 2023 with maintenance and activation costs beginning in 2024. Operating costs have already received pre-budget approval and are estimated at $85,000.00 annually.

Based on research from other municipalities the estimated cost of designing and fabricating a sign with features as outlined in Attachment 1 of Report ED-22-220 is estimated at a range of $400,000 and $500,000.

Ongoing maintenance for the sign will be required, repairs to letters, replacement of lights, replacement of anti-slip mats, and annual cleaning. The total cost of annual maintenance and activation (which include the application of vinyl wrap artwork and control/administration of the lights) is estimated at $85,000/year for 10 years.

At the end of the sign's life cycle there will be an additional cost for removing and disposing of the sign.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations in this Report advance the Accountable Leadership, Social Equity and Cultural Vitality goals of the Oshawa Strategic Plan.

Hailey Wright, BAH, Director,
Business and Economic Development Services

Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-114
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West
Ward:	Ward 4
File:	Z-2023-01

1.0 Purpose

The purpose of this Report is to provide a recommendation on the application submitted by Independent Project Managers (the "Applicant") on behalf of Central Clear View Developments Inc. (the "Owner") to amend Zoning By-law 60-94, to permit a new 12-storey, 140 unit apartment building located on lands municipally known as 39 Athol Street West (the "Subject Site").

The Owner intends to register the proposed development as a condominium. In the event the subject application to amend Zoning By-law 60-94 is approved, the Owner will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

Attachment 1 is a map showing the location of the Subject Site and the existing zoning in the area.

Attachment 2 is a copy of the proposed site plan submitted by the Applicant for the Subject Site.

Attachment 3 is a list of uses permitted in the CBD (Central Business District) Zones.

A public meeting was held on March 6, 2023 concerning the subject application. At the conclusion of the meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the application and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the public meeting form Attachment 4 to this Report.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-114 dated May 31, 2023, the application submitted by Independent Project Managers on behalf of Central Clear View Developments Inc. to amend Zoning By-law 60-94 (File: Z-2023-01) to rezone 39 Athol Street West to permit the development of a 12-storey, 140-unit apartment building be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and Legal Services.

3.0 Executive Summary

This Department recommends the approval of the application to amend Zoning By-law 60-94 to permit the development of a new 12-storey, 140-unit apartment building at 39 Athol Street West.

The proposed apartment building is located within the Downtown Oshawa Urban Growth Centre along a Type 'B' Arterial Road (Centre Street South) which also serves as a Regional Transit Spine, and has good access to transit and nearby amenities, including shopping and entertainment, and can be designed to be compatible with adjacent uses.

The proposed development conforms to the Provincial Growth Plan, is consistent with the Provincial Policy Statement, conforms to the Durham Regional Official Plan and Oshawa Official Plan, is within the Built Boundary and represents good planning. The proposed apartment building will help the City achieve its commitment to the Province to deliver 23,000 new housing units in Oshawa by 2031.

4.0 Input From Other Sources

4.1 Other Departments and Agencies

No department or agency that provided comments has any objection to the approval of the subject application. Certain technical issues and requirements related to the proposed development have been identified and can be resolved during the site plan approval and building permit processes, if the application is approved.

On February 23, 2023, Heritage Oshawa reviewed the application and made the following recommendations:

"1. That the proposed building be reduced in height from the current 12 stories to 6 stories to protect the sight lines of the Anglican Church next door; and,

2. That a plaque be installed to the side of the proposed building to reflect the previous home on the site; and,

3. That Heritage Oshawa be consulted and approve regarding the contents and location of the plaque."

The Owner has advised that they have no objection to Items 2 and 3 of Heritage Oshawa's recommendation.

St. George's Anglican Church abuts the south limit of the Subject Site and is identified as a Class "A" property in the City of Oshawa's Inventory of Heritage Properties (the "Inventory"). The Inventory identifies properties of cultural heritage value or interest within the City of Oshawa. Class "A" properties are properties that have been evaluated by Heritage Oshawa and are determined to have the highest potential for designation. The Simcoe Street United Church, situated southeast of and in proximity to the Subject Site, is a formally designated property under Part IV of the Ontario Heritage Act, R.S.O. 1990, c. O.18, and is included on the list of designated properties contained in the City's Inventory.

In considering Item 1 of Heritage Oshawa's recommendation above, staff note that the proposed 12-storey building would have a two-storey podium setback of 5.3 metres (17.5 ft.) from the south property line and 0 metres (0 ft.) from the Centre Street South property line. The portion of the building above the first two storeys would have a setback to the south property line of 12.1 metres (40 ft.) and a 4.1 metre (13.5 ft.) setback from the Centre Street South property line. Visibility of prominent portions of St. George's Anglican Church from the east, west, south and northwest will not be impacted. Views of the church building directly from the north will be obstructed by the proposed building. However, the only such views that would be obstructed would be those from the Michael Starr Building at the northeast corner of Centre Street South and Athol Street West. At seven (7) storeys in height (excluding the rooftop mechanical floor), the Michael Starr Building itself currently obstructs views of the church from the north.

Similarly, views of the Simcoe Street United Church, which is not directly adjacent to the Subject Site, will not be impacted.

In view of the foregoing, reducing the height of the proposed apartment building to six (6) storeys would not appreciably improve visibility of the church buildings from surrounding public spaces.

4.2 Public Comments

The minutes of the March 6, 2023 public meeting concerning the subject application form Attachment 4 to this Report. No written comments were received from the public with respect to the subject application.

A concern raised by the public at the public meeting is set out below together with a staff response.

4.2.1 Solar Panels

Comment:

A member of the public recommended that the proposed building incorporate solar panels.

Staff Response:

Staff typically recommend that applicants consider implementing measures such as solar panels, green roofs, electric vehicle charging, etc. as part of the review of the site plan application. In some cases developers do not include solar panels in their initial building design, but retrofit the roof at some time after the building is constructed.

The Applicant and Owner have indicated they are considering installing solar panels on the roof of the building, and will continue to investigate the feasibility as the building design progresses.

5.0 Analysis

5.1 Background

The Subject Site is generally located at the southeast corner of Centre Street South and Athol Street West, and is municipally known as 39 Athol Street West (see Attachment 1).

The following is background information concerning the subject application:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area Boundary	No change.
Zoning By-law 60-94	CBD-B (Central Business District)	An appropriate CBD-B (Central Business District) Zone to permit the proposed development with site specific conditions to permit certain performance standards such as, but not necessarily limited to, increased residential density, increased building height, reduced required parking and reduced building setbacks to street lines above 20m (65.6 ft.) in height.
Use	Vacant	A 12-storey apartment building containing 140 apartment units

The following land uses are adjacent to the Subject Site:

- **North:** Athol Street West, beyond which is the Michael Starr office building
- **South:** Place of worship (St. George's Anglican Church)
- **East:** Vacant one-storey commercial building (former Tim Hortons restaurant)
- **West:** Centre Street South, beyond which is Oshawa City Hall

The following are the proposed development details for the Subject Site:

Site Statistics Item	Measurement
Lot Frontage	Athol Street West - 67.46m (221.33 ft.) Centre Street South - 35.39m (116.11 ft.)
Lot Area	0.23 ha (0.57 ac.)
Number of Proposed Residential Units	140 units: - 1 studio unit - 80 one-bedroom units - 54 two-bedroom units - 5 three-bedroom units
Maximum Net Residential Density Permitted	550 u/ha (223 u/ac.)
Proposed Net Residential Density	608.69 u/ha (246.46 u/ac.)
Permitted Maximum Building Height	12m (39.37 ft.)
Proposed Maximum Building Height	42m (137.80 ft.) (12 storeys)
Parking Spaces Required	140 spaces (1.00 per unit)
Parking Spaces Provided	99 spaces (0.71 spaces per unit)
Number of Bicycle Parking Stalls Proposed	114

5.2 Oshawa Official Plan

The Subject Site is designated Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area Boundary in the Oshawa Official Plan (the "O.O.P.").

The Subject Site is located within the Downtown Oshawa Urban Growth Centre as identified in the Provincial Growth Plan. Under the Growth Plan, the Downtown Oshawa Urban Growth Centre is a primary focus area for intensification within the City, to be developed for a mix of uses in order to achieve a minimum density target of 200 persons and jobs per combined hectare.

To assist in achieving the densities outlined for the Downtown Oshawa Urban Growth Centre, the built form of new development and redevelopment shall generally be a mix of predominately high-rise development as well as some mid-rise buildings, with compact, intensive low-rise buildings constituting the smallest proportion of development and mainly limited to peripheral locations. Buildings at corner locations should generally be higher than buildings in mid-block locations.

The O.O.P. specifies, in part, that the Downtown Oshawa Urban Growth Centre shall be planned and developed as a primary concentration of retail, major office, service, cultural, recreational, entertainment and institutional uses, supporting active transportation and higher order transit services in the Downtown Main Central Area and in the City. In addition, subject to appropriate provisions in the zoning by-law, medium and high density residential and mixed-use developments shall be permitted in the area designated as Downtown Oshawa Urban Growth Centre.

The O.O.P. contains policies which establish various density types and provide general locational criteria for such densities. The residential density type related to the proposed development is greater than the High Density II Residential density type. Nevertheless, the locational criteria for High Density II Residential development will be reviewed to assist in the analysis of the proposal.

Table 2, Residential Density Classification, in the O.O.P. is a guideline that indicates that uses in the High Density II Residential category, which generally permits 150 to 550 units per hectare (60 to 223 u/ac.) within the Downtown Oshawa Urban Growth Centre, are subject to the following general locational criteria:

(a) Generally located within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Area, Sub-Central Area and Community Central Areas or Regional Corridors.

(b) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

The proposed residential apartment building at 39 Athol Street West would have a net residential density of approximately 608.69 units per hectare (246.46 u/ac.) which is greater than the High Density II Residential classification.

It should be noted that in order to provide for flexibility in the interpretation of the text and schedules of the O.O.P., all numbers and quantities (with the exception of floor space indices) shall be considered to be approximate. Policy 10.1.2(a) specifies that minor changes to such numbers and quantities will be permitted without the need for an Official Plan amendment, provided that such changes do not affect the intent of the O.O.P. This policy would apply in the consideration of minor deviations from the density ranges outlined in Table 2 of the O.O.P., which serves as a guideline for reviewing matters related to the density of development.

Centre Street South is a Type ‘B’ Arterial Road on Schedule “B”, Road Network, of the O.O.P., and a Regional Transit Spine on Schedule “B-1”, Transit Priority Network, of the O.O.P. Athol Street West is a local road.

The subject application conforms to the O.O.P.

5.3 Zoning By-law 60-94

The Subject Site is currently zoned CBD-B (Central Business District) which permits a variety of residential and commercial uses including, but not limited to, an apartment building, flat, hotel, office, personal service establishment, restaurant, retail store and retirement home.

Apartment buildings are permitted in the CBD-B Zone subject to compliance with regulations on such matters as maximum density, maximum height, minimum building setbacks and parking. The maximum building height permitted in the CBD-B Zone is 12 metres (39.37 ft.) and the maximum permitted density is 550 units per hectare

(223 u/ac.). In this particular case, the proposed development does not comply with the regulations.

The current zoning would permit a 4-storey apartment building or mixed use building with up to 127 dwelling units, subject to compliance with regulations such as minimum parking requirements.

The Applicant has submitted an application to amend Zoning By-law 60-94 to rezone the Subject Site from a generic CBD-B (Central Business District) Zone to a CBD-B Zone subject to a special condition to permit the proposed 12-storey residential apartment building with 140 apartment units. In order to implement the proposed building/site design, special regulations are proposed such as increased residential density, increased building height, reduced required parking and reduced building setbacks to street lines above 20 metres (65.6 ft.) in height.

This Department has no objection to the approval of the application to amend Zoning By-law 60-94 for the Subject Site which would:

- Rezone the Subject Site from CBD-B (Central Business District) to an appropriate site specific CBD-B Zone to permit a maximum density of 608.69 units per hectare (246.46 u/ac.) (140 apartment units); and,

- Implement site specific zoning regulations to facilitate the proposed site and building designs, including the establishment of certain performance standards such as maximum building height, minimum required parking and minimum building setbacks to street lines above 20 metres (65.6 ft.) in height.

This Department has no objection to the approval of the subject application to amend Zoning By-law 60-94. Section 5.5 of this Report sets out the rationale for this position.

5.4 Site Design/Land Use Considerations

The Applicant proposes to develop a new 12-storey, 140 unit condominium apartment building on the Subject Site (see Attachment 2).

The proposed building includes parking on two aboveground levels incorporated into the base of the building, and one level of underground parking, with driveway access from Athol Street West.

The proposed building also includes the following features:

- A rooftop garden/amenity area and an outdoor amenity area at grade;
- Private balconies along the north and south elevations for each apartment unit; and,
- Indoor communal amenity spaces.

In support of the proposed site design/development the Applicant has submitted, on behalf of the Owner, a variety of plans and documents including a site plan, floor plans, elevation plans, shadow impact plans, planning justification report, landscape plans, arborist report, grading plan, servicing plan, functional servicing and stormwater management report,

heritage impact assessment, archaeological assessment, environmental site assessment, transportation impact study and parking assessment.

Detailed design matters will be reviewed during the processing of a future application for site plan approval to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies if the subject application is approved.

Some of the specific matters this Department will be reviewing during the processing of the future site plan application, if the subject rezoning application is approved, include:

(a) Site/building design matters including driveway access, parking, refuse storage and collection, loading, building architecture, fire access and landscaping;

(b) Servicing and stormwater management matters;

(c) Transportation considerations;

(d) Noise attenuation;

(e) The environmental condition of the Subject Site given historical land uses in the area; and,

(f) Crime Prevention Through Environmental Design matters.

5.5 Basis for Recommendation

This Department has no objection to the application to amend Zoning By-law 60-94 for the following reasons:

(a) Developing a vacant property to a more intensive use in the Downtown Oshawa Urban Growth Centre conforms to the Provincial Growth Plan and is consistent with the Provincial Policy Statement;

(b) The proposed development conforms to the Durham Regional Official Plan and O.O.P.;

(c) The Subject Site is already designated and zoned to permit apartment buildings albeit at a lower height and density;

(d) The proposed development is appropriate in terms of use, form and scale given its location in the Downtown Oshawa Urban Growth Centre along a Type 'B' Arterial Road at an intersection with a local road and in close proximity to similarly sized buildings (Oshawa City Hall and Michael Starr Building);

(e) The proposed development is transit supportive given its proximity to Durham Region Transit and GO Transit bus stops and routes;

(f) The proposed development promotes active transportation opportunities given the site's proximity to a variety of amenities in and around downtown Oshawa (e.g. the Tribute Communities Centre, Y.M.C.A., Regent Theatre, Midtown Mall, Oshawa Public

Library – McLaughlin Branch, banks, restaurants, retail stores, offices) and access to the Athol Street Cycle Track, Joseph Kolodzie Oshawa Creek Trail and Michael Starr Trail;

(g) The proposed development can be designed to be compatible with adjacent land uses;

(h) The proposed development will make efficient use of existing municipal services such as water and sanitary services;

(i) The proposed building does not negatively impact nearby heritage buildings; and,

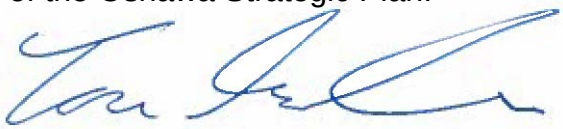
(j) The proposed development represents good planning.

6.0 Financial Implications

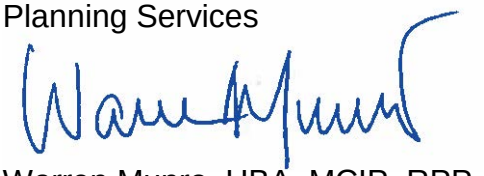
There are no financial implications associated with the recommendation in this Report.

7.0 Relationship to the Oshawa Strategic Plan

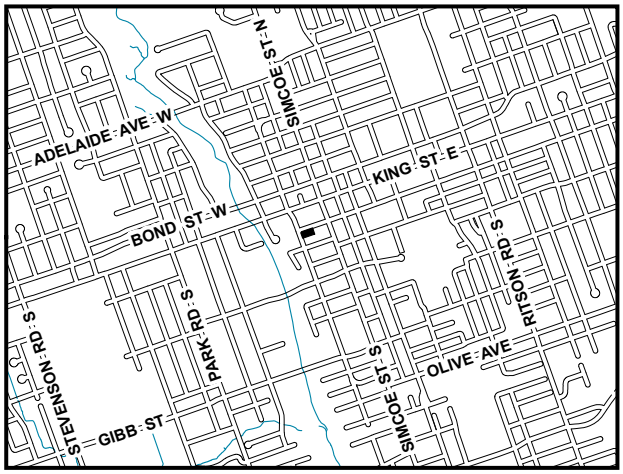
The Recommendation advances the Economic Prosperity and Financial Stewardship goal of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department



Item: ED-23-114
Attachment 1

Economic and Development Services

Subject: Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc.
Address: 39 Athol Street West
Ward: Ward 4
File: Z-2023-01

N

Subject Site

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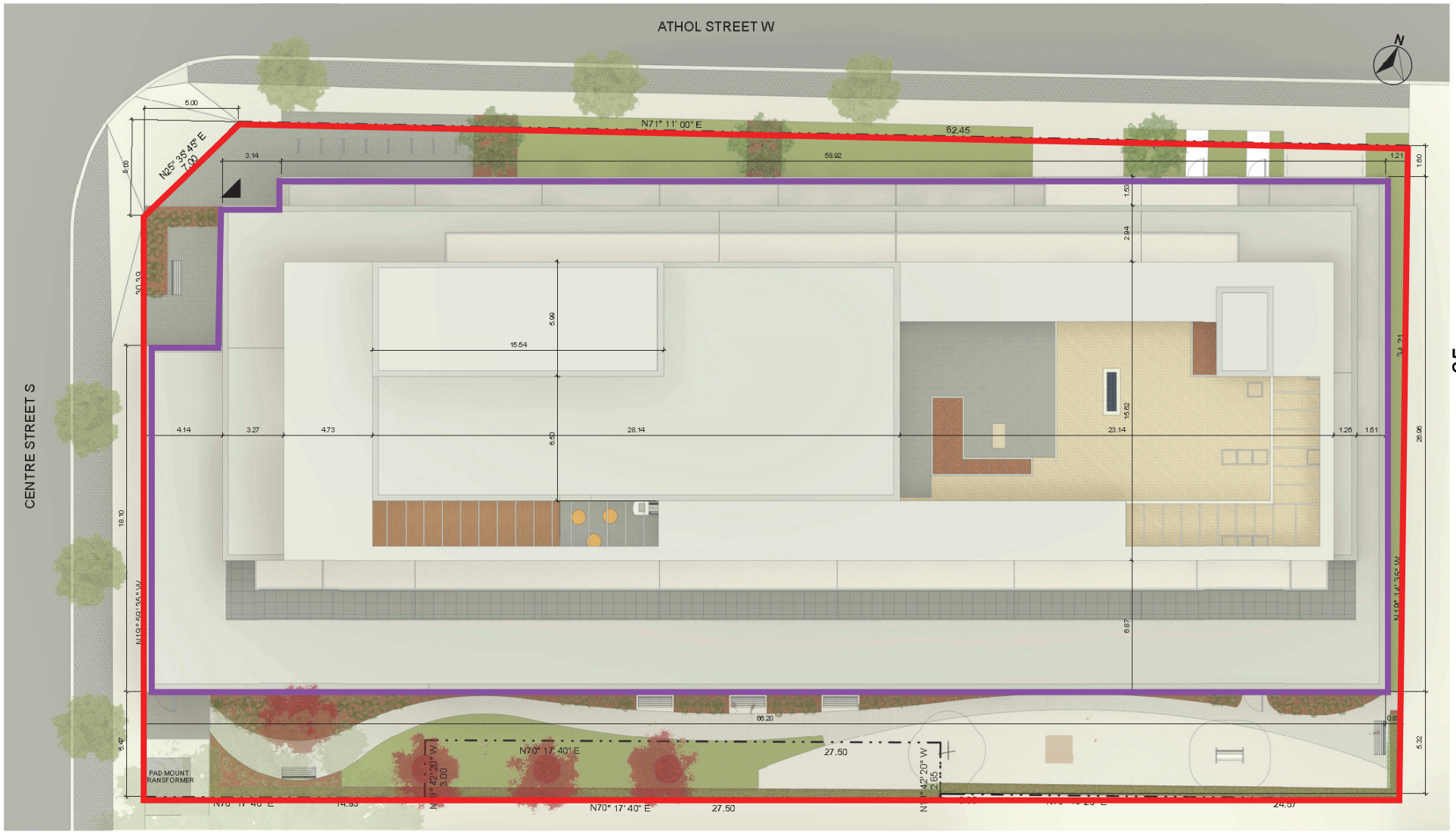
Item: ED-23-114
Attachment 2

Title: Proposed Site Plan Submitted by the Applicant
Subject: Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc.
Address: 39 Athol Street West
Ward: Ward 4
File: Z-2023-01

City of Oshawa
Economic and Development Services



1 Site
1 : 100

Subject Site
Proposed Apartment Building

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List of Permitted Uses in the CBD (Central Business District) Zones:

CBD (Central Business District) Zones

(a) Animal hospital
(b) Apartment building
(c) Apartment hotel
(d) Art gallery
(e) Automobile rental establishment
(f) Automobile repair garage
(g) Bus depot
(h) Church
(i) Cinema
(j) Club
(k) Commercial recreation establishment
(l) Convention centre
(m) Craft Brewery
(n) Crisis care residence
(o) Cultural centre
(p) Day care centre
(q) Financial institution
(r) Flat
(s) Funeral home
(t) Hospital
(u) Hotel
(v) Lodging house
(w) Long Term Care Facility
(x) Merchandise service shop
(y) Museum
(z) Nursing home
(aa) Office
(bb) Parking garage or parking lot
(cc) Personal service establishment
(dd) Printing establishment
(ee) Restaurant
(ff) Retail store
(gg) Retirement home
(hh) School
(ii) Studio
(jj) Tavern
(kk) Television or radio broadcasting station or studio
(ll) Theatre
(mm) Trade centre

Excerpts from the Minutes of the Development Services Committee Meeting held on March 6, 2023

Application ED-23-52

Presentation

Independent Project Managers - Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West

Dave Meredith, Independent Project Managers, provided a presentation concerning the Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West.

Members of the Committee questioned Dave Meredith.

Delegations

Michele Cauley - Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West

Michele Cauley addressed the Economic and Development Services Committee concerning the Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West expressing concerns if they will incorporate any solar in the building structure.

Correspondence

None.

Reports

ED-23-52 - Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West (Ward 4)

Moved by Councillor Chapman

That, pursuant to Report ED-23-52 dated March 1, 2023, concerning the application submitted by Independent Project Managers on behalf of Central Clear View Developments Inc. to amend Zoning By-law 60-94 (File Z-2023-01) to permit the development of a 12-storey, 140 unit apartment building at 39 Athol Street West, staff be directed to further review and prepare a report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Motion Carried

Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-117
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Recommended Part II Plan for the Columbus Planning Area, and Related Amendments to the Oshawa Official Plan
Ward:	1
File:	12-03-1453

1.0 Purpose

The purpose of this Report is to:

1. Present recommended amendments to the Oshawa Official Plan (the "O.O.P.") that are required to implement the following:
    - A Part II Plan for the Columbus Planning Area ("Columbus Part II Plan"); and,
    - Reciprocal amendments to Part I of the O.O.P. to ensure appropriate integration with the new Part II Plan for the Columbus Planning Area.
2. Obtain Council endorsement of the Columbus Community Urban Design Guidelines.

The recommended Columbus Part II Plan and related amendments to the O.O.P. are intended to guide and advance development of the area generally bounded by the South Columbus Industrial Area to the south, the west branch of the Oshawa Creek to the west, the east branch of the Oshawa Creek to the east and Howden Road to the north as the next major residential community in the City of Oshawa.

Attachment 1 is a map showing the location of the lands subject to the recommended Columbus Part II Plan.

Attachment 2 is copy of the recommended amendments to Part I of the O.O.P., with blackline changes and highlights to indicate the differences between the amendments presented at the Planning Act public meeting on March 6, 2023, and the amendments recommended in this Report. Reciprocal amendments to the Part I Plan are needed to ensure appropriate integration with the new Columbus Part II Plan.

Attachment 3 is a copy of the recommended amendment to the O.O.P. to introduce the Columbus Part II Plan, with blackline changes and highlights to indicate the differences between the Columbus Part II Plan presented at the Planning Act public meeting on March 6, 2023 and the Columbus Part II Plan recommended in this Report.

Attachment 4 is an unedited copy of the recommended amendments to Part I of the O.O.P.

Attachment 5 is an unedited copy of the recommended amendment to the O.O.P. to introduce the Columbus Part II Plan.

Attachment 6 is a table containing a summary of the key comments and requested changes to the previously proposed draft amendments received from agencies and landowners, pursuant to the March 6, 2023 Planning Act public meeting, together with a staff response. This attachment generally includes comments that have resulted in revisions to the proposed draft amendments or, where City staff disagreed with the comment, provides a rationale in this regard. Comments from internal City departments and other minor changes that improve grammar or clarity are not included in the summary table but are reflected in Attachments 4 and 5.

Attachment 7 is a copy of the Columbus Community Urban Design Guidelines that have been developed for the Columbus Part II Planning Area and surrounding lands. Owing to the size of the document, it is not attached to this Report but can be viewed at the following link: https://www.oshawa.ca/en/city-hall/development-studies.aspx.

Attachment 8 is a copy of the meeting minutes from the February 8, 2023 Columbus Community Advisory Committee meeting.

A public meeting was held on March 6, 2023 concerning the proposed City-initiated amendments to introduce a Columbus Part II Plan and related amendments to Part I of the O.O.P. to facilitate the introduction of the same. At the conclusion of the meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the proposed City-initiated amendments and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the public meeting form Attachment 9 to this Report.

As a result of the March 6, 2023 public meeting, Planning Services staff have revised the proposed amendments to introduce a new Part II Pan for the Columbus Planning Area as well as to introduce reciprocal changes to Part I of the O.O.P. necessary to ensure appropriate integration with the new Columbus Part II Plan.

The key differences between the proposed amendments to Part I of the O.O.P. presented at the March 6, 2023 Planning Act public meeting (Attachment 2) and the recommended amendments to Part I of the O.O.P. (Attachment 4) are as follows:

- Updating Policy 3.2.5 to include a reference to the Columbus Special Policy Area;

- Adding a new policy under Section 3.2, “Roads System”, to permit the reclassification of a future Type “C” arterial road to a collector road, without an amendment to the

O.O.P., in the event that further study determines that this reclassification is appropriate;

- Redesignating two small areas of Residential land to Industrial on Schedule ‘A’, Land Use, to align with the updated Columbus Part II Planning Area boundary;

- Deleting two future collector roads and realigning one future collector road on Schedule ‘B’, Road Network;

- Extending a future east-west collector road east to Ritson Road North;

- Reclassifying the future east-west Type “C” arterial road located midblock between Columbus Road and Howden Road as a future collector road and extending this future connection west to Thornton Road North on Schedule ‘B’, Road Network;

- Extending Bridle Road north across Highway 407 East as a future Type “C” arterial road, which will resolve Deferral 5 (D5) on Schedule ‘B’, Road Network;

- Removing the small future Type “C” arterial road designation between Winchester Road West and Highway 407 East, which would fully resolve D5 on Schedule ‘B’, Road Network;

- Adding a future Type “C” arterial connection between the Oshawa boundary and Thornton Road North, connecting from the future east-west Type “C” arterial road located in the South Columbus Industrial Area; and,

- Adjusting the shape and size of a natural heritage feature located outside of the Columbus Part II Planning Area boundary.

The key differences between the proposed Columbus Part II Plan presented at the March 6, 2023 Planning Act public meeting (Attachment 3) and the recommended Columbus Part II Plan (Attachment 5) are as follows:

- One public elementary school and one public secondary school have been deleted and replaced with appropriate residential designations. One separate elementary school has been shifted to a new location to account for the deletion of the public elementary school and to be located adjacent to a Neighbourhood Park;

- A proposed east-west Type “C” arterial road located approximately midway between Columbus Road and Howden Road, extending between the two proposed north-south Type “C” arterial roads has been reclassified as a collector road with a minimum 26 metre right-of-way;

- Two collector roads have been deleted and one collector road located in the southwest quadrant of the Columbus Part II Planning Area has been realigned;

- The two Mixed Use Node II sites located on the north side of Columbus Road West, west of Simcoe Street North have been combined into one continuous parcel and realigned;

- The lands north of Columbus Road West on the west side of the north-south Type "C" arterial road that were previously designated as Mixed Use Node II has been replaced with Medium Density I Residential;

- The land use configurations in the southwest quadrant of the Columbus Part II Planning Area have been rearranged, and the Medium Density II Residential lands located west of Thornton Road North have been replaced with Medium Density I Residential;

- The High Density I Residential block located on the western boundary of the Columbus Part II Planning Area, north of Columbus Road West has been reduced in size;

- The land use designations in the northwest quadrant of the Columbus Part II Planning Area have been reduced to lower density designations (e.g. some Medium Density II Residential lands have been replaced with Medium Density I Residential and some Medium Density I Residential lands have been replaced with Low Density Residential);

- There are new height restrictions in the Columbus Special Policy Area for future development;

- The minimum net residential density for Low Density Residential has decreased from 26 units per hectare (10.5 u/ac.) to 24 units per hectare (10 u/ac.); and,

- The maximum net residential density for Medium Density II Residential has increased from 90 units per hectare (36 u/ac.9) to 95 units per hectare (38 u/ac.).

The Province of Ontario introduced Bill 23 on October 25, 2022 to ensure municipalities grow and plan for an accelerated supply of housing to meet the needs of all in the Province of Ontario. Bill 23 received Royal Assent on November 28, 2022. As a result of Bill 23, the amount of parkland that the City can collect (or money that the City can collect to be used to acquire parkland) in a residential development has been reduced by 50%, limiting the amount of planned parkland in Columbus. The key differences between the proposed Columbus Part II Plan presented at the March 6, 2023 Planning Act public meeting (Attachment 3) and the recommended Columbus Part II Plan (Attachment 5) related specifically to parkland are as follows:

- The Community Park has been reduced in size from 12.0 hectares (29.6 ac.) to 8.5 hectares (21.0 ac.);

- All Neighbourhood Parks have been reduced from either 4.1 hectares (10.1 ac.) or 2.1 hectares (5.2 ac.) to 2.0 hectares (4.9 ac.) in size; and,

- There is no longer a Neighbourhood Park I and Neighbourhood Park II designation. There is now only one standard Neighbourhood Park designation.

The recommended amendments, if approved, will result in the adoption of a new Columbus Part II Plan. The Columbus Part II Plan identifies required improvements to certain municipal infrastructure (e.g. roads). The Columbus Study process to date has proceeded in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment ("E.A.") Act requirements. The Columbus Study has followed

the Master Planning process (Approach 4 – Integration with the Planning Act) and addresses Phases 1 and 2 of the Municipal Class E.A. process. While the Columbus Study satisfies Phases 1 and 2 of the Municipal Class E.A. requirements for Schedule A, A+ and B projects identified by the Columbus Study (i.e. required improvements to certain municipal infrastructure such as roads), all projects identified as Schedule C will require further study through subsequent phases of the Municipal Class E.A. process.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-117 dated May 31, 2023, the City-initiated amendment to Part I of the Oshawa Official Plan (File: 12-03-1453) to put in place amendments to the Part I Plan necessary to ensure the appropriate integration of a new Part II Plan for the Columbus Planning Area, as contained in Attachment 4 of said Report, be adopted generally in accordance with the comments in the Report and be forwarded to the Region for approval.

2. That, pursuant to Report ED-23-117 dated May 31, 2023, the City-initiated amendment to introduce a Part II Plan for the Columbus Part II Planning Area (File: 12-03-1453) to serve as a guide for development or redevelopment, as contained in Attachment 5 of said Report be adopted generally in accordance with the comments in the Report and be forwarded to the Region of Durham for approval.

3. That the Region of Durham be requested to amend the Durham Regional Official Plan to implement the City's proposed amendments in accordance with the comments contained in Report ED-23-117 dated May 31, 2023.

4. That the Columbus Community Urban Design Guidelines, as shown in Attachment 7 of Report ED-23-117 dated May 31, 2023, be endorsed as the Columbus Community Urban Design Guidelines for the Columbus Part II Planning Area.

3.0 Executive Summary

This Report recommends the approval of two amendments to the Oshawa Official Plan that are required to implement the following:

- A Part II Plan for the Columbus Planning Area; and,

- Reciprocal amendments to the Part I Plan to ensure the appropriate integration of the new Part II Plan for the Columbus Planning Area.

The recommended amendments are intended to advance and guide the development of a major new residential community and would result in approximately 369 hectares (912.33 ac.) of land being designated for residential uses, mixed uses, parkland and community uses and the protection of approximately 90 hectares (222.4 ac.) of land in the Columbus Planning Area that form part of the City's Natural Heritage System.

The recommended amendments conform with the Provincial Growth Plan, are consistent with the Provincial Policy Statement, are compatible with existing land uses in the area, will advance development in this area of the City and represents good planning.

The recommended amendments, if adopted by City Council, will be forwarded to the Region of Durham for approval.

4.0 Input From Other Sources

4.1 Other Departments and Agencies

The Economic and Development Services Department received a number of comments from internal City departments and various agencies on the proposed amendments. These comments were comprehensively and holistically reviewed by staff. Where appropriate, modifications to the proposed amendments as presented at the March 6, 2023 Planning Act public meeting were incorporated to address certain comments (see Attachments 4 and 5). Attachment 6 contains a summary of the key comments received from various agencies and stakeholders including landowners, together with a staff response.

Staff note that certain agencies (e.g. the Ministry of the Environment, Conservation and Parks, Ministry of Citizenship and Multiculturalism, etc.) also provided comments on other supporting documents related to the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study ("Columbus Study"). These were addressed as appropriate to support the advancement of the recommended amendments contained in this Report.

4.2 Public Comments

On March 6, 2023, a Planning Act public meeting was held. One (1) resident addressed the Economic and Development Services Committee. A copy of the minutes of the Planning Act public meeting form Attachment 9 to this Report.

The Economic and Development Services Department also received a variety of correspondence from members of the public regarding the proposed Columbus Part II Plan.

Key concerns or comments raised by the public at the Planning Act public meeting and through the above noted correspondence are set out below, together with a staff response.

4.2.1 Loss of Cultural Heritage Resources through Road Widenings

Comment:

A comment was made concerning the potential loss of cultural heritage resources through road widenings along Simcoe Street North and Columbus Road. A recommendation was made that the Part II Plan include language specifically noting that Simcoe Street North will not be widened.

Staff Response:

The Region of Durham has made a commitment to keep Simcoe Street North at two lanes of through traffic through the existing community (rather than widening it to four lanes as previously recommended in the Region's Transportation Master Plan). However, implementing this through policy text in the O.O.P. would not be appropriate as it could preclude potential widenings for purposes such as accommodating active transportation facilities (e.g. bicycle lanes) or beautification (e.g. vegetated centre medians) in the future. The Region is willing to work with the City to advance the commitment to two lanes of traffic, to implement measures to help control traffic speeds and to improve the pedestrian environment on Simcoe Street North.

4.2.2 Simcoe Street North and Columbus Road within the Columbus Special Policy Area

Comment:

A comment was made that permitting certain development along Simcoe Street North and Columbus Road within the Columbus Special Policy Area effectively abolishes most of the protective intent of the Columbus Special Policy Area, owing to the fact that most of the properties in that area abut or are adjacent to Simcoe Street North or Columbus Road.

Staff Response:

Staff are recommending an amendment to Policy 3.2.5 in Part I of the O.O.P. to include a reference to the Columbus Special Policy Area, which will assist in protecting the existing properties along Simcoe Street North and Columbus Road (see Attachments 2 and 4).

4.2.3 Timing and Notification of Design and Development

Comment:

Comments were made regarding the timing of design and development in Columbus, and whether or not residents would be notified when actual development is scheduled and/or commences.

Staff Response:

The detailed design phase for development in the Columbus Part II Plan would not begin until after the Part II Plan is finalized and adopted.

Staff continue to estimate that construction may begin in five to ten years, but it is dependent on servicing and the completion of additional studies that are required to be completed before construction commences (e.g. Phases 3 and 4 of the Municipal Class Environmental Assessment process).

For subdivision applications, the Planning Act requires a municipality to issue a notice of complete application in the newspaper when a developer submits an application and it is determined to be complete (i.e. when all fees and materials have been submitted). A public meeting would only be held for a subdivision application if there is an associated

Official Plan amendment or Zoning By-law amendment, owing to the fact that the Province recently amended the Planning Act to remove the requirement for public meetings for subdivision applications.

For Zoning By-law amendment applications, the Planning Act requires a notice of complete application and a public meeting. Notice of a complete application is posted on the property facing the street and sent out to property owners within 120 metres of the proposed development site. Notice of the public meeting is sent to property owners within 120 metres of the proposed development site and is also advertised in the newspaper.

A public meeting is not required under the Planning Act for site plan applications, nor is the issuance of a notice to the public of a complete site plan application.

It is unknown at this time when road construction may take place. This would be largely dependent on timing for the extension of services to the Columbus community. Staff note that before any road construction is scheduled, Phases 3 and 4 of a Municipal Class E.A. (which generally requires at least two years to conduct) and detailed design work (which generally requires at least two more years following the E.A. to complete) must be completed for all major roads before construction can be scheduled.

4.2.4 Bill 23, More Homes Built Faster Act, 2022 ("Bill 23") Impacts

Comment:

A comment was made seeking clarity on what impacts Bill 23 will have on the development of Columbus.

Staff Response:

Generally, as a result of Bill 23, the amount of parkland that the City can collect (or money that the City can collect to be used to acquire parkland) has been significantly reduced. This has limited the amount of planned parkland in Columbus, including a reduction in the size of all of the proposed parks.

The Natural Heritage System and the Greenbelt lands in Oshawa are not anticipated to be impacted as a result of Bill 23. In addition, Bill 23 is not anticipated to appreciably reduce the timeframe before which the development process of actual construction could begin in Columbus. As previously noted, staff estimate construction beginning in five to ten years.

4.2.5 Nuisance during Construction

Comment:

Comments were made concerning the impact of construction (e.g. increased traffic, noise and dirt) on the existing Columbus community.

Staff Response:

Potential construction impacts will be a temporary inconvenience for neighbouring residents during the development of the Columbus Part II Plan. However, the City has

both a Noise By-law and Dust and Mud Control By-law that all future developers must adhere to.

4.2.6 Columbus Heritage Conservation District

Comment:

A comment was made that the Heritage Conservation District Study for Columbus should be pursued as quickly as possible.

Staff Response:

During the deliberations for the 2023 budget, Council made a decision to defer funding for a Heritage Conservation District Study in Columbus until the Part II Planning process is complete, including resolution of any potential appeals.

4.2.7 Protection of Cultural Heritage Resources

Comment:

A comment was made that there remain properties of cultural heritage value in areas designated for mixed use and medium density residential development on Columbus Road East and Simcoe Street North that lack protection.

Staff Response:

Policy 8.8.4.2.3 of the Columbus Part II Plan is intended to protect and conserve the cultural heritage resources located in the Mixed Use Node I designation located specifically in the northeast quadrant of Columbus Road East and the future north-south Type “C” arterial road. Policy 8.8.11.3 also aims to protect and conserve all cultural heritage resources in the Columbus community, as this policy identifies that the preferred approach to the conservation and preservation of any built heritage resources documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report is retention in situ, through integration and/or adaptive re-use.

4.2.8 Water Quality and Quantity

Comment:

Comments were made regarding potential impacts to water quality and quantity as a result of construction in Columbus. Clarification was also requested regarding private “drilled” wells vs. private “dug” wells, as well as what constitutes an “adjacent property” in the context of Policy 8.8.10.11 in the Columbus Part II Plan.

Staff Response:

Policy 8.8.10.11 identifies that:

> “*Development* involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private wells shall ensure

> that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of such adjacent properties. In this regard, a plan to ensure pre *development* testing of the well water on adjacent sites shall be developed in consultation with the City, generally using the recommended monitoring approach for private well monitoring as outlined in the C.S.W.S., and execution of said plan shall be with the consent of the owner to establish baseline well water quality conditions."

Staff note that the word "drilled" has been removed from this policy so that only "private wells" are referenced, such that the policy would apply to either drilled or dug wells.

The definition of "adjacent property" is largely based on contextual conditions and would be determined on a site-by-site basis in the context of Policy 8.8.10.11. Once development applications for Columbus are submitted, staff would require the applicants to hire a qualified Professional Geoscientist or Engineer and/or Environmental Professional specializing in hydrogeology to determine what would appropriately qualify as an "adjacent property" to each respective development site, to the satisfaction of the City.

4.2.9 Property Taxes

Comment:

A comment was made regarding the impact to property taxes for existing Columbus residents. As well, a request was made for a decrease in property taxes for existing Columbus residents during future construction.

Staff Response:

Property taxes are based on property assessments as determined by the Municipal Property Assessment Corporation (M.P.A.C.). Annual property taxes are distributed among the full assessment base for a municipality. Growth increases the assessment base for the annual property tax distribution. Where there is a significant increase in the assessment base growth for a municipality, this may impact the individual tax burdens positively.

Municipalities avoid funding tax relief for properties located within specific areas, as the burden of sourcing such tax relief to a select number of property owners would be through an increase in property taxes for all property owners within the municipality. The current value assessment contains the location implications in its determination.

Property owners that claim development is impacting their property assessment may present their case to M.P.A.C. through an appeal process. Property owners that do not agree with their property assessment as determined by M.P.A.C. may file an assessment appeal through the Request for Reconsideration process.

A Request for Reconsideration will prompt M.P.A.C. to complete a full review of the application property. This full review may result in an amendment to the current value assessment according to the assessment methodologies guide for the realty tax class applicable to the application property. This request would require an M.P.A.C. assessor to

visit the application property in order to review all of the recorded specifics of the originating assessment to ensure the current assessment is correct and update any incorrect specifications according to the methodologies guide for the applicant realty tax class.

4.2.10 Impacts to the Greenbelt and Open Space and Recreation Lands

Comment:

Comments were made regarding the impacts of future development on the Greenbelt and Open Space and Recreation lands.

Staff Response:

Any lands that are within the Greenbelt boundary and/or are designated Open Space and Recreation on Schedule "A" – Columbus Land Use and Road Plan, are not intended to be developed and are not anticipated to change significantly (although minor modifications to the extent of these areas may be permitted). The Greenbelt boundary in Oshawa has not changed as a result of Bill 23.

The City would not typically entertain the re-designation of Open Space and Recreation lands. They are intended to be used predominately for recreation, conservation, reforestation, cemeteries, various gardens, existing golf courses and campgrounds.

4.2.11 Crime

Comment:

A comment was made concerning a potential increase in crime in Columbus, once development begins and the population of Columbus increases.

Staff Response:

Crime falls under the jurisdiction of Durham Regional Police Services. The City has previously circulated Columbus Study materials to the Durham Regional Police Services for their review and comment.

4.2.12 Howden Road

Comment:

Comments were made concerning the impact that future development will have on Howden Road between Simcoe Street North and Ritson Road North, including traffic concerns and the potential widening of Howden Road. Comments were also made concerning Howden Road's current designation as a Type "A" arterial road.

Staff Response:

Howden Road has been designated as a Type "A" arterial road in the O.O.P. for several decades. In addition, all of the draft land use and transportation maps shared throughout

the duration of the Columbus Study have identified Howden Road as a Type “A” arterial road.

The transportation analysis that has been completed as part of the Columbus Study does not project Howden Road to have a significant increase in traffic. However, the Columbus Transportation Master Plan Final Report recommends that a portion of Howden Road receive additional streetscaping (the portion between the two proposed north-south Type “C” arterial roads located east and west of Simcoe Street North), as well as lane configuration improvements at various existing stop signs and new stop-controlled intersections.

As a result of a comment made at a previous Public Information Centre for the Columbus Study, staff have included language in the Columbus Part II Plan to accommodate the movement of farm vehicles and access to farm properties along Howden Road as part of the design of vegetated medians.

Any development on the south side of Howden Road (i.e. lands within the Columbus Part II Planning Area boundary) would be developed in accordance with the final Columbus Part II Plan. Currently, there are no future plans for development along the north side of Howden Road where it abuts Columbus Planning Area. These lands, which are located outside of the Columbus Part II Planning Area boundary, are within the Greenbelt Protected Countryside area.

Regarding the concerns related to the widening of Howden Road, staff note that there are no recommendations to widen Howden Road at this time. For further clarity, the design of the active transportation network (e.g. bike lanes, etc.) and the general road network in Columbus will be studied further in the next phases of the E.A. process. There is a possibility that some properties may be impacted. However, Phases 3 and 4 of the E.A. process will consider alternative design solutions for bike lanes/trails, with due consideration for all potential impacts of each alternative. This includes impacts to property, natural environment, costs, transportation service, ease of implementation, etc. When the City proceeds with Phase 3 of the E.A. process, residents will be notified and will have the opportunity to provide input to the alternative design solutions when they are developed further.

4.2.13 Road Widenings

Comment:

A comment was made regarding road widenings in general, and the process for which they are taken.

Staff Response:

Road widenings are ideally taken through the development application process. However, if a widening is required to facilitate the reconstruction of a road and the segment to be widened does not fall within the area of an active development application, the City or Region would initiate a dialogue with the property owner(s) to purchase the

required lands. In such instances, residents would be compensated for the land required for the road widening.

4.2.14 Agricultural Impacts

Comment:

Comments were made concerning the lack of Agricultural Impact Assessments completed for Columbus and the impact that future development will have on nearby agricultural properties. Comments were also made regarding the need to protect for agriculture in general, as well as a recommendation for the City to consider the use of Minimum Distance Separation and Agricultural Impact Assessments, regardless of the proposed land use. Concerns were also made related to staff's experience with agricultural planning and agricultural stakeholders not being consulted throughout the Columbus Study.

Staff Response:

The lands within the Columbus Part II Planning Area boundary are within the Major Urban Area boundary and do not require Agriculture Impact Assessments. For additional clarity, Schedule 'A' – Land Use of the O.O.P. identifies that all of the lands within the Columbus Part II Planning Area boundary are designated as Residential or Open Space and Recreation. There are no designated Prime Agricultural lands within the Columbus Part II Planning Area boundary. The lands on the north side of Howden Road are designated either as Prime Agricultural or Open Space and Recreation. Section 2.8 of the O.O.P. contains Prime Agricultural policies intended to preserve quality farmland in order to protect a non-renewable resource, encourage agricultural operations and support community food security. Lands designated as Prime Agricultural shall be protected as a significant element of the overall Regional economy and a secure source of food and for long-term use for agriculture.

However, Minimum Distance Separation requirements as prescribed by the Province will still be assessed as part of the development review process. There are various scenarios, each containing different information/formulas, which are outlined in the Province's "Minimum Distance Separation (M.D.S.) Document – Formulae and Guidelines for Livestock, Facility and Anaerobic Digester Odour Setbacks." As well, staff will consider additional requirements (i.e. more detailed reports) related to agricultural impacts, depending on the location of the future development in Columbus (e.g. for development applications on the south side of Howden Road). For development outside of the Major Urban Area boundary and located on prime agricultural lands, staff would follow all necessary requirements as prescribed by the Province.

Lastly, planners are required to follow the legislated requirements and planning processes prescribed by the Province under the Planning Act and via the Provincial Policy Statement, Growth Plan, Greenbelt Plan, etc. These planning documents include requirements and policies related to agricultural planning, which all planners are required to adhere to.

4.2.15 Consultation

Comment:

A comment was made concerning the consultation process, specifically that independent landowner stakeholders were not involved in the planning process and the development of the various land uses.

Staff Response:

All stakeholders have been consulted throughout the Columbus Study process (including the public, various agencies, developers, and City and Regional staff). This includes all landowners (i.e. "the public") and not just members of the Columbus Developers' Group.

Staff have held four Public Information Centres (P.I.C.s) and one statutory Planning Act public meeting to date, as well as sought comments from all stakeholders on the initial three proposed land use alternatives, as well as both the draft preferred land use and road plan and draft recommended land use and road plan. Based on the comments received from all stakeholders and the background information that was prepared at the beginning stages of the Columbus Study, the Project Team (made up of City staff and the City's consultants) has developed through an iterative process a recommended land use plan for Columbus, based on comments received from all stakeholders over the course of undertaking the Columbus Study.

4.3 Columbus Community Advisory Committee

The Columbus Community Advisory Committee ("C.A.C.") has met five times throughout the duration of the Columbus Study.

The C.A.C. most recently met on February 8, 2023 to review the latest Columbus Study materials, including the previously circulated draft recommended land use and road plan. The C.A.C. members had a number of questions and comments which were recorded and answered, a summary of which can be found in the C.A.C. meeting minutes contained in Attachment 8.

5.0 Analysis

5.1 Background

In 2017, the City of Oshawa initiated the Columbus Study to advance development in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment Act requirements, as per the Council-approved Terms of Reference. As part of the Columbus Study process, the City retained Macaulay Shiomi Howson Ltd. ("M.S.H.") as the lead consultant.

The Columbus Study will help to guide future growth and development within the Columbus Part II Planning Area, taking into consideration the following:

- The historical context of the community;

- The cultural heritage of the area;
- Land use;
- Scale of development;
- Transportation and servicing infrastructure; and,
- The protection and enhancement of environmental and natural features.

The Columbus Part II Planning Area is generally bounded by the South Columbus Industrial Area to the south, the west branch of the Oshawa Creek to the west, the east branch of the Oshawa Creek to the east and Howden Road to the north (see Attachment 1).

On January 30, 2023, pursuant to Report ED-23-09, dated January 4, 2023, Council authorized Economic and Development Services staff to initiate the statutory public process under the Planning Act for Council to consider a proposed amendment to the O.O.P. to introduce a Columbus Part II Plan.

5.2 Durham Regional Official Plan and Oshawa Official Plan

5.2.1 Land Use Designations in Official Plans

The subject lands (i.e. the lands comprising the Columbus Part II Planning Area) are designated Residential and Open Space and Recreation in the O.O.P. and Living Areas in the Durham Regional Official Plan (the “D.R.O.P.”).

5.2.2 Environmental Management in the Oshawa Official Plan

In the O.O.P., certain parts of the Columbus Part II Planning Area are identified as:

- Natural Heritage System;
- Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System; and,
- Hazard Lands.

The Natural Heritage System refers to a connected system of environmental components including key natural heritage features, key hydrologic features, riparian corridors and areas identified for natural cover regeneration/restoration that will improve connectivity and habitat. These components of the Natural Heritage System are shown on Schedules ‘D-1’ and ‘F1-A’ of the O.O.P.

Hazard Lands refer to lands having physical characteristics such as poor drainage, swamps, organic soils, flood and erosion susceptibility, steep slopes, instability or any other physical conditions which could cause property damage, loss of life or damage to the environment if developed upon.

5.2.3 Transportation Network in the Oshawa Official Plan

The O.O.P. designates a hierarchy of roads consisting of Type “A”, “B” and “C” arterial roads and collector roads.

In the O.O.P., a grid pattern of roads is currently designated in the Columbus Study area as follows:

- Simcoe Street North is designated as a Type “B” arterial road and is identified as a Regional Transit Spine, notwithstanding the Region’s commitment to keeping Simcoe Street North only two lanes through the existing community;
- Columbus Road is designated as a Type “B” arterial road and is identified as a Regional Transit Spine west of Simcoe Street North;
- Thornton Road North is designated as a Type “B” arterial road;
- Howden Road is designated as a Type “A” arterial road;
- Ritson Road North is designated as a Type “B” arterial road; and,
- Winchester Road is designated as a Type “B” arterial road.

The general function of each road type and the typical right-of-way width for existing and proposed roads in Columbus is as follows:

- Type “A” arterial roads are to carry large volumes of traffic and have a typical right-of-way width of 36 to 45 metres (118 to 148 ft.);
- Type “B” arterial roads are to carry moderate volumes of traffic and have a typical right-of-way width of 30 to 36 metres (98 to 118 ft.);
- Type “C” arterial roads are to carry lower volumes of traffic and have a typical right-of-way width of 26 to 30 metres (85 to 100 ft.); and,
- Collector roads are to carry moderate volumes of short distance travel and have a typical right-of-way width of 20 to 26 metres (66 to 85 ft.) in an urban setting or 30 metres (98 ft.) in a rural setting.

5.3 Recommended Amendments and Key Differences

5.3.1 General

The first recommended amendment is to Part I of the O.O.P. and lays the groundwork to ensure appropriate integration with the new Columbus Part II Plan.

The second recommended amendment introduces a Columbus Part II Plan to the O.O.P. to implement development in this area of the City.

5.3.2 Recommended Amendments to Part I of the Oshawa Official Plan

To ensure the recommended Columbus Part II Plan is appropriately integrated within the policy framework of the O.O.P., a number of minor reciprocal amendments to the Part I Plan are recommended (see Attachment 4).

The recommended amendments to the text of Part I of the O.O.P. generally involve the following:

- Adding a new site specific policy under Section 2.1.4, “Central Areas – Site Specific Policies”, to indicate that the lands designated as Local Central Area located north of Columbus Road West, west of Simcoe Street North in the proposed Mixed Use Node II designation shall be developed in accordance with the relevant provisions of the Columbus Part II Plan and that a retail impact study shall not be required for this specific Local Central Area;

- Removing the second occurrence of the word “future” from Policy 2.4.1.6(i2) so that the Columbus Part II Plan Area is not referred to in the future tense;

- Removing Section 2.14.3, “Columbus Special Development Area”;

- Updating Policy 3.2.5 to include a reference to the Columbus Special Policy Area;

- Adding a new policy under Section 3.2, “Roads System”, to permit the reclassification of a future Type “C” arterial road to a collector road, without an amendment to the O.O.P., in the event that further study determines that this reclassification is appropriate;

- Removing Policy 8.1.3(b) (xi) concerning a reference to a future Part II Plan for the Columbus Planning Area;

- Removing Policy 8.2.2 concerning a reference to preparing a Part II Plan for the Columbus Planning Area and updating the numbering for all subsequent policies; and,

- Adding a new policy under Section 8.2, “Part II Planning Areas”, to recognize that a Part II Plan has been prepared for the Columbus Planning Area and is contained in a new section of the O.O.P.

The recommended amendments would amend Schedule ‘A’, Land Use, of Part I of the O.O.P. by:

- Removing the Columbus Special Development Area boundary designation;

- Adding a Local Central Area designation corresponding to the Mixed Use Node II designation on Schedule “A” – Columbus Land Use and Road Plan (located on the north side of Columbus Road West, west of Simcoe Street North);

- Adjusting the boundary of the lands designated Open Space and Recreation to align with the Open Space and Recreation designation boundary as shown on Schedule “A” – Columbus Land Use and Road Plan; and,

- Redesignating two small areas currently designated as Residential to Industrial, to align with the updated Columbus Part II Planning Area boundary.

The recommended amendments would amend Schedule 'B', Road Network, of Part I of the O.O.P. by:

- Realigning the two future north-south Type "C" arterial roads located east and west of Simcoe Street North to align with the road patterns as shown in Schedule 'B' – Columbus Transportation Plan;

- Realigning the future east-west Type "C" arterial road located south of Columbus Road to align with the road pattern as shown in Schedule "B" – Columbus Transportation Plan;

- Reclassifying the future east-west Type "C" arterial road located midblock between Columbus Road and Howden Road as a future collector road and extending this future connection west to Thornton Road North;

- Extending Bridle Road north across Highway 407 East as a future Type "C" arterial road, which will resolve Deferral 5 (D5);

- Removing the small future Type "C" arterial road designation between Winchester Road West and Highway 407 East, which would fully resolve D5;

- Adding a new future east-west Type "C" arterial road connecting Thornton Road North to the westerly north-south future Type "C" arterial road noted above, as well as including a future connection between the Oshawa boundary and Thornton Road North; and,

- Adding a number of future collector roads to align with the collector roads as shown in Schedule "B" – Columbus Transportation Plan.

The recommended amendments would amend Schedule 'D-1', Environmental Management, of Part I of the O.O.P. by:

- Adjusting the boundary of the Natural Heritage System lands to align with the Natural Heritage System boundary as shown on Schedule "C" – Columbus Environmental Management Plan.

The recommended amendments would amend Schedule 'E', Part II Planning Areas, of Part I of the O.O.P. by:

- Adjusting the boundary of the Columbus Planning Area owing to refinements made to the boundary during the Part II Planning process.

The recommended amendments would amend Schedule 'F1-A', Natural Heritage System Components (Excluding High Volume Recharge Areas) of Part I of the O.O.P. by:

- Adjusting the boundary delineating Key Natural Heritage Features and Key Hydrologic Features to align with the Natural Heritage System boundary as shown on Schedule "C" – Columbus Environmental Management Plan.

5.3.3 Recommended Amendment to Introduce the Columbus Part II Plan to the Oshawa Official Plan

Attachment 5 is a copy of the recommended Columbus Part II Plan, which is intended to be the next major new residential community in Oshawa. The function of the Columbus Part II Plan is to identify detailed land use designations to serve as a guide for development or redevelopment. The community structure for the Columbus Part II Plan is established in Policy 8.8.2.1 of the Part II Plan which reads as follows:

> "Columbus will be a vibrant, healthy, and complete urban community that is focused on the historic four corners at the intersection of Columbus Road and Simcoe Street North and the approaches to the intersection.
>
> Future growth will be sensitive to the community's historical context and cultural heritage, considering land use compatibility, scale of development, and urban design.
>
> The Natural Heritage System, and a system of parks, open spaces and trails, will provide the framework for the balanced, sustainable development of the community including interconnected neighbourhoods."

Key features of the recommended Columbus Part II Plan include:

- A total Part II Plan area of approximately 557 hectares (1,376.3 ac.);
- A total Part II Plan developable area of approximately 369 gross hectares (911.8 gross ac.);
- The delineation of a Columbus Special Policy Area, which is approximately 48 gross hectares (118.6 gross ac.) in size. The Columbus Special Policy Area will regulate development in a manner that is sensitive to and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design;
- Predominately Low Density Residential development and Natural Heritage System components abutting the Columbus Special Policy Area;
- A Community Park which is approximately 8.5 hectares (21.0 ac.) in size and located in the northeast quadrant of the Columbus Part II Planning Area, north of Columbus Road East, east of a proposed north-south Type "C" arterial road located approximately midway between Simcoe Street North and Ritson Road North;
- Six Neighbourhood Parks, all of which are 2.0 hectares (4.9 ac.) in size, generally located adjacent to school sites;
- Three Mixed Use Nodes abutting existing and proposed arterial and collector roads, generally located as follows:
    - In the vicinity of the intersection of Grass Grove Lane and Columbus Road East, east of Simcoe Street North;

- On the north side of Columbus Road West, west of Simcoe Street North; and,

- On the east side of Simcoe Street North, south of Howden Road East;

- Seven proposed elementary schools;

- Two proposed secondary schools;

- A variety of residential land uses, consisting of 94.96 net hectares (234.6 net ac.) of Low Density Residential Areas, 74.51 net hectares (184.1 net ac.) of Medium Density I and II Residential Areas abutting existing and proposed arterial and collector roads and 7.79 net hectares (19.2 net ac.) of High Density Residential Areas located abutting the east side of Simcoe Street North, south of Howden Road East and north of Columbus Road West at the western boundary of the Part II Plan Area;

- A proposed north-south Type "C" arterial road located west of Simcoe Street North, with an east-west leg connecting to Simcoe Street North at the southerly limit of the Part II Plan Area, and connected to Howden Road West at the northerly limit of the Part II Plan Area;

- A proposed east-west Type "C" arterial road generally located south of the Part II Plan Area, extending from Thornton Road North to an intersection with the proposed north-south Type "C" arterial road located west of Simcoe Street North as noted directly above;

- A proposed north-south Type "C" arterial road located approximately midway between Simcoe Street North and Ritson Road North, extending from Howden Road East to a point on Ritson Road North situated just north of Highway 407 East;

- A proposed east-west Type "C" arterial road located approximately midway between Columbus Road East and Highway 407 East, extending from Simcoe Street North to an intersection with the proposed north-south Type "C" arterial road located east of Simcoe Street North as noted directly above;

- A proposed Community Use area (e.g. community centre, library, firehall, etc.) located on the south side of Columbus Road East, approximately midway between Simcoe Street North and Ritson Road North, abutting a proposed secondary school, a Medium Density II Residential area and a proposed north-south Type "C" arterial road;

- An estimated minimum of 7,057 residential dwelling units and an estimated maximum of 10,996 residential dwelling units; and,

- An estimated minimum population of 19,028 and an estimated maximum population of 29,485.

5.3.4 Rationale for Recommended Amendments (Part I and Part II) to the Oshawa Official Plan

Adoption of the recommended amendments is appropriate for the following key reasons:

- The recommended amendments conform to the Provincial Growth Plan and are consistent with the Provincial Policy Statement;
- The recommended amendments will assist in advancing development in the City, and development in this particular area represents the orderly progression of development;
- The recommended amendments will help facilitate job creation and growth in the local economy;
- The proposed road network will address the future transportation needs of development in the Columbus Part II Plan and in north Oshawa;
- The recommended amendments will facilitate the delivery of a balanced multi-modal transportation system and recreational trail system for vehicles, pedestrians and cyclists;
- The recommended amendments will provide a complementary policy framework under which urban design considerations can be advanced through the implementation of the Columbus Community Urban Design Guidelines (see Attachment 7);
- The recommended amendments will facilitate the delivery of an appropriate range of residential housing types and densities, as well as new areas for mixed use development; and,
- The recommended amendments are key to assisting the City in achieving its commitment to deliver 23,000 new homes by 2031, as directed by the Province under Bill 23, More Homes Built Faster Act, 2022.

5.3.5 Reciprocal Amendments Required to the Durham Regional Official Plan

Some of the recommended amendments to the O.O.P. require a reciprocal amendment to be made to the D.R.O.P. In this regard, it is recommended that the Region of Durham be requested to amend the D.R.O.P. as follows:

- Amend Schedule ‘C’ – Map ‘C2’, Road Network to delete the east-west future Type “C” arterial road located midblock between Howden Road and Columbus Road.

5.4 Columbus Community Urban Design Guidelines

Columbus Community Urban Design Guidelines (the “Guidelines”) have been prepared for the Columbus Part II Planning Area and surrounding lands to provide detailed direction and design criteria for the implementation of the Columbus Part II Plan vision and related policies. The Guidelines will assist Council, City staff, landowners, developers and the public with clear directions to guide new development in Columbus.

Urban design guidelines are a critical tool to ensure that development in Columbus supports a diverse and active community, while maintaining and enhancing the existing community character. The Guidelines provide direction related to best practices in community, site and building design to ensure that new development is compatible with the existing Columbus community, and provide specific guidance for the existing community, and its interface and transition to new neighbourhood areas.

While the Guidelines do not form part of the amendments to the O.O.P., future development applications within the Columbus Part II Planning Area will be evaluated in accordance with both the urban design policies in the Columbus Part II Plan and the Guidelines.

It is recommended that the Guidelines, as generally shown in Attachment 7, be endorsed as the final Columbus Community Urban Design Guidelines for the Columbus Part II Planning Area and surrounding lands.

5.5 Columbus Private Official Plan Amendment Submission

In December 2022, the Columbus Developers' Group ("C.D.G.") submitted a privately-initiated Official Plan Amendment ("O.P.A.") application for the Columbus Planning Area, to advance a Part II Plan for Columbus separate from the City-initiated Columbus Study. Staff have reviewed this submission for completeness and note that the C.D.G. has provided all of the information and material required under the Planning Act for a privately initiated O.P.A. to be deemed complete.

Staff have treated the C.D.G.'s submission of the privately-initiated O.P.A. as a detailed response to the City's proposed Columbus Part II Plan. Staff have reviewed and considered their proposal and the C.D.G.'s comments and subsequent staff responses can be found in Attachment 6 of this Report.

5.6 Next Steps

The next steps in the planning process are generally anticipated as follows:

- Council considers the recommended amendments.
- If Council adopts the recommendation of ED-23-117, staff request that the Region initiate an amendment to the D.R.O.P. that is required in order to facilitate the adoption of certain portions of the recommended amendments to the O.O.P., specifically related to the road network.
- Staff send the Council-adopted amendments to the Region for approval, owing to the fact that the Region is the approval authority and staff are also requesting to amend the D.R.O.P.

6.0 Financial Implications

The approval of the recommended amendment to introduce a Columbus Part II Plan would result in certain capital costs for the City related to the addition of new residential land and the construction and maintenance of:

- Arterial and collector roads, including cycling facilities;
- Stormwater management facilities;
- Street lighting;
- Provision of parks and trails; and,
- Other City services.

The above construction costs would primarily be funded through Development Charges. As the community is built out, costs for operation and maintenance would shift to increased assessment revenue collected through property taxes.

7.0 Relationship to the Oshawa Strategic Plan

The recommendations advance the Economic Prosperity and Financial Stewardship, Accountable Leadership, Social Equity, Cultural Vitality and Environmental Responsibility goals of the Oshawa Strategic Plan.

Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services

Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Subject: Recommended Part II Plan for the Columbus Planning Area, and Related Amendments to the Oshawa Official Plan

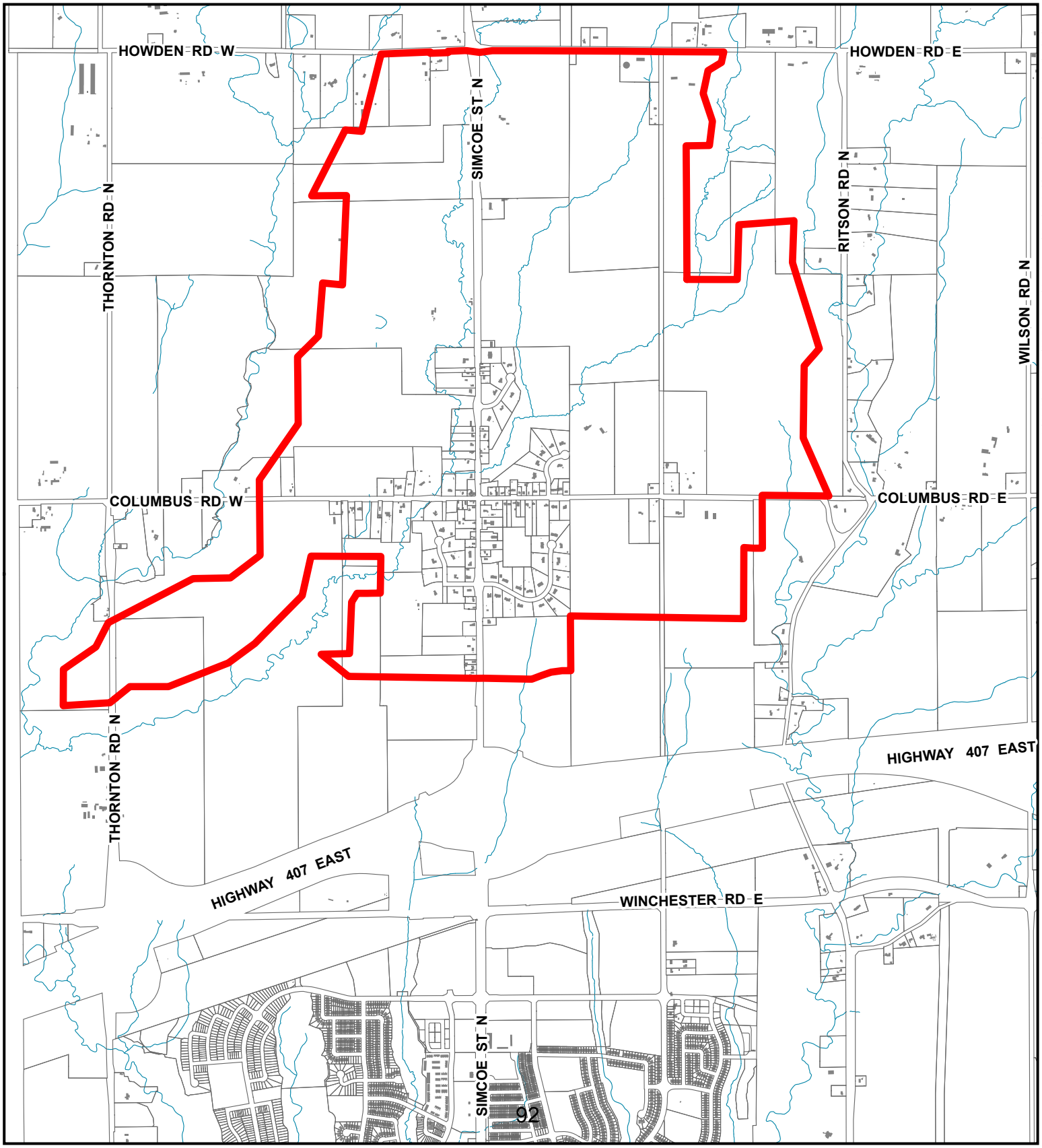
Ward: 1

File: 12-03-1453

Item: ED-23-117
Attachment 1

Columbus Part II Planning Area

City of Oshawa
Economic and Development Services



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Proposed Amendment to Part I of the Oshawa Official Plan, as Presented at the March 6, 2023 Planning Act Public Meeting

Black text – Part I policy text as presented at the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting.

Highlighted text – Proposed changes to the Part I policy text made subsequent to the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting.

~~Strikethrough~~ – Proposed deletions to the Part I policy text made subsequent to the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting.

Maps are as presented at the March 6, 2023 Planning Act Public Meeting - See Attachment 4 for recommended maps.

Proposed Amendment:

Part I: Introduction

Purpose

The purpose of this Amendment to the Oshawa Official Plan is to introduce amendments to the Part I Plan that will facilitate the introduction of a Part II Plan for the Columbus Planning Area through a separate amendment to the Oshawa Official Plan.

Location

The part of the Columbus Part II Planning Area that is subject to this Amendment is generally located between Howden Road to the North, the Oshawa-Whitby boundary to the west, Winchester Road to the south and the east branch of the Oshawa creek to the east.

Basis

The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the City of Oshawa Official Plan is appropriate.

Part II: Actual Amendment

The Amendment to the Oshawa Official Plan consists of the following text and the attached Exhibits 'A', 'B', 'C', 'D', 'E', 'F', 'G', 'H', 'I', and 'J' to this Amendment.

1. The Oshawa Official Plan is hereby amended by amending Section 2.1.4, "Central Areas – Site Specific Policies", to add a new Site Specific Policy as Policy 2.1.4.7 as follows:

   "2.1.4.7 The lands designated as Local Central Area and located north of Columbus Road West, west of Simcoe Street North shall be developed in accordance with the relevant provisions of the Columbus Part II Plan. Notwithstanding the provisions of Policies 2.1.2.1 and 2.2.7.1 to the contrary, a retail impact study shall not be required for the Local Central Area located north of Columbus Road West, west of Simcoe Street North."

2. The Oshawa Official Plan is hereby amended by amending Policy 2.4.1.6 (i2) to remove the word "future" as follows:

   "2.4.1.6 (i2) South Columbus Industrial Area, generally bounded by Highway 407 to the south, the Oshawa/Whitby boundary to the west, a future Type "C" arterial road to the north (separating the South Columbus Industrial Area from the Columbus Part II Plan Area), and the Major Urban Area boundary to the east; or"

3. The Oshawa Official Plan is hereby amended by deleting Section 2.14.3, "Columbus Special Development Area", in its entirety.

4. The Oshawa Official Plan is hereby amended by amending Policy 3.2.5 to include a reference to the Columbus Special Policy Area as follows:

   "3.2.5 Arterial, collector and local roads are subject to the policies of this plan and form an integrated hierarchy with each type of road performing different functions in the overall road network. Subject to site specific conditions and accepted up-to-date planning, urban design and traffic engineering principles, roads shall be developed in accordance with the provisions of Table 5 – Classification of City Roads which provides the functional road classification system for such roads showing the general function, typical right-of-way width, intersection and access criteria. However, if the intent of this Plan is maintained, the authority having jurisdiction on such roads may deviate from those provisions in accordance with accepted up-to-date planning, urban design and engineering standards without the need for an amendment to this Plan. In addition, requirements other than right-of-way widths shall not apply to arterial roads within Central Areas, ~~or~~ the Hamlet of Raglan, or the Columbus Special Policy Area. However, if it can be demonstrated, in consultation with the Region, that exceptions to the right-of-way widths are appropriate for specific sections of arterial roads traversing Central

Areas, ~~or~~ the Hamlet of Raglan, or the Columbus Special Policy Area, these exceptions shall be permitted."

5. The Oshawa Official Plan is hereby amended by amending Section 3.2, "Roads System", to add a new Policy as Policy 3.2.26 as follows:

   "3.2.26 Notwithstanding any other policies of this Part I Plan to the contrary, should the southerly of the two route options described in Policy 8.8.9.2.3(c) in the Columbus Part II Plan not be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the remaining proposed east-west Type "C" arterial road located north of Highway 407 East in the South Columbus Industrial Area may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a collector road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a Type "C" arterial road to a collector road may occur without an amendment to this Plan.

   Further studies including, where necessary, the completion of the Municipal Class Environmental Assessment, shall be completed prior to the construction of this road and in advance of any development in this area, in order to determine the final appropriate route and road classification (i.e. collector road or Type "C" arterial road) and subsequent design requirements, including driveway restrictions, to the satisfaction of the City and the Region of Durham."

6. The Oshawa Official Plan is hereby amended by deleting Policy 8.1.3 (xi) in its entirety.

7. The Oshawa Official Plan is hereby amended by deleting Policy 8.2.2 in its entirety, and updating the numbering for all subsequent policies.

8. The Oshawa Official Plan is hereby amended by amending Section 8.2, "Part II Planning Areas", to add a new policy as Policy 8.2.9 as follows:

   "8.2.9 A Part II Plan has been prepared for the Columbus Planning Area and is contained in Section 8.8."

9. The Oshawa Official Plan is hereby amended by amending Schedule 'A', Land Use, as shown on the attached Exhibit 'A' by:

   - Removing the Columbus Special Development Area boundary designation;
   - Adding a Local Central Area to align with the Mixed Use Node II designation on Schedule "A" – Columbus Land Use and Road Plan (located on the north side of Columbus Road West, west of Simcoe Street North);

- Adjusting the boundary of the Open Space and Recreation lands to align with the Open Space and Recreation boundary as shown on Schedule “A” – Columbus Land Use and Road Plan;

- Redesignating two small pieces of Residential land to Industrial, to align with the updated Columbus Planning Area boundary;

such that Schedule ‘A’, Land Use, is amended as shown on Exhibit ‘B’ to this Amendment.

10. The Oshawa Official Plan is hereby amended by amending Schedule ‘B’, Road Network, as shown on the attached Exhibit ‘C’ by:

- Realigning the two future north-south Type “C” arterial roads located east and west of Simcoe Street North;

- Realigning the ~~two~~ future east-west Type “C” arterial road~~s~~ located ~~north and~~ south of Columbus Road;

- Adding a new future east-west Type “C” arterial road connecting beyond Thornton Road North from the Oshawa boundary to the westerly north-south future Type “C” arterial road;

- Reclassifying the future east-west Type “C” arterial road located north of Columbus Road as a future collector road and extending this road west to Thornton Road North;

- Extending Bridle Road north across Highway 407 East as a future Type “C” arterial road and removing the Deferral 5 symbol;

- Deleting the small future Type “C” arterial road designation between Winchester Road West and Highway 407 East and removing the Deferral 5 symbol;

- Adding a number of future collector roads;

such that Schedule ‘B’, Road Network, is amended as shown on Exhibit ‘D’ to this Amendment.

11. The Oshawa Official Plan is hereby amended by amending Schedule ‘D-1’, Environmental Management, as shown on the attached Exhibit ‘E’ by:

- Adjusting the boundary of the Natural Heritage System lands by adding specific Natural Heritage System lands and deleting specific Natural Heritage System lands;

such that Schedule ‘D-1’, Environmental Management, is amended as shown on Exhibit ‘F’ to this Amendment.

12. The Oshawa Official Plan is hereby amended by amending Schedule ‘E’, Part II Planning Areas, as shown on the attached Exhibit ‘G’ by:

- Deleting two small pieces of land from the Columbus Planning Area boundary;

such that Schedule ‘E’, Part II Planning Areas, is amended as shown on Exhibit ‘H’ to this Amendment.

13. The Oshawa Official Plan is hereby amended by amending Schedule ‘F1-A’, Natural Heritage System Components (Excluding High Volume Recharge Areas), as shown on the attached Exhibit ‘I’ by:

    - Adjusting the boundary of the Key Natural Heritage Features and Key Hydrologic Features by adding specific Key Natural Heritage Features and Key Hydrologic Features lands and deleting specific Key Natural Heritage Features and Key Hydrologic Features lands;

    such that Schedule ‘F1-A’, Natural Heritage System Components (Excluding High Volume Recharge Areas), is amended as shown on Exhibit ‘J’ to this Amendment.

Part III: Implementation

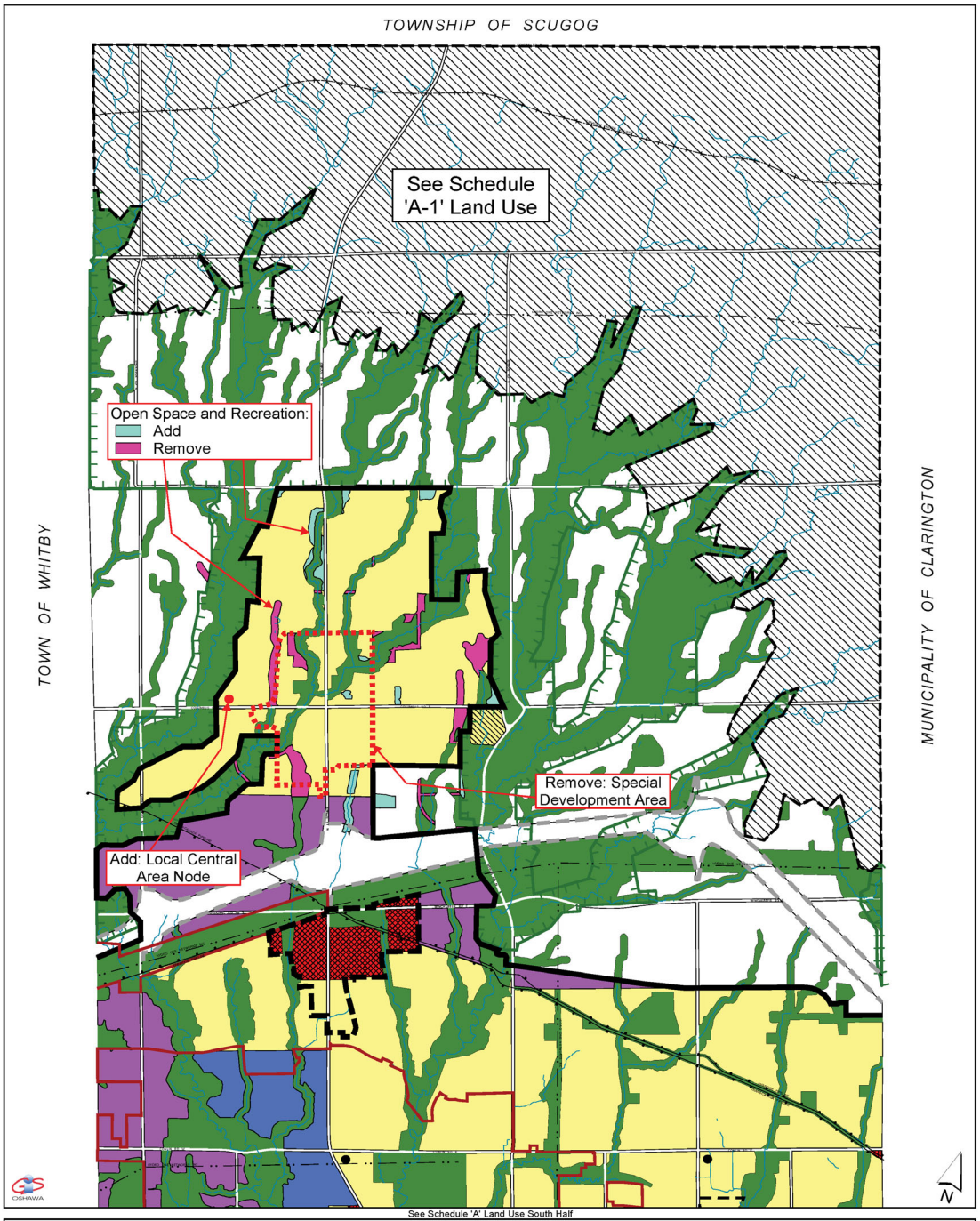
The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Official Plan, shall apply in regard to this Amendment.

Part IV: Interpretation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Official Plan, shall apply in regard to this Amendment.

Exhibit 'A' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'A' Land Use

City of Oshawa
Economic and Development Services



Schedule 'A' Land Use
City of Oshawa
Official Plan

North Half

July 2022

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

Urban Areas
- Residential
- Downtown Oshawa Urban Growth Centre
- Planned Commercial Centre
- Planned Commercial Strip
- Special Purpose Commercial
- Institutional
- Industrial
- Regeneration Area
- Airport
- Special Waterfront Area
- Utilities
- Local Central Area
- Boundary of Major Urban Area
- Built Boundary

- Special Development Area
- Main Central Area Boundary
- Sub-Central Area Boundary
- Community Central Area Boundary
- M Marina Node
- R Recreational Node
- T Tourist Node

Rural Areas
- Estate Residential (refer to section 2.7.3.1)
- Prime Agricultural
- Oak Ridges Moraine
- Limits of Approved Highway 407 Corridor
- Greenbelt Protected Countryside Area Boundary

Greenland Areas
- Open Space and Recreation

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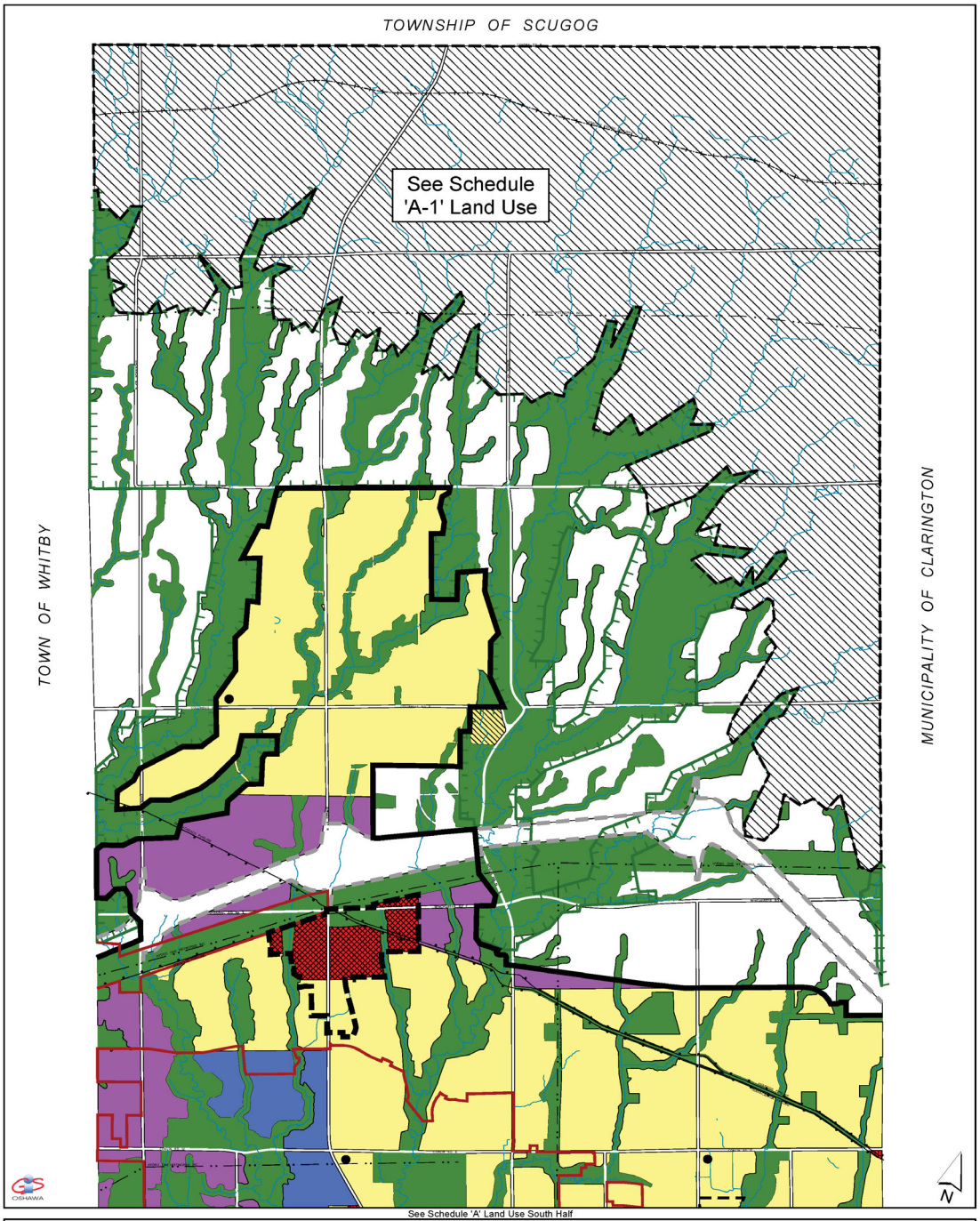
Exhibit 'B' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'A' Land Use

City of Oshawa
Economic and Development Services



Schedule 'A' Land Use
City of Oshawa
Official Plan

North Half

July 2022

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

Urban Areas
- Residential
- Downtown Oshawa Urban Growth Centre
- Planned Commercial Centre
- Planned Commercial Strip
- Special Purpose Commercial
- Institutional
- Industrial
- Regeneration Area
- Airport
- Special Waterfront Area
- Utilities
- Local Central Area
- Boundary of Major Urban Area
- Built Boundary

- Special Development Area
- Main Central Area Boundary
- Sub-Central Area Boundary
- Community Central Area Boundary
- M Marina Node
- R Recreational Node
- T Tourist Node

Rural Areas
- Estate Residential (refer to section 2.7.3.1)
- Prime Agricultural
- Oak Ridges Moraine
- Limits of Approved Highway 407 Corridor
- Greenbelt Protected Countryside Area Boundary

Greenland Areas
- Open Space and Recreation

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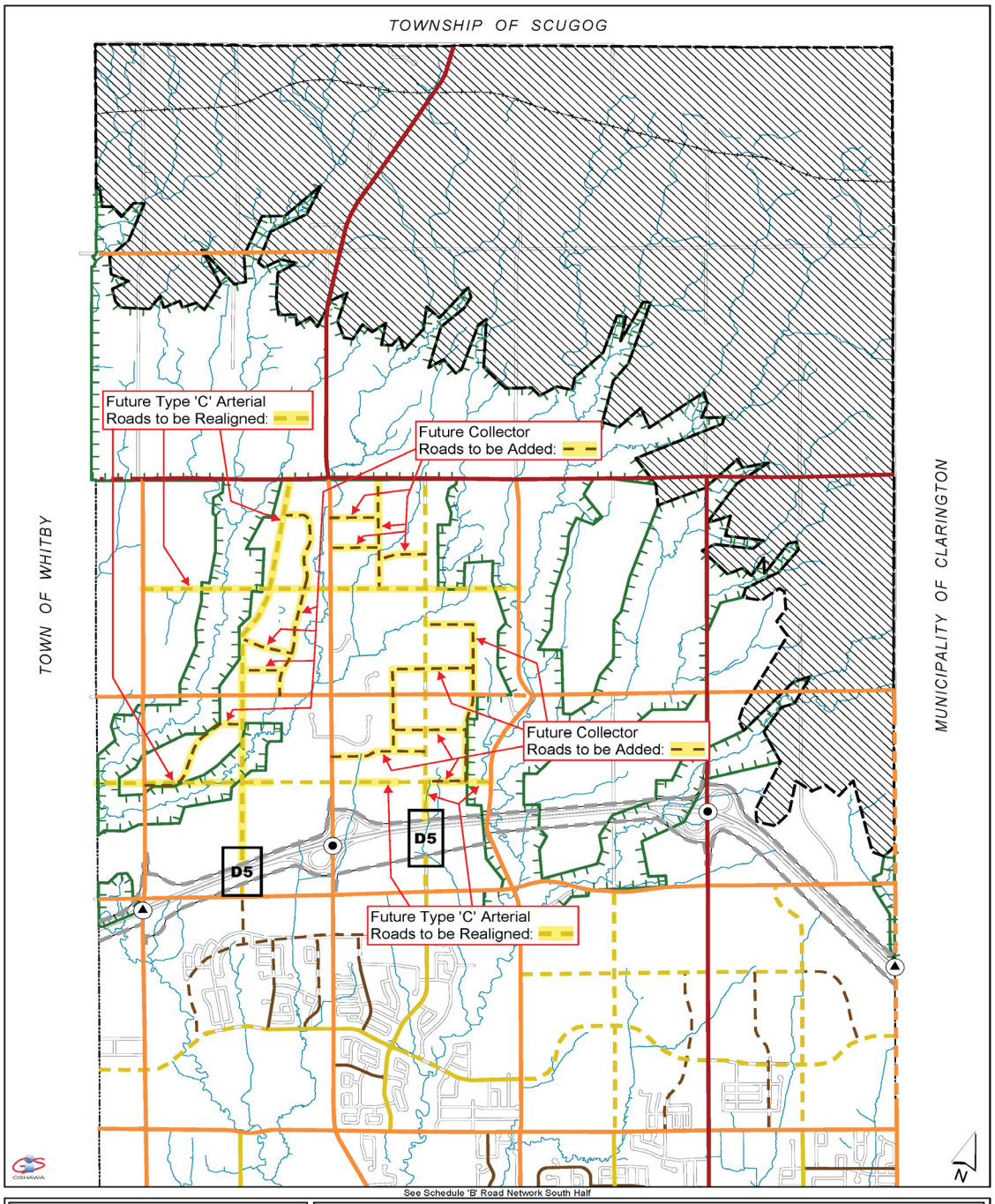
Exhibit 'C' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'B' Road Network

City of Oshawa
Economic and Development Services



Schedule 'B'
Road Network
City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
2. Future roads on the Schedule are shown conceptually and may be subject to further planning study under the Environmental Assessment Act and/or Planning Act to determine the need, alternatives to the road, and precise alignments. This schedule is not intended to predetermine the outcome in instances where additional study is required.

Legend

Existing	Future
Type 'A' Arterial Road	
Type 'B' Arterial Road	
Type 'C' Arterial Road	
Collector Road	
Interchange	

- Provincial Highway 401
- Limits of Approved Highway 407 Corridor
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Rail Line
- Existing Interchange to be Deleted
- D Deferred by Regional Council

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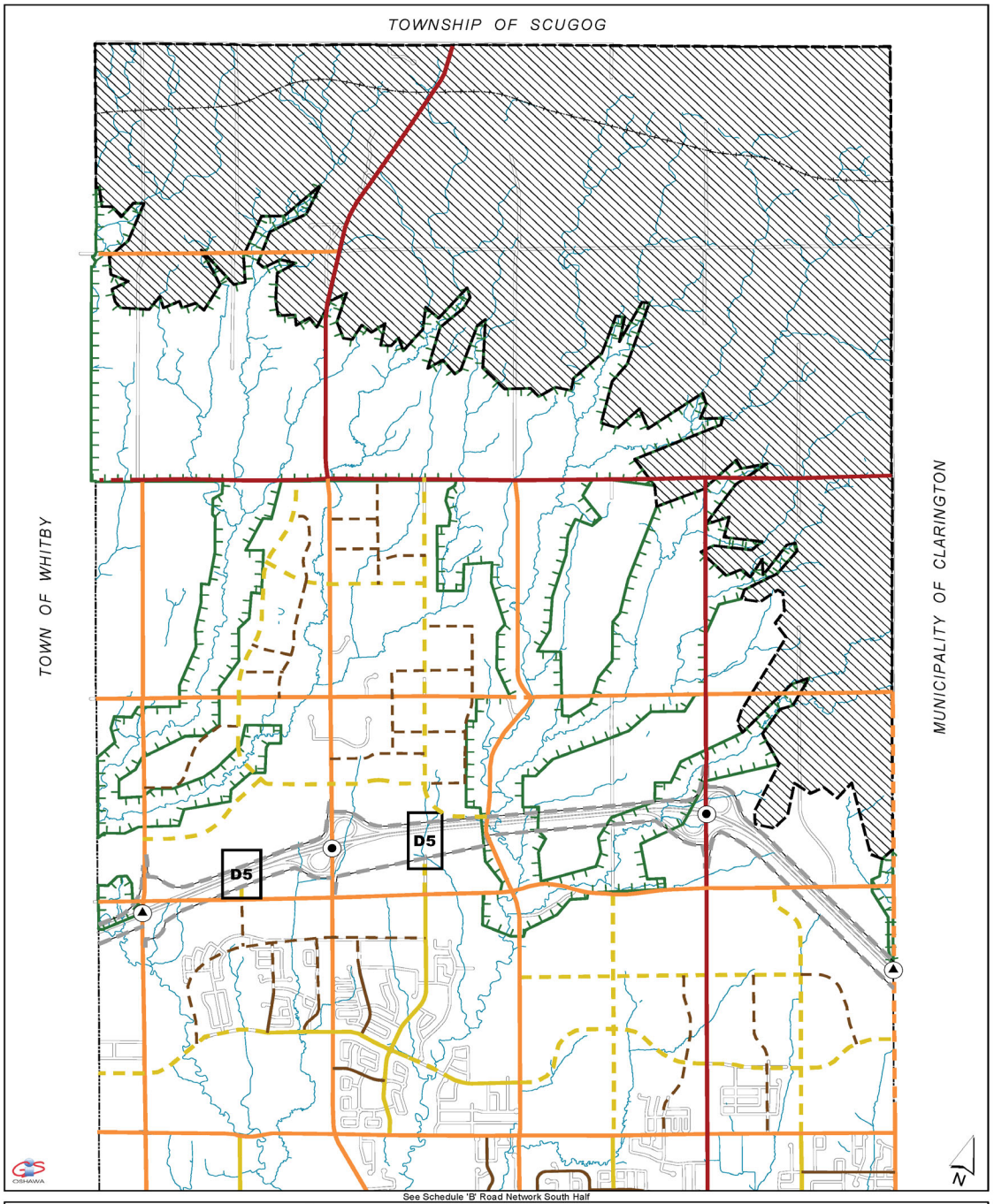
Exhibit 'D' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'B' Road Network

City of Oshawa
Economic and Development Services



Schedule 'B'
Road Network
City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
2. Future roads on the Schedule are shown conceptually and may be subject to further planning study under the Environmental Assessment Act and/or Planning Act to determine the need, alternatives to the road, and precise alignments. This schedule is not intended to predetermine the outcome in instances where additional study is required.

Legend

Existing	Future
Type 'A' Arterial Road	
Type 'B' Arterial Road	
Type 'C' Arterial Road	
Collector Road	
Interchange	

- Provincial Highway 401
- Limits of Approved Highway 407 Corridor
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Rail Line
- Existing Interchange to be Deleted
- D Deferred by Regional Council

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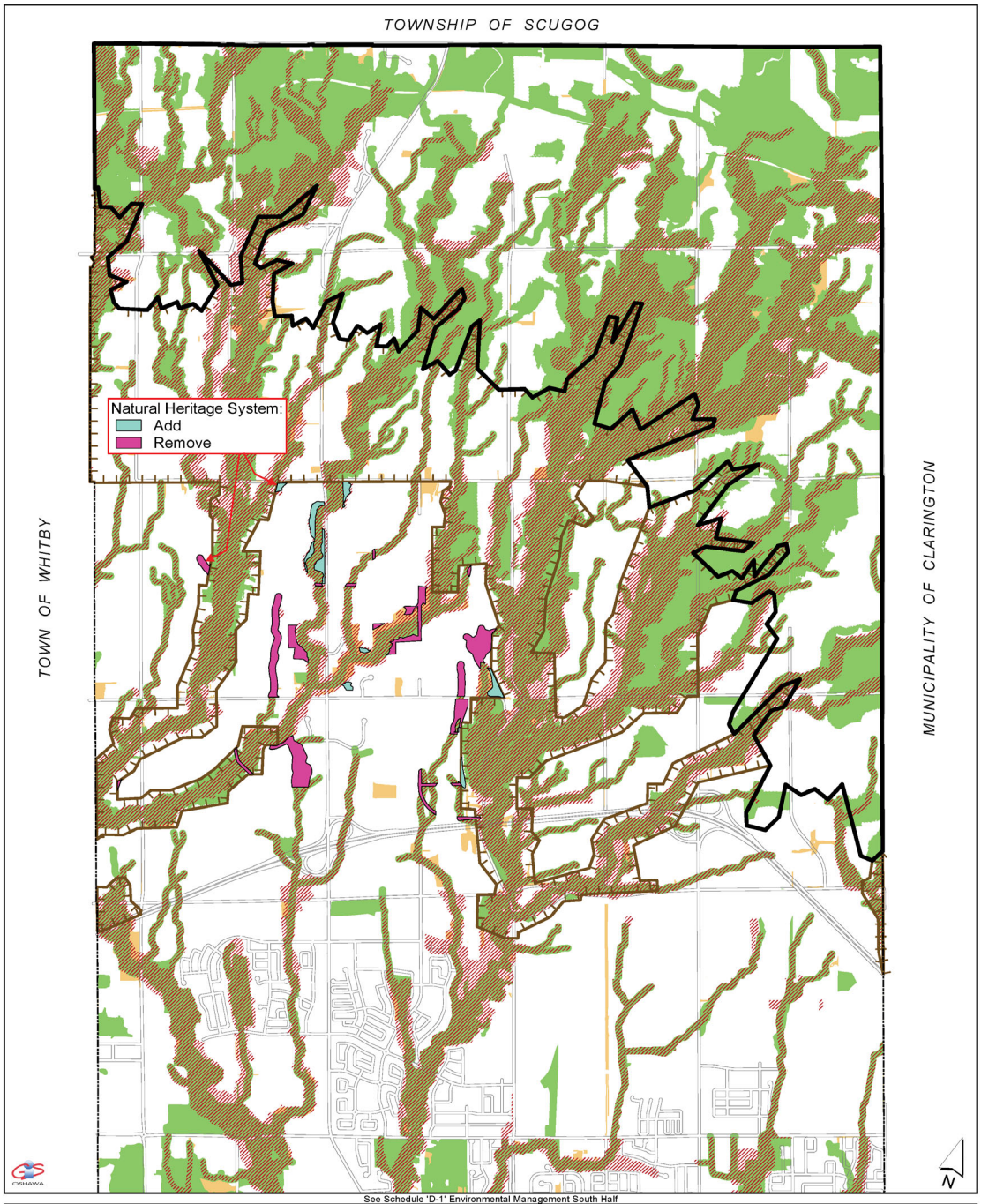
Exhibit 'E' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'D-1'
Environmental Management

City of Oshawa
Economic and Development Services



Schedule 'D-1'
Environmental Management
City of Oshawa
Official Plan

North Half

July 2022

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

- Natural Heritage System
- Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System
- Hazard Lands
- Oak Ridges Moraine Boundary
- Greenbelt Protected Countryside Area Boundary
- Known Waste Disposal Assessment Area - Deferral No. 5
- Known Waste Disposal Assessment Area - Policy 2.4.5.7(ii)
- Two Zone Floodplain Management Policy Area

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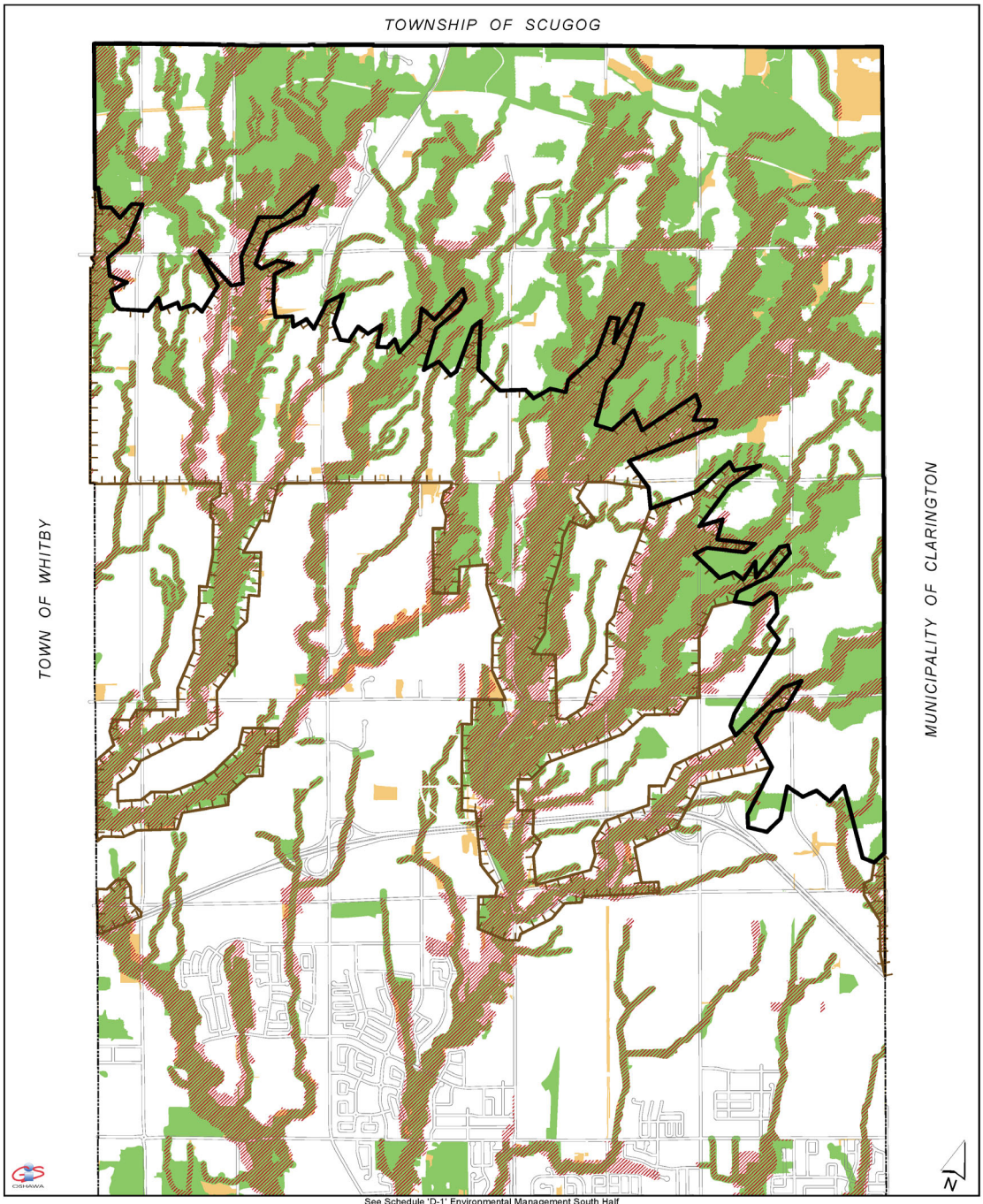
Exhibit 'F' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'D-1'
Environmental Management

City of Oshawa
Economic and Development Services



Schedule 'D-1'
Environmental Management
City of Oshawa
Official Plan

North Half

July 2022

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

- Natural Heritage System
- Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System
- Hazard Lands
- Oak Ridges Moraine Boundary
- Greenbelt Protected Countryside Area Boundary
- Known Waste Disposal Assessment Area - Deferral No. 5
- Known Waste Disposal Assessment Area - Policy 2.4.5.7(ii)
- Two Zone Floodplain Management Policy Area

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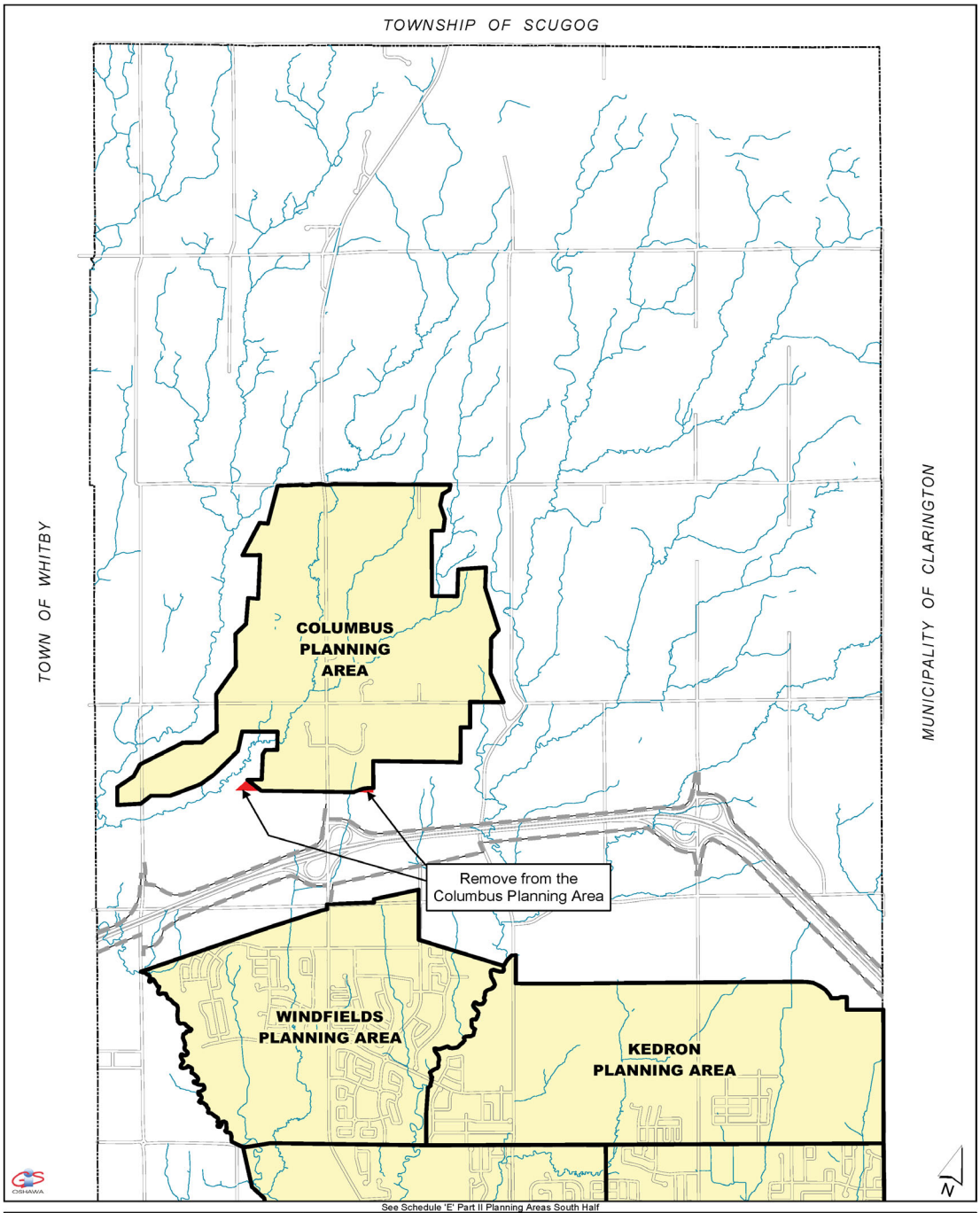
Exhibit 'G' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'E' Part II Planning Areas

City of Oshawa
Economic and Development Services



Schedule 'E'
Part II Planning Areas
City of Oshawa
Official Plan

North Half

January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

- Part II Planning Area Boundary
- Part II Planning Area
- Limits of Approved Highway 407 Corridor

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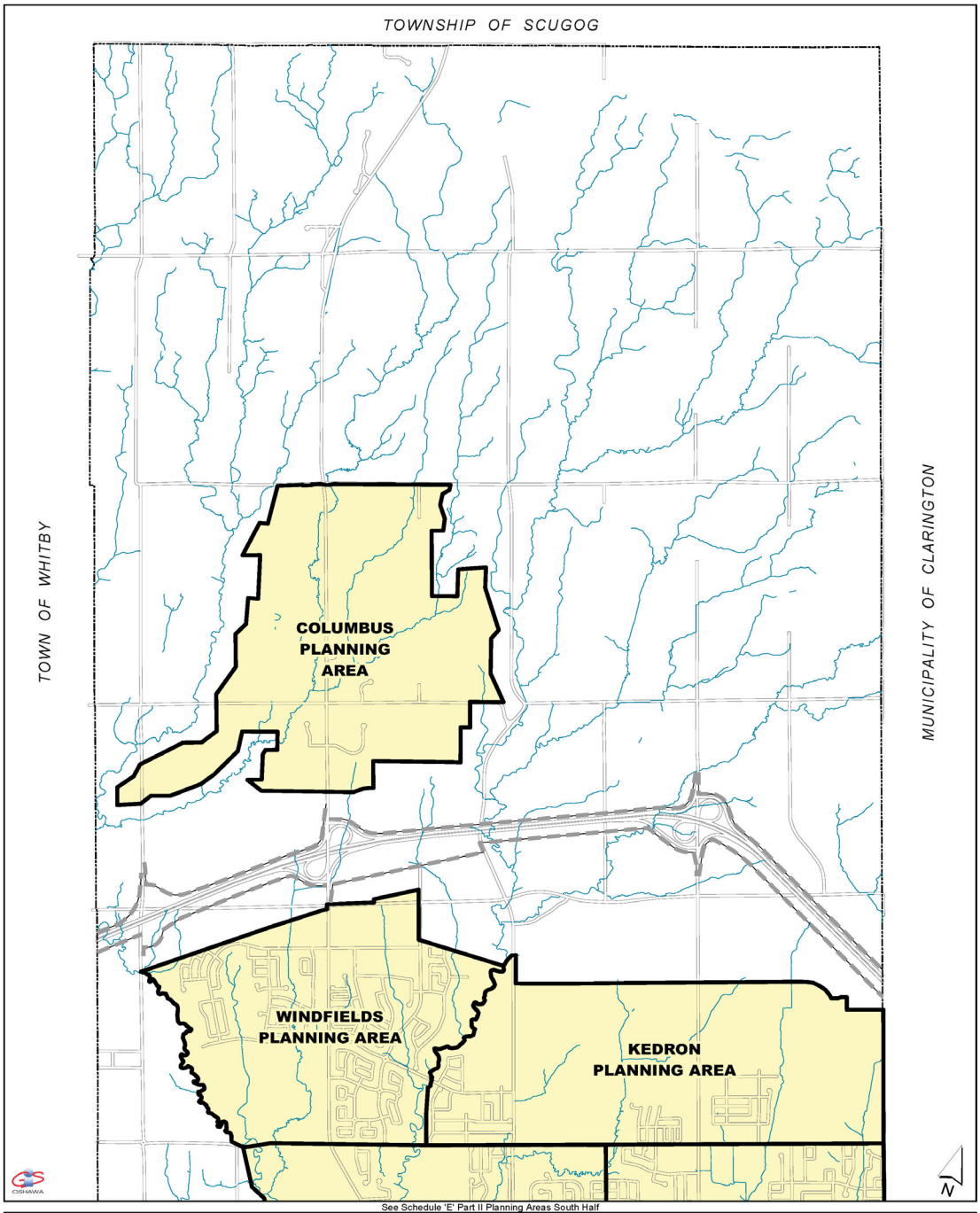
Exhibit 'H' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'E' Part II Planning Areas

City of Oshawa
Economic and Development Services



Schedule 'E'
Part II Planning Areas
City of Oshawa
Official Plan

North Half

January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

- Part II Planning Area Boundary
- Part II Planning Area
- Limits of Approved Highway 407 Corridor

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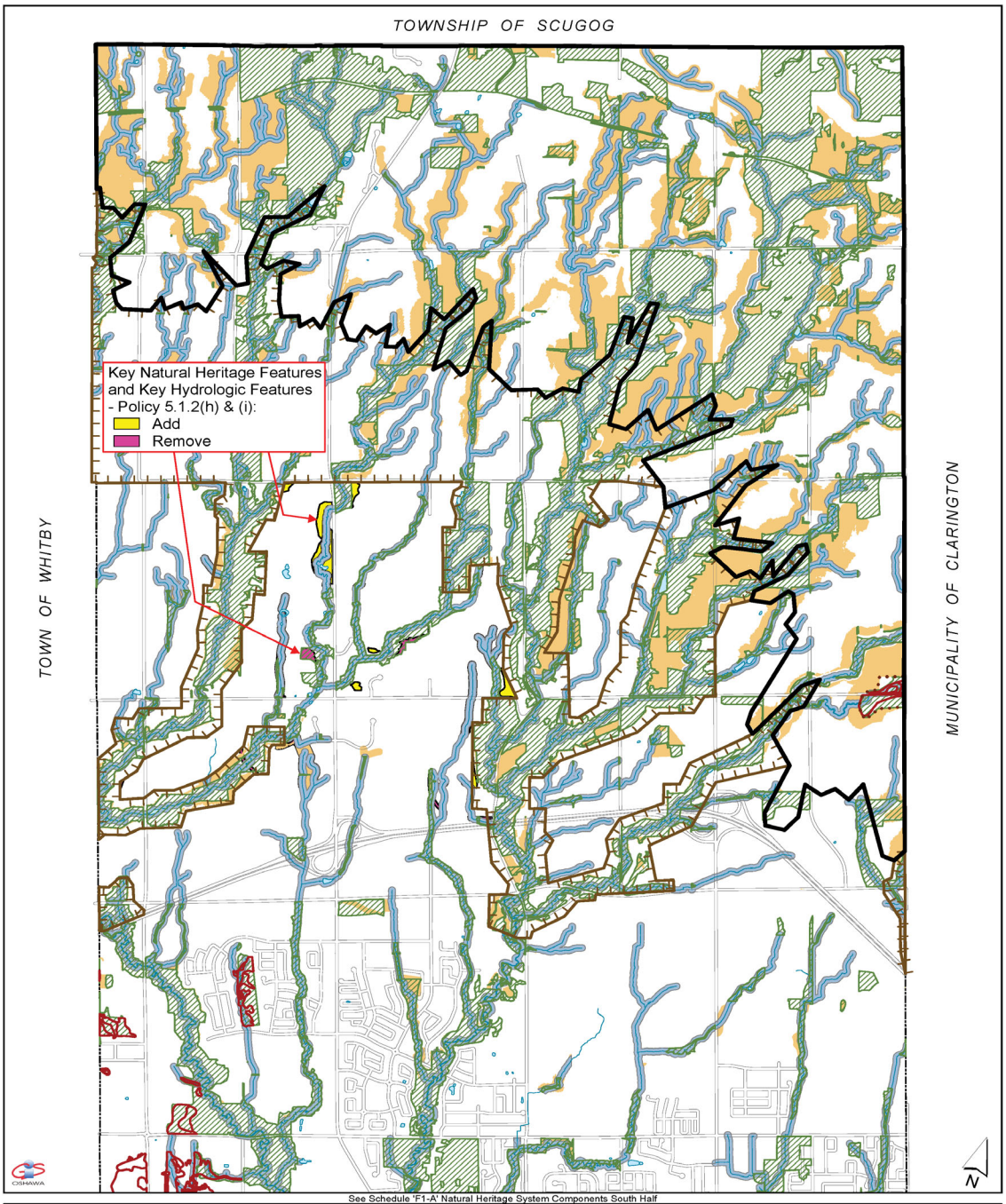
Exhibit 'I' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)

City of Oshawa
Economic and Development Services



Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)
City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
*Denotes features evaluated up to the time of production of this Schedule. The delineation of features on this schedule does not imply that all such features within Oshawa have been evaluated.

Legend

- Natural Cover Regeneration/ Restoration Areas
- Key Natural Heritage Features and Key Hydrologic Features - Policy 5.1.2(h) & (i)
- Provincially Significant Wetland*
- Greenbelt Protected Countryside Area Boundary
- Oak Ridges Moraine Boundary
- Areas of Natural and Scientific Interest (Life Science)*
- Riparian Corridors
- Waterbody
- Watercourse

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Exhibit 'J' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)

City of Oshawa
Economic and Development Services

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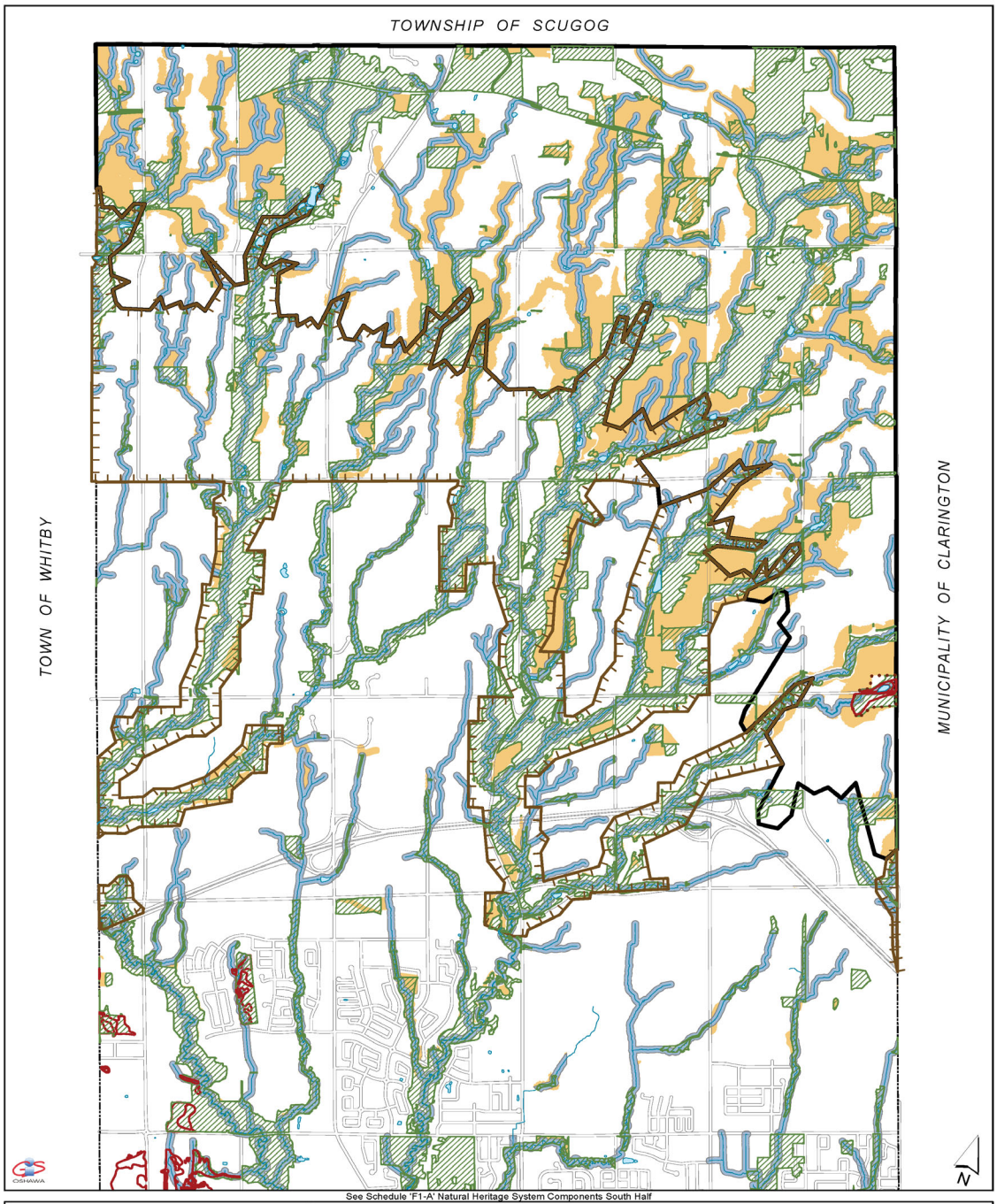


Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)
City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
*Denotes features evaluated up to the time of production of this Schedule. The delineation of features on this schedule does not imply that all such features within Oshawa have been evaluated.

Legend

- Natural Cover Regeneration/ Restoration Areas
- Key Natural Heritage Features and Key Hydrologic Features - Policy 5.1.2(h) & (i)
- Provincially Significant Wetland*
- Greenbelt Protected Countryside Area Boundary
- Oak Ridges Moraine Boundary
- Areas of Natural and Scientific Interest (Life Science)*
- Riparian Corridors
- Waterbody
- Watercourse

Proposed Amendment to Introduce a New Part II Plan for the Columbus Planning Area to the Oshawa Official Plan as Presented at the March 6, 2023 Planning Act Public Meeting

Black text – Columbus Part II Plan as presented at the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting.

Highlighted text – Proposed text changes to the Columbus Part II Plan made subsequent to the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting.

~~Strikethrough~~ – Proposed text deletions to the Columbus Part II Plan made subsequent to the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting.

Maps are as presented at the March 6, 2023 Planning Act Public Meeting - See Attachment 5 for recommended maps.

Proposed Amendment:

Part I: Introduction

Purpose

The purpose of this Amendment to the Oshawa Official Plan is to introduce a Part II Plan for the Columbus Planning Area.

Location

The Columbus Part II Planning Area that is subject to this Amendment is generally located between Howden Road to the North, the ~~Oshawa-Whitby boundary~~ west branch of the Oshawa Creek to the west, ~~Winchester Road~~ the South Columbus Industrial Area to the south and the east branch of the Oshawa creek to the east. The location of the Columbus Part II Planning Area is shown on Exhibit “A” attached to this Amendment.

Basis

The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the City of Oshawa Official Plan is appropriate.

Part II: Actual Amendment

The City of Oshawa Official Plan is hereby amended by:

Adding a new Part II Plan for the Columbus Planning Area as Section 8.8 as set out in Exhibit “A” to this Amendment.

Part III: Implementation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Plan, shall apply in regard to this Amendment.

Part IV: Interpretation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Plan, shall apply in regard to this Amendment.

8.8 Part II Plan for the Columbus Planning Area

8.8.1 General Policies

8.8.1.1 The Part II Plan for the Columbus Planning Area, hereinafter referred to as the "Columbus Part II Plan", forms part of the Oshawa Official Plan, hereafter referred to as the "Part I Plan".

8.8.1.2 The area shown on Schedule "A" – Columbus Land Use and Road Plan, attached hereto and forming part of the Columbus Part II Plan, constitutes the Columbus Part II Plan and shall be subject to the policies of the Columbus Part II Plan.

8.8.1.3 The Columbus Part II Plan is consistent with the Provincial Policy Statement and conforms with A Place to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe and the Durham Regional Official Plan, and advances the goals of the Oshawa Strategic Plan.

8.8.1.4 The Columbus Part II Plan Area consists of approximately 557 hectares (1,377 ac.) of land generally bounded by the South Columbus Industrial Area to the south, the west branch of the Oshawa Creek to the west, the east branch of the Oshawa Creek to the east and Howden Road to the north.

8.8.1.5 Based on the Provincial requirement to achieve a minimum *gross density* of 50 ~~units~~ residents and jobs combined per hectare in *Greenfield* areas, a minimum population of approximately ~~18,959~~ 19,028 is required in the Columbus Part II Plan Area. However, based on the permitted density ranges for residential land uses in the Columbus Part II Plan, it is anticipated that the Columbus Part II Plan will accommodate a planned population of approximately ~~23,400~~ 24,000 people.

8.8.1.6 The Columbus Part II Plan shall be developed as a *complete community* that incorporates a mix of uses, including mixed use *development* and a variety of housing types. The *development* of the Columbus Part II Plan will integrate residential and commercial uses with community facilities such as schools and other community uses, as well as open space and recreation areas while recognizing and protecting natural heritage and hydrologic features and functions.

8.8.1.7 The Columbus Part II Plan will be developed as a stimulating, vibrant, identifiable and liveable place which recognizes the heritage of Columbus which is focused at the intersection of Simcoe Street North and Columbus Road. The built form, open space and public realm and their relationship to one another, will be structured and designed in functional, efficient and attractive ways in accordance with the urban design policies contained in Section 8.8.12 of this Part II Plan. *Development* applications will be evaluated in accordance with the urban design policies and the Columbus Community Urban Design Guidelines.

8.8.1.8 The Columbus Part II Plan will be developed as a sustainable community promoting a compact *development* form at transit-supportive densities with a mix of residential, commercial and community uses for the lands outside the area identified in the *Development Plan* for the Hamlet of Columbus, which generally corresponds to the area designated as "Columbus Special Policy Area" on Schedule "A" – Columbus Land Use and Road Plan. Specifically, the Part II Plan recognizes the character of the area where the existing community is generally focused and will ensure any *development* in the area identified as "Columbus Special Policy Area" will be sensitive to its historical context and cultural heritage and contextually appropriate, while encouraging the following generally throughout the Part II Plan area:

(a) *Development* at higher densities, particularly along Type "A" and "B" arterial road corridors and potential transit routes, to support transit and reduce land consumption;

(b) Mixed use *developments* to minimize the amount of vehicular travel and to provide employment opportunities within the community;

(c) The provision of active transportation routes and linkages, and appropriate associated facilities, to minimize the reliance on the automobile, improve accessibility and promote the concept of complete streets;

(d) The use of green infrastructure technologies and best practices in sustainable *development* including site and building design, and the use of ~~and~~ practices which minimize the generation of excess fill and, where practical, make use of natural topographical contours; and,

(e) *Development* that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

8.8.1.9 The Columbus Part II Plan was prepared through an integrated planning and Municipal Class Environmental Assessment process that incorporated extensive public consultation. The Plan was developed through an iterative process that integrated land use planning, commercial and retail analysis, environmental management, stormwater management, transportation and municipal servicing.

8.8.1.10 The Columbus Part II Plan was developed to ensure that future planned land uses in the Columbus Part II Plan reflect long term community land use needs, in the context of the Columbus Part II Plan as an integrated and complementary part of the broader City.

8.8.1.11 For the purposes of the Columbus Part II Plan, references made to "areas designated" shall mean the areas designated on Schedule "A" – Columbus Land Use and Road Plan.

8.8.1.12 The Columbus Part II Plan shall be developed generally in accordance with Schedule "A" – Columbus Land Use and Road Plan, Schedule "B" –

Columbus Transportation Plan, and Schedule "C" – Columbus Environmental Management Plan.

8.8.1.13 The Columbus Part II Plan refines and complements the policies of the Part I Plan. In instances where a detailed policy in the Columbus Part II Plan provides direction, it shall supersede the policies in the Part I Plan. Where the Columbus Part II Plan is silent on a policy direction contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Columbus Part II Plan Area. Where a list of permitted uses, housing types, and densities within a land use designation provided in the Columbus Part II Plan expands, contracts or further details permitted uses, housing types, and densities listed in the Part I Plan, the permitted uses, housing types, and densities shall be those contained in the Columbus Part II Plan.

8.8.2 Community Structure

8.8.2.1 The community structure for the Columbus Part II Plan reflects the following vision:

Columbus will be a vibrant, healthy, and complete urban community that is focused on the historic four corners at the intersection of Columbus Road and Simcoe Street North and the approaches to the intersection.

Future growth will be sensitive to the Community's historical context and cultural heritage, considering land use compatibility, scale of development, and urban design.

The Natural Heritage System, and a system of parks, open spaces and trails, will provide the framework for the balanced, sustainable development of the community including interconnected neighbourhoods.

8.8.2.2 The community structure is based on several principles which amplify the direction in the vision and that are intended to guide all *development* in the Columbus Part II Plan area. These principles are:

(a) Create a vibrant, complete community composed of neighbourhoods which reflect the historical context, are pedestrian oriented and pedestrian-scaled, and are integrated with, and supportive to, the natural environment.

(b) Design a community for healthy, active living. A community which provides a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable *development* which is fiscally responsible;

(c) Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-

oriented streetscapes~~, and~~ with a ~~significant~~ tree canopy, while incorporating elements of safety for all road users;

(d) Create a network of parks, open spaces and trails which contribute to the overall character of the community, and provide opportunities for active and passive recreation, as well as active transportation choices throughout and beyond the Part II Plan Area;

(e) Provide effective interfaces between different land uses, especially between existing residential uses and new uses, between residential and existing *agricultural uses,* between urban uses and the *Natural Heritage System*, including the Greenbelt Natural Heritage System, and between residential and future industrial uses south of the Columbus Part II Plan, to facilitate compatibility of land uses and a high-quality urban and natural *environment*;

(f) Incorporate the many cultural heritage features in a sensitive manner especially in the existing community (Columbus Special Policy Area), but also in other areas of the Columbus Part II Plan;

(g) Create a valued and liveable community which reflects the right balance between protecting and restoring the environment and fostering a healthy, equitable and complete community including economic development opportunities and opportunities for residents to live and work in the same community;

(h) Protect, maintain, restore, and where possible, improve the *Natural Heritage System,* including the Greenbelt Natural Heritage System, with respect to features within the system and at the interface with urban land uses and infrastructure;

(i) Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; and,

(j) Ensure no adverse environmental impacts on surrounding lands and downstream areas.

8.8.2.3 The structure of the Columbus Part II Plan is defined by natural heritage and hydrologic features within the *Natural Heritage System*, including the legislated boundaries of the regional-scale Greenbelt Natural Heritage System established by the Province around portions of the valley corridors of the east and west branches of the Oshawa Creek. The topography, open space corridors and natural landforms in the Columbus Part II Plan Area, as well as utility corridors and the arterial road system, also contribute to defining the structure of the community, including the alignment of the local road system, and location of land uses and connections within the Columbus Part II Plan.

8.8.2.4 Where appropriate and feasible, the connectivity of the open space corridors along the existing valleys and *watercourses* within the *Natural Heritage*

System shall be enhanced by establishing links to *woodlands*, parks, schools and community uses, stormwater management facilities, and residential and commercial areas by on- and off-road active transportation facilities as appropriate, as identified on Schedule "B" – Columbus Transportation Plan.

8.8.2.5 The network of arterial and collector roads, as identified on Schedule "B" – Columbus Transportation Plan, is an important feature of the Columbus Part II Plan consisting of improvements to existing Type "A" and "B" arterial roads, a network of new Type "C" arterial roads and new collector roads. These streets incorporate dedicated space for pedestrians and cyclists providing a well-connected modified grid network intended to maximize mobility choice. Given that Simcoe Street North already accommodates high volumes of traffic through the existing community, the road system is designed to provide alternative routes to Simcoe Street North which encourages access to and from the new community via Thornton Road North, Ritson Road North and the Type "C" arterial roads. The intent is to mitigate the increase in traffic on Simcoe Street North impacting the Columbus Special Policy Area in consideration of the context of the existing community.

8.8.2.6 Simcoe Street North and Columbus Road, outside of the limits of the Columbus Special Policy Area, will be a primary focus of *development* for the Columbus Part II Plan. Simcoe Street North is the main north-south corridor that links the Columbus Part II Plan to Highway 407 East and the *Built-up Area* of the City to the south, as well as communities outside of the City limits such as Port Perry in the Township of Scugog and beyond. Simcoe Street North is a Type "B" arterial road within the Columbus Part II Plan, is identified as a Regional Transit Spine on Schedule 'B-1' of the Part I Plan, and forms a major multi-modal transportation corridor for the Columbus Part II Plan. It is intended that Simcoe Street North and Columbus Road and adjacent lands be developed to accommodate local traffic, transit and through traffic in a controlled manner, to optimize safety, convenience and access for pedestrians and cyclists and to create a functional, attractive and liveable streetscape, built to a pedestrian scale with a strong interface with the public right-of-way.

8.8.2.7 Columbus Road is a Type "B" arterial road, which is planned to be an east-west multi-modal transportation corridor. It is intended that Columbus Road and the adjacent lands be developed to sensitively and harmoniously integrate vehicular traffic, transit, and active transportation. Columbus Road will provide the primary east-west connection to the Brooklin community in the Town of Whitby from the Columbus Part II Plan for all modes of travel.

8.8.2.8 The Type "C" arterial road system is an important feature of the Columbus Part II Plan. It is designed to maximize mobility choice and improve safety for all modes of travel.

8.8.2.9 The Columbus Part II Plan is structured to provide a range of housing types and densities. Medium and high density residential land uses have been structured with the goal of being generally located within walking distance of

400 metres (1,312 ft.) (generally equivalent to a five minute walk) to transit corridors to encourage transit use.

8.8.2.10 The network of active transportation routes shown on Schedule “B” – Columbus Transportation Plan is intended to facilitate active modes of transportation for recreational and utilitarian purposes, and offer viable, efficient transportation alternatives to the private automobile for trips within, and to areas outside of, the Columbus Part II Plan.

8.8.2.11 The lands in the Columbus Whitebelt Area, located southeast of the Columbus Part II Plan Area boundary outside of the Major Urban Area boundary, are currently designated as Prime Agricultural and Open Space and Recreation. A concept plan for the Columbus Whitebelt Area was prepared to show the conceptual interface between the Columbus Part II Plan Area and the Columbus Whitebelt Area and confirm that orderly and efficient land use and transportation can be achieved in the future. The existing land use designations for the Columbus Whitebelt Area will continue to remain until planning studies are undertaken through a municipal comprehensive review to determine their potential future use.

8.8.3 Columbus Special Policy Area

8.8.3.1 General

8.8.3.1.1 The Columbus Special Policy Area designation on Schedule “A” – Columbus Land Use and Road Plan is intended to recognize the character of the area where the existing community is focused and will ensure any new *development* in the Columbus Special Policy Area designation will be sensitive to its historical context and cultural heritage and be contextually appropriate.

8.8.3.1.2 Permitted uses in the Columbus Special Policy Area, other than on lands which abut or are adjacent to Simcoe Street North or Columbus Road, shall consist primarily of single detached dwellings. In addition, subject to the relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law, other land uses may be permitted in the Columbus Special Policy Area as follows: limited office, restaurants, retail, studios, personal service uses, bed and breakfast establishments, group homes, small scale nursing homes, homes for the aged, day care centres and libraries, that by nature of their activity, scale and design, are compatible with residential uses.

8.8.3.1.3 Buildings and structures designated or listed under the Ontario Heritage Act in the Columbus Special Policy Area designation shall be conserved in accordance with the requirements of the Act and adaptive re-use of buildings and structures in order to extend their longevity and purpose shall be encouraged. In addition, *development* and *site alteration* on adjacent lands to protected heritage properties shall only be permitted where the heritage attributes of the protected heritage property will be conserved.

8.8.3.1.4 Any new *development* will be limited, with the exception of the *development* of lands which abut or are adjacent to Simcoe Street North or Columbus Road, other than:

(a) renovation of existing buildings or structures in a manner that is sensitive and complementary to the design, form, use and scale of the building or structure;

(b) the establishment of accessory apartments within single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse subject to the inclusion of appropriate provisions in the zoning by-law and compliance with the Ontario Building and Fire Codes; and,

(c) the replacement of buildings or structures damaged by fire or natural disaster.

8.8.3.1.5 Applications for new infill *development* and replacement of existing buildings and structures within the Columbus Special Policy Area will be assessed with respect to the following:

(a) Any Heritage Conservation District and related Plan that has been approved, pursuant to Section 8.8.11.2 of this Part II Plan, under the *Ontario Heritage Act*;

(b) Any Master Urban Design Plan that has been adopted by Council for all, or a portion of, the lands in the Columbus Special Policy Area designation in accordance with Section 8.8.~~13~~12 of this Part II Plan; and,

(c) Any comprehensive master site plan and urban design guidelines that have been prepared in conformity with the policies of Section 8.8.~~13~~12 of this Part II Plan.

8.8.3.1.6 Any new *development* in the Columbus Special Policy Area shall have a maximum height of four storeys abutting Simcoe Street North or Columbus Road, and three storeys for areas not abutting Simcoe Street North and Columbus Road.

8.8.3.2 <u>Simcoe Street North and Columbus Road</u>

8.8.3.2.1 Lands which abut or are adjacent to Simcoe Street North and Columbus Road in the Columbus Special Policy Area designation, may be developed where appropriate for residential, commercial, office, institutional and community uses or a mixed use as defined in Section 8.8.4.1 of this Part II Plan. Such *development* shall also conform with the policies in Section 8.8.12, Urban Design of this Part II Plan, in particular the requirement for the preparation of a Master Urban Design Plan and implementing guidelines.

8.8.4 Mixed Use

8.8.4.1 General

8.8.4.1.1 Two mixed use land use designations are provided in the Columbus Part II Plan: Mixed Use Node I and Mixed Use Node II.

8.8.4.1.2 Areas designated as Mixed Use Node I and Mixed Use Node II on Schedule "A" – Columbus Land Use and Road Plan are intended to be developed for a combination of residential, commercial, office, institutional and community uses. Generally, in the context of these designations, the term "mixed use" can refer either to mixed use *development* (e.g. buildings that are designed to provide for commercial/retail uses at grade with residential and/or office uses above, or *development* consisting of a mix of uses in different single use buildings on the same property), or to broader areas (e.g. separate zones within areas designated as Mixed Use Node I and Mixed Use Node II) which together contain a mix of uses. "Single use" buildings refer to buildings that contain only a singular residential, commercial, office, institutional or community uses, excluding accessory uses.

8.8.4.1.3 Areas designated as Mixed Use Node I and Mixed Use Node II provide opportunities for a mix of residential and non-residential uses at higher densities through future intensification and evolution of the community.

8.8.4.1.4 Notwithstanding any other policies in this section to the contrary, there shall be no minimum density requirement for residential units within mixed use buildings.

8.8.4.1.5 High quality urban design is required in the *development* of areas designated as mixed use at all stages of *development*. The built form within areas designated as mixed use shall be of high architectural and urban design excellence and shall comply with the applicable policies of Section 8.8.12 of this Part II Plan.

8.8.4.1.6 Single detached dwellings, semi-detached dwellings and duplexes shall not be permitted within areas designated as Mixed Use Node I and Mixed Use Node II. Further, generally no more than 50% of ~~the developable area of a site subject to a *development* application~~ areas designated as Mixed Use Node I or Mixed Use Node II shall be comprised of street, block and/or back-to-back townhouse *development*, including roads, laneways, parking, amenity space and landscaping associated with said *development*.

For clarity, the application of the 50% criterion applies to the entirety of the Mixed Use Node I cluster located on Columbus Road East, east of Simcoe Street North, as opposed to each of the three individual pockets collectively comprising the Node."

8.8.4.1.7 A minimum ground floor ceiling height for all single use apartment buildings, other than stacked townhouses, will be established in the implementing zoning by-law to facilitate the long term achievement of mixed use buildings,

through the conversion of ground floor areas to non-residential uses over time.

8.8.4.2 Mixed Use Node I

8.8.4.2.1 The Areas designated as Mixed Use Node I is shown on Schedule "A" – Columbus Land Use and Road Plan at the intersection of Columbus Road East and the north/south Type "C" arterial road, and along the east side of Simcoe Street North, south of Howden Road. The Mixed Use Node I that abuts Columbus Road East includes cultural heritage resources subject to Policy 8.8.4.2.3 of this Part II Plan in the northeast quadrant of Columbus Road East and the north/south Type "C" arterial road.

8.8.4.2.2 The areas designated as Mixed Use Node I will form neighbourhood focal areas and shall be designed to provide opportunities for a mix of uses including commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.4 of this Part II Plan.

8.8.4.2.3 *Development* of areas designated as Mixed Use Node I shall be designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses, cultural heritage resources in the northeast quadrant of Columbus Road East and the north/south Type "C" arterial road, and other permitted uses, in a mixed use format during the initial *development* phase or over the longer term. The cultural heritage resources, where applicable, shall be conserved in accordance with the policies of this Part II Plan, including Policy 8.8.11.3.

8.8.4.2.4 The areas designated as Mixed Use Node I are intended to serve as local community focal areas, however, any commercial component shall be limited in size and scale to be sensitive to the surrounding community.

8.8.4.2.5 The maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East, 4 storeys south of Columbus Road East, and 6 storeys directly east of Simcoe Street North, south of Howden Road.

8.8.4.2.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node I shall have a density range of ~~60~~ 65 to ~~85~~ 95 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.

8.8.4.2.7 *Development* of the lands designated as Mixed Use Node I must be planned comprehensively, together with adjacent lands in the Low Density Residential, Medium Density Residential and High Density Residential designations. In accordance with the provisions of Section 8.8.~~13~~12 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application for the lands designated Mixed Use Node I.

8.8.4.3 Mixed Use Node II

8.8.4.3.1 The area designated as Mixed Use Node II is shown on Schedule "A" – Columbus Land Use and Road Plan on the north side of Columbus Road West, east ~~and west~~ of a Type "C" arterial road.

8.8.4.3.2 The area~~s~~ designated as Mixed Use Node II shall be developed with commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.5 of this Part II Plan.

8.8.4.3.3 While the area~~s~~ designated as Mixed Use Node II shall be the primary focus for commercial uses in the Columbus Part II Plan, in addition to appropriate forms of commercial *development* along Simcoe Street North and Columbus Road, ~~they~~ it shall be designed to accommodate the sensitive integration of medium density residential uses, and other permitted uses, in a mixed use format during the initial *development* phase and/or over the longer term.

8.8.4.3.4 The lands designated as Mixed Use Node II are intended to serve as a local community focal area. The commercial component of the Mixed Use Node II shall generally not exceed a maximum *gross floor area* of 7,432 square metres (80,000 sq. ft.) and may contain a supermarket.

8.8.4.3.5 The minimum height of any mixed use commercial/residential or multi-unit commercial and/or office building, or single use residential building in an area designated as Mixed Use Node II shall be 2 storeys, with the exception of standalone single use non-residential buildings (such as a standalone grocery store or restaurant pad building) which may be a single storey, but designed at a height equivalent to two storeys. The maximum height of all buildings shall be 6 storeys.

8.8.4.3.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the area~~s~~ designated as Mixed Use Node II shall have a density range of ~~60~~ 65 to ~~85~~ 95 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.

8.8.4.3.7 *Development* of the lands designated as Mixed Use Node II must be planned comprehensively, together with adjacent lands in the Low Density Residential~~,~~ and Medium Density Residential ~~and High Density Residential~~ designations. In accordance with the provisions of Section 8.8.~~13~~12 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application in the lands designated Mixed Use Node II.

8.8.5 Residential

8.8.5.1 Areas designated as Low Density Residential, Medium Density I Residential, Medium Density II Residential and High Density I Residential shall be predominantly used for residential dwellings in accordance with the relevant policies of this Part II Plan and Section 2.3 of the Part I Plan.

8.8.5.2 For the purposes of the Columbus Part II Plan, gross residential density shall be calculated on the basis of gross residential area which shall include lots on which residential *development* is permitted by the Columbus Part II Plan and abutting local, collector and arterial roads, parks and schools, but shall exclude those components of the *Natural Heritage System* identified in Policy 5.4.4 of the Part I Plan and major infrastructure that is built or approved under the Environmental Assessment Act (Provincial 400-series highway rights-of-way, hydro corridors, hydro generation stations and airports). Net residential density shall be calculated on the basis of net residential area which shall include all of the developable portion of any individual site or lot on which residential *development* is permitted, after the conveyance of any required road widening.

8.8.5.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Low Density Residential areas shall be ~~26~~ 24 units per hectare (~~10.5~~ 10.0 u/ac.) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).

8.8.5.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density I Residential areas shall be 35 units per hectare (14 u/ac.) and the maximum net residential density shall be no more than 65 units per hectare (26 u/ac).

8.8.5.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, single detached dwellings in areas designated as Medium Density I Residential are only permitted provided the total number of such units does not exceed 25% of the total number of units that would be permitted if developed at the mid-point of the Medium Density I Residential density range on ~~in~~ lands designated Medium Density I Residential in a plan of subdivision and, further, the minimum net residential density for such single detached dwellings shall be ~~26~~ 24 units per hectare (~~10.5~~ 10.0 u/ac) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).

8.8.5.6 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density II Residential areas shall be 65 units per hectare (26 u/ac.) and the maximum net residential density shall be no more than ~~90~~ 95 units per hectare (~~36~~ 38 u/ac).

8.8.5.7 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for High Density Residential areas shall be ~~90~~ 95 units per hectare (~~36~~ 38 u/ac.) and the maximum net residential density shall be no more than 150 units per hectare (60 u/ac).

8.8.5.8 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the calculation of net residential density may be averaged within areas designated as Low Density Residential, Medium Density I Residential or Medium Density II Residential on Schedule "A" – Columbus Land Use and Road Plan, within the same plan of subdivision. For clarity, the calculation of net residential density cannot be averaged between different density

categories (e.g. areas designated as Medium Density I Residential cannot be averaged with areas designated as Medium Density II Residential).

8.8.5.9 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the maximum building height in the Low Density Residential and Medium Density I Residential designations shall be 3 storeys and 3 ½ storeys, respectively.

8.8.5.10 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum building height in areas designated as Medium Density II shall be 2 storeys and the maximum building height shall be 4 storeys. Further, the minimum building height in areas designated as High Density I Residential shall be 3 storeys and the maximum building height shall be 6 storeys.

8.8.5.11 Certain lands designated as Residential on Schedule "A" – Columbus Land Use and Road Plan, may be constrained by road alignments, the *Natural Heritage System*, stormwater management facilities and/or utility corridors or to other physical constraints. The proponent of *development* on such lands shall be required to demonstrate that *development* of the site as proposed is feasible when more precise information about road alignments, the *Natural Heritage System* and the applicable required minimum buffers to natural hazards and *Vegetation Protection Zones* to the *Natural Heritage System* features, stormwater management facility sizing and/or other constraints is available. If *development* is not feasible due to such constraints, Schedule "A" – Columbus Land Use and Road Plan may be interpreted such that the road segment or other facility in question is considered to abut the *Natural Heritage System*, utility corridor or stormwater management facility, without requiring an amendment to the Columbus Part II Plan.

8.8.5.12 The residential densities and mix and distribution of residential types are intended to provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Part II Plan and allow opportunities for residents to age in the community.

8.8.5.13 *Affordable housing* types will be encouraged to contribute to the City's goal of a minimum of twenty-five percent (25%) affordable housing, in accordance with Section 6.2.2 of the Part I Plan. The provision of a range of housing types, including integrated affordable housing options, shall be a consideration in the *development* approvals process. Additional residential units shall be permitted in single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse in accordance with Policy 6.4 of the Part I Plan, notwithstanding any policy in Section 6.4 of the Part I Plan to the contrary, subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.14 *Group homes* shall be permitted in accordance with the policies of Section 6.5 of the Part I Plan.

8.8.5.15 *Home occupation* uses shall be permitted in Residential designations, or integrated into residential *developments*, in accordance with Policy 2.3.1.4 of the Part I Plan.

8.8.5.16 Nursing homes, homes for the aged, retirement homes, day care centres and libraries may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.17 Convenience stores may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.18 Reverse lot frontages shall only be permitted where other design approaches are not considered by the City to be technically or functionally feasible. In such instances, the extent/length of reverse lot frontages shall be minimized as much as possible to promote a highly visible, connected, safe and attractive public realm along, and in priority order, arterial, collector and local roads.

8.8.5.19 *Development* applications for lands designated as Residential shall demonstrate that the *development* is sensitively integrated by using appropriate building orientation, design, heights, location and setbacks, landscaping, fencing and/or buffering, as well as heights and lot configuration, to ensure compatibility with adjacent land uses, particularly adjacent lands designated as Columbus Special Policy Area, Open Space and Recreation, Community Use, lands in a lower residential density category, or lands designated for mixed use purposes. *Development* shall comply with the relevant policies of Section 8.8.12, Urban Design, of this Part II Plan and the Columbus Community Urban Design Guidelines.

8.8.6 Community Use

8.8.6.1 Areas designated as Community Use on Schedule “A” – Columbus Land Use and Road Plan may be used for social, educational, cultural, health and religious land uses such as schools, places of worship, day care centres, libraries, health service offices/clinics and nursery schools that, by nature of their activity, scale and design, are compatible with surrounding land uses.

In addition, residential *development* may be permitted in conjunction with the *development* of public and separate elementary schools and public secondary schools as a mixed use *development* without requiring an

amendment to the Columbus Part II Plan, provided that such *development* is compatible with surrounding land uses, is subject to the inclusion of appropriate provisions in the zoning by-law, and meets the approval of the relevant school board. For clarity, for the purposes of this policy, the term "mixed use" refers to a building that is designed to provide for school uses at grade, above which are residential units featuring a minimum of two bedrooms, up to a maximum height of four storeys for the mixed use building.

8.8.6.2 The precise locations of Community Uses are flexible within the area shown as bounded by arterial roads and/or areas designated as Open Space and Recreation, and the location may be shifted without an amendment to the Plan, provided the intent of the Plan is maintained as determined at the City's sole discretion. Where a Community Use is shifted from the location shown on Schedule "A" – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Community Use shall be assumed to be Low Density Residential, Medium Density I Residential or Medium Density II Residential in accordance with the relevant policies of Section 8.8.5 of this Part II Plan for the relevant community use. For clarity in this regard, Low Density Residential *development* shall only be permitted where the Community Use site in question abuts lands already designated for Low Density Residential purposes.

8.8.6.3 Public and separate elementary schools and public and French public secondary schools are shown on Schedule "A" – Columbus Land Use and Road Plan. If not required for these specific uses, other community uses may be permitted in such areas without requiring an amendment to the Columbus Part II Plan provided that such uses are compatible with surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.6.4 The size of elementary and secondary school sites shall be determined through the subdivision approval process. The land area required for school sites should be minimized in order to promote compact *development* and conserve land. School Boards are encouraged to build more compact multi-storey facilities.

8.8.6.5 The Columbus Part II Plan includes ~~six~~ five public elementary schools based on a student allocation of approximately 600 students per school.

8.8.6.6 Unless otherwise agreed to by any of the applicable school boards, public elementary school sites will have a size and configuration that accommodates a school for 600 students, and a broader range of services, including but not limited to, all day kindergarten and child care facilities.

8.8.6.7 The size and configuration of school sites will be determined through the *development* approval review process by a preliminary site plan and facility fit analysis that considers site design issues, including vehicular access, parking and grading and may include the provision of ~~eight~~ seven elementary school sites (ranging in size from 2.4 net hectares (5.9 ac.) to 3.2 net

hectares/7.9 acres), ~~two~~ one ~~6.0~~ 6.9 net hectare (~~15~~ 17.0 ac.) public secondary school site~~s~~ and one 4.0 net hectare (9.9 ac.) French public secondary school site.

8.8.6.8 Where a Community Use is identified with a "Cu" symbol on Schedule "A" – Columbus Land and Road Use Plan, the maximum site area shall not exceed 2 hectares (5.0 ac.) in size. The *development* of a Community Use identified with a "Cu" symbol having a site area in excess of 2 hectares (5.0 ac.) shall be subject to an amendment to the Columbus Part II Plan and the zoning by-law. The documentation submitted in support of the amendment shall address transportation impacts (including traffic impacts on the surrounding road and active transportation network), parking and other matters deemed appropriate by the City.

8.8.6.9 In the event that a site designated as Community Use and intended for a public or separate elementary school or a public or French public secondary school is not needed for that use, the maximum site area of any alternate community use shall generally not exceed 2 hectares (5.0 ac.).

8.8.6.10 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or separate elementary school is not needed for that use or other community uses, in whole or in part, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Columbus Part II Plan.

8.8.6.11 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or French public secondary school is not required for a secondary school or other community uses, in whole or in part, the site may alternatively be used for Low Density Residential uses, Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan.

8.8.6.12 In the event that a site designated as a Community Use and identified with a "Cu" symbol is not needed for a community use, the site may alternatively be used for Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan. During the *development* approvals process, consideration shall be given to ensuring that areas designated as a Community Use with a "Cu" symbol are of a size and configuration suitable for an alternative use should they not be needed for a community use.

8.8.6.13 Proposals for the *development* of Community Use sites shall optimize the integration of active transportation and associated amenities and transit connections and demonstrate a flexible design that reflects the heritage character of the community and can be adjusted as the needs of the community evolve over time.

8.8.6.14 In the event that a site for a public library is needed in the Columbus Part II Plan, consideration shall be given to a central location that is readily accessible by transit, active transportation, and that is integrated with other community or public facilities wherever possible.

8.8.7 Open Space and Recreation

8.8.7.1 General

8.8.7.1.1 Areas designated as Open Space and Recreation consist of sites designated for a Community Park, Neighbourhood Parks, and lands for Open Space and Recreation purposes. For the purposes of this Part II Plan, references to parks and parkland shall include Community Park and Neighbourhood Parks, as well as Parkettes. Lands designated as Open Space and Recreation include lands within the *Natural Heritage System* and lands subject to environmental or other constraints to *development*.

8.8.7.1.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of this Part II Plan and Sections 2.6 and 5.0 of the Part I Plan.

8.8.7.1.3 The acquisition of lands by the City for parks and related recreation and open space purposes and any other lands necessary to achieve an integrated and continuous parkland and open space system shall be subject to the requirements of the Planning Act and the relevant policies of this Part II Plan.

8.8.7.1.4 The City shall require the conveyance of other lands shown as Open Space and Recreation on Schedule "A" – Columbus Land Use and Road Plan. Such conveyance shall be at no cost to the City and include land related to the *Natural Heritage System*, *Hazard Lands* and associated buffers and *Vegetation Protection Zones*. These lands shall not be included as part of the dedication of parkland pursuant to the Planning Act. For clarity, parkland dedication includes lands for a Community Park and Neighbourhood Parks as shown on Schedule "A" – Columbus Land Use and Road Plan and may include Parkettes in accordance with Section ~~8.8.7.1.10~~ 8.8.7.1.9 of this Part II Plan.

8.8.7.1.5 During the *development* approval process, adjustments to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority, may be permitted to the Open Space and Recreation designations associated with the *watercourses* in the Columbus Part II Plan, without amendment to the Part II Plan, in accordance with the policies of Section 8.8.8.2 of this Part II Plan.

8.8.7.1.6 Notwithstanding the provisions of Table 4 of the Part I Plan to the contrary, the classification, size and area supply standards for parks in the Columbus Part II Plan shall be in accordance with Sections 8.8.7.2 and 8.8.7.3 of this Part II Plan.

8.8.7.1.7 Neighbourhood Parks shall be co-located with elementary schools wherever feasible. Parks shall also be located and designed to maximize visibility to

and safety within the park. In this regard, parks shall generally be fronted as follows: ~~by a public street on at least two complete sides, and abut residential *development* on no more than one side unless the abutting residential *development* consists of dwelling units having frontal quality facades directly facing onto the park, in which case such *development* should abut no more than two sides.~~

(a) by a public street on at least two complete sides; or,

(b) by a public street on at least one complete side and by an elementary school block on at least one other complete side; or,

(c) by a public street on at least one complete side and, where the remaining sides abut residential *development,* at least one other complete side shall consist of dwelling units featuring frontal quality facades, including a yard presenting as a front yard, directly facing onto the park.

Parks may incorporate active transportation linkages that connect to active transportation facilities shown on Schedule "B" – Columbus Transportation Plan.

8.8.7.1.8 Where aboveground services and/or stormwater management facilities and associated infrastructure are proposed to be located in whole or in part within or adjacent to an area intended to function as a park, such services and infrastructure shall be designed and located in a manner to the satisfaction of the City so as not to impact the functionality and optimal programming of the park. In the event that the City deems at its sole discretion that the functionality and programming of the park is adversely affected, the affected area will generally not be considered acceptable as lands for park purposes and not be accepted for parkland dedication in accordance with the Planning Act.

For example, if grading for a stormwater management facility located adjacent to a park is proposed by a developer to encroach into the park, the area of the encroachment shall not be considered acceptable as parkland dedication. Similarly, in the event that an easement through a park is required to accommodate aboveground services proposed by a developer, the area of the easement as well as any additional park area deemed by the City, at its sole discretion, that would otherwise be able to be programmed to accommodate a facility (e.g. sports field) but is precluded as a result of the easement, shall not be considered acceptable as parkland dedication.

However, lands that are encumbered by below grade infrastructure, including easements for the same, will be acceptable for parkland dedication in accordance with the Planning Act.

~~8.8.7.1.9 The Open Space and Recreation system is intended to achieve a linked open space and *Natural Heritage System*. In certain locations this will be achieved through the use of linear park connections to link wooded areas and other lands proposed for Open Space and Recreation purposes.~~

8.8.7.1.~~10~~9 Through the *development* approval process, provision may also be made for the *development* of parkettes without requiring an amendment to the Part II Plan in accordance with Section 8.8.7.4. Any parkettes shall be considered part of the parkland and open space system and the acquisition of such lands shall be in accordance with Section 8.8.7.1.3 of this Part II Plan.

8.8.7.1.~~11~~10 Naturalized parkland that is also appropriate for passive recreation may be accepted as parkland dedication and may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, in the Greenbelt Natural Heritage System, provided that:

(a1) The lands are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan and/or Schedule 'D-1' Environmental Management of the Part I Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*; ~~and,~~

(b1) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions; and,

(c1) The quantity of naturalized parkland being acquired does not impede the City's ability to meet the planned function of any City-owned park in terms of providing an appropriate level of active recreational opportunities.

For the purposes of this policy, determination of what constitutes naturalized parkland appropriate for passive recreation shall be at the City's sole discretion, in consultation with the Central Lake Ontario Conservation Authority, where jurisdictionally appropriate. For clarity, passive recreation refers to recreational activity that has minimal impact on the natural environment and requires very little terrain or vegetation modification and few, if any, structures, including but not limited to the following:

(a2) Non-motorized trail uses; and

(b2) Natural heritage appreciation (e.g. bird watching).

8.8.7.2 <u>Community Park</u>

8.8.7.2.1 The general location of the Community Park is indicated on Schedule "A" – Columbus Land Use and Road Plan. The Community Park shall be developed in accordance with the relevant policies of the Part I Plan and this Part II Plan.

8.8.7.2.2 The Community Park is intended to address the community level recreational needs of the Columbus Part II Plan as well as to contribute to the recreational opportunities of the City.

8.8.7.2.3 The Community Park is intended to contribute to the planned character of the City as a whole and the Columbus Part II Plan, as well as act as a key

community focus area and destination by providing recreational facilities and programming at a City and community scale.

8.8.7.2.4 The Community Park shall have a minimum site area of approximately ~~12~~ 8.5 hectares (~~29.6~~ 21.0 ac.).

8.8.7.3 Neighbourhood Parks

8.8.7.3.1 The general locations of the Neighbourhood Parks are shown on Schedule "A" – Columbus Land Use and Road Plan. However, the precise locations are flexible within the area shown as bounded by arterial roads, utility corridors and/or areas designated as Open Space and Recreation. Through the *development* approval process the location can be shifted within such areas without requiring an amendment to the Part II Plan. However, the location must be satisfactory to the City, shall be within the same ownership (unless the configuration and/or location of the park is deemed by the City, at its sole discretion, to be better served by being designed/situated in a manner that involves lands under multiple ownership) and the intent of the Plan shall be maintained. Where a Neighbourhood Park is shifted from the site shown on Schedule "A" – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Neighbourhood Park shall be assumed to be Low Density Residential or Medium Density I Residential. The Neighbourhood Parks shall be developed in accordance with the relevant policies of the Part I Plan and the Columbus Part II Plan.

8.8.7.3.2 Neighbourhood Parks ~~designated as NP I~~ shall have a minimum site area of approximately ~~2.1~~ 2.0 hectares (~~5.2~~ 4.9 ac.). ~~Neighbourhood Parks designated as NP II shall have a minimum site area of approximately 4.1 hectares (10.1 ac.).~~

8.8.7.4 Parkettes

8.8.7.4.1 The locations of Parkettes shall be determined through the *development* approval process without requiring an amendment to the Part II Plan, provided the location is satisfactory to the City, the parkette is conveyed to the City as a donation or acquired by the City on the basis of a demonstrated need, is within the same ownership and the intent of the Plan is maintained.

8.8.7.4.2 Parkettes are intended to serve local neighbourhoods and may include playgrounds and passive recreation areas. In addition, the City recognizes that community gardens contribute to sustainability and neighbourhood cohesion and may consider the use of Parkettes for community gardens where interest is expressed by the local residents.

8.8.7.4.3 Parkettes acquired by the City on the basis of a demonstrated need shall generally have a minimum site area of approximately 0.6 hectares (1.5 ac.). However, parkettes may be greater than 0.6 hectares (1.5 ac.) in size if the density of planned *development* in the vicinity supports the conveyance of parkland in accordance with Policy 2.6.3.2 of the Part I Plan. Conversely, parkettes may also be less than 0.6 hectares (1.5 ac) in size in the event that

the City, in consultation with the developer, considers it appropriate to provide a smaller parkette to serve a particular *development*, and the size and shape provides for a usable Parkette based on the intended function of the Parkette.

8.8.7.4.4 The location of Parkettes shall be coordinated where possible with the location of stormwater management facilities, *woodlands*, and other lands proposed for open space and recreation purposes, as well as to provide connections between these features and other land uses, including roads and utility corridors.

8.8.7.4.5 Parkettes may be linear in form in order to provide appropriate connectivity, and this function shall be reflected in the submission of *development* applications for the affected lands.

8.8.8 Municipal Services and Utilities

8.8.8.1 General

8.8.8.1.1 *Development* within the Columbus Part II Plan shall be subject to Section 9.7 of the Part I Plan with respect to servicing.

8.8.8.1.2 *Development* shall be phased in accordance with the availability and provision of services and phasing shall reflect a cost-efficient and sequential extension of infrastructure.

8.8.8.1.3 Where feasible, electrical, cable, telecommunications infrastructure and other utilities shall be required to be located underground and the design and location of associated at-grade service boxes shall have regard for the pedestrian environment, vehicular sight-lines, landscaping and urban design.

8.8.8.1.4 Water and sewage trunk services shall be located in accordance with the recommendations of the Columbus Subwatershed Study (C.S.W.S.) and the Columbus Servicing Study.

8.8.8.1.5 Functional servicing reports shall be required at the *development* approvals stage to identify capacity and required improvements, and mitigation measures to minimize impacts. Such reports will reflect the recommendations of the C.S.W.S., the Master Environmental Servicing Plan (M.E.S.P.) and the Columbus Servicing Study.

8.8.8.1.6 The City encourages the planning and installation of all public and private utilities approved for installation by the municipality on an integrated basis, including consideration to the use of joint utility poles and buried hydro facilities, at the cost of the proponent. The City encourages the use of joint trench(es) and concurrent installations wherever feasible. The City will also consider clustering or grouping of private utilities within the public realm, where feasible, such as on or within streetscape features such as: gateways; lamp posts; transit shelters; and when determining appropriate locations for large utility equipment and utility cluster sites.

8.8.8.1.7 The City encourages the installation of private and public utilities as early as possible in the *development* approvals process, and in a coordinated fashion taking into consideration the siting of street trees, in order to maximize urban tree canopy coverage and minimize disruption to the community.

8.8.8.2 Master Environmental Servicing Plan

8.8.8.2.1 Before any *development* of land within the Columbus Part II Plan including the processing of any proposed draft plans of subdivision or a substantial *development* application, a Master Environmental Servicing Plan (M.E.S.P.) shall be prepared which will reflect the recommendations of the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan.

8.8.8.2.2 The proponent of any proposed draft plans of subdivision or a substantial *development* application within the Columbus Part II Plan shall complete an M.E.S.P. prior to the processing of any proposed draft plans of subdivision or a substantial *development* application, unless one has already been completed, to the satisfaction of the City of Oshawa and the Region of Durham, in consultation with the Central Lake Ontario Conservation Authority. The M.E.S.P. shall include all lands within the Columbus Part II Plan and shall consider any other land, both inside and outside the Columbus Part II Plan, necessary to adequately address the matters being dealt with in the M.E.S.P.

8.8.8.2.3 The M.E.S.P. shall address, but not necessarily be limited to, the following issues, to provide greater precision and direction to the analysis contained in the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan:

(a) Hydrogeology/Groundwater Management: The investigation will provide a sufficient level of understanding of the hydrogeological conditions of the subject area and identify areas, if any, within the Columbus Part II Plan where the soil and groundwater conditions are conducive for promoting groundwater recharge in an urban setting. The groundwater management analysis will address water budget, groundwater quality and quantity and protection of recharge and discharge functions. It will address pre- and post-*development* analysis of recharge, infiltration, runoff and evapotranspiration conditions as well as the calculated change in water balance due to *development*. Pre-*development* infiltration conditions should be maintained and/or enhanced to preserve groundwater function and linkages to natural features. Mitigative measures should also be described to maintain the recharge function, including identifying suitable locations for and types of Low Impact Development techniques. The analysis will also either establish a minimum basement elevation or a recommended approach to determine a minimum basement elevation. Finally, the analysis will determine appropriate design criteria for a foundation drainage system for *development*, if applicable.

(b) Aquatic/Terrestrial Environmental Management: The environmental management analysis will apply the minimum required width of *Vegetation Protection Zones*, in order to determine if a greater width is appropriate pursuant to Section 5 of the Part I Plan, to address *fish habitat* protection and management, aquatic setback requirements, and key natural and hydrologic features protection and setbacks, including natural channel design considerations. It will also determine the appropriate specific location of off-road active transportation facilities and linkages within or adjacent to *Hazard Lands* and/or the *Natural Heritage System*.

(c) Stormwater Management: The stormwater management analysis will not only establish the target flows along riparian corridors as shown on Schedule 'F1-A' of the Part I Plan within the Columbus Part II Plan area (to be used and how to be used) and the minor and major flow routes within the Columbus Part II Plan area, but also identify the general characteristics for stormwater management facilities, including pond sizing, location and type, as well as a preliminary design that includes accommodation on-site for the deposition of sediment resulting from maintenance activities. The use of Low Impact Development techniques/alternative stormwater management designs and practices shall be considered.

(d) Biology: The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the *watercourses*, as well as to the implementation of stormwater management facilities and valleyland and *woodland* edge management.

(e) Municipal Servicing: The municipal engineering investigation will identify significant cut and fill areas, and will provide a preliminary water supply strategy and water distribution model, the preliminary design of major trunks and sub-trunks for the sanitary, storm drainage and foundation drain collector system, and the identification of overland flow routes. The municipal engineering investigation will also include one or more sanitary servicing drawings and one or more water supply servicing drawings based on Schedule "A" – Columbus Land Use and Road Plan, and these servicing drawings shall include details showing how existing *development* within the Columbus Special Policy Area could be serviced.

(f) Transportation: The transportation investigation will be undertaken in accordance with the City's and Region's transportation impact study guidelines and the Columbus Part II Plan Transportation Master Plan. The investigation will identify the transportation infrastructure, facilities and design elements needed to appropriately address and support each mode of travel, including walking, biking and transit, as well as vehicular travel, such that the transportation system functions as a balanced, integrated network and operates on the premise of a balanced approach to *Level of Service* that considers all modes. The

investigation should make recommendations regarding neighbourhood traffic management. It will also determine the approximate location of the arterial and collector road crossings of *watercourses*.

8.8.8.3 Stormwater Management

8.8.8.3.1 Stormwater management facilities shall be permitted in any land use designation on Schedule "A" – Columbus Land Use and Road Plan but are not permitted on lands identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan, including *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*. For clarity, naturalized stormwater management facilities or naturalized components thereof may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, in the Greenbelt Natural Heritage System, provided that:

(a) They are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*; and,

(b) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions.

For the purposes of this policy, determination of what constitutes an appropriate naturalized design for stormwater management facilities or components thereof shall be at the City's sole discretion, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.2 The City shall require the use of Urban Stormwater Management Practices, which reflect the recommendations of the Master Storm Servicing Plan, and as defined by current best practices of the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry, the City of Oshawa, and the Central Lake Ontario Conservation Authority, in every *development* application where feasible and appropriate, in order to promote environmental objectives consistent with sound engineering practices which maintain or enhance the health of the receiving *watercourse*. All *development* applications shall be accompanied by information/studies as required by the City in the context of the C.S.W.S. and/or the Master Storm Servicing Plan, demonstrating that the impact of the proposed *development* can be dealt with to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.3 In accordance with Policy 8.8.8.3.2 of this Part II Plan, the information/studies that accompany *development* applications must address

as required by the City in the context of the C.S.W.S. and/or Master Storm Servicing Plan, but not necessarily be limited to the following:

(a) Water quality and quantity control requirements;

(b) Major and minor flow routes;

(c) Underground services requirements (e.g. storm sewer and foundation drains);

(d) Erosion and sediment control requirements;

(e) Downstream *development* impacts;

(f) Groundwater condition of the land and its implications to the *development* (e.g. Calcium carbonate formation, pond design and location and the establishment of basement elevations);

(g) Application of Low Impact Development techniques;

(h) *Watercourse* improvement requirements;

(i) Floodplain and/or hazard limit requirements;

(j) Slope stability requirements;

(k) Potential impact to and from significant natural feature(s) (e.g. woodlots and *wetlands*);

(l) Road crossing hydraulic design and stability requirements; and,

(m) Financial implications to the City.

8.8.8.3.4 Stormwater management plans shall be designed to maintain and/or improve the pre-*development* stream temperature regime to the receiving waterbody in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.5 Stormwater flow should be managed to take into account the entire watershed including potential downstream impacts in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.6 The City shall require the application of sustainable stormwater management/Low Impact Development techniques such as bioswales, green roofs, rainwater harvesting and permeable pavement, to manage stormwater flows where appropriate and financially sustainable in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.7 The detailed design and location of stormwater management facilities shall be determined through the preparation of an M.E.S.P. and/or stormwater management engineering studies and drawings undertaken as part of the

development approval process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.8 Stormwater management facilities shall be designed and constructed based on the best practices and technology available and applicable at the time of *development* and shall satisfy all the requirements of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.9 Schedule "A" – Columbus Land Use and Road Plan shows the general location of stormwater management facilities. The design, configuration, size and location of these stormwater management facilities and the drainage areas that they serve will be determined as part of the M.E.S.P. and detailed stormwater management engineering studies/environmental studies undertaken as part of the *development* approvals process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan. In the preparation of such studies, consideration shall be given to the following:

(a) The potential integration with stormwater management facilities outside the Columbus Part II Plan where feasible and where it can be demonstrated that there will be no adverse impacts on downstream areas;

(b) Potential reduction in the number of facilities, where feasible, while maintaining adequate stormwater management quality and quantity control;

(c) The location of facilities outside of *Hazard Lands*, natural heritage and hydrologic features and their required *Vegetation Protection Zones*;

(d) The impact of groundwater elevations/conditions on the design of stormwater management facilities;

(e) The design requirements and liability implications of the facility based on the expected future ownership (public versus private);

(f) Provision of a dedicated sediment drying area in the design of the facility to accommodate the natural deposition of sediment in stormwater management facilities over time;

(g) Erosion control and stabilization of the downstream watercourse.

(h) The use of Low Impact Development techniques and/or other new acceptable stormwater management measures available at the time of *development* to further the objective of improved water quality and quantity of the receiving water body;

(i) Use of stormwater management best practices to encourage baseflow enhancement and to maintain and/or enhance pre-*development*

stream temperatures within the watershed of the receiving watercourse;

(j) Safety aspects of the stormwater management facility in terms of its slope, depth and visibility to the general public;

(k) The structural stability of the surrounding lands/features;

(l) The easy and safe access to the stormwater management facility for maintenance purposes;

(m) Efficient operation and maintenance of the facility;

(n) Design of stormwater management facilities which minimize the creation of dead drainage zones to mitigate potential health risks potentially associated with these facilities such as West Nile virus; and,

(o) The location of stormwater management facilities inboard from arterial roads, where feasible, in order to create transit supportive built form along arterial roads. The studies shall explore how grading and infrastructure can be designed to accommodate the inboard location of these facilities.

8.8.8.3.10 Variations in the number and location of stormwater management facilities shown on Schedule "A" – Columbus Land Use and Road Plan may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of the Master Stormwater Servicing Plan and/or a stormwater management study, prepared as part of the *development* approval process to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, without requiring an amendment to the Columbus Part II Plan. With respect to the issue of location, stormwater management facilities shall generally be sited to avoid being situated adjacent to Type "B" arterial roads, unless not otherwise feasible.

8.8.8.3.11 The siting of stormwater management facilities adjacent to parks and other open space areas shall be encouraged to complement surrounding land uses, where feasible and appropriate, provided the stormwater management facilities are located outside of the *Natural Heritage System* and/or associated *Vegetation Protection Zones* and buffers from natural hazards, and provided there are no adverse impacts on surrounding natural heritage features, and associated buffers and functions. Where stormwater management facilities cannot be sited with these uses, the facility shall be designed to complement and integrate with adjacent land uses with emphasis on safety, attractiveness and appropriate landscaping.

8.8.8.3.12 If the City, in consultation with Central Lake Ontario Conservation Authority where jurisdictionally appropriate, determines that a stormwater management facility shown on Schedule "A" – Columbus Land Use and Road Plan is not

required, the underlying land use designation shall apply without amendment to the Columbus Part II Plan.

8.8.8.3.13 Subject to Policy 8.8.7.1.8, stormwater management facilities conveyed to the City shall not otherwise be accepted as parkland dedication in accordance with the Planning Act.

8.8.8.3.14 Stormwater management facilities conveyed to the City shall be dedicated in conjunction with the *development* approval process. The dedication of these facilities shall be at no cost to the City. The City may not necessarily accept ownership of stormwater management facilities which serve commercial and/or institutional and/or other non-residential land uses. If conveyance of such facilities is proposed, the rationale for City ownership must be demonstrated and the requirements of the City, financial and otherwise, must be satisfied.

8.8.9 Transportation

8.8.9.1 General

8.8.9.1.1 The City's intention is to achieve a balanced, multi-modal transportation environment in the Columbus Part II Plan. The transportation corridors shall be designed to safely accommodate a range of viable travel options, including automobile, transit, and active transportation modes, together with street trees, other landscaping and street furniture. Such facilities shall conform to the classification, functions and design requirements outlined in Schedule "B" – Columbus Transportation Plan, the Columbus Part II Plan Transportation Master Plan (C.T.M.P.), and, with respect to Regional roads, the Durham Regional Official Plan, while having regard for Table 5 of the Part I Plan, and shall be subject to the approval of the relevant agencies.

8.8.9.1.2 To achieve a balanced, multi-modal transportation environment, the City supports a balanced approach to *Level of Service measures* for all transportation modes and may be prepared to use a variety of traffic calming measures depending on the function of the road such as those referenced in the City's Neighbourhood Traffic Management Guide. These include, but are not necessarily limited to the following:

(a) Appropriate lane widths;

(b) Provision of landscaped centre medians;

(c) Provision of on-street parking, including laybys;

(d) Provision of transit priority measures;

(e) Provision, where appropriate, of regular intersections of local roads with regional and other major roads to allow for the creation of a modified grid network;

(f) Provision, where appropriate, of roundabouts, pursuant to Policy 8.8.9.2.~~6~~7 of this Part II Plan; and,

(g) Use of alternative road geometrics and materials at active transportation crossing areas.

8.8.9.1.3 In addition to other approaches to support transit and active transportation, the transit network identified on Schedule "B" – Columbus Transportation Plan incorporates Ecomobility Hubs. These can range in scale based on their function with respect to the transit system and similar to the services they provide from a major transit hub for local and regional transit service with a full range of facilities from bike/scooter share, e-car sharing, and ridesharing to a bus stop with integrated bike/scooter share or a bus stop with bike parking and an enclosed shelter.

8.8.9.1.4 Schedule "A" - Columbus Land Use and Road Plan features a mix of uses at higher densities outside of the Columbus Special Policy Area along existing and potential transit routes to support transit infrastructure, facilitate transit-supportive *development* and optimize conditions for the usage and efficient provision of transit, with a goal of providing convenient and safe access to transit service within a 400 metre (1,312 ft.) (generally equivalent to a five minute walk) walking distance for the majority of residents, employees and visitors in the Columbus Part II Plan.

8.8.9.1.5 The City recognizes the important role Transportation Demand Management efforts play in using transportation infrastructure more efficiently, using private vehicles in a more sustainable fashion and encouraging increased transit use and active transportation. *Development* proponents shall employ Transportation Demand Management strategies, as may be identified in the City's Integrated Transportation Master Plan (2015) or any future updated Integrated Transportation Master Plan developed by the City and the C.T.M.P., in support of these objectives. Such strategies shall form an important component of any proposed *development* and will be addressed through a transportation impact study.

8.8.9.1.6 The City, or the Region of Durham specifically for Simcoe Street North, may require, at no additional cost to the City or Region, where applicable, the conveyance of additional lands for road rights-of-way beyond the requirements of the C.T.M.P. and Table 5 of the Part I Plan to appropriately accommodate active transportation facilities, either within the paved portion of the road or in the boulevard area, and/or medians. In particular, a minimum 3 metre wide vegetated median will be provided to the satisfaction of the City on Columbus Road outside of the Columbus Special Policy Area, on Simcoe Street North outside of the Columbus Special Policy Area and along Howden Road. With respect to the median to be provided along Howden Road, appropriate design consideration shall be given to accommodate the movements of farm vehicles, including access to farm properties.

8.8.9.1.7 Where feasible and appropriate, consideration shall be given to the incorporation of existing hedgerows and Low Impact Development features into the planned rights-of-way of roads.

8.8.9.2 Road Network

8.8.9.2.1 The alignment of the arterial and collector road system as shown on Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan generally reflects a grid-based road pattern, which has been modified due to *watercourses*, topography, utility corridors, and natural features such as valleylands, and to ensure appropriate intersection spacing and connections to established arterial or collector road alignments in and outside the Columbus Part II Plan.

8.8.9.2.2 The City encourages the completion of the Type "C" arterial road network in a sequential fashion so as to avoid, wherever possible, discontinuities in the road network.

8.8.9.2.~~2~~3 The alignment of the arterial and collector roads, as indicated on Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan will be more precisely defined during the preparation of a M.E.S.P. ~~and functional alignment studies~~ and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process, incorporating the requirements of the Greenbelt Plan. These studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including *watercourse* crossing locations, and recommend any necessary mitigation measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process. The studies will also have regard for the need to protect the potential Bridle Road/Highway 407 East overpass and the following potential future east-west corridor extensions identified on Schedule "B" – Columbus Transportation Plan:

(a) The westerly extension to Thornton Road North of the planned east-west ~~Type 'C' arterial~~ collector road located approximately midway between Columbus Road West and Howden Road West;

(b) The easterly extension to Ritson Road North of the planned east-west collector road ~~or, if required pursuant to Policy 8.8.9.2.34, a Type 'C' arterial road~~ located adjacent to the north limit of the planned Community Park; and,

(c) The westerly extension to the Oshawa-Whitby boundary of either the planned east-west Type "C" arterial road located north of Highway 407 East in the South Columbus Industrial Area or the westerly extension from Thornton Road North to the Oshawa-Whitby boundary of the planned extension, in the form of an east-west Type "C" arterial road, of the collector road located approximately midway between

Columbus Road West and Highway 407 East. The selection of the final route for the alignment of the extension to the Oshawa-Whitby boundary shall be determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, prior to the construction of this road, and in advance of any *development* in this area, to the satisfaction of the City and the Region of Durham.

~~8.8.9.2.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the collector road located adjacent to the north limit of the planned Community Park may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type 'C' arterial road in the event that it is determined through further study that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type 'C' arterial road may occur without an amendment to this Plan.~~

~~To protect for the potential reclassification of the collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.8 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.3 of this Part II Plan.~~

8.8.9.2.~~4~~ Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, should the northerly of the two route options described in Policy 8.8.9.2.~~2~~3(c) be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the collector road located approximately midway between Columbus Road West and Highway 407 East shown east of and connecting to Thornton Road North may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type "C" arterial road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type "C" arterial road may occur without an amendment to this Plan.

Further studies including, where necessary, the completion of the Municipal Class Environmental Assessment, shall be completed prior to the construction of this road and in advance of any *development* in this area, in order to determine the final appropriate route and road classification (i.e. collector road or Type 'C' arterial road) and subsequent design requirements, including driveway restrictions, to the satisfaction of the City and the Region of Durham.

~~To protect for the potential reclassification of the above noted collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy~~

~~8.8.9.2.8 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.3 of this Part II Plan.~~

8.8.9.2.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the right-of-way width of the east-west collector road located approximately midway between Columbus Road and Howden Road and the east-west collector road located adjacent to the north limit of the planned Community Park shall be 26 metres (85 ft.).

8.8.9.2.6~~5~~ Local roads and laneways are not designated in the Columbus Part II Plan. Their location shall be determined through the *development* approval process and shall be designed to provide a highly accessible network based on a fine-grained modified grid arrangement. The design shall incorporate, where appropriate, traffic calming measures to alleviate negative effects of motor vehicle uses by altering driver behaviour, improving conditions for non-motorized street users and discouraging traffic infiltration, particularly through residential areas.

8.8.9.2.7~~6~~ Outside of and along the perimeter of the Columbus Special Policy Area, the City will consider the use of roundabouts as a form of intersection control, where deemed appropriate by the authority or authorities having jurisdiction over the roads involved. Intersections of Type "C" arterial roads with another Type "C" arterial road or a collector road, or the intersection of two collector roads may be designed to be controlled by a roundabout, if required by the City, as informed by the requirements of Section 8.8.9.3 of this Part II Plan.

8.8.9.2.8~~7~~ Direct access onto Type "C" arterial roads is generally not permitted. Direct access may be permitted where all other *development* options are impractical or unfeasible. Driveway access to all non-block residential *development* shall generally be provided through laneways, internal local roads or window roads to optimize traffic flow and safety, and provide comfortable and attractive opportunities for active transportation.

8.8.9.2.9~~8~~ Generally, access driveways shall be located in accordance with the City's most recent Engineering Design Standards.

8.8.9.2.10~~9~~ Where residential *development* on public laneways is proposed, such *development* shall generally be limited to narrow lot residential dwellings, on at least one side of the public laneway, whose primary front façade faces onto an arterial or collector road, or onto parkland. In cases where residential dwellings front onto parkland rather than an arterial or collector road, the design of laneways may be required, at the sole discretion of the City, to provide a wider cross section to appropriately accommodate services and utilities. In addition, where waste management is considered on public laneways supporting residential *development*, consultation with the Region's Waste Management Division shall be undertaken to determine the minimum public laneway width required to appropriately support waste receptacle vehicles.

8.8.9.2.11~~10~~ Laneways shall generally have a minimum cross section width of 8.5 metres (29 ft.) and a minimum 6.5 metre (21.5 ft.) pavement width, subject to the need to potentially provide a wider cross section as noted in Policy ~~8.8.9.2.9~~ 8.8.9.2.10 of this Part II Plan.

8.8.9.2.12~~11~~ Laneways shall generally have a maximum length of 150 metres (493 ft.) to facilitate designs that minimize the need for internal storm sewers, where feasible, by draining to catchbasins located at the end of the laneway at the intersecting municipal street. In cases where block lengths exceed 150 metres (493 ft.), an additional access point should be provided for laneways in a central location.

8.8.9.2.13~~12~~ Where residential *development* on public laneways is proposed, areas shall be set aside for snow storage, such as by including wider lots at periodic intervals along the laneway to increase the separation distance between adjacent garages, as well as wider corner lots at the end of laneways to allow for wider exterior side yards for storage of snow pushed by snow removal vehicles out of the laneway. To ensure appropriate periodicity of wider lots along the laneway, generally no more than 6 side-by-side dwelling units facing a laneway shall be permitted in a building.

8.8.9.2.14~~13~~ An easement generally 2.5 metres (8.5 ft.) in width on either side of the public laneway shall be granted to the City for the purposes of snow storage. These easements are to be kept free and clear of all encumbrances such as, but not limited to, fences, gates and hedges. For clarity, the area of the easement intended for snow storage relates to landscaped areas in between driveways and/or garages, the size of which shall generally be maintained by limiting the number and size of parking spaces in and outside of a garage to the minimum requirements specified in the City's Zoning By-law for the associated use. Alternatively, an easement narrower in width, or no easement at all, may be required to be provided in the event that it is demonstrated to the satisfaction of the City that snow storage can be accommodated through other design means.

8.8.9.3 Transportation Impact Assessment

8.8.9.3.1 A Transportation Impact Assessment study, updating and refining the work undertaken in Policy 8.8.8.2.3 (f) of this Part II Plan, shall be required as part of the *development* approvals process in accordance with the City's and Region's Transportation Impact Study Guidelines, the C.T.M.P., the M.E.S.P. and the Municipal Class Environmental Assessment. The Transportation Impact Assessment shall be conducted in accordance with an approved Terms of Reference to be developed in consultation with City and Regional staff and shall include, but not necessarily be limited to, the following tasks:

(a) Identify the demand, and identify efficient and effective supply solutions and right-of-way requirements for transit, pedestrian, bicycle, road and parking facilities (automobile and bicycle) necessary to support the proposed *development* application;

(b) Confirm the adequacy and cost-effectiveness of the proposed road network and provide functional designs for road improvement plans and access management strategies to accommodate the *development* (include land-use phasing plan if necessary); and,

(c) Identify issues or conflicts between the goals and objectives of the Part II Plan and the results of these transportation studies and recommended solutions.

8.8.9.3.2 The City will consult with the Town of Whitby, where applicable, during the preparation of Terms of Reference for a Transportation Impact Assessment Study to ensure the Town's requirements for Columbus Road West and other roadways are considered, including any financial implications related to road improvements required in Whitby.

8.8.9.3.3 Where appropriate, the City may require other technical studies such as a safety study, traffic calming study, parking study, access management plan, traffic control feasibility study, intersection control study, Traffic Management Plan and/or transportation demand management checklist and report.

8.8.9.4 Active Transportation Routes and Linkages

8.8.9.4.1 General

The active transportation network for the Columbus Part II Plan shall conform to the active transportation routes shown on Schedule "B" – Columbus Transportation Plan to provide a continuous, connected system throughout the Columbus Part II Plan and connecting to areas outside of the Columbus Part II Plan. The specific types of facilities to be provided on the main routes (excluding sidewalks) are identified on Schedule "B" – Columbus Transportation Plan, and are described in Policies 8.8.9.4.2 and 8.8.9.4.3 of this Part II Plan.

In addition to the active transportation network shown on Schedule "B" – Columbus Transportation Plan, additional active transportation linkages shall be provided, where appropriate, to facilitate efficient and convenient connections between land uses and/or streets. In this regard, the potential provision of additional active transportation linkages may include opportunities for such linkages to be provided for public access through common elements of condominium developments. These additional linkages are intended to provide easy access to main active transportation routes, schools, parks, community uses, the open space system and, where appropriate, commercial uses. In particular, additional active transportation linkages may be required to be provided to facilitate active transportation access to all school sites and transit stops where a route exclusively using the road network would be excessively circuitous. These additional active transportation linkages may not be indicated on Schedule "B" – Columbus Transportation Plan, and the precise location and implementation of the linkages shall be determined through the *development* approval process.

The implementation of active transportation facilities, including sidewalks, shall comply with the latest City engineering standards and design requirements.

Active transportation routes and linkages shall be located, and associated facilities designed, to ensure pedestrian and cyclist safety and comfort, with consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles, lighting, maintenance and passive surveillance.

Where an active transportation linkage takes the form of a walkway block such as in a plan of subdivision, the linkage shall generally have a minimum width of 9.0 metres (29.5 ft.) to support a 3.0 metre (9.8 ft.) wide walkway with a 3.0 metre (9.8 ft.) wide landscape strip on either side, sufficient to support healthy tree growth.

In the event that an active transportation route shown on Schedule “B” – Columbus Transportation Plan is associated with part of the *Natural Heritage System* shown on Schedule “C” – Columbus Environmental Management Plan, and the *Natural Heritage System* is refined, the location of the active transportation route shall be reviewed and may be modified as appropriate without requiring an amendment to the Part II Plan.

8.8.9.4.2 Off-Road Active Transportation Facilities

An extensive, integrated system of off-road active transportation facilities has been identified in the C.T.M.P., and as shown on Schedule “B” – Columbus Transportation Plan. The extensive system will result in a network of active transportation routes and linkages and provide connections between valleylands, parks, utility corridors, stormwater management facilities, the open space system and adjacent land uses and along the boulevards of road rights-of-way. The system will facilitate active transportation for recreational and utilitarian purposes and provide access to major activity centres, as appropriate, while addressing issues such as but not limited to grading and access control. Off-road active transportation facilities along routes shown on Schedule “B” – Columbus Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule “B” – Columbus Transportation on the basis of ultimate anticipated level of usage. Both classes of trail are paved multi-use paths with a marked centre-line and signage. However, barring physical constraints, Class I Trails are intended to be located within the boulevard of the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.) and Class II Trails are intended to be located outside the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.).

Further opportunities for off-road active transportation facilities should be explored in the M.E.S.P., and subsequent plans of subdivision.

Off-road active transportation facilities will be developed in accordance with the standards in the City’s Active Transportation Master Plan (2015), and

Provincial standards and guidelines (e.g. Ontario Traffic Manual Book 15 and 18).

Off-road facilities associated with active transportation routes and linkages are permitted within an environmental buffer, including a *Vegetation Protection Zone* associated with part of the *Natural Heritage System* in accordance with Section 5.0 of the Part I Plan. In circumstances where an off-road facility is located within an environmental buffer or *Vegetation Protection Zone*, the facility shall be sited along the outside edge of the buffer or *Vegetation Protection Zone*. Further, in the event that siting an off-road facility, including any associated grading, in a buffer or *Vegetation Protection Zone* would otherwise adversely affect the functionality of the relevant *Natural Heritage System* feature, the required minimum width of the buffer or *Vegetation Protection Zone* shall be widened to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, to ensure adequate protection for the feature.

Generally, off-road facilities associated with active transportation routes and linkages shall be located outside of the identified *Hazard Lands* and *Natural Heritage System* shown on Schedule "C" – Columbus Environmental Management Plan, but may be considered within their associated buffers and/or *Vegetation Protection Zones*. The M.E.S.P. and/or an Environmental Impact Study (E.I.S.) will more precisely determine the location of the off-road active transportation facilities. Where off-road facilities associated with active transportation routes or linkages are accommodated within a buffer or *Vegetation Protection Zone* of *Hazard Lands* and the *Natural Heritage System* as shown on Schedule "C" – Columbus Environmental Management Plan, the off-road facilities shall generally be designed and located with consideration to environmental sensitivity, flood and/or erosion-prone areas, existing vegetation, wildlife habitat, and user safety.

Where possible, off-road facilities associated with active transportation routes and linkages should be designed/aligned to include existing hedgerows.

8.8.9.4.3 On-Road Cycling Facilities

Cycling facilities associated with active transportation routes and linkages along arterial or collector road corridors may be separately accommodated on-road within the paved portion of road rights-of-way on both sides of the roadway. Such facilities may be provided in lieu of cycling facilities normally located off-road in boulevards.

Schedule "B" – Columbus Transportation Plan indicates the location of on-road cycling facilities, which include on-road cycling lanes and on-road cycling routes.

On-road cycling lanes may include the following:

(a) Separate, dedicated bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the bicycle lane is prohibited; and,

(b) Separate, dedicated buffered bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the buffered bicycle lane is prohibited, and which include a curb to further separate cyclists from vehicular traffic.

On-road cycling routes may include the following:

(a) Lined and signed bicycle routes where on-street parking that occupies the area lined and signed for bicycles is permitted; and,

(b) Painted decals ("sharrows") within widened travel lanes to indicate designed joint use of the travel lane by motorists and cyclists.

8.8.9.4.4 Notwithstanding the classifications on Schedule "B" – Columbus Transportation Plan, or any policy of this Plan to the contrary, the City may accommodate on-road cycling routes on lands where on-road cycling lanes are identified and vice-versa or as Class I Trails, without an amendment to this Plan, if it is determined that it is in the best interest of the City to do so, having regard for, but not necessarily limited to, the quantity of intersecting driveways, available boulevard space, on-street parking, adjacent land use and road operating speed.

8.8.10 Environmental Management

8.8.10.1 *Hazard Lands* and *Natural Heritage System* areas shown on Schedule "C" – Columbus Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan and the policies of the Columbus Part II Plan.

8.8.10.2 The *Natural Heritage System* is intended to be protected, pursuant to the policies under Section 8.8.10 of this Part II Plan and the relevant policies in Section 5.0 of the Part I Plan. Enhancing and restoring natural heritage and hydrologic features and functions will be undertaken through site-specific planning, design and/or conditions of approval as part of the *development* review process where *development* proposals interface with or contain components of the *Natural Heritage System* or natural heritage or hydrologic features that are not part of the *Natural Heritage System*. Enhancement and restoration measures shall include the establishment of appropriate native, self-sustaining vegetation within buffers, including *Vegetation Protection Zones*, and in particular, the portions of the Greenbelt Natural Heritage System that interface with the boundary of the Columbus Part II Plan Area, to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.10.3 Before any proposed draft plans of subdivision or substantial *development* applications are processed, a more precise determination of the location and extent of the *Natural Heritage System*, including a determination of the appropriate required minimum width and extent of buffers, shall be undertaken pursuant to the requirements of Section 5.0 of the Part I Plan. The exact location and extent of the *Natural Heritage System* including a determination of the appropriate required minimum width and extent of buffers will be determined by applying the requirements of Section 5.0 of the Part I Plan at a precise and site-specific level through detailed Environmental Impact Studies (E.I.S.), in accordance with the supporting analysis contained within the C.S.W.S, M.E.S.P. and/or Master Storm Servicing Plan, as part of the review of *development* proposals and shall be detailed in the zoning by-law. Refinements to the extent of the *Natural Heritage System*, including the associated buffers and *Vegetation Protection Zones*, resulting from the M.E.S.P./E.I.S. prepared in conformity with Section 5.0 of the Part I Plan to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, may occur without an amendment to this Plan. Where boundaries are adjusted, the abutting land use designation shall apply, provided the intent of the Plan is maintained.

8.8.10.4 The City will encourage the creation and maintenance/protection of active transportation linkages, where feasible and appropriate, between *Hazard Lands* and the *Natural Heritage System* and the surrounding community, provided there are no negative impacts to the natural heritage features and their functions.

8.8.10.5 Retention of other existing natural heritage and hydrologic features not shown on Schedule “C” – Columbus Environmental Management Plan such as specimen trees, tree stands and hedgerows is encouraged. These features shall be identified and considered during the *development* review process and may be retained and incorporated where appropriate into the design of roads, parks, site plans and plans of subdivision in consultation with the City and Central Lake Ontario Conservation Authority where jurisdictionally appropriate. In this regard, the City may require that a Tree Preservation Plan be submitted in conjunction with a *development* application. Features found to be suitable and feasible for retention shall be detailed and implemented in the *development* agreement. Mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control and protection of soil moisture regime shall be utilized before, during and after construction.

8.8.10.6 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to *Hazard lands* to be conveyed along the landward limit of the applicable erosion hazard limit.

8.8.10.7 Notwithstanding Policy 8.8.10.6 of this Part II Plan, the allowance for municipal trail facilities/maintenance access may be located within the applicable erosion hazard limit only if it may be safely accommodated and is approved by the City and the Central Lake Ontario Conservation Authority.

8.8.10.8 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to the *Natural Heritage System* to be accommodated within the identified *Vegetation Protection Zone* or buffer measuring from the outside edge of the *Vegetation Protection Zone* or buffer, furthest away from the feature. Grading within the *Vegetation Protection Zone* or buffer shall be minimized to the greatest extent possible.

8.8.10.9 As a condition of *development*, proponents may be required to enhance the natural state of an adjacent *watercourse*, *wetland* and/or *woodland*, including if required by an E.I.S. This may include re-vegetation including the planting of trees, shrubs, and herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.

8.8.10.10 Where determined to be appropriate by the City in consultation with the Central Lake Ontario Conservation Authority, natural channel design features shall be incorporated to preserve, regenerate and/or enhance areas identified as *Natural Heritage System*. A greater width for the *Natural Heritage System* may be required to accommodate natural channel design features, stable slopes, vegetation and buffer areas.

8.8.10.11 *Development* involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private ~~drilled~~ wells shall ensure that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of such adjacent properties. In this regard, a plan to ensure pre *development* testing of the well water on adjacent sites shall be developed in consultation with the City, generally using the recommended monitoring approach for private well monitoring as outlined in the C.S.W.S., and execution of said plan shall be with the consent of the owner to establish baseline well water quality conditions. During the *development* process, regular and frequent testing shall be undertaken in accordance with the Region of Durham's well water sampling protocols. If such adverse effects occur, they shall be rectified by the developer in a timely manner, at their sole expense, based on an approach developed in consultation with the City and/or Region of Durham and carried out to the satisfaction of the same.

8.8.10.12 Significant restoration projects in the Columbus Part II Plan Area, as identified in the C.S.W.S, are to be implemented pursuant to the M.E.S.P. through the *development* process, including restoration of previously unauthorized removed vegetation communities and the restoration of lands identified as forming natural heritage linkage areas.

8.8.11 Heritage and Archaeological Features

8.8.11.1 The built *heritage resources* in the Columbus Part II Plan, as documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report prepared for the area by ASI, dated February 2019 (revised April 2019), are integral components of the area's historical community and rural legacy and their maintenance, conservation and preservation is of primary importance.

8.8.11.2 A Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa to consider the potential implementation of a Heritage Conservation District Plan for the Columbus community. Regardless, unless it is demonstrated to the satisfaction of the City that it is not otherwise feasible, *development* shall conserve built *heritage resources* and be designed to integrate such resources into the community so that the scale, form and character supports and complements the heritage values, attributes and integrity of the resources.

8.8.11.3 When considering a *development* application, the preferred approach to the conservation and preservation of any built *heritage resources* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report shall be their retention in situ, through integration and/or adaptive re-use. However, if it is demonstrated to the satisfaction of the City that retention in situ is not feasible, the preferred secondary approach shall be relocation to a different location on the same property for adaptive re-use or, if such is not feasible, relocation off-site for adaptive re-use. Only after it is demonstrated to the City's satisfaction that these approaches are not feasible should an application to demolish a built heritage resource be submitted, whereupon appropriate opportunities for salvage should be pursued.

8.8.11.4 The City may take appropriate actions including imposing conditions of approval on the *development* application to ensure the continued protection of identified built *heritage resources*.

8.8.11.5 A Heritage Impact Assessment, prepared by a qualified heritage professional, shall be submitted with any *development* application containing a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report. It shall likewise be ~~an~~ a ~~expectation of~~ requirement of the City that any application to demolish a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report submitted in the absence of a *development* application will be accompanied by a Heritage Impact Assessment. In addition, any planning application for *development* or permit for site alteration to facilitate development that includes, or is adjacent to, an identified built *heritage resource* shall require the submission of a Heritage Impact Assessment which will evaluate the proposed *development* and demonstrate that the heritage attributes of the built *heritage resources* will be conserved.

8.8.11.6 A Heritage Impact Assessment, as referenced in Policy 8.8.11.5 of this Part II Plan shall provide a detailed analysis and evaluation of the built heritage resource, identify options for conserving the resource – including preservation of the resource in conjunction with any related proposed *development* in accordance with Policy 8.8.11.3 of this Part II Plan – and recommend a preferred approach based on a balanced, detailed justification and rationale.

8.8.11.7 Before a *development* is approved for lands having archaeological potential within the Columbus Part II Plan, a Stage 2 Archaeological Assessment will

be conducted by a qualified archaeologist, in consultation with Indigenous Communities. Further, specific lands identified in the Stage 1 Archaeological Assessment prepared by ASI, dated April 2019 shall require a Stage 3 Archaeological Assessment. Any sites found containing archaeological resources are to be preserved or these resources are to be removed, catalogued and analyzed prior to *development*, in consultation with the Ministry of Citizenship and Multiculturalism. Any Stage 3 or 4 Archaeological Assessment will be conducted in consultation with Indigenous Communities.

8.8.12 Urban Design

8.8.12.1 General

8.8.12.1.1 An emphasis on urban design will be an essential component of the implementation of the Columbus Part II Plan. High quality urban design in the public realm shall be provided in the *development* of all public parks and open spaces, roads, facilities in support of active transportation routes and linkages, buildings and engineering projects. In addition, high quality urban design shall be achieved in the *development* of private properties by giving specific attention to building design, height, siting, orientation, massing, landscape and streetscape design, as well as attention to ensure that *development* appropriately relates to and interacts with the public realm, adjacent lands and the broader neighbourhood. *Development* applications will be evaluated in accordance with these urban design policies and the Columbus ~~Part II Plan~~ Community Urban Design Guidelines.

8.8.12.1.2 The following urban design principles shall guide *development* and define the specific character of the Columbus Part II Plan:

(a) Respect and Embrace the Columbus Context

The design of buildings and sites shall consider the existing context, giving special consideration to the rural heritage of the Columbus community. *Development* in the Columbus Planning Area should enhance the special attributes and character of Columbus and conserve cultural heritage resources and natural heritage features. Site features such as landscape features shall be considered and conserved where possible through sensitive site design.

(b) Protect and Enhance the *Natural Heritage System*

Recognize the importance of the *Natural Heritage System* and the need to protect the air, water, and land resources for future generations. Properties abutting the *Natural Heritage System* shall consider the sensitivity of the natural area while conserving views and access to the *Natural Heritage System* where appropriate.

(c) Design for the Pedestrian Scale

Create pedestrian-scaled streetscapes and public realm elements including wide sidewalks, street trees, pedestrian seating and

amenities, and street-fronting buildings with publicly accessible at-grade uses. Ensure safe, convenient ease of travel within the community through enhanced, well connected active transportation connections. Street trees and boulevard landscaping will be located to maximize the urban tree canopy, provide shade, contribute to neighbourhood character and help control water runoff.

(d) Encourage Sustainable Design

Promote sustainable community, site and building design, including Low Impact Development (L.I.D.) techniques, consideration for solar orientation, and measures to promote energy efficiency.

8.8.12.2 Urban Design Studies and Comprehensive Master Site Plan Requirements

8.8.12.2.1 The urban design policies contained in the Columbus Part II Plan provide the framework within which the Columbus ~~Part II Plan~~ Community Urban Design Guidelines (Urban Design Guidelines) have been developed, and more detailed urban design studies will subsequently be prepared for certain areas. The urban design policies, together with the Urban Design Guidelines, also provide design direction for the *development* of areas that have not been specifically identified for an urban design study.

8.8.12.2.2 One or more urban design studies shall be undertaken by the City, and funded by the affected landowners, to prepare Master Urban Design Plans and implementing guidelines for key areas in the Columbus Part II Plan, using the relevant Part II Plan policies and Urban Design Guidelines identified in Policy 8.8.12.2.1 of this Part II Plan as a framework. The Master Urban Design Plans will guide comprehensive *development* to ensure a high quality and coordinated urban environment. Urban design studies shall be undertaken for the following areas within the Columbus Part II Plan:

(a) The Columbus Special Policy Area – This designation recognizes the special character of the area where the existing community is focused, which contains many heritage features. A Heritage Conservation District Plan or a Master Urban Design Plan and implementing guidelines shall be prepared prior to any substantial new *development* in this designation.

(b) The Simcoe Street North Corridor outside of the Columbus Special Policy Area – Simcoe Street North is the major north-south street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Simcoe Street North, north and south of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have a significant influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Simcoe Street North outside

of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Simcoe Street North Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

(c) The Columbus Road Corridor outside of the Columbus Special Policy Area – Columbus Road is a major east-west street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Columbus Road particularly west of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have an important influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Columbus Road outside of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Columbus Road Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

8.8.12.2.3 The Master Urban Design Plans and implementing urban design guidelines identified in Policy 8.8.12.2.2 of this Part II Plan shall build on the Urban Design Guidelines identified in Policy 8.8.12.2.1 of this Part II Plan, and address on an area specific basis, considerations such as the following, recognizing the character of Columbus:

(a) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of a seamless, integrated relationship between the public and private realms;

(b) The provision of appropriate traffic calming measures along Simcoe Street North and Columbus Road within the Columbus Special Policy Area, including those identified in Policy 8.8.9.1.2.;

(c) The promotion of a higher order of built form and intensity along Simcoe Street North outside of the Columbus Special Policy Area in recognition of its functionality as a transit corridor and northern and southern gateway to the Columbus Special Policy Area, as well as a northerly gateway to the City, while still recognizing the special character of Columbus, particularly in the Columbus Special Policy Area designation;

(d) Consideration of the character of Columbus Road outside the Columbus Special Policy Area in recognition of its functionality as a western and eastern gateway to the Columbus Special Policy Area, while still recognizing the special character of Columbus, particularly the Columbus Special Policy Area designation;

(e) The location and distribution of all land uses and general building envelopes, including establishing guidance with respect to setbacks and built frontage requirements which reinforce the street edge and provide spatial definition to the public realm;

(f) Guidance with respect to the design and siting of parking and loading and service areas to minimize the visual impact of such areas from the street;

(g) The provision of a high quality design in all buildings, including design which reflects the character of Columbus for those areas in proximity to the Columbus Special Policy Area;

(h) The location of road intersections, the location and coordination of all access points (including active transportation access locations) and necessary road and signalization improvements as informed by the requirements of Section 8.8.9 of this Part II Plan;

(i) The identification of gateway sites/areas, such as those identified under items (b) and (c) above, and their appropriate design and landscape treatment;

(j) The incorporation of public art in both the private and public realms;

(k) The provision of convenient, accessible, and attractive active transportation routes and linkages, convenient transit routes and bus stops, and the convenient location of trailheads and walkway linkages to minimize walking distances to destinations;

(l) Safe, attractive and convenient access from the private realm to sidewalks and active transportation routes and linkages;

(m) Road operating criteria including right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road as informed by the requirements of Section 8.8.9 of this Part II Plan; and,

(n) The consideration of safety and Crime Prevention Through Environmental Design (C.P.T.E.D.) principles in the design of the streetscape and abutting lands.

8.8.12.2.4 Notwithstanding any other policy of this Part II Plan to the contrary, *development* of individual sites within areas for which urban design studies are to be prepared may occur, at the City's sole discretion, prior to the preparation of such studies subject to the preparation of a comprehensive master site plan and urban design guidelines for the site, with consideration to how the *development* integrates with abutting lands. However, lands proposed by a school board to be developed for a school shall not be subject to the above noted requirements to prepare a comprehensive master site plan and urban design guidelines for the site.

8.8.12.2.5 A comprehensive master site plan and urban design guidelines for individual sites within areas for which urban design studies are to be prepared shall indicate the built form, siting, massing, heights, layout, streetscape, architectural fabric and relationship of buildings, parking, service and loading areas, landscaped areas and access points, such that *development* on individual properties may be integrated with that of adjacent properties, including the public realm, in accordance with the provisions of the Columbus Part II Plan, and particularly the policies of Section 8.8.~~13~~12 of this Part II Plan.

8.8.12.3 Design Principles for Development Applications

Development applications will be evaluated in accordance with these urban design principles and the Columbus ~~Part II Plan~~ Community Urban Design Guidelines.

8.8.12.3.1 Road and Block Pattern

The design of public and private roads and blocks shall provide easy access and permeability for pedestrians, cyclists and motorists, and promote a continuous, grid-like road network.

The arrangement and size of blocks shall be designed to minimize walking and cycling distances to schools, parks, community uses, shopping areas, trails and public transit. Where reasonable walking and cycling distances are not possible along road rights-of-way and through parks and open space, active transportation linkages through blocks shall be provided, generally in the form of walkways as described in Policy 8.8.9.4.1 of this Part II Plan.

The road pattern shall contribute to the efficient provision of public transit services and convenient, safe active transportation. Transit stops along arterial and collector roads should be located to provide safe, direct and convenient access to buildings or uses at those locations and should be integrated into site plans.

Street medians in rights-of-way and, where appropriate, roundabouts, shall be provided in accordance with Policies 8.8.9.1.6 and 8.8.9.2.~~6~~7 of this Part II Plan to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Streets, including Columbus Road and Simcoe Street North in the Columbus Special Policy Area in particular, should be designed to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Where possible, common access arrangements shall be made to minimize the number and location of vehicular access points.

The road pattern should avoid the need for permanent secondary emergency access locations and should instead support routes in favour of direct road connections.

Where possible, new transportation and infrastructure projects should avoid wildlife corridors, and/or demonstrate that there will be no barrier to wildlife crossing functions.

8.8.12.3.2 Site Development and Built Form

Site design and the location and orientation of buildings shall be informed by site characteristics and adjacent land uses to ensure that *development,* particularly in the Columbus Special Policy Area, is well integrated with the existing or planned context.

Major contributors to the character of the Columbus Special Policy Area are the generous yards and well-established mature tree canopy. Site design for new *development* in the Columbus Special Policy Area and abutting areas should be in keeping with this existing character. In addition, new construction should be visually compatible with, while still being distinguishable from, existing heritage buildings and properties to allow heritage assets to be readily recognizable.

Throughout Columbus, the preservation of view corridors and the termination of views with attractive features, buildings or open spaces is encouraged. In particular, prominent community use buildings such as schools, places of worship and libraries should be strategically sited to serve as landmarks at the termination of view corridors and as orienting elements within the community.

The design of individual buildings can shape the look and feel of the community. New buildings should be traditional in expression and complementary to existing *development* inside and adjacent to the Columbus Special Policy Area, particularly abutting land uses and building forms. In addition, to respect the natural heritage of Columbus, building designs should prioritize sustainability, and aesthetics.

Buildings should, wherever possible, frame streets with a comfortably scaled primary front wall, and appropriate access to light, view and privacy. As the portion of the building that influences the pedestrian experience most directly, the primary street wall should create a pedestrian-scaled experience that relies on high quality materials and active facades that complement the historical character of the community.

Building scale and massing should be modulated and articulated through the use of stepping, projections, canopies, trellises, fenestration, proportions, materials and finishes. For buildings taller than ~~three~~ four storeys, the upper storeys shall be stepped back to ensure a pedestrian scale at the street.

In areas designated as Mixed Use Node I or II or located along Simcoe Street North or Columbus Road, the provision of active uses with a high proportion of transparent windows, display windows, and/or accessory outdoor amenity areas (e.g. patios) at grade adjacent to roads and open space areas is generally required, to provide visual interest, promote the use

of sidewalks, support retail continuity and viability, and contribute to a safer and more vibrant pedestrian environment.

Architectural variety is encouraged through subtle variations in the façade treatment, street walls and built edges, particularly where buildings are adjacent to arterial and collector roads, parks, and active transportation routes and linkages. In addition, a variety of rooflines and shapes should occur within each residential block.

The design of housing shall reflect the principle of private garages as a subordinate element of residential *development* and a range of approaches will be utilized to achieve this objective including providing for garages to be recessed from the front wall and minimizing the width of the private garages relative to the width of the associated dwelling unit.

Building and landscape designs for gateway sites/areas, identified through an urban design study, shall have the highest level of architectural detailing, a distinct architectural appearance and shall accentuate adjacent intersections through massing, height, architectural detail, and framing of the intersection.

8.8.12.3.3 Sustainability

Sustainability shall inform all elements of site design. The City shall encourage sustainable building design by:

(a1) Being responsive to new technologies in building construction which contribute to sustainability, while appropriately addressing the relevant urban design guidelines and policies of this Part II Plan, including those related to building scale and massing;

(b1) Encouraging energy conservation and efficiency, as well as identifying opportunities for clean energy generation (e.g. geothermal, photovoltaic panels); and,

(c1) Encouraging site and building design that contributes to improved air quality and reduced water consumption.

In particular, the City will encourage:

(a2) Site design that prioritizes alternative modes of transportation;

(b2) Consideration to orienting buildings, where possible, to maximize solar gain through windows and openings;

(c2) Low Impact Development measures as part of site landscaping;

(d) The use of green building design, such as green roofs;

(e) Permeable surfaces (e.g. permeable pavers, landscaping treatments) shall be used wherever feasible and appropriate to reduce stormwater runoff and increase water recharge of aquifers;

(f) The incorporation of the necessary infrastructure into site plans and/or buildings to support and accommodate electric vehicle charging;

(g) The incorporation of bioretention areas into site design; and,

(h) The protection of natural heritage and hydrological features and functions to support sustainable communities.

8.8.12.3.4 Barrier-free Access and Design

Barrier-free access features shall be integrated into the design components of public sites and/or buildings.

Development proponents are encouraged to give consideration to the City's Accessibility Design Standards and best practices, wherever possible.

Site designs for residential and non-residential uses shall incorporate barrier-free paths of travel within the site and, where appropriate, between the site and adjacent lands.

Residential and non-residential building designs are encouraged to incorporate accessibility features, feature barrier-free units/spaces and, in the case of residential *development*, dwellings that meet the needs of all residents, including vulnerable populations such as seniors and people with disabilities.

8.8.13 Implementation and Interpretation

8.8.13.1 The Columbus Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation.

8.8.13.2 All *development* in proximity to oil and natural gas pipelines and hydro corridors shall comply with the requirements of the agencies having jurisdiction, including the applicable required setbacks. Applicants are encouraged to consult early in the *development* approval process with the relevant agencies.

8.8.13.3 The City will encourage the provision of major community uses, transportation and transit, stormwater, water and wastewater servicing at the earliest feasible stage of community *development*.

8.8.13.4 Because *development* will occur over many years and the timing and phasing of transportation and infrastructure improvements will depend on the rate of *development* and future travel characteristics, the City shall monitor transportation demand.

8.8.13.5 Comprehensive *development* of land in separate ownerships within the Columbus Part II Plan will be encouraged through the *development* approval process in order to achieve well-designed and integrated *development*. The following shall be examined, as guided by the relevant policies of Section 8.8.13 of this Part II Plan, to ensure that individual proposals are properly integrated with adjacent lands:

(a) The distribution of lots and blocks;

(b) Public road and active transportation connections, including all on- and off-road facilities associated with active transportation routes and linkages;

(c) Integration of internal circulation systems for pedestrians, cyclists, automobiles and, where appropriate, transit vehicles;

(d) Co-ordination of access points in order to minimize the total number of access points to abutting roads;

(e) Integration of parking, loading and service areas;

(f) Compatibility of building design and location, in order to achieve a consistent streetscape, a balanced, defined edge to the public realm, and a harmonious relationship between different buildings and land uses;

(g) Complementary grading and landscaping;

(h) Co-ordination and integration of site servicing and stormwater management for the area; and,

(i) Consideration, through the *development* approval process, to requiring designs that facilitate the severance of excess lands on abutting lots, where appropriate.

8.8.13.6 The City shall require that the lands required for a Community Park be dedicated to the City in accordance with the requirements of the Planning Act.

8.8.13.7 The City shall require that any planned Type “C” arterial roads be provided to the City through the registration of plans of subdivision.

8.8.13.8 The City shall investigate funding opportunities for the provision of infrastructure and programs that promote sustainability.

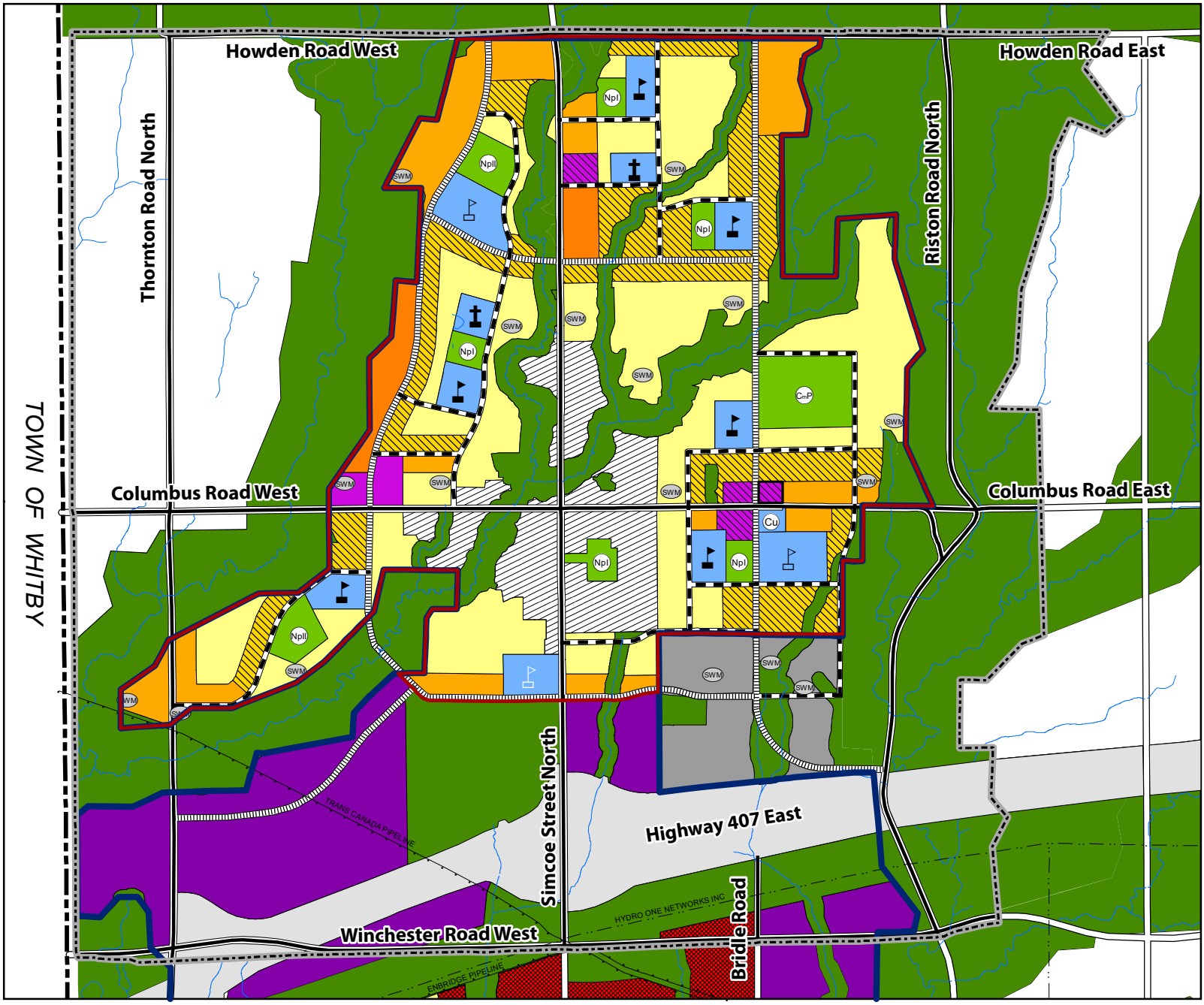
8.8.13.9 The City recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Part II Plan that prior to the approval of any draft plan of subdivision, or registration of phase thereof, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs of developing the community (including Region

of Durham costs) are to be shared. The City may also require, as a condition of draft approval or site plan approval, that a clearance letter be provided to the City from the trustee named in the cost sharing agreement that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision or site plan approval.

8.8.14 Site Development Phasing Plan

8.8.14.1 A Site Development Phasing Plan may be required by the City for lands that require phasing to achieve the ultimate build-out conditions anticipated by the Columbus Part II Plan. Each phase of the *development* undertaken by the proponent shall protect for future phases in accordance with the Site Development Phasing Plan. The phasing of *development* in accordance with the approved Site Development Phasing Plan shall be a requirement of any related Site Plan Agreement.

8.8.14.2 It is understood that the Site Development Phasing Plan may be amended from time to time. However, all such amendments shall continue to demonstrate, to the satisfaction of the City, the ability to ultimately achieve *development* in a fashion that maintains the intent of the Part I Plan, the Columbus Part II Plan and the Zoning By-law.



Schedule 'A' Columbus Land Use and Road Plan

Part II Plan for the Columbus Planning Area

Meters

0 125 250 500 750 1,000

February 2023

Economic and Development Services Department

Legend

Residential
- Columbus Special Policy Area
- Low Density Residential
- Medium Density I Residential
- Medium Density II Residential
- High Density I Residential
- Subject to Policy 8.8.4.2.3 in the Columbus Part II Plan

Mixed Use
- Mixed Use Node I
- Mixed Use Node II

Open Space and Recreation
- Open Space and Recreation
- Neighbourhood Park I
- Neighbourhood Park II
- Community Park

Industrial
- Industrial

Commercial
- Planned Commercial Centre

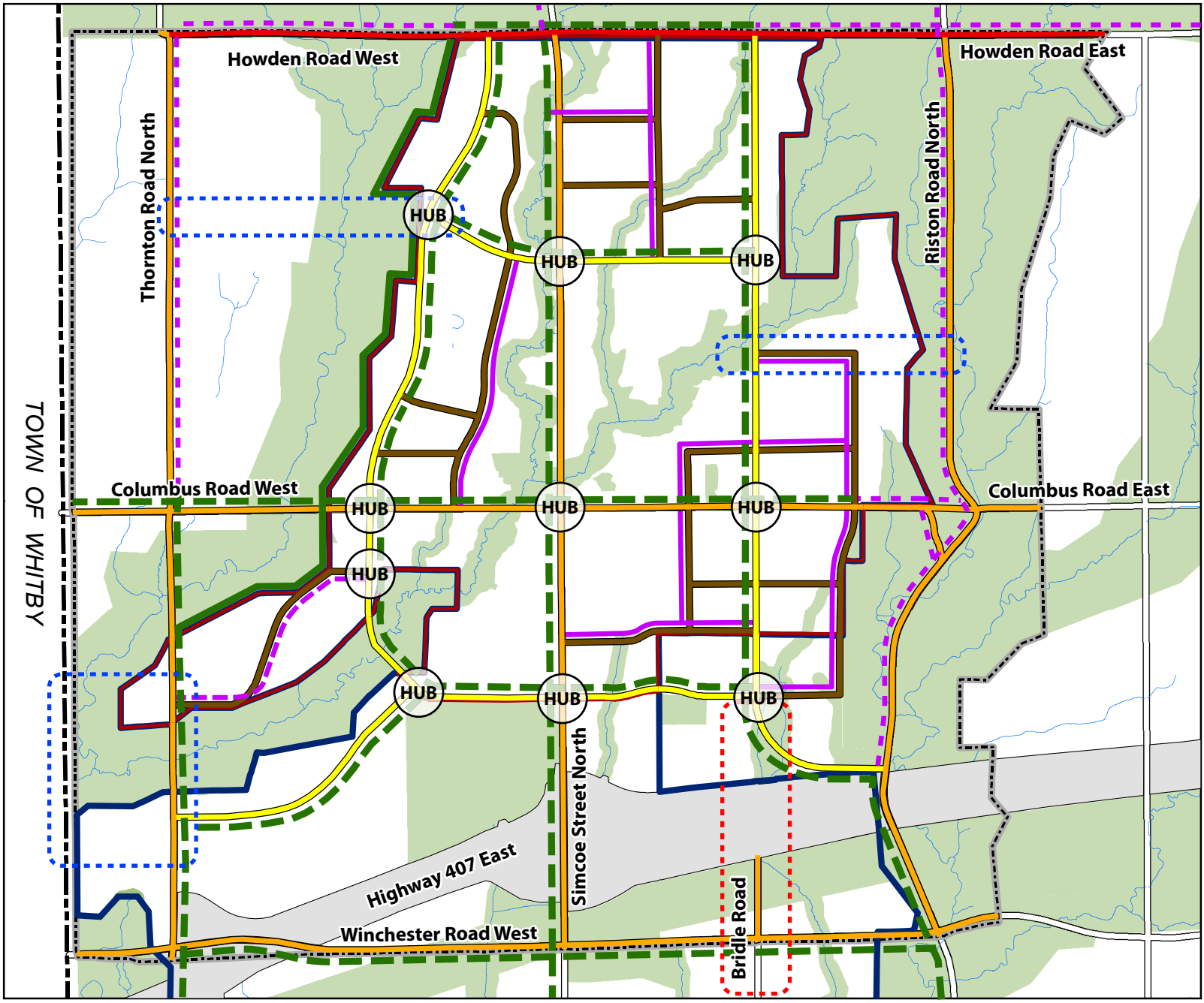
Community Use
- Community Use
- Public Elementary School
- Separate Elementary School
- Public Secondary School
- French Public Secondary School

Agricultural
- Prime Agricultural

Proposed Settlement Area Boundary Expansion
- Proposed Settlement Area Boundary Expansion

Transportation
- Type 'A' Arterial Road
- Type 'B' Arterial Road
- Type 'C' Arterial Road
- Collector Road

- Stormwater Management Facilities
- Columbus Study Area Boundary
- Columbus Part II Plan Area
- Boundary of Major Urban Area



Schedule 'B'
Columbus Transportation Plan
Part II Plan for the Columbus Planning Area

Legend

Road Classification
- Type "A" Arterial Road
- Type "B" Arterial Road
- Type "C" Arterial Road
- Collector Road

Active Transportation Network
- On Road Cycling Lanes
- On Road Cycling Routes
- Class I Trail
- Class II Trail
- HUB Transit / EcoMobility Hub

- Protect for future corridor
- Protect for potential overpass

- Columbus Study Area Boundary
- Columbus Part II Plan Area
- Boundary of Major Urban Area

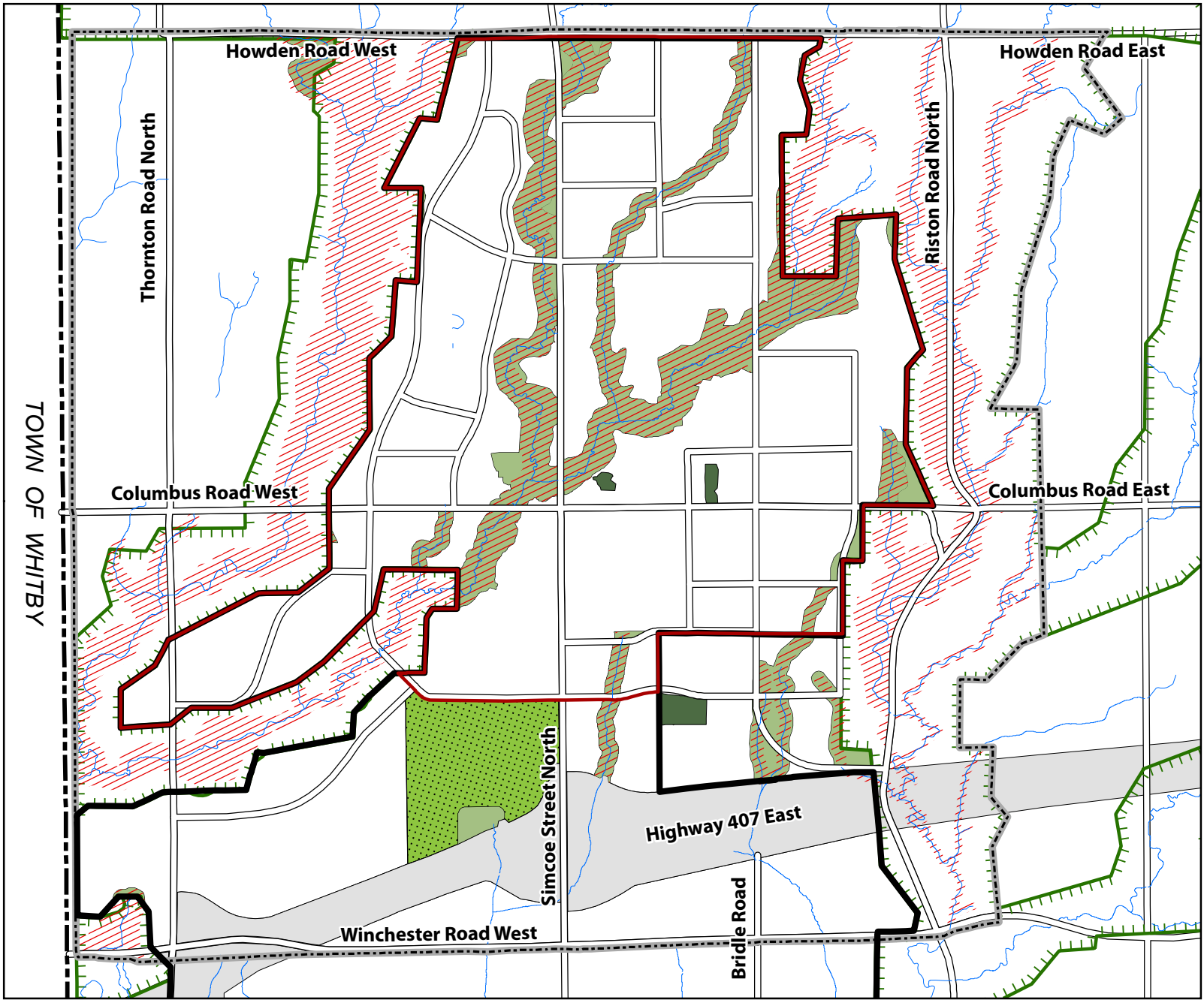
Note:
Highest order cycling facility is shown in instances of multiple active transportation facilities on a road segment

N

Meters
0 125 250 500 750 1,000

February 2023

Economic and Development Services Department



Schedule 'C' Columbus Environmental Management Plan

Part II Plan for the Columbus Planning Area

Meters
0 125 250 500 750 1,000

February 2023

Economic and Development Services Department

Legend

Natural Heritage System
Greenbelt Protected Countryside Area Boundary*
Natural Heritage System
Natural Heritage Features Outside of the Natural Heritage System
M.T.O. S.A.R. Compensation Lands
Hazard Lands

Columbus Planning Area Boundary
Columbus Part II Plan Area
Boundary of Major Urban Area

N

*Outside of the Columbus Part II Plan Area, all lands shown located within the Greenbelt Protected Countryside Area Boundary correspond to the Greenbelt Natural Heritage System.

Recommended Amendment ___ to the City of Oshawa Official Plan

Part I: Introduction

Purpose

The purpose of this Amendment to the Oshawa Official Plan is to introduce amendments to Part I of the Oshawa Official Plan as a result of the introduction of a new Part II Plan for the Columbus Planning Area.

Location

The part of the Columbus Part II Planning Area that is subject to this Amendment is generally located between Howden Road to the North, the Oshawa-Whitby boundary to the west, Winchester Road to the south and the east branch of the Oshawa creek to the east.

Basis

The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the City of Oshawa Official Plan is appropriate.

Part II: Actual Amendment

The Amendment to the Oshawa Official Plan consists of the following text and the attached Exhibits ‘A’, ‘B’, ‘C’, ‘D’, ‘E’, ‘F’, ‘G’, ‘H’, ‘I’, and ‘J’ to this Amendment.

1. The Oshawa Official Plan is hereby amended by amending Section 2.1.4 Central Areas – Site Specific Policies to add a new Site Specific Policy as Section 2.1.4.7 as follows:

   “2.1.4.7 The lands designated as Local Central Area and located north of Columbus Road West, west of Simcoe Street North shall be developed in accordance with the relevant provisions of the Columbus Part II Plan. Notwithstanding the provisions of Policies 2.1.2.1 and 2.2.7.1 to the contrary, a retail impact study shall not be required for the Local Central Area located north of Columbus Road West, west of Simcoe Street North.”

2. The Oshawa Official Plan is hereby amended by amending Section 2.4.1.6 (i2) to remove the word “future” as follows:

   “2.4.1.6 (i2) South Columbus Industrial Area, generally bounded by Highway 407 to the south, the Oshawa/Whitby boundary to the west, a future Type “C” arterial road to the north (separating the South Columbus Industrial Area from the Columbus Part II Plan Area), and the Major Urban Area boundary to the east; or”

3. The Oshawa Official Plan is hereby amended by deleting Section 2.14.3 Columbus Special Development Area in its entirety.

4. The Oshawa Official Plan is hereby amended by amending Section 3.2.5 to include a reference to the Columbus Special Policy Area as follows:

   "3.2.5 Arterial, collector and local roads are subject to the policies of this plan and form an integrated hierarchy with each type of road performing different functions in the overall road network. Subject to site specific conditions and accepted up-to-date planning, urban design and traffic engineering principles, roads shall be developed in accordance with the provisions of Table 5 – Classification of City Roads which provides the functional road classification system for such roads showing the general function, typical right-of-way width, intersection and access criteria. However, if the intent of this Plan is maintained, the authority having jurisdiction on such roads may deviate from those provisions in accordance with accepted up-to-date planning, urban design and engineering standards without the need for an amendment to this Plan. In addition, requirements other than right-of-way widths shall not apply to arterial roads within Central Areas, the Hamlet of Raglan, or the Columbus Special Policy Area. However, if it can be demonstrated, in consultation with the Region, that exceptions to the right-of-way widths are appropriate for specific sections of arterial roads traversing Central Areas, the Hamlet of Raglan, or the Columbus Special Policy Area, these exceptions shall be permitted."

5. The Oshawa Official Plan is hereby amended by amending Section 3.2 Roads System to add a new Policy as Section 3.2.26 as follows

   "3.2.26 Notwithstanding any other policies of this Part I Plan to the contrary, should the southerly of the two route options described in Policy 8.8.9.2.3(c) in the Columbus Part II Plan not be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the remaining proposed east-west Type "C" arterial road located north of Highway 407 East in the South Columbus Industrial Area may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a collector road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a Type "C" arterial road to a collector road may occur without an amendment to this Plan.

   Further studies including, where necessary, the completion of the Municipal Class Environmental Assessment, shall be completed prior to the construction of this road and in advance of any development in this area, in order to determine the final appropriate route and road classification (i.e. collector road or Type "C" arterial road) and subsequent

design requirements, including driveway restrictions, to the satisfaction of the City and the Region of Durham."

6. The Oshawa Official Plan is hereby amended by deleting Policy 8.1.3 (xi) in its entirety.

7. The Oshawa Official Plan is hereby amended by deleting Policy 8.2.2 in its entirety, and updating the numbering for all subsequent policies.

8. The Oshawa Official Plan is hereby amended by amending Section 8.2 Part II Planning Areas to add a new policy as Section 8.2.9 as follows:

   "8.2.9 A Part II Plan has been prepared for the Columbus Planning Area and is contained in Section 8.8."

9. The Oshawa Official Plan is hereby amended by amending Schedule 'A', Land Use as shown on the attached Exhibit 'A' by:

   - Removing the Columbus Special Development Area boundary designation;
   - Adding a Local Central Area to align with the Mixed Use Node II designation on Schedule "A" – Columbus Land Use and Road Plan (located on the north side of Columbus Road West, west of Simcoe Street North);
   - Adjusting the boundary of the Open Space and Recreation lands to align with the Open Space and Recreation boundary as shown on Schedule "A" – Columbus Land Use and Road Plan;
   - Redesignating two small pieces of Residential lands to Industrial, to align with the updated Columbus Planning Area boundary;

   such that Schedule 'A', Land Use is amended as shown on Exhibit 'B' to this Amendment.

10. The Oshawa Official Plan is hereby amended by amending Schedule 'B', Road Network as shown on the attached Exhibit 'C' by:

    - Realigning the two future north-south Type "C" arterial roads located east and west of Simcoe Street North;
    - Realigning the future east-west Type "C" arterial road located south of Columbus Road;
    - Adding a new future east-west Type "C" arterial road connecting beyond Thornton Road North from the Oshawa boundary to the westerly north-south future Type "C" arterial road;
    - Reclassifying the future east-west Type "C" arterial road located north of Columbus Road as a future collector road and extending this road west to Thornton Road North;

- Extending Bridle Road north across Highway 407 East as a future Type “C” arterial road and removing the Deferral 5 symbol;

- Deleting the small future Type “C” arterial road designation between Winchester Road West and Highway 407 East and removing the Deferral 5 symbol;

- Adding a number of future collector roads;

such that Schedule ‘B’, Road Network is amended as shown on Exhibit ‘D’ to this Amendment.

11. The Oshawa Official Plan is hereby amended by amending Schedule ‘D-1’, Environmental Management as shown on the attached Exhibit ‘E’ by:

    - Adjusting the boundary of the Natural Heritage System lands by adding specific Natural Heritage System lands and deleting specific Natural Heritage System lands;

    such that Schedule ‘D-1’, Environmental Management is amended as shown on Exhibit ‘F’ to this Amendment.

12. The Oshawa Official Plan is hereby amended by amending Schedule ‘E’, Part II Planning Areas as shown on the attached Exhibit ‘G’ by:

    - Deleting two small pieces of land from the Columbus Planning Area boundary;

    such that Schedule ‘E’, Part II Planning Areas is amended as shown on Exhibit ‘H’ to this Amendment.

13. The Oshawa Official Plan is hereby amended by amending Schedule ‘F1-A’, Natural Heritage System Components (Excluding High Volume Recharge Areas) as shown on the attached Exhibit ‘I’ by:

    - Adjusting the boundary of the Key Natural Heritage Features and Key Hydrologic Features by adding specific Key Natural Heritage Features and Key Hydrologic Features lands and deleting specific Key Natural Heritage Features and Key Hydrologic Features lands;

    such that Schedule ‘F1-A’, Natural Heritage System Components (Excluding High Volume Recharge Areas) is amended as shown on Exhibit ‘J’ to this Amendment.

Part III: Implementation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Official Plan, shall apply in regard to this Amendment.

Part IV: Interpretation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Official Plan, shall apply in regard to this Amendment.

Exhibit 'A' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'A' Land Use

City of Oshawa
Economic and Development Services

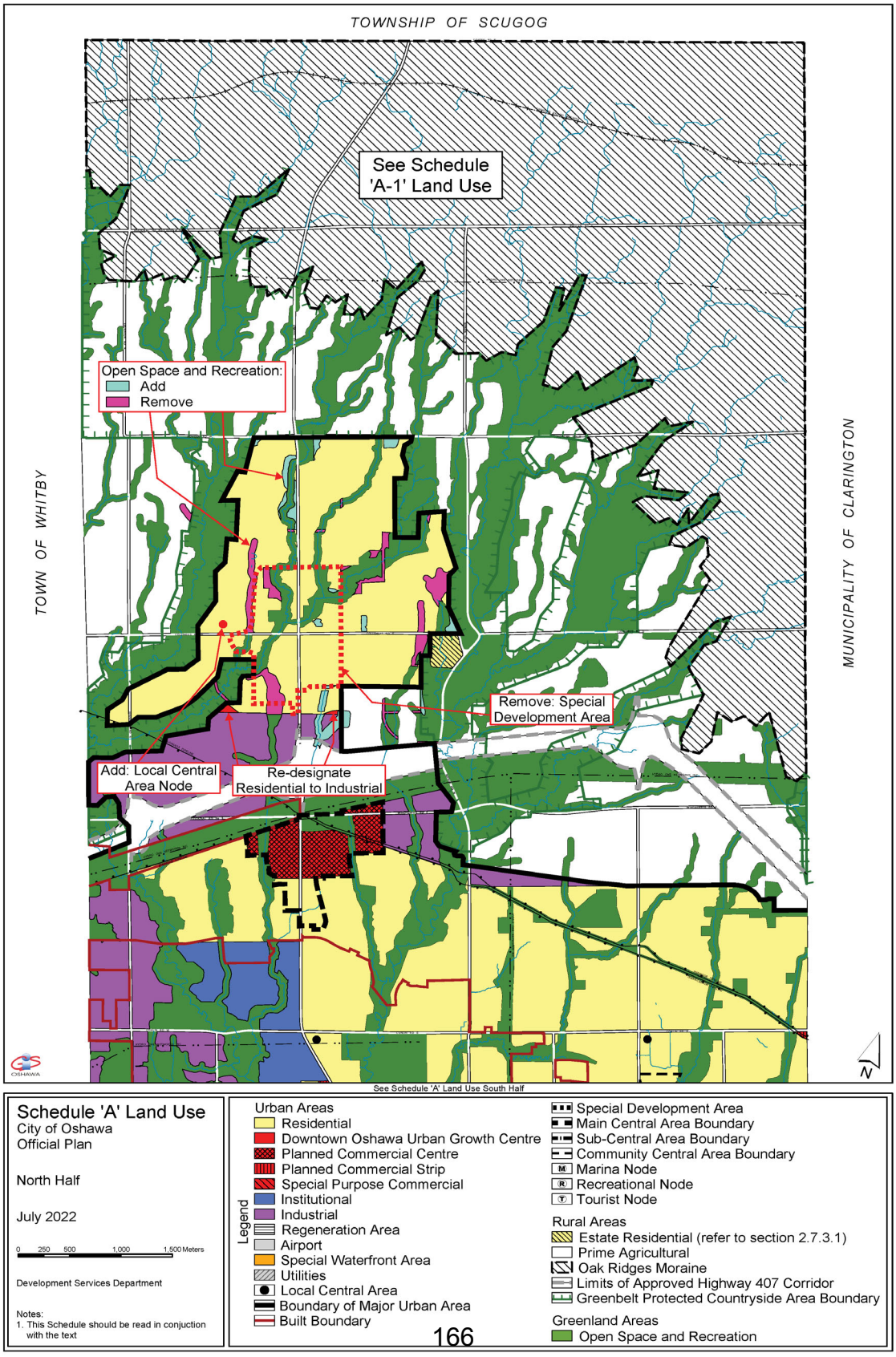


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Exhibit 'B' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'A' Land Use

City of Oshawa
Economic and Development Services

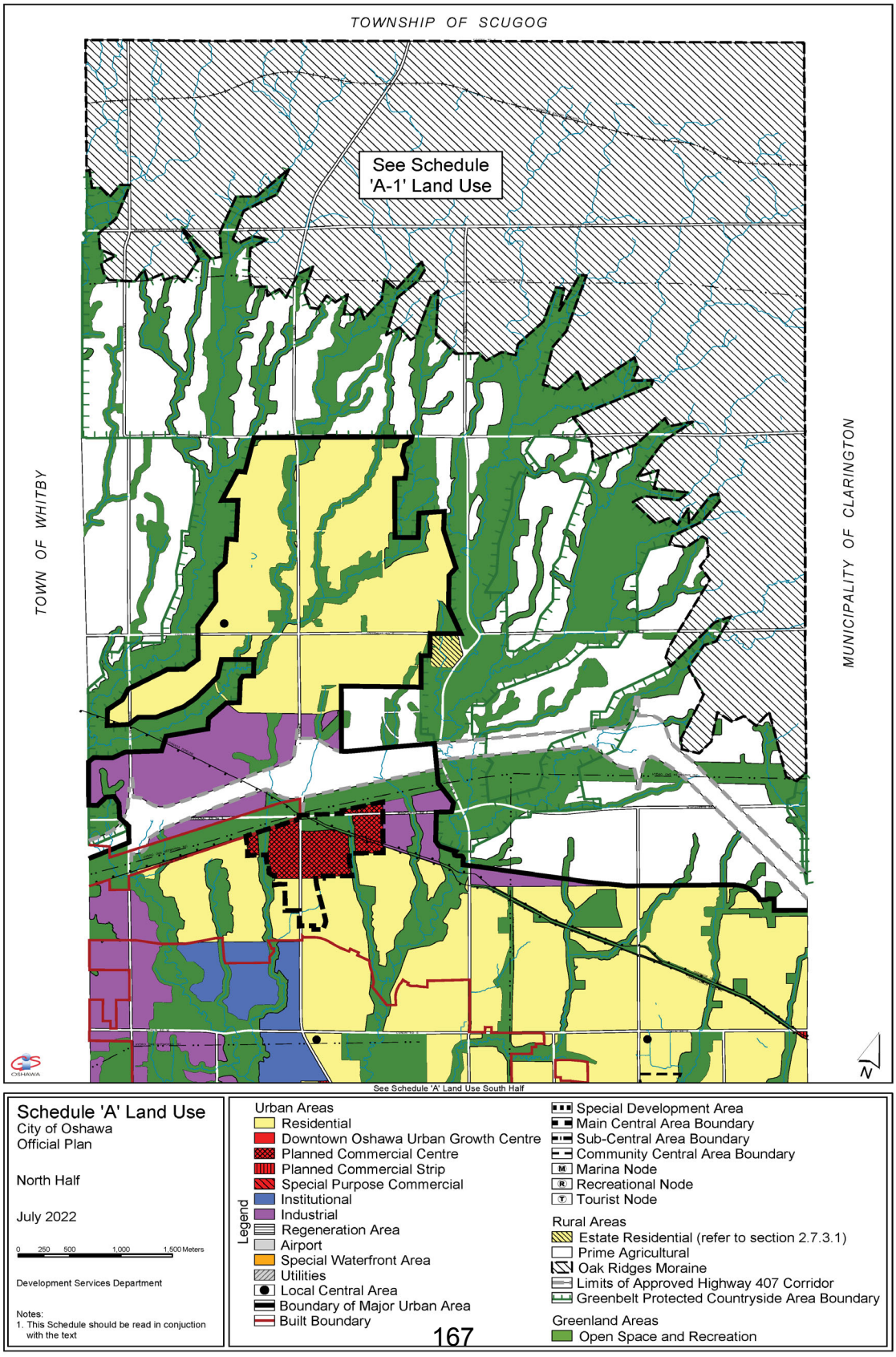

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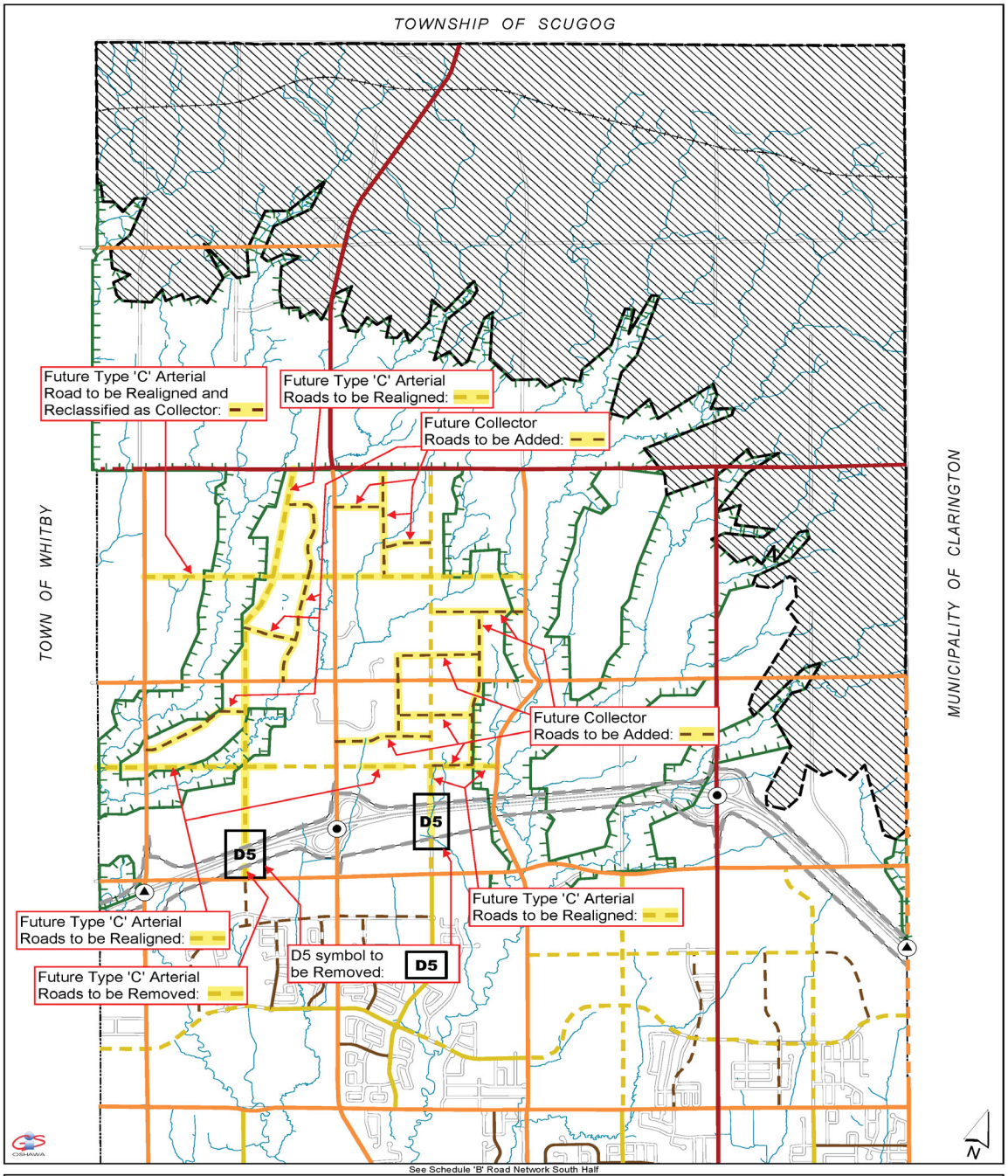
Exhibit 'C' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'B' Road Network

City of Oshawa
Economic and Development Services



Schedule 'B' Road Network

City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
2. Future roads on the Schedule are shown conceptually and may be subject to further planning study under the Environmental Assessment Act and/or Planning Act to determine the need, alternatives to the road, and precise alignments. This schedule is not intended to predetermine the outcome in instances where additional study is required.

Legend

Existing	Future
Type 'A' Arterial Road	
Type 'B' Arterial Road	
Type 'C' Arterial Road	
Collector Road	
Interchange	

- Provincial Highway 401
- Limits of Approved Highway 407 Corridor
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Rail Line
- Existing Interchange to be Deleted
- D Deferred by Regional Council

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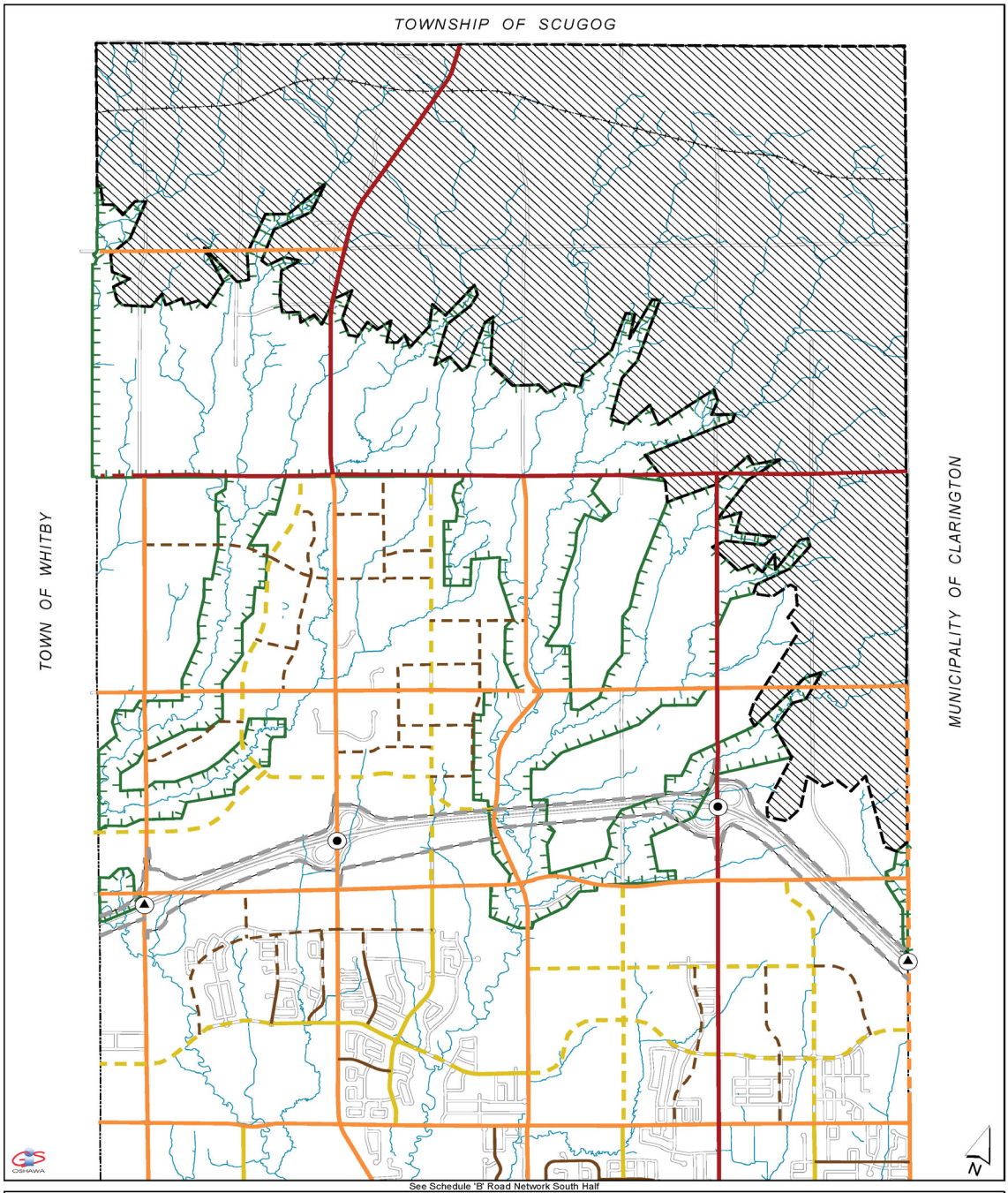
Exhibit 'D' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'B' Road Network

City of Oshawa
Economic and Development Services



Schedule 'B'
Road Network
City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
2. Future roads on the Schedule are shown conceptually and may be subject to further planning study under the Environmental Assessment Act and/or Planning Act to determine the need, alternatives to the road, and precise alignments. This schedule is not intended to predetermine the outcome in instances where additional study is required.

Legend

Existing	Future	
Type 'A' Arterial Road		Provincial Highway 401
Type 'B' Arterial Road		Limits of Approved Highway 407 Corridor
Type 'C' Arterial Road		Oak Ridges Moraine
Collector Road		Greenbelt Protected Countryside Area Boundary
Interchange		Rail Line
		Existing Interchange to be Deleted

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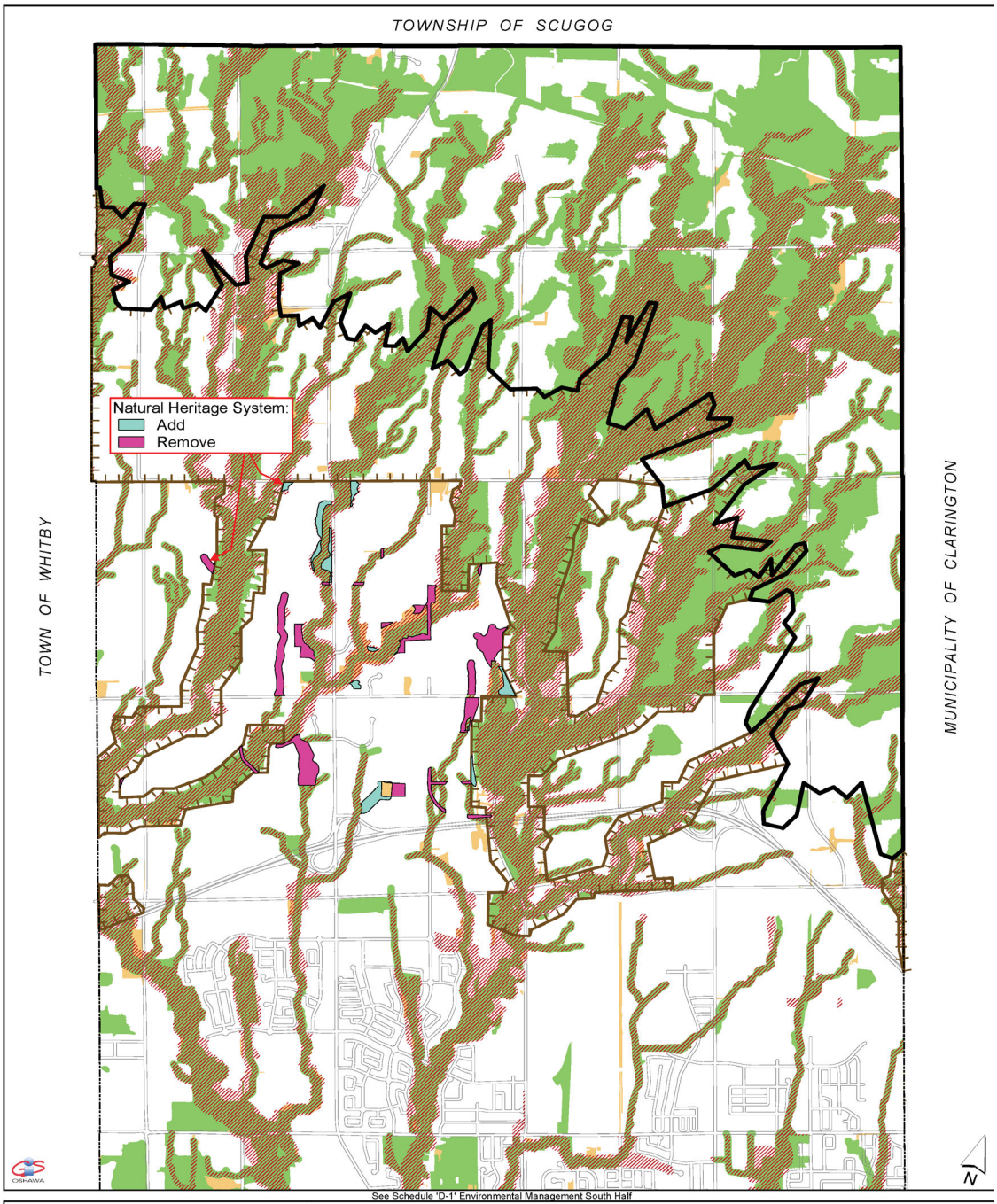
Exhibit 'E' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'D-1' Environmental Management

City of Oshawa
Economic and Development Services



Schedule 'D-1'
Environmental Management
City of Oshawa
Official Plan

North Half

July 2022

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

- Natural Heritage System
- Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System
- Hazard Lands
- Oak Ridges Moraine Boundary
- Greenbelt Protected Countryside Area Boundary
- Known Waste Disposal Assessment Area - Deferral No. 5
- Known Waste Disposal Assessment Area - Policy 2.4.5.7(ii)
- Two Zone Floodplain Management Policy Area

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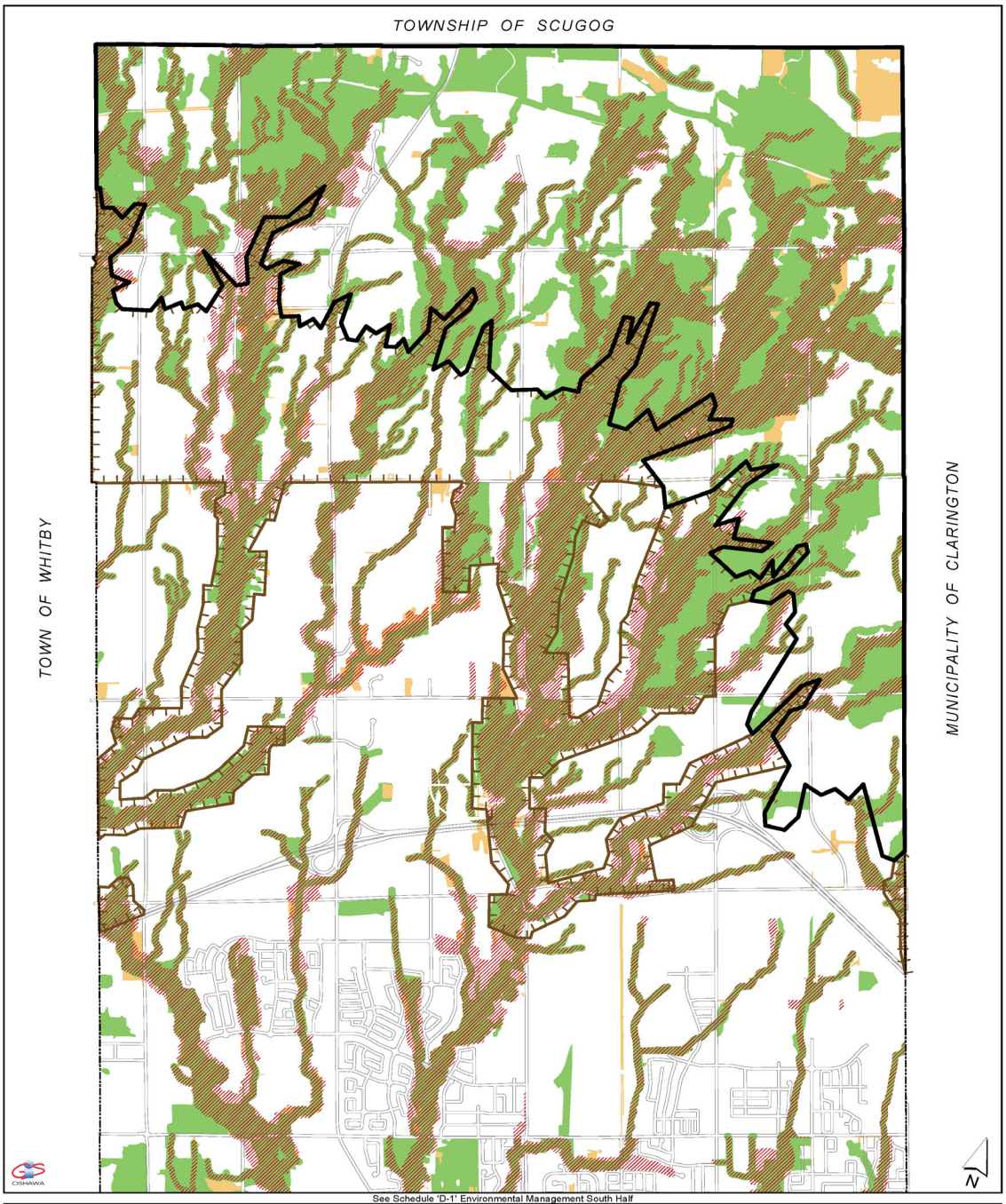
Exhibit 'F' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'D-1'
Environmental Management

City of Oshawa
Economic and Development Services



Schedule 'D-1'
Environmental Management
City of Oshawa
Official Plan

North Half

July 2022

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

- Natural Heritage System
- Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System
- Hazard Lands
- Oak Ridges Moraine Boundary
- Greenbelt Protected Countryside Area Boundary
- Known Waste Disposal Assessment Area - Deferral No. 5
- Known Waste Disposal Assessment Area - Policy 2.4.5.7(ii)
- Two Zone Floodplain Management Policy Area

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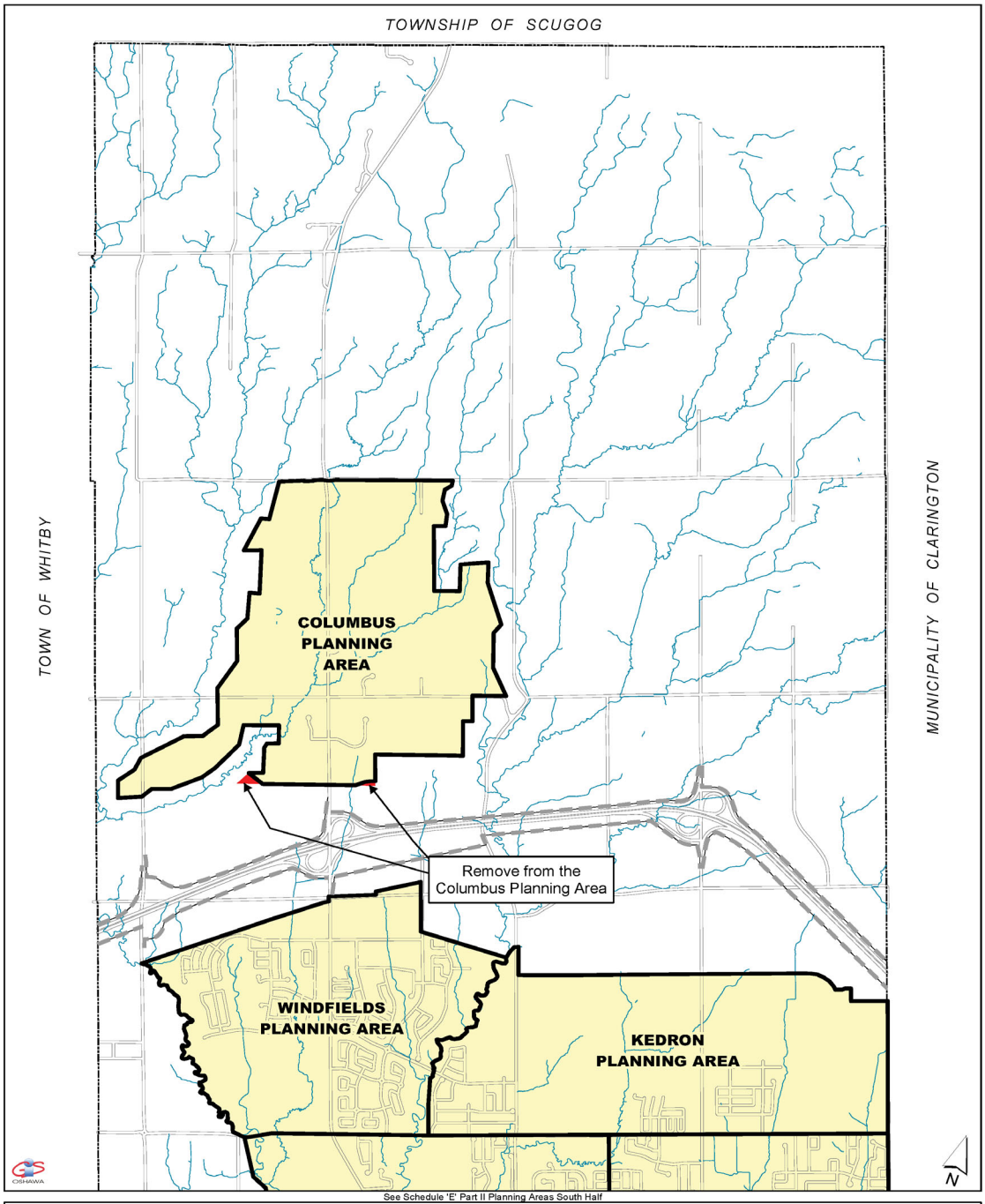
Exhibit 'G' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'E' Part II Planning Areas

City of Oshawa
Economic and Development Services



Schedule 'E'
Part II Planning Areas
City of Oshawa
Official Plan

North Half

January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

- Part II Planning Area Boundary
- Part II Planning Area
- Limits of Approved Highway 407 Corridor

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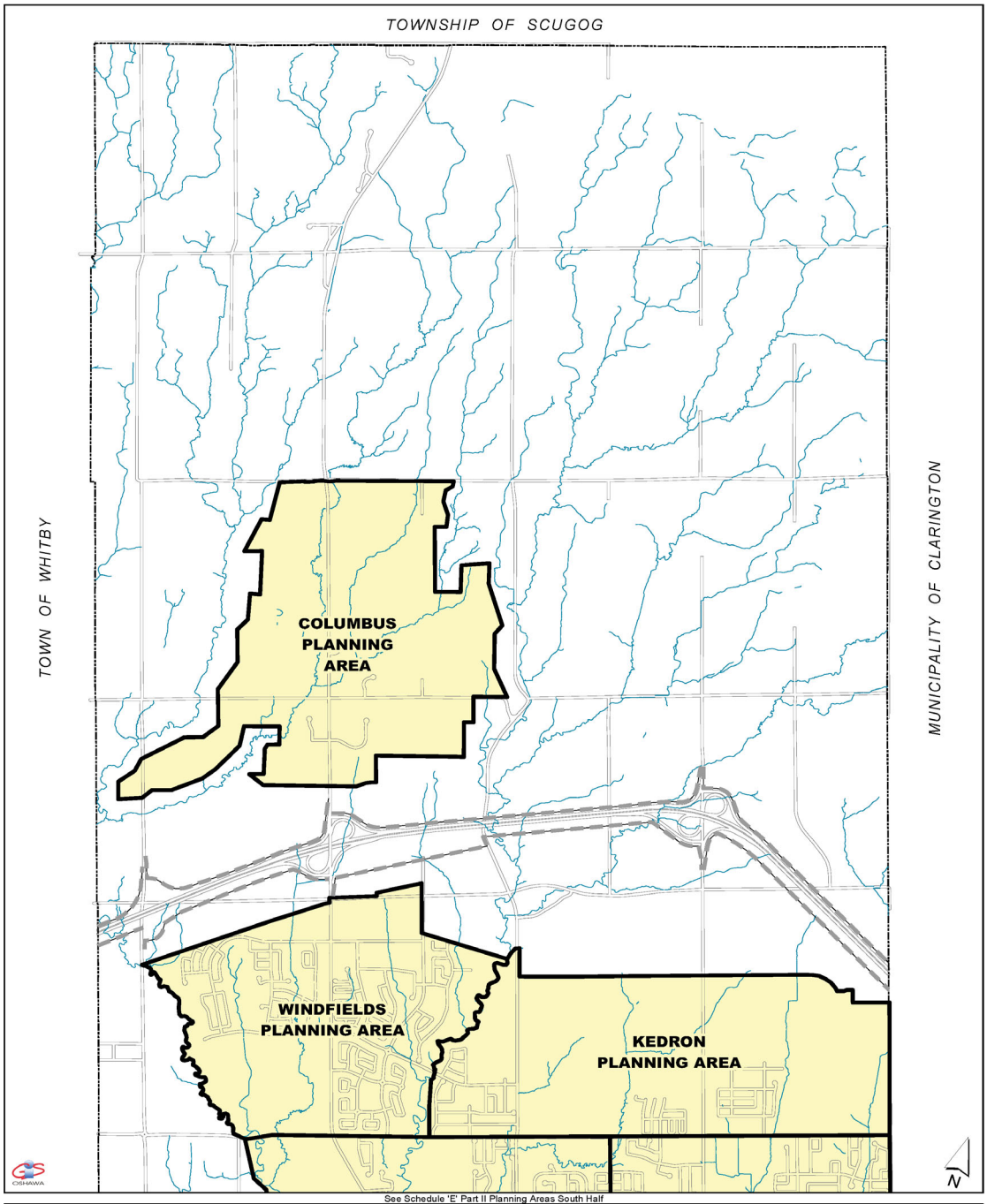
Exhibit 'H' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'E' Part II Planning Areas

City of Oshawa
Economic and Development Services



Schedule 'E'
Part II Planning Areas
City of Oshawa
Official Plan

North Half

January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text

Legend

- Part II Planning Area Boundary
- Part II Planning Area
- Limits of Approved Highway 407 Corridor

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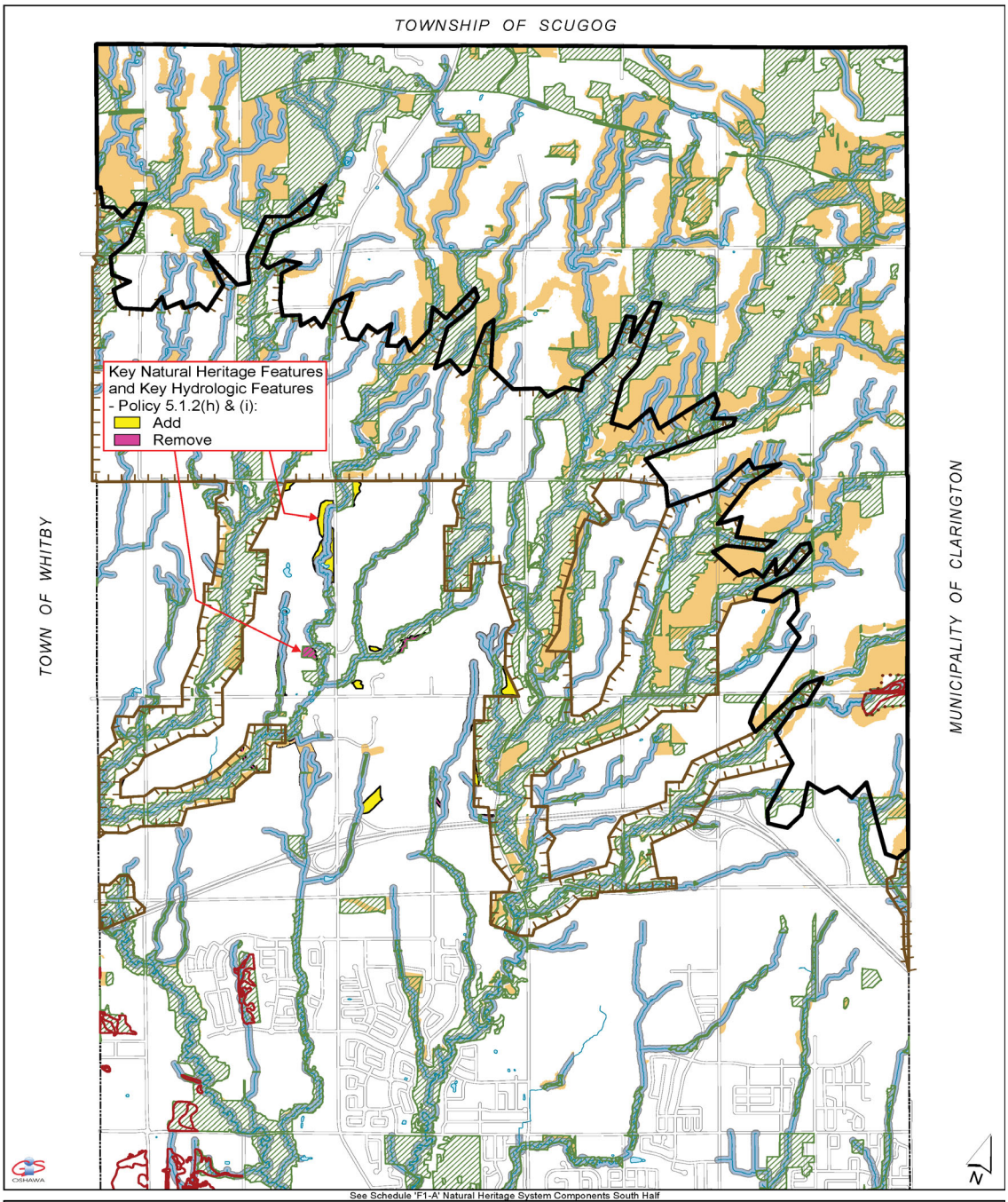
Exhibit 'I' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)

City of Oshawa
Economic and Development Services



Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)
City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
*Denotes features evaluated up to the time of production of this Schedule. The delineation of features on this schedule does not imply that all such features within Oshawa have been evaluated.

Legend

- Natural Cover Regeneration/ Restoration Areas
- Key Natural Heritage Features and Key Hydrologic Features - Policy 5.1.2(h) & (i)
- Provincially Significant Wetland*
- Greenbelt Protected Countryside Area Boundary
- Oak Ridges Moraine Boundary
- Areas of Natural and Scientific Interest (Life Science)*
- Riparian Corridors
- Waterbody
- Watercourse

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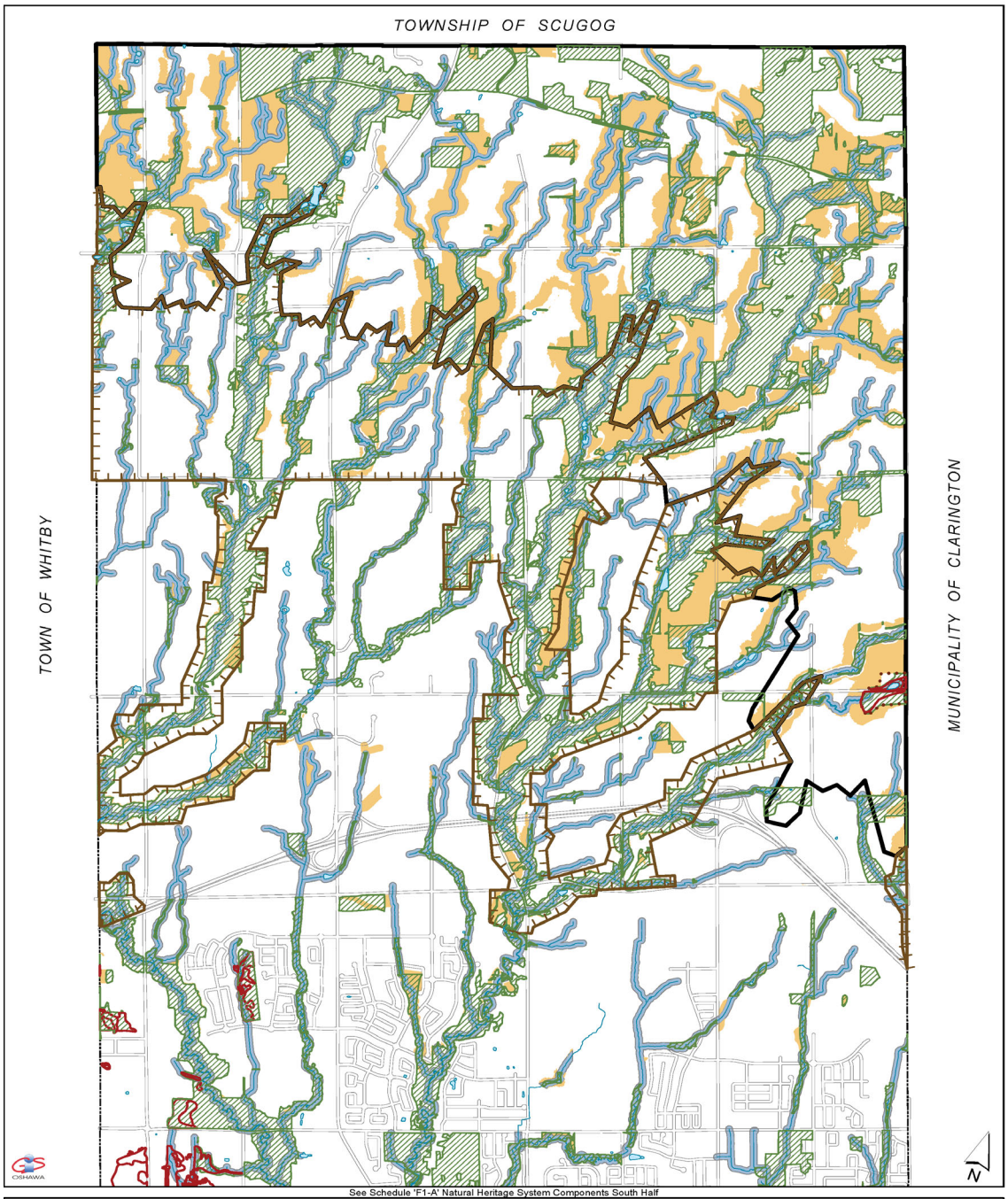
Exhibit 'J' to Amendment No. ___ to the Oshawa Offical Plan Schedule 'F1-A' Natural Heritage System Components (Excluding High Volume Recharge Areas)

N

City of Oshawa
Economic and Development Services



Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)
City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
*Denotes features evaluated up to the time of production of this Schedule. The delineation of features on this schedule does not imply that all such features within Oshawa have been evaluated.

Legend

- Natural Cover Regeneration/ Restoration Areas
- Key Natural Heritage Features and Key Hydrologic Features - Policy 5.1.2(h) & (i)
- Provincially Significant Wetland*
- Greenbelt Protected Countryside Area Boundary
- Oak Ridges Moraine Boundary
- Areas of Natural and Scientific Interest (Life Science)*
- Riparian Corridors
- Waterbody
- Watercourse

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Recommended Amendment ___ to the City of Oshawa Official Plan

Part I: Introduction

Purpose

The purpose of this Amendment to the Oshawa Official Plan is to introduce a Part II Plan for the Columbus Planning Area.

Location

The Columbus Part II Planning Area that is subject to this Amendment is generally located between Howden Road to the North, the west branch of the Oshawa Creek to the west, the South Columbus Industrial Area to the south and the east branch of the Oshawa creek to the east. The location of the Columbus Part II Planning Area is shown on Exhibit “A” attached to this Amendment.

Basis

The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the City of Oshawa Official Plan is appropriate.

Part II: Actual Amendment

The City of Oshawa Official Plan is hereby amended by adding a new Part II Plan for the Columbus Planning Area as Section 8.8 as set out in Exhibit “A” to this Amendment.

Part III: Implementation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Plan, shall apply in regard to this Amendment.

Part IV: Interpretation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Plan, shall apply in regard to this Amendment.

8.8 Part II Plan for the Columbus Planning Area

8.8.1 General Policies

8.8.1.1 The Part II Plan for the Columbus Planning Area, hereinafter referred to as the "Columbus Part II Plan", forms part of the Oshawa Official Plan, hereafter referred to as the "Part I Plan".

8.8.1.2 The area shown on Schedule "A" – Columbus Land Use and Road Plan, attached hereto and forming part of the Columbus Part II Plan, constitutes the Columbus Part II Plan and shall be subject to the policies of the Columbus Part II Plan.

8.8.1.3 The Columbus Part II Plan is consistent with the Provincial Policy Statement and conforms with A Place to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe and the Durham Regional Official Plan, and advances the goals of the Oshawa Strategic Plan.

8.8.1.4 The Columbus Part II Plan Area consists of approximately 557 hectares (1,377 ac.) of land generally bounded by the South Columbus Industrial Area to the south, the west branch of the Oshawa Creek to the west, the east branch of the Oshawa Creek to the east and Howden Road to the north.

8.8.1.5 Based on the Provincial requirement to achieve a minimum *gross density* of 50 residents and jobs combined per hectare in *Greenfield* areas, a minimum population of approximately 19,028 is required in the Columbus Part II Plan Area. However, based on the permitted density ranges for residential land uses in the Columbus Part II Plan, it is anticipated that the Columbus Part II Plan will accommodate a planned population of approximately 24,000 people.

8.8.1.6 The Columbus Part II Plan shall be developed as a *complete community* that incorporates a mix of uses, including mixed use *development* and a variety of housing types. The *development* of the Columbus Part II Plan will integrate residential and commercial uses with community facilities such as schools and other community uses, as well as open space and recreation areas while recognizing and protecting natural heritage and hydrologic features and functions.

8.8.1.7 The Columbus Part II Plan will be developed as a stimulating, vibrant, identifiable and liveable place which recognizes the heritage of Columbus which is focused at the intersection of Simcoe Street North and Columbus Road. The built form, open space and public realm and their relationship to one another, will be structured and designed in functional, efficient and attractive ways in accordance with the urban design policies contained in Section 8.8.12 of this Part II Plan. *Development* applications will be evaluated in accordance with the urban design policies and the Columbus Community Urban Design Guidelines.

8.8.1.8 The Columbus Part II Plan will be developed as a sustainable community promoting a compact *development* form at transit-supportive densities with a mix of residential, commercial and community uses for the lands outside the area identified in the *Development Plan* for the Hamlet of Columbus, which generally corresponds to the area designated as "Columbus Special Policy Area" on Schedule "A" – Columbus Land Use and Road Plan. Specifically, the Part II Plan recognizes the character of the area where the existing community is generally focused and will ensure any *development* in the area identified as "Columbus Special Policy Area" will be sensitive to its historical context and cultural heritage and contextually appropriate, while encouraging the following generally throughout the Part II Plan area:

(a) *Development* at higher densities, particularly along Type "A" and "B" arterial road corridors and potential transit routes, to support transit and reduce land consumption;

(b) Mixed use *developments* to minimize the amount of vehicular travel and to provide employment opportunities within the community;

(c) The provision of active transportation routes and linkages, and appropriate associated facilities, to minimize the reliance on the automobile, improve accessibility and promote the concept of complete streets;

(d) The use of green infrastructure technologies and best practices in sustainable *development* including site and building design, and the use of practices which minimize the generation of excess fill and, where practical, make use of natural topographical contours; and,

(e) *Development* that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

8.8.1.9 The Columbus Part II Plan was prepared through an integrated planning and Municipal Class Environmental Assessment process that incorporated extensive public consultation. The Plan was developed through an iterative process that integrated land use planning, commercial and retail analysis, environmental management, stormwater management, transportation and municipal servicing.

8.8.1.10 The Columbus Part II Plan was developed to ensure that future planned land uses in the Columbus Part II Plan reflect long term community land use needs, in the context of the Columbus Part II Plan as an integrated and complementary part of the broader City.

8.8.1.11 For the purposes of the Columbus Part II Plan, references made to "areas designated" shall mean the areas designated on Schedule "A" – Columbus Land Use and Road Plan.

8.8.1.12 The Columbus Part II Plan shall be developed generally in accordance with Schedule "A" – Columbus Land Use and Road Plan, Schedule "B" –

Columbus Transportation Plan, and Schedule "C" – Columbus Environmental Management Plan.

8.8.1.13 The Columbus Part II Plan refines and complements the policies of the Part I Plan. In instances where a detailed policy in the Columbus Part II Plan provides direction, it shall supersede the policies in the Part I Plan. Where the Columbus Part II Plan is silent on a policy direction contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Columbus Part II Plan Area. Where a list of permitted uses, housing types and densities within a land use designation provided in the Columbus Part II Plan expands, contracts or further details permitted uses, housing types and densities listed in the Part I Plan, the permitted uses, housing types and densities shall be those contained in the Columbus Part II Plan.

8.8.2 Community Structure

8.8.2.1 The community structure for the Columbus Part II Plan reflects the following vision:

Columbus will be a vibrant, healthy, and complete urban community that is focused on the historic four corners at the intersection of Columbus Road and Simcoe Street North and the approaches to the intersection.

Future growth will be sensitive to the Community's historical context and cultural heritage, considering land use compatibility, scale of development, and urban design.

The Natural Heritage System, and a system of parks, open spaces and trails, will provide the framework for the balanced, sustainable development of the community including interconnected neighbourhoods.

8.8.2.2 The community structure is based on several principles which amplify the direction in the vision and that are intended to guide all *development* in the Columbus Part II Plan area. These principles are:

(a) Create a vibrant, complete community composed of neighbourhoods which reflect the historical context, are pedestrian oriented and pedestrian-scaled, and are integrated with, and supportive to, the natural environment.

(b) Design a community for healthy, active living. A community which provides a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable *development* which is fiscally responsible;

(c) Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-

oriented streetscapes with a tree canopy, while incorporating elements of safety for all road users;

(d) Create a network of parks, open spaces and trails which contribute to the overall character of the community, and provide opportunities for active and passive recreation, as well as active transportation choices throughout and beyond the Part II Plan Area;

(e) Provide effective interfaces between different land uses, especially between existing residential uses and new uses, between residential and existing *agricultural uses,* between urban uses and the *Natural Heritage System*, including the Greenbelt Natural Heritage System, and between residential and future industrial uses south of the Columbus Part II Plan, to facilitate compatibility of land uses and a high-quality urban and natural *environment*;

(f) Incorporate the many cultural heritage features in a sensitive manner especially in the existing community (Columbus Special Policy Area), but also in other areas of the Columbus Part II Plan;

(g) Create a valued and liveable community which reflects the right balance between protecting and restoring the environment and fostering a healthy, equitable and complete community including economic development opportunities and opportunities for residents to live and work in the same community;

(h) Protect, maintain, restore, and where possible, improve the *Natural Heritage System,* including the Greenbelt Natural Heritage System, with respect to features within the system and at the interface with urban land uses and infrastructure;

(i) Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; and,

(j) Ensure no adverse environmental impacts on surrounding lands and downstream areas.

8.8.2.3 The structure of the Columbus Part II Plan is defined by natural heritage and hydrologic features within the *Natural Heritage System*, including the legislated boundaries of the regional-scale Greenbelt Natural Heritage System established by the Province around portions of the valley corridors of the east and west branches of the Oshawa Creek. The topography, open space corridors and natural landforms in the Columbus Part II Plan Area, as well as utility corridors and the arterial road system, also contribute to defining the structure of the community, including the alignment of the local road system, and location of land uses and connections within the Columbus Part II Plan.

8.8.2.4 Where appropriate and feasible, the connectivity of the open space corridors along the existing valleys and *watercourses* within the *Natural Heritage*

System shall be enhanced by establishing links to *woodlands*, parks, schools and community uses, stormwater management facilities, and residential and commercial areas by on- and off-road active transportation facilities as appropriate, as identified on Schedule "B" – Columbus Transportation Plan.

8.8.2.5 The network of arterial and collector roads, as identified on Schedule "B" – Columbus Transportation Plan, is an important feature of the Columbus Part II Plan consisting of improvements to existing Type "A" and "B" arterial roads, a network of new Type "C" arterial roads and new collector roads. These streets incorporate dedicated space for pedestrians and cyclists providing a well-connected modified grid network intended to maximize mobility choice. Given that Simcoe Street North already accommodates high volumes of traffic through the existing community, the road system is designed to provide alternative routes to Simcoe Street North which encourages access to and from the new community via Thornton Road North, Ritson Road North and the Type "C" arterial roads. The intent is to mitigate the increase in traffic on Simcoe Street North impacting the Columbus Special Policy Area in consideration of the context of the existing community.

8.8.2.6 Simcoe Street North and Columbus Road, outside of the limits of the Columbus Special Policy Area, will be a primary focus of *development* for the Columbus Part II Plan. Simcoe Street North is the main north-south corridor that links the Columbus Part II Plan to Highway 407 East and the *Built-up Area* of the City to the south, as well as communities outside of the City limits such as Port Perry in the Township of Scugog and beyond. Simcoe Street North is a Type "B" arterial road within the Columbus Part II Plan, is identified as a Regional Transit Spine on Schedule 'B-1' of the Part I Plan, and forms a major multi-modal transportation corridor for the Columbus Part II Plan. It is intended that Simcoe Street North and Columbus Road and adjacent lands be developed to accommodate local traffic, transit and through traffic in a controlled manner, to optimize safety, convenience and access for pedestrians and cyclists and to create a functional, attractive and liveable streetscape, built to a pedestrian scale with a strong interface with the public right-of-way.

8.8.2.7 Columbus Road is a Type "B" arterial road, which is planned to be an east-west multi-modal transportation corridor. It is intended that Columbus Road and the adjacent lands be developed to sensitively and harmoniously integrate vehicular traffic, transit, and active transportation. Columbus Road will provide the primary east-west connection to the Brooklin community in the Town of Whitby from the Columbus Part II Plan for all modes of travel.

8.8.2.8 The Type "C" arterial road system is an important feature of the Columbus Part II Plan. It is designed to maximize mobility choice and improve safety for all modes of travel.

8.8.2.9 The Columbus Part II Plan is structured to provide a range of housing types and densities. Medium and high density residential land uses have been structured with the goal of being generally located within walking distance of

400 metres (1,312 ft.) (generally equivalent to a five minute walk) to transit corridors to encourage transit use.

8.8.2.10 The network of active transportation routes shown on Schedule “B” – Columbus Transportation Plan is intended to facilitate active modes of transportation for recreational and utilitarian purposes, and offer viable, efficient transportation alternatives to the private automobile for trips within, and to areas outside of, the Columbus Part II Plan.

8.8.2.11 The lands in the Columbus Whitebelt Area, located southeast of the Columbus Part II Plan Area boundary outside of the Major Urban Area boundary, are currently designated as Prime Agricultural and Open Space and Recreation. A concept plan for the Columbus Whitebelt Area was prepared to show the conceptual interface between the Columbus Part II Plan Area and the Columbus Whitebelt Area and confirm that orderly and efficient land use and transportation can be achieved in the future. The existing land use designations for the Columbus Whitebelt Area will continue to remain until planning studies are undertaken through a municipal comprehensive review to determine their potential future use.

8.8.3 Columbus Special Policy Area

8.8.3.1 General

8.8.3.1.1 The Columbus Special Policy Area designation on Schedule “A” – Columbus Land Use and Road Plan is intended to recognize the character of the area where the existing community is focused and will ensure any new *development* in the Columbus Special Policy Area designation will be sensitive to its historical context and cultural heritage and be contextually appropriate.

8.8.3.1.2 Permitted uses in the Columbus Special Policy Area, other than on lands which abut or are adjacent to Simcoe Street North or Columbus Road, shall consist primarily of single detached dwellings. In addition, subject to the relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law, other land uses may be permitted in the Columbus Special Policy Area as follows: limited office, restaurants, retail, studios, personal service uses, bed and breakfast establishments, group homes, small scale nursing homes, homes for the aged, day care centres and libraries, that by nature of their activity, scale and design, are compatible with residential uses.

8.8.3.1.3 Buildings and structures designated or listed under the Ontario Heritage Act in the Columbus Special Policy Area designation shall be conserved in accordance with the requirements of the Act and adaptive re-use of buildings and structures in order to extend their longevity and purpose shall be encouraged. In addition, *development* and *site alteration* on adjacent lands to protected heritage properties shall only be permitted where the heritage attributes of the protected heritage property will be conserved.

8.8.3.1.4 Any new *development* will be limited, with the exception of the *development* of lands which abut or are adjacent to Simcoe Street North or Columbus Road, other than:

(a) renovation of existing buildings or structures in a manner that is sensitive and complementary to the design, form, use and scale of the building or structure;

(b) the establishment of accessory apartments within single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse subject to the inclusion of appropriate provisions in the zoning by-law and compliance with the Ontario Building and Fire Codes; and,

(c) the replacement of buildings or structures damaged by fire or natural disaster.

8.8.3.1.5 Applications for new infill *development* and replacement of existing buildings and structures within the Columbus Special Policy Area will be assessed with respect to the following:

(a) Any Heritage Conservation District and related Plan that has been approved, pursuant to Section 8.8.11.2 of this Part II Plan, under the *Ontario Heritage Act*;

(b) Any Master Urban Design Plan that has been adopted by Council for all, or a portion of, the lands in the Columbus Special Policy Area designation in accordance with Section 8.8.12 of this Part II Plan; and,

(c) Any comprehensive master site plan and urban design guidelines that have been prepared in conformity with the policies of Section 8.8.12 of this Part II Plan.

8.8.3.1.6 Any new *development* in the Columbus Special Policy Area shall have a maximum height of four storeys abutting Simcoe Street North or Columbus Road, and three storeys for areas not abutting Simcoe Street North and Columbus Road.

8.8.3.2 Simcoe Street North and Columbus Road

8.8.3.2.1 Lands which abut or are adjacent to Simcoe Street North and Columbus Road in the Columbus Special Policy Area designation, may be developed where appropriate for residential, commercial, office, institutional and community uses or a mixed use as defined in Section 8.8.4.1 of this Part II Plan. Such *development* shall also conform with the policies in Section 8.8.12, Urban Design of this Part II Plan, in particular the requirement for the preparation of a Master Urban Design Plan and implementing guidelines.

8.8.4 Mixed Use

8.8.4.1 General

8.8.4.1.1 Two mixed use land use designations are provided in the Columbus Part II Plan: Mixed Use Node I and Mixed Use Node II.

8.8.4.1.2 Areas designated as Mixed Use Node I and Mixed Use Node II on Schedule "A" – Columbus Land Use and Road Plan are intended to be developed for a combination of residential, commercial, office, institutional and community uses. Generally, in the context of these designations, the term "mixed use" can refer either to mixed use *development* (e.g. buildings that are designed to provide for commercial/retail uses at grade with residential and/or office uses above, or *development* consisting of a mix of uses in different single use buildings on the same property), or to broader areas (e.g. separate zones within areas designated as Mixed Use Node I and Mixed Use Node II) which together contain a mix of uses. "Single use" buildings refer to buildings that contain only a singular residential, commercial, office, institutional or community uses, excluding accessory uses.

8.8.4.1.3 Areas designated as Mixed Use Node I and Mixed Use Node II provide opportunities for a mix of residential and non-residential uses at higher densities through future intensification and evolution of the community.

8.8.4.1.4 Notwithstanding any other policies in this section to the contrary, there shall be no minimum density requirement for residential units within mixed use buildings.

8.8.4.1.5 High quality urban design is required in the *development* of areas designated as mixed use at all stages of *development*. The built form within areas designated as mixed use shall be of high architectural and urban design excellence and shall comply with the applicable policies of Section 8.8.12 of this Part II Plan.

8.8.4.1.6 Single detached dwellings, semi-detached dwellings and duplexes shall not be permitted within areas designated as Mixed Use Node I and Mixed Use Node II. Further, generally no more than 50% of areas designated as Mixed Use Node I or Mixed Use Node II shall be comprised of street, block and/or back-to-back townhouse *development*, including roads, laneways, parking, amenity space and landscaping associated with said *development*.

For clarity, the application of the 50% criterion applies to the entirety of the Mixed Use Node I cluster located on Columbus Road East, east of Simcoe Street North, as opposed to each of the three individual pockets collectively comprising the Node.

8.8.4.1.7 A minimum ground floor ceiling height for all single use apartment buildings, other than stacked townhouses, will be established in the implementing zoning by-law to facilitate the long term achievement of mixed use buildings,

through the conversion of ground floor areas to non-residential uses over time.

8.8.4.2 Mixed Use Node I

8.8.4.2.1 The Areas designated as Mixed Use Node I is shown on Schedule "A" – Columbus Land Use and Road Plan at the intersection of Columbus Road East and the north/south Type "C" arterial road, and along the east side of Simcoe Street North, south of Howden Road. The Mixed Use Node I that abuts Columbus Road East includes cultural heritage resources subject to Policy 8.8.4.2.3 of this Part II Plan in the northeast quadrant of Columbus Road East and the north/south Type "C" arterial road.

8.8.4.2.2 The areas designated as Mixed Use Node I will form neighbourhood focal areas and shall be designed to provide opportunities for a mix of uses including commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.4 of this Part II Plan.

8.8.4.2.3 *Development* of areas designated as Mixed Use Node I shall be designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses, cultural heritage resources in the northeast quadrant of Columbus Road East and the north/south Type "C" arterial road, and other permitted uses, in a mixed use format during the initial *development* phase or over the longer term. The cultural heritage resources, where applicable, shall be conserved in accordance with the policies of this Part II Plan, including Policy 8.8.11.3.

8.8.4.2.4 The areas designated as Mixed Use Node I are intended to serve as local community focal areas, however, any commercial component shall be limited in size and scale to be sensitive to the surrounding community.

8.8.4.2.5 The maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East, 4 storeys south of Columbus Road East, and 6 storeys directly east of Simcoe Street North, south of Howden Road.

8.8.4.2.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node I shall have a density range of 65 to 95 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.

8.8.4.2.7 *Development* of the lands designated as Mixed Use Node I must be planned comprehensively, together with adjacent lands in the Low Density Residential, Medium Density Residential and High Density Residential designations. In accordance with the provisions of Section 8.8.12 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application for the lands designated Mixed Use Node I.

8.8.4.3 Mixed Use Node II

8.8.4.3.1 The area designated as Mixed Use Node II is shown on Schedule "A" – Columbus Land Use and Road Plan on the north side of Columbus Road West, east of a Type "C" arterial road.

8.8.4.3.2 The area designated as Mixed Use Node II shall be developed with commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.5 of this Part II Plan.

8.8.4.3.3 While the area designated as Mixed Use Node II shall be the primary focus for commercial uses in the Columbus Part II Plan, in addition to appropriate forms of commercial *development* along Simcoe Street North and Columbus Road, it shall be designed to accommodate the sensitive integration of medium density residential uses, and other permitted uses, in a mixed use format during the initial *development* phase and/or over the longer term.

8.8.4.3.4 The lands designated as Mixed Use Node II are intended to serve as a local community focal area. The commercial component of the Mixed Use Node II shall generally not exceed a maximum *gross floor area* of 7,432 square metres (80,000 sq. ft.) and may contain a supermarket.

8.8.4.3.5 The minimum height of any mixed use commercial/residential or multi-unit commercial and/or office building, or single use residential building in an area designated as Mixed Use Node II shall be 2 storeys, with the exception of standalone single use non-residential buildings (such as a standalone grocery store or restaurant pad building) which may be a single storey, but designed at a height equivalent to two storeys. The maximum height of all buildings shall be 6 storeys.

8.8.4.3.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the area designated as Mixed Use Node II shall have a density range of 65 to 95 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.

8.8.4.3.7 *Development* of the lands designated as Mixed Use Node II must be planned comprehensively, together with adjacent lands in the Low Density Residential and Medium Density Residential designations. In accordance with the provisions of Section 8.8.12 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application in the lands designated Mixed Use Node II.

8.8.5 Residential

8.8.5.1 Areas designated as Low Density Residential, Medium Density I Residential, Medium Density II Residential and High Density I Residential shall be predominantly used for residential dwellings in accordance with the relevant policies of this Part II Plan and Section 2.3 of the Part I Plan.

8.8.5.2 For the purposes of the Columbus Part II Plan, gross residential density shall be calculated on the basis of gross residential area which shall include lots on which residential *development* is permitted by the Columbus Part II Plan and abutting local, collector and arterial roads, parks and schools, but shall exclude those components of the *Natural Heritage System* identified in Policy 5.4.4 of the Part I Plan and major infrastructure that is built or approved under the Environmental Assessment Act (Provincial 400-series highway rights-of-way, hydro corridors, hydro generation stations and airports). Net residential density shall be calculated on the basis of net residential area which shall include all of the developable portion of any individual site or lot on which residential *development* is permitted, after the conveyance of any required road widening.

8.8.5.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Low Density Residential areas shall be 24 units per hectare (10 u/ac.) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).

8.8.5.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density I Residential areas shall be 35 units per hectare (14 u/ac.) and the maximum net residential density shall be no more than 65 units per hectare (26 u/ac).

8.8.5.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, single detached dwellings in areas designated as Medium Density I Residential are only permitted provided the total number of such units does not exceed 25% of the total number of units that would be permitted if developed at the mid-point of the Medium Density I Residential density range on lands designated Medium Density I Residential in a plan of subdivision and, further, the minimum net residential density for such single detached dwellings shall be 24 units per hectare (10 u/ac) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).

8.8.5.6 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density II Residential areas shall be 65 units per hectare (26 u/ac.) and the maximum net residential density shall be no more than 95 units per hectare (38 u/ac).

8.8.5.7 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for High Density Residential areas shall be 95 units per hectare (38 u/ac.) and the maximum net residential density shall be no more than 150 units per hectare (60 u/ac).

8.8.5.8 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the calculation of net residential density may be averaged within areas designated as Low Density Residential, Medium Density I Residential or Medium Density II Residential on Schedule “A” – Columbus Land Use and Road Plan, within the same plan of subdivision. For clarity, the calculation of net residential density cannot be averaged between different density

categories (e.g. areas designated as Medium Density I Residential cannot be averaged with areas designated as Medium Density II Residential).

8.8.5.9 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the maximum building height in the Low Density Residential and Medium Density I Residential designations shall be 3 storeys and 3 ½ storeys, respectively.

8.8.5.10 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum building height in areas designated as Medium Density II shall be 2 storeys and the maximum building height shall be 4 storeys. Further, the minimum building height in areas designated as High Density I Residential shall be 3 storeys and the maximum building height shall be 6 storeys.

8.8.5.11 Certain lands designated as Residential on Schedule "A" – Columbus Land Use and Road Plan, may be constrained by road alignments, the *Natural Heritage System*, stormwater management facilities and/or utility corridors or to other physical constraints. The proponent of *development* on such lands shall be required to demonstrate that *development* of the site as proposed is feasible when more precise information about road alignments, the *Natural Heritage System* and the applicable required minimum buffers to natural hazards and *Vegetation Protection Zones* to the *Natural Heritage System* features, stormwater management facility sizing and/or other constraints is available. If *development* is not feasible due to such constraints, Schedule "A" – Columbus Land Use and Road Plan may be interpreted such that the road segment or other facility in question is considered to abut the *Natural Heritage System*, utility corridor or stormwater management facility, without requiring an amendment to the Columbus Part II Plan.

8.8.5.12 The residential densities and mix and distribution of residential types are intended to provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Part II Plan and allow opportunities for residents to age in the community.

8.8.5.13 *Affordable housing* types will be encouraged to contribute to the City's goal of a minimum of twenty-five percent (25%) affordable housing, in accordance with Section 6.2.2 of the Part I Plan. The provision of a range of housing types, including integrated affordable housing options, shall be a consideration in the *development* approvals process. Additional residential units shall be permitted in single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse in accordance with Policy 6.4 of the Part I Plan, notwithstanding any policy in Section 6.4 of the Part I Plan to the contrary, subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.14 *Group homes* shall be permitted in accordance with the policies of Section 6.5 of the Part I Plan.

8.8.5.15 *Home occupation* uses shall be permitted in Residential designations, or integrated into residential *developments*, in accordance with Policy 2.3.1.4 of the Part I Plan.

8.8.5.16 Nursing homes, homes for the aged, retirement homes, day care centres and libraries may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.17 Convenience stores may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.18 Reverse lot frontages shall only be permitted where other design approaches are not considered by the City to be technically or functionally feasible. In such instances, the extent/length of reverse lot frontages shall be minimized as much as possible to promote a highly visible, connected, safe and attractive public realm along, and in priority order, arterial, collector and local roads.

8.8.5.19 *Development* applications for lands designated as Residential shall demonstrate that the *development* is sensitively integrated by using appropriate building orientation, design, heights, location and setbacks, landscaping, fencing and/or buffering, as well as heights and lot configuration, to ensure compatibility with adjacent land uses, particularly adjacent lands designated as Columbus Special Policy Area, Open Space and Recreation, Community Use, lands in a lower residential density category, or lands designated for mixed use purposes. *Development* shall comply with the relevant policies of Section 8.8.12, Urban Design, of this Part II Plan and the Columbus Community Urban Design Guidelines.

8.8.6 Community Use

8.8.6.1 Areas designated as Community Use on Schedule “A” – Columbus Land Use and Road Plan may be used for social, educational, cultural, health and religious land uses such as schools, places of worship, day care centres, libraries, health service offices/clinics and nursery schools that, by nature of their activity, scale and design, are compatible with surrounding land uses.

In addition, residential *development* may be permitted in conjunction with the *development* of public and separate elementary schools and public secondary schools as a mixed use *development* without requiring an

amendment to the Columbus Part II Plan, provided that such *development* is compatible with surrounding land uses, is subject to the inclusion of appropriate provisions in the zoning by-law, and meets the approval of the relevant school board. For clarity, for the purposes of this policy, the term "mixed use" refers to a building that is designed to provide for school uses at grade, above which are residential units featuring a minimum of two bedrooms, up to a maximum height of four storeys for the mixed use building.

8.8.6.2 The precise locations of Community Uses are flexible within the area shown as bounded by arterial roads and/or areas designated as Open Space and Recreation, and the location may be shifted without an amendment to the Plan, provided the intent of the Plan is maintained as determined at the City's sole discretion. Where a Community Use is shifted from the location shown on Schedule "A" – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Community Use shall be assumed to be Low Density Residential, Medium Density I Residential or Medium Density II Residential in accordance with the relevant policies of Section 8.8.5 of this Part II Plan for the relevant community use. For clarity in this regard, Low Density Residential *development* shall only be permitted where the Community Use site in question abuts lands already designated for Low Density Residential purposes.

8.8.6.3 Public and separate elementary schools and public and French public secondary schools are shown on Schedule "A" – Columbus Land Use and Road Plan. If not required for these specific uses, other community uses may be permitted in such areas without requiring an amendment to the Columbus Part II Plan provided that such uses are compatible with surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.6.4 The size of elementary and secondary school sites shall be determined through the subdivision approval process. The land area required for school sites should be minimized in order to promote compact *development* and conserve land. School Boards are encouraged to build more compact, multi-storey facilities.

8.8.6.5 The Columbus Part II Plan includes five public elementary schools based on a student allocation of approximately 600 students per school.

8.8.6.6 Unless otherwise agreed to by any of the applicable school boards, public elementary school sites will have a size and configuration that accommodates a school for 600 students, and a broader range of services, including but not limited to, all day kindergarten and child care facilities.

8.8.6.7 The size and configuration of school sites will be determined through the *development* approval review process by a preliminary site plan and facility fit analysis that considers site design issues, including vehicular access, parking and grading and may include the provision of seven elementary school sites (ranging in size from 2.4 net hectares (5.9 ac.) to 3.2 net

hectares/7.9 acres), one 6.9 net hectare (17.0 ac.) public secondary school site and one 4.0 net hectare (9.9 ac.) French public secondary school site.

8.8.6.8 Where a Community Use is identified with a “Cu” symbol on Schedule “A” – Columbus Land and Road Use Plan, the maximum site area shall not exceed 2 hectares (5.0 ac.) in size. The *development* of a Community Use identified with a “Cu” symbol having a site area in excess of 2 hectares (5.0 ac.) shall be subject to an amendment to the Columbus Part II Plan and the zoning by-law. The documentation submitted in support of the amendment shall address transportation impacts (including traffic impacts on the surrounding road and active transportation network), parking and other matters deemed appropriate by the City.

8.8.6.9 In the event that a site designated as Community Use and intended for a public or separate elementary school or a public or French public secondary school is not needed for that use, the maximum site area of any alternate community use shall generally not exceed 2 hectares (5.0 ac.).

8.8.6.10 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or separate elementary school is not needed for that use or other community uses, in whole or in part, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Columbus Part II Plan.

8.8.6.11 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or French public secondary school is not required for a secondary school or other community uses, in whole or in part, the site may alternatively be used for Low Density Residential uses, Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan.

8.8.6.12 In the event that a site designated as a Community Use and identified with a “Cu” symbol is not needed for a community use, the site may alternatively be used for Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan. During the *development* approvals process, consideration shall be given to ensuring that areas designated as a Community Use with a “Cu” symbol are of a size and configuration suitable for an alternative use should they not be needed for a community use.

8.8.6.13 Proposals for the *development* of Community Use sites shall optimize the integration of active transportation and associated amenities and transit connections and demonstrate a flexible design that reflects the heritage character of the community and can be adjusted as the needs of the community evolve over time.

8.8.6.14 In the event that a site for a public library is needed in the Columbus Part II Plan, consideration shall be given to a central location that is readily

accessible by transit, active transportation, and that is integrated with other community or public facilities wherever possible.

8.8.7 Open Space and Recreation

8.8.7.1 General

8.8.7.1.1 Areas designated as Open Space and Recreation consist of sites designated for a Community Park, Neighbourhood Parks, and lands for Open Space and Recreation purposes. For the purposes of this Part II Plan, references to parks and parkland shall include Community Park and Neighbourhood Parks, as well as Parkettes. Lands designated as Open Space and Recreation include lands within the *Natural Heritage System* and lands subject to environmental or other constraints to *development*.

8.8.7.1.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of this Part II Plan and Sections 2.6 and 5.0 of the Part I Plan.

8.8.7.1.3 The acquisition of lands by the City for parks and related recreation and open space purposes and any other lands necessary to achieve an integrated and continuous parkland and open space system shall be subject to the requirements of the Planning Act and the relevant policies of this Part II Plan.

8.8.7.1.4 The City shall require the conveyance of other lands shown as Open Space and Recreation on Schedule "A" – Columbus Land Use and Road Plan. Such conveyance shall be at no cost to the City and include land related to the *Natural Heritage System*, *Hazard Lands* and associated buffers and *Vegetation Protection Zones*. These lands shall not be included as part of the dedication of parkland pursuant to the Planning Act. For clarity, parkland dedication includes lands for a Community Park and Neighbourhood Parks as shown on Schedule "A" – Columbus Land Use and Road Plan and may include Parkettes in accordance with Section 8.8.7.1.9 of this Part II Plan.

8.8.7.1.5 During the *development* approval process, adjustments to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority, may be permitted to the Open Space and Recreation designations associated with the *watercourses* in the Columbus Part II Plan, without amendment to the Part II Plan, in accordance with the policies of Section 8.8.8.2 of this Part II Plan.

8.8.7.1.6 Notwithstanding the provisions of Table 4 of the Part I Plan to the contrary, the classification, size and area supply standards for parks in the Columbus Part II Plan shall be in accordance with Sections 8.8.7.2 and 8.8.7.3 of this Part II Plan.

8.8.7.1.7 Neighbourhood Parks shall be co-located with elementary schools wherever feasible. Parks shall also be located and designed to maximize visibility to

and safety within the park. In this regard, parks shall generally be fronted as follows:

(a) by a public street on at least two complete sides; or

(b) by a public street on at least one complete side and by an elementary school block on at least one other complete side; or

(c) by a public street on at least one complete side and, where the remaining sides abut residential *development*, at least one other complete side shall consist of dwelling units featuring frontal quality facades, including a yard presenting as a front yard, directly facing onto the park.

Parks may incorporate active transportation linkages that connect to active transportation facilities shown on Schedule "B" – Columbus Transportation Plan.

8.8.7.1.8 Where aboveground services and/or stormwater management facilities and associated infrastructure are proposed to be located in whole or in part within or adjacent to an area intended to function as a park, such services and infrastructure shall be designed and located in a manner to the satisfaction of the City so as not to impact the functionality and optimal programming of the park. In the event that the City deems at its sole discretion that the functionality and programming of the park is adversely affected, the affected area will generally not be considered acceptable as lands for park purposes and not be accepted for parkland dedication in accordance with the Planning Act.

For example, if grading for a stormwater management facility located adjacent to a park is proposed by a developer to encroach into the park, the area of the encroachment shall not be considered acceptable as parkland dedication. Similarly, in the event that an easement through a park is required to accommodate aboveground services proposed by a developer, the area of the easement as well as any additional park area deemed by the City, at its sole discretion, that would otherwise be able to be programmed to accommodate a facility (e.g. sports field) but is precluded as a result of the easement, shall not be considered acceptable as parkland dedication.

However, lands that are encumbered by below grade infrastructure, including easements for the same, will be acceptable for parkland dedication in accordance with the Planning Act.

8.8.7.1.9 Through the *development* approval process, provision may also be made for the *development* of parkettes without requiring an amendment to the Part II Plan in accordance with Section 8.8.7.4. Any parkettes shall be considered part of the parkland and open space system and the acquisition of such lands shall be in accordance with Section 8.8.7.1.3 of this Part II Plan.

8.8.7.1.10 Naturalized parkland that is also appropriate for passive recreation may be accepted as parkland dedication and may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation

Authority where jurisdictionally appropriate, in the Greenbelt Natural Heritage System, provided that:

(a1) The lands are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan and/or Schedule 'D-1' Environmental Management of the Part I Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*;

(b1) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions; and,

(c1) The quantity of naturalized parkland being acquired does not impede the City's ability to meet the planned function of any City-owned park in terms of providing an appropriate level of active recreational opportunities.

For the purposes of this policy, determination of what constitutes naturalized parkland appropriate for passive recreation shall be at the City's sole discretion, in consultation with the Central Lake Ontario Conservation Authority, where jurisdictionally appropriate. For clarity, passive recreation refers to recreational activity that has minimal impact on the natural environment and requires very little terrain or vegetation modification and few, if any, structures, including but not limited to the following:

(a2) Non-motorized trail uses; and
(b2) Natural heritage appreciation (e.g. bird watching).

8.8.7.2 Community Park

8.8.7.2.1 The general location of the Community Park is indicated on Schedule "A" – Columbus Land Use and Road Plan. The Community Park shall be developed in accordance with the relevant policies of the Part I Plan and this Part II Plan.

8.8.7.2.2 The Community Park is intended to address the community level recreational needs of the Columbus Part II Plan as well as to contribute to the recreational opportunities of the City.

8.8.7.2.3 The Community Park is intended to contribute to the planned character of the City as a whole and the Columbus Part II Plan, as well as act as a key community focus area and destination by providing recreational facilities and programming at a City and community scale.

8.8.7.2.4 The Community Park shall have a minimum site area of approximately 8.5 hectares (21.0 ac.).

8.8.7.3 Neighbourhood Parks

8.8.7.3.1 The general locations of the Neighbourhood Parks are shown on Schedule "A" – Columbus Land Use and Road Plan. However, the precise

locations are flexible within the area shown as bounded by arterial roads, utility corridors and/or areas designated as Open Space and Recreation. Through the *development* approval process the location can be shifted within such areas without requiring an amendment to the Part II Plan. However, the location must be satisfactory to the City, shall be within the same ownership (unless the configuration and/or location of the park is deemed by the City, at its sole discretion, to be better served by being designed/situated in a manner that involves lands under multiple ownership) and the intent of the Plan shall be maintained. Where a Neighbourhood Park is shifted from the site shown on Schedule "A" – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Neighbourhood Park shall be assumed to be Low Density Residential or Medium Density I Residential. The Neighbourhood Parks shall be developed in accordance with the relevant policies of the Part I Plan and the Columbus Part II Plan.

8.8.7.3.2 Neighbourhood Parks shall have a minimum site area of approximately 2.0 hectares (4.9 ac.).

8.8.7.4 <u>Parkettes</u>

8.8.7.4.1 The locations of Parkettes shall be determined through the *development* approval process without requiring an amendment to the Part II Plan, provided the location is satisfactory to the City, the parkette is conveyed to the City as a donation or acquired by the City on the basis of a demonstrated need, is within the same ownership and the intent of the Plan is maintained.

8.8.7.4.2 Parkettes are intended to serve local neighbourhoods and may include playgrounds and passive recreation areas. In addition, the City recognizes that community gardens contribute to sustainability and neighbourhood cohesion and may consider the use of Parkettes for community gardens where interest is expressed by the local residents.

8.8.7.4.3 Parkettes acquired by the City on the basis of a demonstrated need shall generally have a minimum site area of approximately 0.6 hectares (1.5 ac.). However, parkettes may be greater than 0.6 hectares (1.5 ac.) in size if the density of planned *development* in the vicinity supports the conveyance of parkland in accordance with Policy 2.6.3.2 of the Part I Plan. Conversely, parkettes may also be less than 0.6 hectares (1.5 ac) in size in the event that the City, in consultation with the developer, considers it appropriate to provide a smaller parkette to serve a particular *development*, and the size and shape provides for a usable Parkette based on the intended function of the Parkette.

8.8.7.4.4 The location of Parkettes shall be coordinated where possible with the location of stormwater management facilities, *woodlands*, and other lands proposed for open space and recreation purposes, as well as to provide connections between these features and other land uses, including roads and utility corridors.

8.8.7.4.5 Parkettes may be linear in form in order to provide appropriate connectivity, and this function shall be reflected in the submission of *development* applications for the affected lands.

8.8.8 Municipal Services and Utilities

8.8.8.1 General

8.8.8.1.1 *Development* within the Columbus Part II Plan shall be subject to Section 9.7 of the Part I Plan with respect to servicing.

8.8.8.1.2 *Development* shall be phased in accordance with the availability and provision of services and phasing shall reflect a cost-efficient and sequential extension of infrastructure.

8.8.8.1.3 Where feasible, electrical, cable, telecommunications infrastructure and other utilities shall be required to be located underground and the design and location of associated at-grade service boxes shall have regard for the pedestrian environment, vehicular sight-lines, landscaping and urban design.

8.8.8.1.4 Water and sewage trunk services shall be located in accordance with the recommendations of the Columbus Subwatershed Study (C.S.W.S.) and the Columbus Servicing Study.

8.8.8.1.5 Functional servicing reports shall be required at the *development* approvals stage to identify capacity and required improvements, and mitigation measures to minimize impacts. Such reports will reflect the recommendations of the C.S.W.S., the Master Environmental Servicing Plan (M.E.S.P.) and the Columbus Servicing Study.

8.8.8.1.6 The City encourages the planning and installation of all public and private utilities approved for installation by the municipality on an integrated basis, including consideration to the use of joint utility poles and buried hydro facilities, at the cost of the proponent. The City encourages the use of joint trench(es) and concurrent installations wherever feasible. The City will also consider clustering or grouping of private utilities within the public realm, where feasible, such as on or within streetscape features such as: gateways; lamp posts; transit shelters; and when determining appropriate locations for large utility equipment and utility cluster sites.

8.8.8.1.7 The City encourages the installation of private and public utilities as early as possible in the *development* approvals process, and in a coordinated fashion taking into consideration the siting of street trees, in order to maximize urban tree canopy coverage and minimize disruption to the community.

8.8.8.2 Master Environmental Servicing Plan

8.8.8.2.1 Before any *development* of land within the Columbus Part II Plan including the processing of any proposed draft plans of subdivision or a substantial *development* application, a Master Environmental Servicing Plan (M.E.S.P.)

shall be prepared which will reflect the recommendations of the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan.

8.8.8.2.2 The proponent of any proposed draft plans of subdivision or a substantial *development* application within the Columbus Part II Plan shall complete an M.E.S.P. prior to the processing of any proposed draft plans of subdivision or a substantial *development* application, unless one has already been completed, to the satisfaction of the City of Oshawa and the Region of Durham, in consultation with the Central Lake Ontario Conservation Authority. The M.E.S.P. shall include all lands within the Columbus Part II Plan and shall consider any other land, both inside and outside the Columbus Part II Plan, necessary to adequately address the matters being dealt with in the M.E.S.P.

8.8.8.2.3 The M.E.S.P. shall address, but not necessarily be limited to, the following issues, to provide greater precision and direction to the analysis contained in the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan:

(a) Hydrogeology/Groundwater Management: The investigation will provide a sufficient level of understanding of the hydrogeological conditions of the subject area and identify areas, if any, within the Columbus Part II Plan where the soil and groundwater conditions are conducive for promoting groundwater recharge in an urban setting. The groundwater management analysis will address water budget, groundwater quality and quantity and protection of recharge and discharge functions. It will address pre- and post-*development* analysis of recharge, infiltration, runoff and evapotranspiration conditions as well as the calculated change in water balance due to *development*. Pre-*development* infiltration conditions should be maintained and/or enhanced to preserve groundwater function and linkages to natural features. Mitigative measures should also be described to maintain the recharge function, including identifying suitable locations for and types of Low Impact Development techniques. The analysis will also either establish a minimum basement elevation or a recommended approach to determine a minimum basement elevation. Finally, the analysis will determine appropriate design criteria for a foundation drainage system for *development*, if applicable.

(b) Aquatic/Terrestrial Environmental Management: The environmental management analysis will apply the minimum required width of *Vegetation Protection Zones*, in order to determine if a greater width is appropriate pursuant to Section 5 of the Part I Plan, to address *fish habitat* protection and management, aquatic setback requirements, and key natural and hydrologic features protection and setbacks, including natural channel design considerations. It will also determine the appropriate specific location of off-road active transportation facilities and linkages within or adjacent to *Hazard Lands* and/or the *Natural Heritage System*.

(c) Stormwater Management: The stormwater management analysis will not only establish the target flows along riparian corridors as shown on Schedule 'F1-A' of the Part I Plan within the Columbus Part II Plan area (to be used and how to be used) and the minor and major flow routes within the Columbus Part II Plan area, but also identify the general characteristics for stormwater management facilities, including pond sizing, location and type, as well as a preliminary design that includes accommodation on-site for the deposition of sediment resulting from maintenance activities. The use of Low Impact Development techniques/alternative stormwater management designs and practices shall be considered.

(d) Biology: The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the *watercourses*, as well as to the implementation of stormwater management facilities and valleyland and *woodland* edge management.

(e) Municipal Servicing: The municipal engineering investigation will identify significant cut and fill areas, and will provide a preliminary water supply strategy and water distribution model, the preliminary design of major trunks and sub-trunks for the sanitary, storm drainage and foundation drain collector system, and the identification of overland flow routes. The municipal engineering investigation will also include one or more sanitary servicing drawings and one or more water supply servicing drawings based on Schedule "A" – Columbus Land Use and Road Plan, and these servicing drawings shall include details showing how existing *development* within the Columbus Special Policy Area could be serviced.

(f) Transportation: The transportation investigation will be undertaken in accordance with the City's and Region's transportation impact study guidelines and the Columbus Part II Plan Transportation Master Plan. The investigation will identify the transportation infrastructure, facilities and design elements needed to appropriately address and support each mode of travel, including walking, biking and transit, as well as vehicular travel, such that the transportation system functions as a balanced, integrated network and operates on the premise of a balanced approach to *Level of Service* that considers all modes. The investigation should make recommendations regarding neighbourhood traffic management. It will also determine the approximate location of the arterial and collector road crossings of *watercourses*.

8.8.8.3 Stormwater Management

8.8.8.3.1 Stormwater management facilities shall be permitted in any land use designation on Schedule "A" – Columbus Land Use and Road Plan but are not permitted on lands identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan, including *Vegetation Protection Zones* or buffers associated with *Hazard*

Lands or the *Natural Heritage System*. For clarity, naturalized stormwater management facilities or naturalized components thereof may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, in the Greenbelt Natural Heritage System, provided that:

(a) They are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*; and,

(b) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions.

For the purposes of this policy, determination of what constitutes an appropriate naturalized design for stormwater management facilities or components thereof shall be at the City's sole discretion, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.2 The City shall require the use of Urban Stormwater Management Practices, which reflect the recommendations of the Master Storm Servicing Plan, and as defined by current best practices of the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry, the City of Oshawa, and the Central Lake Ontario Conservation Authority, in every *development* application where feasible and appropriate, in order to promote environmental objectives consistent with sound engineering practices which maintain or enhance the health of the receiving *watercourse*. All *development* applications shall be accompanied by information/studies as required by the City in the context of the C.S.W.S. and/or the Master Storm Servicing Plan, demonstrating that the impact of the proposed *development* can be dealt with to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.3 In accordance with Policy 8.8.8.3.2 of this Part II Plan, the information/studies that accompany *development* applications must address as required by the City in the context of the C.S.W.S. and/or Master Storm Servicing Plan, but not necessarily be limited to the following:

(a) Water quality and quantity control requirements;

(b) Major and minor flow routes;

(c) Underground services requirements (e.g. storm sewer and foundation drains);

(d) Erosion and sediment control requirements;

(e) Downstream *development* impacts;

(f) Groundwater condition of the land and its implications to the *development* (e.g. Calcium carbonate formation, pond design and location and the establishment of basement elevations);

(g) Application of Low Impact Development techniques;

(h) *Watercourse* improvement requirements;

(i) Floodplain and/or hazard limit requirements;

(j) Slope stability requirements;

(k) Potential impact to and from significant natural feature(s) (e.g. woodlots and *wetlands*);

(l) Road crossing hydraulic design and stability requirements; and,

(m) Financial implications to the City.

8.8.8.3.4 Stormwater management plans shall be designed to maintain and/or improve the pre-*development* stream temperature regime to the receiving waterbody in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.5 Stormwater flow should be managed to take into account the entire watershed including potential downstream impacts in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.6 The City shall require the application of sustainable stormwater management/Low Impact Development techniques such as bioswales, green roofs, rainwater harvesting and permeable pavement, to manage stormwater flows where appropriate and financially sustainable in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.7 The detailed design and location of stormwater management facilities shall be determined through the preparation of an M.E.S.P. and/or stormwater management engineering studies and drawings undertaken as part of the *development* approval process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.8 Stormwater management facilities shall be designed and constructed based on the best practices and technology available and applicable at the time of *development* and shall satisfy all the requirements of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.9 Schedule “A” – Columbus Land Use and Road Plan shows the general location of stormwater management facilities. The design, configuration, size and location of these stormwater management facilities and the drainage areas that they serve will be determined as part of the M.E.S.P. and detailed stormwater management engineering studies/environmental studies

undertaken as part of the *development* approvals process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan. In the preparation of such studies, consideration shall be given to the following:

(a) The potential integration with stormwater management facilities outside the Columbus Part II Plan where feasible and where it can be demonstrated that there will be no adverse impacts on downstream areas;

(b) Potential reduction in the number of facilities, where feasible, while maintaining adequate stormwater management quality and quantity control;

(c) The location of facilities outside of *Hazard Lands*, natural heritage and hydrologic features and their required *Vegetation Protection Zones*;

(d) The impact of groundwater elevations/conditions on the design of stormwater management facilities;

(e) The design requirements and liability implications of the facility based on the expected future ownership (public versus private);

(f) Provision of a dedicated sediment drying area in the design of the facility to accommodate the natural deposition of sediment in stormwater management facilities over time;

(g) Erosion control and stabilization of the downstream watercourse.

(h) The use of Low Impact Development techniques and/or other new acceptable stormwater management measures available at the time of *development* to further the objective of improved water quality and quantity of the receiving water body;

(i) Use of stormwater management best practices to encourage baseflow enhancement and to maintain and/or enhance pre-*development* stream temperatures within the watershed of the receiving watercourse;

(j) Safety aspects of the stormwater management facility in terms of its slope, depth and visibility to the general public;

(k) The structural stability of the surrounding lands/features;

(l) The easy and safe access to the stormwater management facility for maintenance purposes;

(m) Efficient operation and maintenance of the facility;

(n) Design of stormwater management facilities which minimize the creation of dead drainage zones to mitigate potential health risks

potentially associated with these facilities such as West Nile virus; and,

(o) The location of stormwater management facilities inboard from arterial roads, where feasible, in order to create transit supportive built form along arterial roads. The studies shall explore how grading and infrastructure can be designed to accommodate the inboard location of these facilities.

8.8.8.3.10 Variations in the number and location of stormwater management facilities shown on Schedule "A" – Columbus Land Use and Road Plan may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of the Master Stormwater Servicing Plan and/or a stormwater management study, prepared as part of the *development* approval process to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, without requiring an amendment to the Columbus Part II Plan. With respect to the issue of location, stormwater management facilities shall generally be sited to avoid being situated adjacent to Type "B" arterial roads, unless not otherwise feasible.

8.8.8.3.11 The siting of stormwater management facilities adjacent to parks and other open space areas shall be encouraged to complement surrounding land uses, where feasible and appropriate, provided the stormwater management facilities are located outside of the *Natural Heritage System* and/or associated *Vegetation Protection Zones* and buffers from natural hazards, and provided there are no adverse impacts on surrounding natural heritage features, and associated buffers and functions. Where stormwater management facilities cannot be sited with these uses, the facility shall be designed to complement and integrate with adjacent land uses with emphasis on safety, attractiveness and appropriate landscaping.

8.8.8.3.12 If the City, in consultation with Central Lake Ontario Conservation Authority where jurisdictionally appropriate, determines that a stormwater management facility shown on Schedule "A" – Columbus Land Use and Road Plan is not required, the underlying land use designation shall apply without amendment to the Columbus Part II Plan.

8.8.8.3.13 Subject to Policy 8.8.7.1.8, stormwater management facilities conveyed to the City shall not otherwise be accepted as parkland dedication in accordance with the Planning Act.

8.8.8.3.14 Stormwater management facilities conveyed to the City shall be dedicated in conjunction with the *development* approval process. The dedication of these facilities shall be at no cost to the City. The City may not necessarily accept ownership of stormwater management facilities which serve commercial and/or institutional and/or other non-residential land uses. If conveyance of such facilities is proposed, the rationale for City ownership must be demonstrated and the requirements of the City, financial and otherwise, must be satisfied.

8.8.9 Transportation

8.8.9.1 General

8.8.9.1.1 The City's intention is to achieve a balanced, multi-modal transportation environment in the Columbus Part II Plan. The transportation corridors shall be designed to safely accommodate a range of viable travel options, including automobile, transit, and active transportation modes, together with street trees, other landscaping and street furniture. Such facilities shall conform to the classification, functions and design requirements outlined in Schedule "B" – Columbus Transportation Plan, the Columbus Part II Plan Transportation Master Plan (C.T.M.P.), and, with respect to Regional roads, the Durham Regional Official Plan, while having regard for Table 5 of the Part I Plan, and shall be subject to the approval of the relevant agencies.

8.8.9.1.2 To achieve a balanced, multi-modal transportation environment, the City supports a balanced approach to *Level of Service measures* for all transportation modes and may be prepared to use a variety of traffic calming measures depending on the function of the road such as those referenced in the City's Neighbourhood Traffic Management Guide. These include, but are not necessarily limited to the following:

(a) Appropriate lane widths;

(b) Provision of landscaped centre medians;

(c) Provision of on-street parking, including laybys;

(d) Provision of transit priority measures;

(e) Provision, where appropriate, of regular intersections of local roads with regional and other major roads to allow for the creation of a modified grid network;

(f) Provision, where appropriate, of roundabouts, pursuant to Policy 8.8.9.2.7 of this Part II Plan; and,

(g) Use of alternative road geometrics and materials at active transportation crossing areas.

8.8.9.1.3 In addition to other approaches to support transit and active transportation, the transit network identified on Schedule "B" – Columbus Transportation Plan incorporates Ecomobility Hubs. These can range in scale based on their function with respect to the transit system and similar to the services they provide from a major transit hub for local and regional transit service with a full range of facilities from bike/scooter share, e-car sharing, and ridesharing to a bus stop with integrated bike/scooter share or a bus stop with bike parking and an enclosed shelter.

8.8.9.1.4 Schedule "A" - Columbus Land Use and Road Plan features a mix of uses at higher densities outside of the Columbus Special Policy Area along existing

and potential transit routes to support transit infrastructure, facilitate transit-supportive *development* and optimize conditions for the usage and efficient provision of transit, with a goal of providing convenient and safe access to transit service within a 400 metre (1,312 ft.) (generally equivalent to a five minute walk) walking distance for the majority of residents, employees and visitors in the Columbus Part II Plan.

8.8.9.1.5 The City recognizes the important role Transportation Demand Management efforts play in using transportation infrastructure more efficiently, using private vehicles in a more sustainable fashion and encouraging increased transit use and active transportation. *Development* proponents shall employ Transportation Demand Management strategies, as may be identified in the City's Integrated Transportation Master Plan (2015) or any future updated Integrated Transportation Master Plan developed by the City and the C.T.M.P., in support of these objectives. Such strategies shall form an important component of any proposed *development* and will be addressed through a transportation impact study.

8.8.9.1.6 The City, or the Region of Durham specifically for Simcoe Street North, may require, at no additional cost to the City or Region, where applicable, the conveyance of additional lands for road rights-of-way beyond the requirements of the C.T.M.P. and Table 5 of the Part I Plan to appropriately accommodate active transportation facilities, either within the paved portion of the road or in the boulevard area, and/or medians. In particular, a minimum 3 metre wide vegetated median will be provided to the satisfaction of the City on Columbus Road outside of the Columbus Special Policy Area, on Simcoe Street North outside of the Columbus Special Policy Area and along Howden Road. With respect to the median to be provided along Howden Road, appropriate design consideration shall be given to accommodate the movements of farm vehicles, including access to farm properties.

8.8.9.1.7 Where feasible and appropriate, consideration shall be given to the incorporation of existing hedgerows and Low Impact Development features into the planned rights-of-way of roads.

8.8.9.2 Road Network

8.8.9.2.1 The alignment of the arterial and collector road system as shown on Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan generally reflects a grid-based road pattern, which has been modified due to *watercourses*, topography, utility corridors, and natural features such as valleylands, and to ensure appropriate intersection spacing and connections to established arterial or collector road alignments in and outside the Columbus Part II Plan.

8.8.9.2.2 The City encourages the completion of the Type "C" arterial road network early in the development process in a sequential fashion so as to avoid, wherever possible, discontinuities in the road network.

8.8.9.2.3 The alignment of the arterial and collector roads, as indicated on Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan will be more precisely defined during the preparation of a M.E.S.P. and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process, incorporating the requirements of the Greenbelt Plan. These studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including *watercourse* crossing locations, and recommend any necessary mitigation measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process. The studies will also have regard for the need to protect the potential Bridle Road/Highway 407 East overpass and the following potential future east-west corridor extensions identified on Schedule "B" – Columbus Transportation Plan:

(a) The westerly extension to Thornton Road North of the planned east-west collector road located approximately midway between Columbus Road West and Howden Road West;

(b) The easterly extension to Ritson Road North of the planned east-west collector road located adjacent to the north limit of the planned Community Park; and,

(c) The westerly extension to the Oshawa-Whitby boundary of either the planned east-west Type "C" arterial road located north of Highway 407 East in the South Columbus Industrial Area or the westerly extension from Thornton Road North to the Oshawa-Whitby boundary of the planned extension, in the form of an east-west Type "C" arterial road, of the collector road located approximately midway between Columbus Road West and Highway 407 East. The selection of the final route for the alignment of the extension to the Oshawa-Whitby boundary shall be determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, prior to the construction of this road, and in advance of any *development* in this area, to the satisfaction of the City and the Region of Durham.

8.8.9.2.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, should the northerly of the two route options described in Policy 8.8.9.2.3(c) be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the collector road located approximately midway between Columbus Road West and Highway 407 East shown east of and connecting to Thornton Road North may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type "C" arterial road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network

for the area. This reclassification from a collector road to a Type "C" arterial road may occur without an amendment to this Plan.

Further studies including, where necessary, the completion of the Municipal Class Environmental Assessment, shall be completed prior to the construction of this road and in advance of any *development* in this area, in order to determine the final appropriate route and road classification (i.e. collector road or Type "C" arterial road) and subsequent design requirements, including driveway restrictions, to the satisfaction of the City and the Region of Durham.

8.8.9.2.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the right-of-way width of the east-west collector road located approximately midway between Columbus Road and Howden Road and the east-west collector road located adjacent to the north limit of the planned Community Park shall be 26 metres (85 ft.).

8.8.9.2.6 Local roads and laneways are not designated in the Columbus Part II Plan. Their location shall be determined through the *development* approval process and shall be designed to provide a highly accessible network based on a fine-grained modified grid arrangement. The design shall incorporate, where appropriate, traffic calming measures to alleviate negative effects of motor vehicle uses by altering driver behaviour, improving conditions for non-motorized street users and discouraging traffic infiltration, particularly through residential areas.

8.8.9.2.7 Outside of and along the perimeter of the Columbus Special Policy Area, the City will consider the use of roundabouts as a form of intersection control, where deemed appropriate by the authority or authorities having jurisdiction over the roads involved. Intersections of Type "C" arterial roads with another Type "C" arterial road or a collector road, or the intersection of two collector roads may be designed to be controlled by a roundabout, if required by the City, as informed by the requirements of Section 8.8.9.3 of this Part II Plan.

8.8.9.2.8 Direct access onto Type "C" arterial roads is generally not permitted. Direct access may be permitted where all other *development* options are impractical or unfeasible. Driveway access to all non-block residential *development* shall generally be provided through laneways, internal local roads or window roads to optimize traffic flow and safety, and provide comfortable and attractive opportunities for active transportation.

8.8.9.2.9 Generally, access driveways shall be located in accordance with the City's most recent Engineering Design Standards.

8.8.9.2.10 Where residential *development* on public laneways is proposed, such *development* shall generally be limited to narrow lot residential dwellings, on at least one side of the public laneway, whose primary front façade faces onto an arterial or collector road, or onto parkland. In cases where residential dwellings front onto parkland rather than an arterial or collector road, the design of laneways may be required, at the sole discretion of the

City, to provide a wider cross section to appropriately accommodate services and utilities. In addition, where waste management is considered on public laneways supporting residential *development*, consultation with the Region's Waste Management Division shall be undertaken to determine the minimum public laneway width required to appropriately support waste receptacle vehicles.

8.8.9.2.11 Laneways shall generally have a minimum cross section width of 8.5 metres (29 ft.) and a minimum 6.5 metre (21.5 ft.) pavement width, subject to the need to potentially provide a wider cross section as noted in Policy 8.8.9.2.10 of this Part II Plan.

8.8.9.2.12 Laneways shall generally have a maximum length of 150 metres (493 ft.) to facilitate designs that minimize the need for internal storm sewers, where feasible, by draining to catchbasins located at the end of the laneway at the intersecting municipal street. In cases where block lengths exceed 150 metres (493 ft.), an additional access point should be provided for laneways in a central location.

8.8.9.2.13 Where residential *development* on public laneways is proposed, areas shall be set aside for snow storage, such as by including wider lots at periodic intervals along the laneway to increase the separation distance between adjacent garages, as well as wider corner lots at the end of laneways to allow for wider exterior side yards for storage of snow pushed by snow removal vehicles out of the laneway. To ensure appropriate periodicity of wider lots along the laneway, generally no more than 6 side-by-side dwelling units facing a laneway shall be permitted in a building.

8.8.9.2.14 An easement generally 2.5 metres (8.5 ft.) in width on either side of the public laneway shall be granted to the City for the purposes of snow storage. These easements are to be kept free and clear of all encumbrances such as, but not limited to, fences, gates and hedges. For clarity, the area of the easement intended for snow storage relates to landscaped areas in between driveways and/or garages, the size of which shall generally be maintained by limiting the number and size of parking spaces in and outside of a garage to the minimum requirements specified in the City's Zoning By-law for the associated use. Alternatively, an easement narrower in width, or no easement at all, may be required to be provided in the event that it is demonstrated to the satisfaction of the City that snow storage can be accommodated through other design means.

8.8.9.3 Transportation Impact Assessment

8.8.9.3.1 A Transportation Impact Assessment study, updating and refining the work undertaken in Policy 8.8.8.2.3 (f) of this Part II Plan, shall be required as part of the *development* approvals process in accordance with the City's and Region's Transportation Impact Study Guidelines, the C.T.M.P., the M.E.S.P. and the Municipal Class Environmental Assessment. The Transportation Impact Assessment shall be conducted in accordance with an approved

Terms of Reference to be developed in consultation with City and Regional staff and shall include, but not necessarily be limited to, the following tasks:

(a) Identify the demand, and identify efficient and effective supply solutions and right-of-way requirements for transit, pedestrian, bicycle, road and parking facilities (automobile and bicycle) necessary to support the proposed *development* application;

(b) Confirm the adequacy and cost-effectiveness of the proposed road network and provide functional designs for road improvement plans and access management strategies to accommodate the *development* (include land-use phasing plan if necessary); and,

(c) Identify issues or conflicts between the goals and objectives of the Part II Plan and the results of these transportation studies and recommended solutions.

8.8.9.3.2 The City will consult with the Town of Whitby, where applicable, during the preparation of Terms of Reference for a Transportation Impact Assessment Study to ensure the Town's requirements for Columbus Road West and other roadways are considered, including any financial implications related to road improvements required in Whitby.

8.8.9.3.3 Where appropriate, the City may require other technical studies such as a safety study, traffic calming study, parking study, access management plan, traffic control feasibility study, intersection control study, Traffic Management Plan and/or transportation demand management checklist and report.

8.8.9.4 Active Transportation Routes and Linkages

8.8.9.4.1 General

The active transportation network for the Columbus Part II Plan shall conform to the active transportation routes shown on Schedule "B" – Columbus Transportation Plan to provide a continuous, connected system throughout the Columbus Part II Plan and connecting to areas outside of the Columbus Part II Plan. The specific types of facilities to be provided on the main routes (excluding sidewalks) are identified on Schedule "B" – Columbus Transportation Plan, and are described in Policies 8.8.9.4.2 and 8.8.9.4.3 of this Part II Plan.

In addition to the active transportation network shown on Schedule "B" – Columbus Transportation Plan, additional active transportation linkages shall be provided, where appropriate, to facilitate efficient and convenient connections between land uses and/or streets. In this regard, the potential provision of additional active transportation linkages may include opportunities for such linkages to be provided for public access through common elements of condominium developments. These additional linkages are intended to provide easy access to main active transportation routes, schools, parks, community uses, the open space system and, where appropriate, commercial uses. In particular, additional active transportation

linkages may be required to be provided to facilitate active transportation access to all school sites and transit stops where a route exclusively using the road network would be excessively circuitous. These additional active transportation linkages may not be indicated on Schedule "B" – Columbus Transportation Plan, and the precise location and implementation of the linkages shall be determined through the *development* approval process.

The implementation of active transportation facilities, including sidewalks, shall comply with the latest City engineering standards and design requirements.

Active transportation routes and linkages shall be located, and associated facilities designed, to ensure pedestrian and cyclist safety and comfort, with consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles, lighting, maintenance and passive surveillance.

Where an active transportation linkage takes the form of a walkway block such as in a plan of subdivision, the linkage shall generally have a minimum width of 9.0 metres (29.5 ft.) to support a 3.0 metre (9.8 ft.) wide walkway with a 3.0 metre (9.8 ft.) wide landscape strip on either side, sufficient to support healthy tree growth.

In the event that an active transportation route shown on Schedule "B" – Columbus Transportation Plan is associated with part of the *Natural Heritage System* shown on Schedule "C" – Columbus Environmental Management Plan, and the *Natural Heritage System* is refined, the location of the active transportation route shall be reviewed and may be modified as appropriate without requiring an amendment to the Part II Plan.

8.8.9.4.2 Off-Road Active Transportation Facilities

An extensive, integrated system of off-road active transportation facilities has been identified in the C.T.M.P., and as shown on Schedule "B" – Columbus Transportation Plan. The extensive system will result in a network of active transportation routes and linkages and provide connections between valleylands, parks, utility corridors, stormwater management facilities, the open space system and adjacent land uses and along the boulevards of road rights-of-way. The system will facilitate active transportation for recreational and utilitarian purposes and provide access to major activity centres, as appropriate, while addressing issues such as but not limited to grading and access control. Off-road active transportation facilities along routes shown on Schedule "B" – Columbus Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule "B" – Columbus Transportation Plan on the basis of ultimate anticipated level of usage. Both classes of trail are paved multi-use paths with a marked centre-line and signage. However, barring physical constraints, Class I Trails are intended to be located within the boulevard of the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.) and Class II Trails are intended to be located outside the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.).

Further opportunities for off-road active transportation facilities should be explored in the M.E.S.P., and subsequent plans of subdivision.

Off-road active transportation facilities will be developed in accordance with the standards in the City's Active Transportation Master Plan (2015), and Provincial standards and guidelines (e.g. Ontario Traffic Manual Book 15 and 18).

Off-road facilities associated with active transportation routes and linkages are permitted within an environmental buffer, including a *Vegetation Protection Zone* associated with part of the *Natural Heritage System* in accordance with Section 5.0 of the Part I Plan. In circumstances where an off-road facility is located within an environmental buffer or *Vegetation Protection Zone*, the facility shall be sited along the outside edge of the buffer or *Vegetation Protection Zone*. Further, in the event that siting an off-road facility, including any associated grading, in a buffer or *Vegetation Protection Zone* would otherwise adversely affect the functionality of the relevant *Natural Heritage System* feature, the required minimum width of the buffer or *Vegetation Protection Zone* shall be widened to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, to ensure adequate protection for the feature.

Generally, off-road facilities associated with active transportation routes and linkages shall be located outside of the identified *Hazard Lands* and *Natural Heritage System* shown on Schedule "C" – Columbus Environmental Management Plan, but may be considered within their associated buffers and/or *Vegetation Protection Zones*. The M.E.S.P. and/or an Environmental Impact Study (E.I.S.) will more precisely determine the location of the off-road active transportation facilities. Where off-road facilities associated with active transportation routes or linkages are accommodated within a buffer or *Vegetation Protection Zone* of *Hazard Lands* and the *Natural Heritage System* as shown on Schedule "C" – Columbus Environmental Management Plan, the off-road facilities shall generally be designed and located with consideration to environmental sensitivity, flood and/or erosion-prone areas, existing vegetation, wildlife habitat, and user safety.

Where possible, off-road facilities associated with active transportation routes and linkages should be designed/aligned to include existing hedgerows.

8.8.9.4.3 On-Road Cycling Facilities

Cycling facilities associated with active transportation routes and linkages along arterial or collector road corridors may be separately accommodated on-road within the paved portion of road rights-of-way on both sides of the roadway. Such facilities may be provided in lieu of cycling facilities normally located off-road in boulevards.

Schedule "B" – Columbus Transportation Plan indicates the location of on-road cycling facilities, which include on-road cycling lanes and on-road cycling routes.

On-road cycling lanes may include the following:

(a) Separate, dedicated bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the bicycle lane is prohibited; and,

(b) Separate, dedicated buffered bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the buffered bicycle lane is prohibited, and which include a curb to further separate cyclists from vehicular traffic.

On-road cycling routes may include the following:

(a) Lined and signed bicycle routes where on-street parking that occupies the area lined and signed for bicycles is permitted; and,

(b) Painted decals ("sharrows") within widened travel lanes to indicate designed joint use of the travel lane by motorists and cyclists.

8.8.9.4.4 Notwithstanding the classifications on Schedule "B" – Columbus Transportation Plan, or any policy of this Plan to the contrary, the City may accommodate on-road cycling routes on lands where on-road cycling lanes are identified and vice-versa or as Class I Trails, without an amendment to this Plan, if it is determined that it is in the best interest of the City to do so, having regard for, but not necessarily limited to, the quantity of intersecting driveways, available boulevard space, on-street parking, adjacent land use and road operating speed.

8.8.10 Environmental Management

8.8.10.1 *Hazard Lands* and *Natural Heritage System* areas shown on Schedule "C" – Columbus Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan and the policies of the Columbus Part II Plan.

8.8.10.2 The *Natural Heritage System* is intended to be protected, pursuant to the policies under Section 8.8.10 of this Part II Plan and the relevant policies in Section 5.0 of the Part I Plan. Enhancing and restoring natural heritage and hydrologic features and functions will be undertaken through site-specific planning, design and/or conditions of approval as part of the *development* review process where *development* proposals interface with or contain components of the *Natural Heritage System* or natural heritage or hydrologic features that are not part of the *Natural Heritage System*. Enhancement and restoration measures shall include the establishment of appropriate native, self-sustaining vegetation within buffers, including *Vegetation Protection Zones*, and in particular, the portions of the Greenbelt Natural Heritage System that interface with the boundary of the Columbus Part II Plan Area, to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.10.3 Before any proposed draft plans of subdivision or substantial *development* applications are processed, a more precise determination of the location and extent of the *Natural Heritage System*, including a determination of the appropriate required minimum width and extent of buffers, shall be undertaken pursuant to the requirements of Section 5.0 of the Part I Plan. The exact location and extent of the *Natural Heritage System* including a determination of the appropriate required minimum width and extent of buffers will be determined by applying the requirements of Section 5.0 of the Part I Plan at a precise and site-specific level through detailed Environmental Impact Studies (E.I.S.), in accordance with the supporting analysis contained within the C.S.W.S, M.E.S.P. and/or Master Storm Servicing Plan, as part of the review of *development* proposals and shall be detailed in the zoning by-law. Refinements to the extent of the *Natural Heritage System*, including the associated buffers and *Vegetation Protection Zones*, resulting from the M.E.S.P./E.I.S. prepared in conformity with Section 5.0 of the Part I Plan to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, may occur without an amendment to this Plan. Where boundaries are adjusted, the abutting land use designation shall apply, provided the intent of the Plan is maintained.

8.8.10.4 The City will encourage the creation and maintenance/protection of active transportation linkages, where feasible and appropriate, between *Hazard Lands* and the *Natural Heritage System* and the surrounding community, provided there are no negative impacts to the natural heritage features and their functions.

8.8.10.5 Retention of other existing natural heritage and hydrologic features not shown on Schedule “C” – Columbus Environmental Management Plan such as specimen trees, tree stands and hedgerows is encouraged. These features shall be identified and considered during the *development* review process and may be retained and incorporated where appropriate into the design of roads, parks, site plans and plans of subdivision in consultation with the City and Central Lake Ontario Conservation Authority where jurisdictionally appropriate. In this regard, the City may require that a Tree Preservation Plan be submitted in conjunction with a *development* application. Features found to be suitable and feasible for retention shall be detailed and implemented in the *development* agreement. Mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control and protection of soil moisture regime shall be utilized before, during and after construction.

8.8.10.6 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to *Hazard lands* to be conveyed along the landward limit of the applicable erosion hazard limit.

8.8.10.7 Notwithstanding Policy 8.8.10.6 of this Part II Plan, the allowance for municipal trail facilities/maintenance access may be located within the applicable erosion hazard limit only if it may be safely accommodated and is approved by the City and the Central Lake Ontario Conservation Authority.

8.8.10.8 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to the *Natural Heritage System* to be accommodated within the identified *Vegetation Protection Zone* or buffer measuring from the outside edge of the *Vegetation Protection Zone* or buffer, furthest away from the feature. Grading within the *Vegetation Protection Zone* or buffer shall be minimized to the greatest extent possible.

8.8.10.9 As a condition of *development*, proponents may be required to enhance the natural state of an adjacent *watercourse*, *wetland* and/or *woodland,* including if required by an E.I.S. This may include re-vegetation including the planting of trees, shrubs, and herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.

8.8.10.10 Where determined to be appropriate by the City in consultation with the Central Lake Ontario Conservation Authority, natural channel design features shall be incorporated to preserve, regenerate and/or enhance areas identified as *Natural Heritage System*. A greater width for the *Natural Heritage System* may be required to accommodate natural channel design features, stable slopes, vegetation and buffer areas.

8.8.10.11 *Development* involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private wells shall ensure that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of such adjacent properties. In this regard, a plan to ensure pre *development* testing of the well water on adjacent sites shall be developed in consultation with the City, generally using the recommended monitoring approach for private well monitoring as outlined in the C.S.W.S., and execution of said plan shall be with the consent of the owner to establish baseline well water quality conditions. During the *development* process, regular and frequent testing shall be undertaken in accordance with the Region of Durham's well water sampling protocols. If such adverse effects occur, they shall be rectified by the developer in a timely manner, at their sole expense, based on an approach developed in consultation with the City and/or Region of Durham and carried out to the satisfaction of the same.

8.8.10.12 Significant restoration projects in the Columbus Part II Plan Area, as identified in the C.S.W.S, are to be implemented pursuant to the M.E.S.P. through the *development* process, including restoration of previously unauthorized removed vegetation communities and the restoration of lands identified as forming natural heritage linkage areas.

8.8.11 Heritage and Archaeological Features

8.8.11.1 The built *heritage resources* in the Columbus Part II Plan, as documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report prepared for the area by ASI, dated February 2019 (revised April 2019), are integral components of the area's historical community and rural legacy and their maintenance, conservation and preservation is of primary importance.

8.8.11.2 A Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa to consider the potential implementation of a Heritage Conservation District Plan for the Columbus community. Regardless, unless it is demonstrated to the satisfaction of the City that it is not otherwise feasible, *development* shall conserve built *heritage resources* and be designed to integrate such resources into the community so that the scale, form and character supports and complements the heritage values, attributes and integrity of the resources.

8.8.11.3 When considering a *development* application, the preferred approach to the conservation and preservation of any built *heritage resources* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report shall be their retention in situ, through integration and/or adaptive re-use. However, if it is demonstrated to the satisfaction of the City that retention in situ is not feasible, the preferred secondary approach shall be relocation to a different location on the same property for adaptive re-use or, if such is not feasible, relocation off-site for adaptive re-use. Only after it is demonstrated to the City's satisfaction that these approaches are not feasible should an application to demolish a built heritage resource be submitted, whereupon appropriate opportunities for salvage should be pursued.

8.8.11.4 The City may take appropriate actions including imposing conditions of approval on the *development* application to ensure the continued protection of identified built *heritage resources*.

8.8.11.5 A Heritage Impact Assessment, prepared by a qualified heritage professional, shall be submitted with any *development* application containing a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report. It shall likewise be a requirement of the City that any application to demolish a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report submitted in the absence of a *development* application will be accompanied by a Heritage Impact Assessment. In addition, any planning application for *development* or permit for site alteration to facilitate development that includes, or is adjacent to, an identified built *heritage resource* shall require the submission of a Heritage Impact Assessment which will evaluate the proposed *development* and demonstrate that the heritage attributes of the built *heritage resources* will be conserved.

8.8.11.6 A Heritage Impact Assessment, as referenced in Policy 8.8.11.5 of this Part II Plan shall provide a detailed analysis and evaluation of the built heritage resource, identify options for conserving the resource – including preservation of the resource in conjunction with any related proposed *development* in accordance with Policy 8.8.11.3 of this Part II Plan – and recommend a preferred approach based on a balanced, detailed justification and rationale.

8.8.11.7 Before a *development* is approved for lands having archaeological potential within the Columbus Part II Plan, a Stage 2 Archaeological Assessment will be conducted by a qualified archaeologist, in consultation with Indigenous

Communities. Further, specific lands identified in the Stage 1 Archaeological Assessment prepared by ASI, dated April 2019 shall require a Stage 3 Archaeological Assessment. Any sites found containing archaeological resources are to be preserved or these resources are to be removed, catalogued and analyzed prior to *development*, in consultation with the Ministry of Citizenship and Multiculturalism. Any Stage 3 or 4 Archaeological Assessment will be conducted in consultation with Indigenous Communities.

8.8.12 Urban Design

8.8.12.1 General

8.8.12.1.1 An emphasis on urban design will be an essential component of the implementation of the Columbus Part II Plan. High quality urban design in the public realm shall be provided in the *development* of all public parks and open spaces, roads, facilities in support of active transportation routes and linkages, buildings and engineering projects. In addition, high quality urban design shall be achieved in the *development* of private properties by giving specific attention to building design, height, siting, orientation, massing, landscape and streetscape design, as well as attention to ensure that *development* appropriately relates to and interacts with the public realm, adjacent lands and the broader neighbourhood. *Development* applications will be evaluated in accordance with these urban design policies and the Columbus Community Urban Design Guidelines.

8.8.12.1.2 The following urban design principles shall guide *development* and define the specific character of the Columbus Part II Plan:

(a) Respect and Embrace the Columbus Context

The design of buildings and sites shall consider the existing context, giving special consideration to the rural heritage of the Columbus community. *Development* in the Columbus Planning Area should enhance the special attributes and character of Columbus and conserve cultural heritage resources and natural heritage features. Site features such as landscape features shall be considered and conserved where possible through sensitive site design.

(b) Protect and Enhance the *Natural Heritage System*

Recognize the importance of the *Natural Heritage System* and the need to protect the air, water, and land resources for future generations. Properties abutting the *Natural Heritage System* shall consider the sensitivity of the natural area while conserving views and access to the *Natural Heritage System* where appropriate.

(c) Design for the Pedestrian Scale

Create pedestrian-scaled streetscapes and public realm elements including wide sidewalks, street trees, pedestrian seating and amenities, and street-fronting buildings with publicly accessible at-

grade uses. Ensure safe, convenient ease of travel within the community through enhanced, well connected active transportation connections. Street trees and boulevard landscaping will be located to maximize the urban tree canopy, provide shade, contribute to neighbourhood character and help control water runoff.

(d) Encourage Sustainable Design

Promote sustainable community, site and building design, including Low Impact Development (L.I.D.) techniques, consideration for solar orientation, and measures to promote energy efficiency.

8.8.12.2 Urban Design Studies and Comprehensive Master Site Plan Requirements

8.8.12.2.1 The urban design policies contained in the Columbus Part II Plan provide the framework within which the Columbus Community Urban Design Guidelines (Urban Design Guidelines) have been developed, and more detailed urban design studies will subsequently be prepared for certain areas. The urban design policies, together with the Urban Design Guidelines, also provide design direction for the *development* of areas that have not been specifically identified for an urban design study.

8.8.12.2.2 One or more urban design studies shall be undertaken by the City, and funded by the affected landowners, to prepare Master Urban Design Plans and implementing guidelines for key areas in the Columbus Part II Plan, using the relevant Part II Plan policies and Urban Design Guidelines identified in Policy 8.8.12.2.1 of this Part II Plan as a framework. The Master Urban Design Plans will guide comprehensive *development* to ensure a high quality and coordinated urban environment. Urban design studies shall be undertaken for the following areas within the Columbus Part II Plan:

(a) The Columbus Special Policy Area – This designation recognizes the special character of the area where the existing community is focused, which contains many heritage features. A Heritage Conservation District Plan or a Master Urban Design Plan and implementing guidelines shall be prepared prior to any substantial new *development* in this designation.

(b) The Simcoe Street North Corridor outside of the Columbus Special Policy Area – Simcoe Street North is the major north-south street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Simcoe Street North, north and south of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have a significant influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Simcoe Street North outside of the Columbus Special Policy Area. If this Plan is prepared prior to

the Columbus Special Policy Area Master Urban Design Plan, the Simcoe Street North Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

(c) The Columbus Road Corridor outside of the Columbus Special Policy Area – Columbus Road is a major east-west street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Columbus Road particularly west of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have an important influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Columbus Road outside of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Columbus Road Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

8.8.12.2.3 The Master Urban Design Plans and implementing urban design guidelines identified in Policy 8.8.12.2.2 of this Part II Plan shall build on the Urban Design Guidelines identified in Policy 8.8.12.2.1 of this Part II Plan, and address on an area specific basis, considerations such as the following, recognizing the character of Columbus:

(a) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of a seamless, integrated relationship between the public and private realms;

(b) The provision of appropriate traffic calming measures along Simcoe Street North and Columbus Road within the Columbus Special Policy Area, including those identified in Policy 8.8.9.1.2;

(c) The promotion of a higher order of built form and intensity along Simcoe Street North outside of the Columbus Special Policy Area in recognition of its functionality as a transit corridor and northern and southern gateway to the Columbus Special Policy Area, as well as a northerly gateway to the City, while still recognizing the special character of Columbus, particularly in the Columbus Special Policy Area designation;

(d) Consideration of the character of Columbus Road outside the Columbus Special Policy Area in recognition of its functionality as a western and eastern gateway to the Columbus Special Policy Area, while still recognizing the special character of Columbus, particularly the Columbus Special Policy Area designation;

(e) The location and distribution of all land uses and general building envelopes, including establishing guidance with respect to setbacks and built frontage requirements which reinforce the street edge and provide spatial definition to the public realm;

(f) Guidance with respect to the design and siting of parking and loading and service areas to minimize the visual impact of such areas from the street;

(g) The provision of a high quality design in all buildings, including design which reflects the character of Columbus for those areas in proximity to the Columbus Special Policy Area;

(h) The location of road intersections, the location and coordination of all access points (including active transportation access locations) and necessary road and signalization improvements as informed by the requirements of Section 8.8.9 of this Part II Plan;

(i) The identification of gateway sites/areas, such as those identified under items (b) and (c) above, and their appropriate design and landscape treatment;

(j) The incorporation of public art in both the private and public realms;

(k) The provision of convenient, accessible, and attractive active transportation routes and linkages, convenient transit routes and bus stops, and the convenient location of trailheads and walkway linkages to minimize walking distances to destinations;

(l) Safe, attractive and convenient access from the private realm to sidewalks and active transportation routes and linkages;

(m) Road operating criteria including right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road as informed by the requirements of Section 8.8.9 of this Part II Plan; and,

(n) The consideration of safety and Crime Prevention Through Environmental Design (C.P.T.E.D.) principles in the design of the streetscape and abutting lands.

8.8.12.2.4 Notwithstanding any other policy of this Part II Plan to the contrary, *development* of individual sites within areas for which urban design studies are to be prepared may occur, at the City's sole discretion, prior to the preparation of such studies subject to the preparation of a comprehensive master site plan and urban design guidelines for the site, with consideration to how the *development* integrates with abutting lands. However, lands proposed by a school board to be developed for a school shall not be subject to the above noted requirements to prepare a comprehensive master site plan and urban design guidelines for the site.

8.8.12.2.5 A comprehensive master site plan and urban design guidelines for individual sites within areas for which urban design studies are to be prepared shall indicate the built form, siting, massing, heights, layout, streetscape, architectural fabric and relationship of buildings, parking, service and loading areas, landscaped areas and access points, such that *development* on individual properties may be integrated with that of adjacent properties, including the public realm, in accordance with the provisions of the Columbus Part II Plan, and particularly the policies of Section 8.8.12 of this Part II Plan.

8.8.12.3 Design Principles for Development Applications

Development applications will be evaluated in accordance with these urban design principles and the Columbus Community Urban Design Guidelines.

8.8.12.3.1 Road and Block Pattern

The design of public and private roads and blocks shall provide easy access and permeability for pedestrians, cyclists and motorists, and promote a continuous, grid-like road network.

The arrangement and size of blocks shall be designed to minimize walking and cycling distances to schools, parks, community uses, shopping areas, trails and public transit. Where reasonable walking and cycling distances are not possible along road rights-of-way and through parks and open space, active transportation linkages through blocks shall be provided, generally in the form of walkways as described in Policy 8.8.9.4.1 of this Part II Plan.

The road pattern shall contribute to the efficient provision of public transit services and convenient, safe active transportation. Transit stops along arterial and collector roads should be located to provide safe, direct and convenient access to buildings or uses at those locations and should be integrated into site plans.

Street medians in rights-of-way and, where appropriate, roundabouts, shall be provided in accordance with Policies 8.8.9.1.6 and 8.8.9.2.7 of this Part II Plan to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Streets, including Columbus Road and Simcoe Street North in the Columbus Special Policy Area in particular, should be designed to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Where possible, common access arrangements shall be made to minimize the number and location of vehicular access points.

The road pattern should avoid the need for permanent secondary emergency access locations and should instead support routes in favour of direct road connections.

Where possible, new transportation and infrastructure projects should avoid wildlife corridors, and/or demonstrate that there will be no barrier to wildlife crossing functions.

8.8.12.3.2 Site Development and Built Form

Site design and the location and orientation of buildings shall be informed by site characteristics and adjacent land uses to ensure that *development,* particularly in the Columbus Special Policy Area, is well integrated with the existing or planned context.

Major contributors to the character of the Columbus Special Policy Area are the generous yards and well-established mature tree canopy. Site design for new *development* in the Columbus Special Policy Area and abutting areas should be in keeping with this existing character. In addition, new construction should be visually compatible with, while still being distinguishable from, existing heritage buildings and properties to allow heritage assets to be readily recognizable.

Throughout Columbus, the preservation of view corridors and the termination of views with attractive features, buildings or open spaces is encouraged. In particular, prominent community use buildings such as schools, places of worship and libraries should be strategically sited to serve as landmarks at the termination of view corridors and as orienting elements within the community.

The design of individual buildings can shape the look and feel of the community. New buildings should be traditional in expression and complementary to existing *development* inside and adjacent to the Columbus Special Policy Area, particularly abutting land uses and building forms. In addition, to respect the natural heritage of Columbus, building designs should prioritize sustainability, and aesthetics.

Buildings should, wherever possible, frame streets with a comfortably scaled primary front wall, and appropriate access to light, view and privacy. As the portion of the building that influences the pedestrian experience most directly, the primary street wall should create a pedestrian-scaled experience that relies on high quality materials and active facades that complement the historical character of the community.

Building scale and massing should be modulated and articulated through the use of stepping, projections, canopies, trellises, fenestration, proportions, materials and finishes. For buildings taller than four storeys, the upper storeys shall be stepped back to ensure a pedestrian scale at the street.

In areas designated as Mixed Use Node I or II or located along Simcoe Street North or Columbus Road, the provision of active uses with a high proportion of transparent windows, display windows, and/or accessory outdoor amenity areas (e.g. patios) at grade adjacent to roads and open space areas is generally required, to provide visual interest, promote the use

of sidewalks, support retail continuity and viability, and contribute to a safer and more vibrant pedestrian environment.

Architectural variety is encouraged through subtle variations in the façade treatment, street walls and built edges, particularly where buildings are adjacent to arterial and collector roads, parks, and active transportation routes and linkages. In addition, a variety of rooflines and shapes should occur within each residential block.

The design of housing shall reflect the principle of private garages as a subordinate element of residential *development* and a range of approaches will be utilized to achieve this objective including providing for garages to be recessed from the front wall and minimizing the width of the private garages relative to the width of the associated dwelling unit.

Building and landscape designs for gateway sites/areas, identified through an urban design study, shall have the highest level of architectural detailing, a distinct architectural appearance and shall accentuate adjacent intersections through massing, height, architectural detail, and framing of the intersection.

8.8.12.3.3 Sustainability

Sustainability shall inform all elements of site design. The City shall encourage sustainable building design by:

(a1) Being responsive to new technologies in building construction which contribute to sustainability, while appropriately addressing the relevant urban design guidelines and policies of this Part II Plan, including those related to building scale and massing;

(b1) Encouraging energy conservation and efficiency, as well as identifying opportunities for clean energy generation (e.g. geothermal, photovoltaic panels); and,

(c1) Encouraging site and building design that contributes to improved air quality and reduced water consumption.

In particular, the City will encourage:

(a2) Site design that prioritizes alternative modes of transportation;

(b2) Consideration to orienting buildings, where possible, to maximize solar gain through windows and openings;

(c2) Low Impact Development measures as part of site landscaping;

(d) The use of green building design, such as green roofs;

(e) Permeable surfaces (e.g. permeable pavers, landscaping treatments) shall be used wherever feasible and appropriate to reduce stormwater runoff and increase water recharge of aquifers;

(f) The incorporation of the necessary infrastructure into site plans and/or buildings to support and accommodate electric vehicle charging;

(g) The incorporation of bioretention areas into site design; and,

(h) The protection of natural heritage and hydrological features and functions to support sustainable communities.

8.8.12.3.4 Barrier-free Access and Design

Barrier-free access features shall be integrated into the design components of public sites and/or buildings.

Development proponents are encouraged to give consideration to the City's Accessibility Design Standards and best practices, wherever possible.

Site designs for residential and non-residential uses shall incorporate barrier-free paths of travel within the site and, where appropriate, between the site and adjacent lands.

Residential and non-residential building designs are encouraged to incorporate accessibility features, feature barrier-free units/spaces and, in the case of residential *development*, dwellings that meet the needs of all residents, including vulnerable populations such as seniors and people with disabilities.

8.8.13 Implementation and Interpretation

8.8.13.1 The Columbus Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation.

8.8.13.2 All *development* in proximity to oil and natural gas pipelines and hydro corridors shall comply with the requirements of the agencies having jurisdiction, including the applicable required setbacks. Applicants are encouraged to consult early in the *development* approval process with the relevant agencies.

8.8.13.3 The City will encourage the provision of major community uses, transportation and transit, stormwater, water and wastewater servicing at the earliest feasible stage of community *development*.

8.8.13.4 Because *development* will occur over many years and the timing and phasing of transportation and infrastructure improvements will depend on the rate of *development* and future travel characteristics, the City shall monitor transportation demand.

8.8.13.5 Comprehensive *development* of land in separate ownerships within the Columbus Part II Plan will be encouraged through the *development* approval process in order to achieve well-designed and integrated *development*. The following shall be examined, as guided by the relevant policies of Section 8.8.13 of this Part II Plan, to ensure that individual proposals are properly integrated with adjacent lands:

(a) The distribution of lots and blocks;

(b) Public road and active transportation connections, including all on- and off-road facilities associated with active transportation routes and linkages;

(c) Integration of internal circulation systems for pedestrians, cyclists, automobiles and, where appropriate, transit vehicles;

(d) Co-ordination of access points in order to minimize the total number of access points to abutting roads;

(e) Integration of parking, loading and service areas;

(f) Compatibility of building design and location, in order to achieve a consistent streetscape, a balanced, defined edge to the public realm, and a harmonious relationship between different buildings and land uses;

(g) Complementary grading and landscaping;

(h) Co-ordination and integration of site servicing and stormwater management for the area; and,

(i) Consideration, through the *development* approval process, to requiring designs that facilitate the severance of excess lands on abutting lots, where appropriate.

8.8.13.6 The City shall require that the lands required for a Community Park be dedicated to the City in accordance with the requirements of the Planning Act.

8.8.13.7 The City shall require that any planned Type “C” arterial roads be provided to the City through the registration of plans of subdivision.

8.8.13.8 The City shall investigate funding opportunities for the provision of infrastructure and programs that promote sustainability.

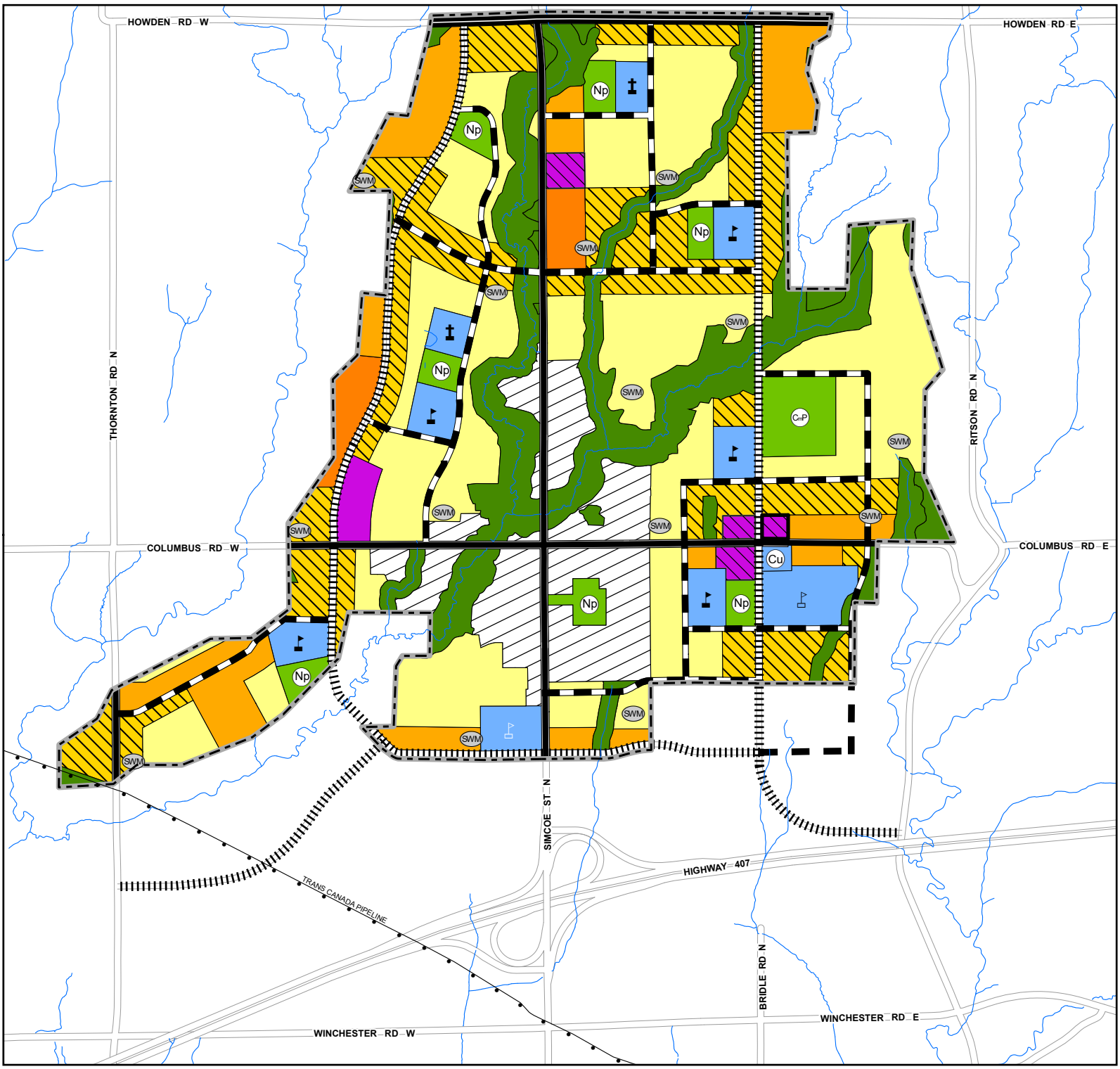
8.8.13.9 The City recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Part II Plan that prior to the approval of any draft plan of subdivision, or registration of phase thereof, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs of developing the community (including Region

of Durham costs) are to be shared. The City may also require, as a condition of draft approval or site plan approval, that a clearance letter be provided to the City from the trustee named in the cost sharing agreement that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision or site plan approval.

8.8.14 Site Development Phasing Plan

8.8.14.1 A Site Development Phasing Plan may be required by the City for lands that require phasing to achieve the ultimate build-out conditions anticipated by the Columbus Part II Plan. Each phase of the *development* undertaken by the proponent shall protect for future phases in accordance with the Site Development Phasing Plan. The phasing of *development* in accordance with the approved Site Development Phasing Plan shall be a requirement of any related Site Plan Agreement.

8.8.14.2 It is understood that the Site Development Phasing Plan may be amended from time to time. However, all such amendments shall continue to demonstrate, to the satisfaction of the City, the ability to ultimately achieve *development* in a fashion that maintains the intent of the Part I Plan, the Columbus Part II Plan and the Zoning By-law.



Schedule 'A' Columbus Land Use and Road Plan

Part II Plan for the Columbus Planning Area

0 105 210 420 630 840 Meters

May 2023

Economic and Development Services Department

Legend

Residential
- Columbus Special Policy Area
- Low Density Residential
- Medium Density I Residential
- Medium Density II Residential
- High Density I Residential
- Subject to Policy 8.8.4.2.3 in the Columbus Part II Plan

Mixed Use
- Mixed Use Node I
- Mixed Use Node II

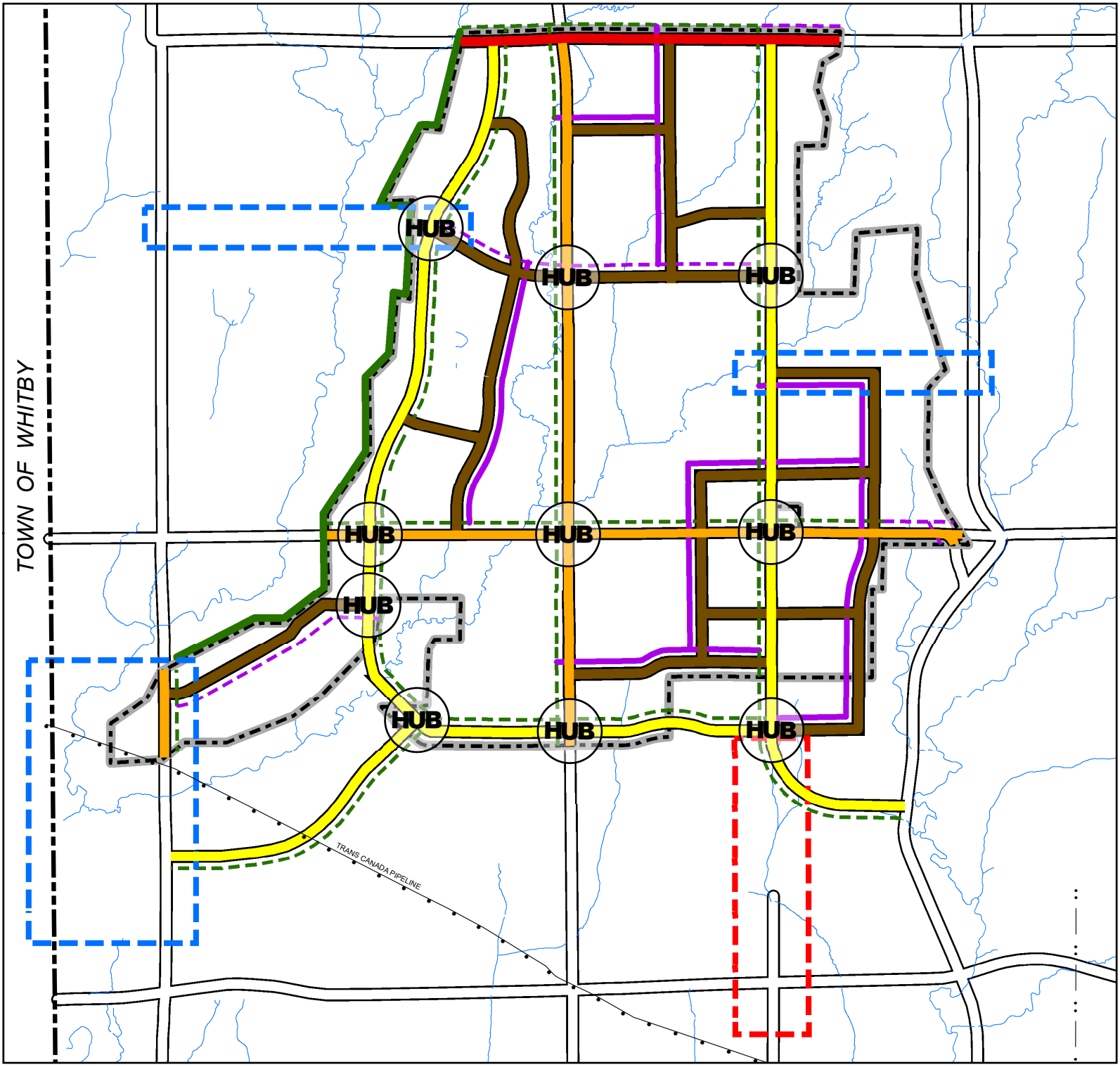
Open Space and Recreation
- Open Space and Recreation
- Neighbourhood Park (Np)
- Community Park (C+P)

Community Use
- Community Use (Cu)
- Public Elementary School
- Separate Elementary School
- Public Secondary School
- French Public Secondary School

Transportation
- Type 'A' Arterial Road
- Type 'B' Arterial Road
- Type 'C' Arterial Road
- Collector Road

- Stormwater Management Facilities (SWM)
- Columbus Part II Plan Area

N



Schedule 'B' Columbus Transportation Plan

Part II Plan for the Columbus Planning Area

Meters

0 115 230 460 690 920

May 2023

Economic and Development Services Department

Legend

Road Classification

- Type "A" Arterial Road
- Type "B" Arterial Road
- Type "C" Arterial Road
- Collector Road

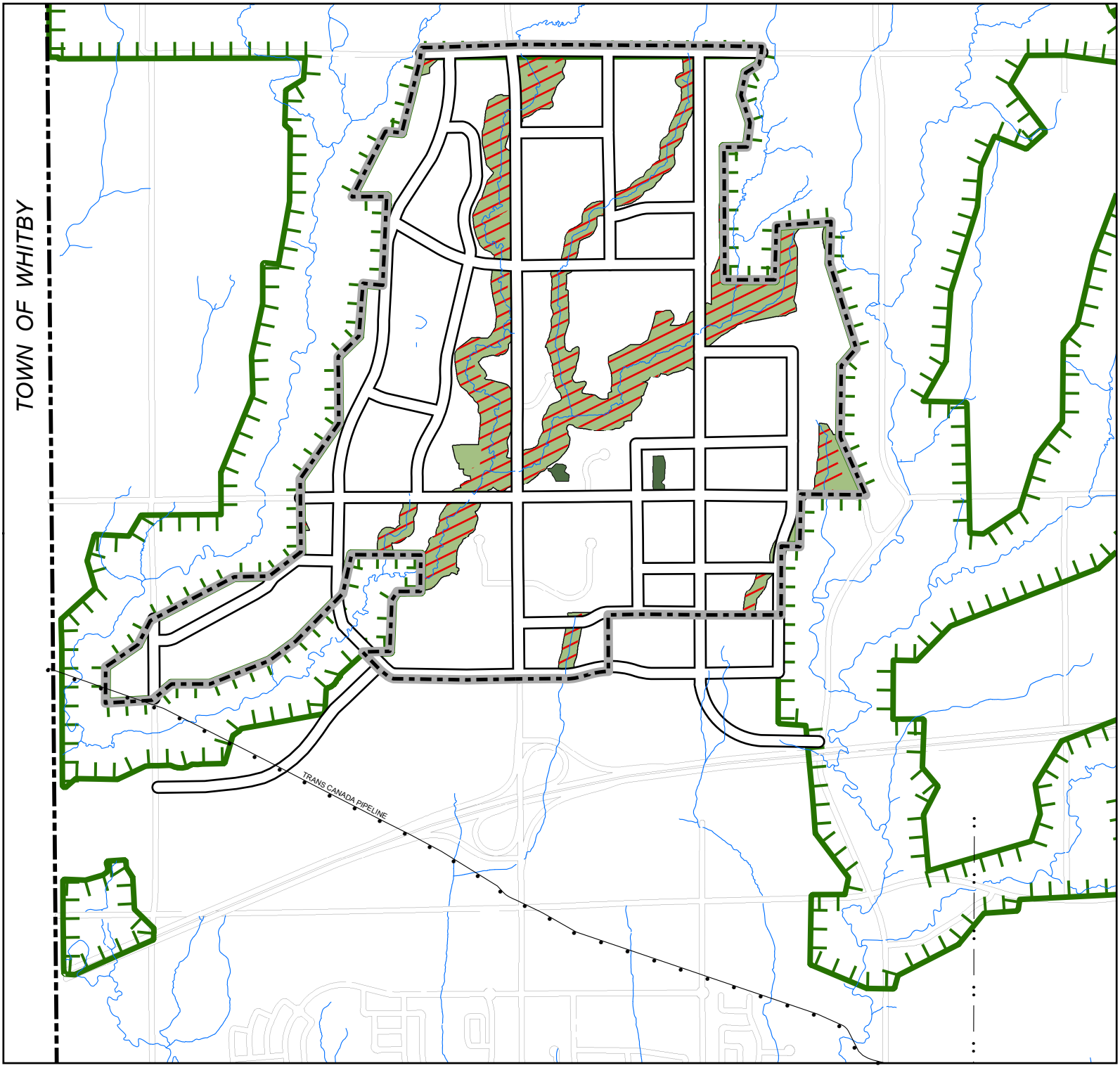
Active Transportation Network

- On Road Cycling Lanes
- On Road Cycling Routes
- Class I Trail
- Class II Trail
- HUB Transit / EcoMobility Hub

- Protect for Future Corridor
- Protect for Potential Overpass
- Columbus Part II Plan Area

Note:
Highest Order Cycling Facility is shown in instances of multiple active transportation facilities on a road segment

N



Schedule 'C' Columbus Enviromental Management Plan

Part II Plan for the Columbus Planning Area

Meters
0 125 250 500 750 1,000

May 2023

Economic and Development Services Department

Legend

- Natural Heritage System
- Greenbelt Protected Countryside Area Boundary*
- Natural Heritage System
- Natural Heritage Features Outside of the Natural Heritage System
- Hazard Lands
- Columbus Part II Plan Area

N

*Outside of the Columbus Part II Plan Area, all lands shown located within the Greenbelt Protected Countryside Area Boundary correspond to the Greenbelt Natural Heritage System.

Summary of Requested/Proposed Changes to the Columbus Part II Plan as presented at the March 6, 2023 Planning Act Public Meeting and Recommended Staff Response

Black text contained in quotes – Columbus Part II Plan as presented at the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting

Highlighted text – Proposed text changes to the Columbus Part II Plan made subsequent to the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting

~~Strikethrough~~ – Proposed text deletions to the Columbus Part II Plan made subsequent to the March 6, 2023 Economic and Development Services Committee Planning Act Public Meeting

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Policy 8.8.1.3	A request was made by the Columbus Developers' Group (C.D.G.) that text be added to Policy 8.8.1.3 to note that the Columbus Part II Plan is also in conformity with the Durham Regional Official Plan.	**Agree.** **Recommended revised Policy 8.8.1.3:** "The Columbus Part II Plan is consistent with the Provincial Policy Statement and conforms with A Place to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe and the Durham Regional Official Plan, and advances the goals of the Oshawa Strategic Plan."
Policy 8.8.1.5	A request was made by Setcon Investments Inc. (Setcon) that Policy 8.8.1.5 be updated to read "50 residents and jobs combined per hectare" rather than "50 units and jobs combined per hectare" to align with the existing wording in the Provincial Growth Plan.	**Agree.** **Recommended revised Policy 8.8.1.5:** "Based on the Provincial requirement to achieve a minimum *gross density* of 50 ~~units~~ residents and jobs combined per hectare in *Greenfield* areas, a minimum population of approximately ~~18,959~~ 19,028 is required in the Columbus Part II Plan Area. However, based on the permitted density ranges for residential land uses in the Columbus Part II Plan, it is anticipated that the Columbus Part II Plan will accommodate a planned population of approximately ~~23,400~~ 24,000 people."

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Policy 8.8.1.13	A request was made by the C.D.G. that Policy 8.8.1.13 also reference housing types and densities in addition to the list of permitted uses.	**Agree.** **Recommended revised Policy 8.8.1.13:** "The Columbus Part II Plan refines and complements the policies of the Part I Plan. In instances where a detailed policy in the Columbus Part II Plan provides direction, it shall supersede the policies in the Part I Plan. Where the Columbus Part II Plan is silent on a policy direction contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Columbus Part II Plan Area. Where a list of permitted uses, housing types, and densities within a land use designation provided in the Columbus Part II Plan expands, contracts or further details permitted uses, housing types, and densities listed in the Part I Plan, the permitted uses, housing types, and densities shall be those contained in the Columbus Part II Plan."
Policy 8.8.2.2 (c)	A request was made by the C.D.G. that the reference to "significant" tree canopy in subsection (c) of Policy 8.8.2.2 be removed, such that the policy only states "tree canopy."	**Agree.** **Recommended revised Policy 8.8.2.2 (c):** "Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-oriented streetscapes~~, and~~ with a ~~significant~~ tree canopy, while incorporating elements of safety for all road users;" Staff note that text has been added to Policy 8.8.12.1.2 (c) as a result of the removal of the word "significant" related to tree canopy. **Recommended revised Policy 8.8.12.1.2 (c):** "Create pedestrian-scaled streetscapes and public realm elements including wide sidewalks, street trees, pedestrian seating and amenities, and street-fronting buildings with publicly accessible at-

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		grade uses. Ensure safe, convenient ease of travel within the community through enhanced, well connected active transportation connections. Street trees and boulevard landscaping will be located to maximize the urban tree canopy, provide shade, contribute to neighbourhood character and help control water runoff."
Policy 8.8.2.2 (h)	A request was made by the C.D.G. for changes to subsection (h) of Policy 8.8.2.2 to adjust the order of certain words. The C.D.G. also requested to remove the reference to restoring the Natural Heritage System.	**Disagree.** The existing wording (i.e. "Protect, maintain, restore and where possible, improve the Natural Heritage System…") accommodates situations where an element of the Natural Heritage System may potentially be removed and replaced in a manner or context that is superior to the initial arrangement. The existing text of Policy 8.8.2.2(h) as presented at the March 6, 2023 Planning Act Public Meeting has been maintained.
Policy 8.8.2.11	A request was made by Setcon that the City revise Policy 8.8.2.11 to expedite the inclusion of the Proposed Settlement Area Expansion lands, subject to the approval of an Official Plan Amendment, but without the need for a comprehensive review. This will eliminate the need for a lengthy Official Plan review process and will support the Province's goal of constructing 1.5 million new homes by 2031.	**Disagree.** At this moment in time, a Municipal Comprehensive Review is still required by the Province. Currently, the draft Durham Regional Official Plan identifies these lands as "2051 Urban Expansion Areas." As well, the new draft proposed Provincial Planning Statement will, if approved, permit municipalities to undertake settlement area boundary expansions without requiring a Municipal Comprehensive Review. In the event that the new Provincial Planning Statement is adopted, staff would undertake appropriate action to address this policy through City-initiated amendments as a housekeeping exercise. No changes to the existing text of Policy 8.8.2.11 are required at this time.
Policy 8.8.4.1.6	A recommendation was made by the C.D.G. to delete the following sentence from Policy 8.8.4.1.6:	**Partially agree.** Rather than delete this sentence, additional information has been added for clarity, to further articulate the intent of Policy 8.8.4.1.6.

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	"Further, generally no more than 50% of the developable area of a site subject to a *development* application shall be comprised of street, block and/or back-to-back townhouse *development*, including roads, laneways, parking, amenity space and landscaping associated with said *development*."	**Recommended revised Policy 8.8.4.1.6:** "Single detached dwellings, semi-detached dwellings and duplexes shall not be permitted within areas designated as Mixed Use Node I and Mixed Use Node II. Further, generally no more than 50% of ~~the developable area of a site subject to a *development* application~~ areas designated as Mixed Use Node I or Mixed Use Node II shall be comprised of street, block and/or back-to-back townhouse *development*, including roads, laneways, parking, amenity space and landscaping associated with said *development*. For clarity, the application of the 50% criterion applies to the entirety of the Mixed Use Node I cluster located on Columbus Road East, east of Simcoe Street North, as opposed to each of the three individual pockets collectively comprising the Node."
Policy 8.8.4.2.5	A request was made by the C.D.G. that the maximum height of any building in an area designated as Mixed Use Node I be 4 storeys.	**Disagree.** Limiting the maximum height of any building in an area designated as Mixed Use Node I to 3 storeys north of Columbus Road East helps to protect the existing cultural heritage resources and preserve the existing character of the immediate area. Policy 8.8.4.2.5 maintains that the maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East, 4 storeys south of Columbus Road East, and 6 storeys directly east of Simcoe Street North, south of Howden. The existing text of Policy 8.8.4.2.5 as presented at the March 6, 2023 Planning Act Public Meeting has been maintained.
Section 8.8.5	Concerns were expressed by Menkes Columbus Road Inc. (Menkes) with respect to various policies in this section, including the residential density and population projections.	**Partially agree.** The density ranges for the various categories of residential development addressed in Section 8.8.5 (i.e. Low Density Residential, Medium Density I Residential, Medium Density II Residential and High Density I Residential) have been modified

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		and the overall planned population of Columbus has been revised based on adjustments to the various land use designations on Schedule "A" – Columbus Land Use and Road Plan (e.g. more Low Density Residential and Medium Density I Residential lands have been added).
Policy 8.8.5.3	Requests were made by the C.D.G., Powell 89 Acres Developments Inc. (Powell) and 3950 Simcoe Street North Inc. (3950 Simcoe) to reduce the minimum density for Low Density Residential development from 26 to 24 units per hectare, as 26 units per hectare is restrictive.	**Agree.** **Recommended revised Policy 8.8.5.3:** "Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Low Density Residential areas shall be ~~26~~ 24 units per hectare (~~10.5~~ 10 u/ac.) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac)."
Policy 8.8.5.6	Requests were made by the C.D.G., Setcon, Powell and 3950 Simcoe to increase the maximum density for Medium Density II Residential from 90 units per hectare to 100 units per hectare, as 90 units per hectare is restrictive and 100 units per hectare will allow for more variety in residential unit type and tenure.	**Partially agree.** **Recommended revised Policy 8.8.5.6:** "Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density II Residential areas shall be 65 units per hectare (26 u/ac.) and the maximum net residential density shall be no more than ~~90~~ 95 units per hectare (~~36~~ 38 u/ac)."
Policy 8.8.5.8	The C.D.G. are of the opinion that averaging within areas designated as Low Density Residential, Medium Density I Residential and Medium Density Residential II (within the same plan of subdivision) may result in the distribution of townhouses throughout the Low Density Residential designation.	**Disagree.** Townhouses are not permitted in Low Density Residential designations. Staff seek to ensure that Low Density Residential designations generally consist of single detached dwellings, semi-detached dwellings and duplexes. This aligns with what is outlined in Table 2, "Residential", of the Part I Plan, and will help to maintain an appropriate mix of housing types. Additional wording has been added for clarity.

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		Recommended revised Policy 8.8.5.8: "Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the calculation of net residential density may be averaged within areas designated as Low Density Residential, Medium Density I Residential or Medium Density II Residential on Schedule "A" – Columbus Land Use and Road Plan, within the same plan of subdivision. For clarity, the calculation of net residential density cannot be averaged between different density categories (e.g. areas designated as Medium Density I Residential cannot be averaged with areas designated as Medium Density II Residential)."
Policy 8.8.5.9	A request was made by the C.D.G. to increase the maximum building height in the Medium Density I Residential designation from 3 storeys to 3 ½ storeys.	**Agree.** **Recommended revised Policy 8.8.5.9:** "Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the maximum building height in the Low Density Residential and Medium Density I Residential designations shall be 3 storeys and 3½ storeys, respectively.
Policy 8.8.5.13	The C.D.G. noted that Policy 8.8.5.13 will need to be reviewed against the latest policies and regulations prescribed by the Province, as a result of Bill 23, More Homes Built Faster Act (Bill 23).	**Noted.** Staff are of the opinion that Bill 23 does not impact Policy 8.8.5.13, in which case, no changes to the existing text of the policy are required.
Policy 8.8.5.16	A request was made by the C.D.G. that nursing homes, homes for the aged, retirement homes, day care centres and libraries be permitted in areas designated as Medium Density I Residential, in addition to areas designated as Medium Density II Residential and High Density I Residential.	**Agree.** **Recommended revised Policy 8.8.5.16:** "Nursing homes, homes for the aged, retirement homes, day care centres and libraries may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are

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		compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law."
Policy 8.8.6.4	G8 Oshawa Investments Limited (G8) noted that the size of school sites will be determined at the subdivision stage and that school site sizes should be minimized to promote compact development. In recognition of the direction of the Province to optimize the use of land and build more homes, school boards in southern Ontario are considering building multi-storey facilities thus enabling schools to reduce their site size requirements. G8 recommended that this approach be included in the Part II Plan. As well, G8 suggested that the approach to optimize the use of land and build more homes by building multi-storey facilities and thereby enabling schools to reduce their site size requirements be included in the Part II Plan. The C.D.G. supports minimizing the land area required for school sizes to promote compact development and suggested enhancing this policy by adding wording that is specific to school sites abutting neighbourhood parks.	**Partially agree.** Staff agree with the intent but disagree with highlighting schools being located next to parks. The intent of this policy should apply to all school sites, regardless of whether or not they are located next to a park. However, this policy has been revised to encourage the development of multi-storey school facilities. **Recommended revised Policy 8.8.6.4:** "The size of elementary and secondary school sites shall be determined through the subdivision approval process. The land area required for school sites should be minimized in order to promote compact *development* and conserve land. School Boards are encouraged to build more compact, multi-storey facilities."
Policy 8.8.6.5 Policy 8.8.6.7	The Durham District School Board (D.D.S.B.) noted that they require five elementary school sites and one secondary school site instead of six	**Agree (regarding the number of school sites).** Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly.

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Schedule "A" – Columbus Land Use and Road Plan	elementary school sites and two secondary school sites. In this regard, the D.D.S.B. indicated that the secondary school site located south of Howden Road West, west of Simcoe Street North and the elementary school site located south of Howden Road East, east of Simcoe Street North, were no longer necessary. The D.D.S.B. also noted that the remaining secondary school site needs to be 17 acres instead of 15 acres, given that the school would have to be larger in size to accommodate the estimated student population for the entire area under consideration. The Durham Catholic District School Board has indicated that the two designated separate elementary school sites are to be no smaller than 2.625 hectares each. The C.D.G. are opposed the addition of a sixth elementary school site and a second secondary school site. The C.D.G. are of the opinion that the size of the elementary school sites should be reduced and range in size from 2.4 hectares to 3.0 hectares, rather than 3.2 hectares, in order to promote more compact school sites.	**Recommended revised Policy 8.8.6.5:** "The Columbus Part II Plan includes ~~six~~ five public elementary schools based on a student allocation of approximately 600 students per school." **Agree (regarding the Durham Catholic District School Board's comment).** The two separate elementary schools each have a gross area of 2.625 hectares (resulting in a net area of 2.4 hectares). Policy 8.8.6.7 has been revised for clarity. **Disagree (regarding the C.D.G.'s request to decrease the size of elementary school sites).** The minimum elementary school size specified by the D.D.S.B. is 3.2 hectares. However, Policy 8.8.6.4 encourages more compact multi-storey schools, which can help to promote smaller school sites. **Recommended revised Policy 8.8.6.7:** "The size and configuration of school sites will be determined through the *development* approval review process by a preliminary site plan and facility fit analysis that considers site design issues, including vehicular access, parking and grading and may include the provision of ~~eight~~ seven elementary school sites (ranging in size from 2.4 net hectares (5.9 ac.) to 3.2 net hectares/7.9 acres), ~~two~~ one ~~6.0~~ 6.9 net hectare (~~15~~ 17.0 ac.) public secondary school site~~s~~ and one 4.0 net hectare (9.9 ac.) French public secondary school site."

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	Concerns were raised by both Powell and 3950 Simcoe regarding the proposed number of school sites.	
Policy 8.8.7.1.1	A request was made by the C.D.G. that references to parks and parkland in Policy 8.8.7.1.1 also include references to parkettes.	**Agree.** **Recommended revised Policy 8.8.7.1.1:** "Areas designated as Open Space and Recreation consist of sites designated for a Community Park, Neighbourhood Parks, and lands for Open Space and Recreation purposes. For the purposes of this Part II Plan, references to parks and parkland shall include Community Park and Neighbourhood Parks, as well as Parkettes. Lands designated as Open Space and Recreation include lands within the *Natural Heritage System* and lands subject to environmental or other constraints to *development*."
Policy 8.8.7.1.4 Policy 8.8.7.2.4 Policy 8.8.7.3.2 Policy 8.8.7.4.1 Schedule "A" – Columbus Land Use and Road Plan	The C.D.G. are of the opinion that as a result of Bill 23, an assumed overall parkland area dedication of approximately 22 hectares is more appropriate. The C.D.G. recommended: - Reducing the size of all Neighbourhood Parks to 2.0 hectares; - Adding two parkettes totaling 1.5 hectares; and, - Reducing the size of the Community Park to 8.5 hectares. A recommendation was made by the C.D.G. to revise Policy 8.8.7.1.4 to note that Parkettes are included on Schedule "A" – Columbus Land Use and	**Partially agree.** As a result of Bill 23, the City is no longer entitled to collect as much parkland as was previously possible. Staff have completed an updated parkland analysis, factoring in the updated parkland dedication requirements prescribed under Bill 23. Based on the updated parkland analysis, the new park sizes as shown on Schedule "A" Land Use and Road Plan are as follows: - The Community Park has been reduced from 12 hectares to 8.5 hectares; and, - All Neighbourhood Parks have been reduced to 2.0 hectares in size. There is also no longer a Neighbourhood Park I and Neighbourhood Park II designation. There is only one Neighbourhood Park designation. There will be a total of approximately 20.5 hectares of new parks in Columbus. Parkettes are not shown on Schedule "A" – Columbus Land Use and Road Plan, but there are policies in the Part II Plan that

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	Road Plan, in addition to Neighbourhood Parks and the Community Park. The C.D.G. also recommended that updates be made to Policy 8.8.7.4.1 to note that Parkettes are included on Schedule "A" – Columbus Land Use and Road Plan. Powell and 3950 Simcoe also expressed concerns with respect to the location, size and amount of parks.	describe the purpose of parkettes and note that the locations of any parkettes shall be determined through the development approval process without requiring an amendment to the Part II Plan. Recommended policy text proposed by the C.D.G. to note that parkettes are shown on Schedule "A" – Columbus Land Use and Road Plan, has not been implemented, as they are not shown on Schedule "A". No changes to the existing text of Policies 8.8.7.1.4 and 8.8.7.4.1 are required. **Recommended revised Policy 8.8.7.2.4:** "The Community Park shall have a minimum site area of approximately ~~12~~ 8.5 hectares (~~29.6~~ 21.0 ac.)." **Recommended revised Policy 8.8.7.3.2:** "Neighbourhood Parks ~~designated as NP I~~ shall have a minimum site area of approximately 2.0 ~~2.1~~ hectares (~~5.2~~ 4.9 ac.). ~~Neighbourhood Parks designated as NP II shall have a minimum site area of approximately 4.1 hectares (10.1 ac.).~~"
Policy 8.8.7.1.7	A recommendation was made by the C.D.G. to delete this policy in its entirety and replace it with updated policy text in a new policy.	**Partially agree.** Staff disagree with deleting this policy in its entirety. However, staff have reviewed Schedule "A" – Columbus Land Use and Road Plan, and have made modifications to Policy 8.8.7.1.7 which reflect various park contexts as already shown on the mapping. In addition, Policy 8.8.7.1.7 has been revised to include proposed wording from the C.D.G. **Recommended revised Policy 8.8.7.1.7:** "Neighbourhood Parks shall be co-located with elementary schools wherever feasible. Parks shall also be located and designed to maximize visibility to and safety within the park. In this regard, parks shall generally be fronted as follows: ~~by a public street on at least two complete sides, and abut residential~~

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		~~*development* on~~ ~~no more than one side unless the abutting residential~~ ~~*development*~~ ~~consists of dwelling units having frontal quality facades directly facing onto the park, in which~~ ~~case such~~ ~~*development*~~ ~~should abut no more than two sides.~~ (a) by a public street on at least two complete sides; or, (b) by a public street on at least one complete side and by an elementary school block on at least one other complete side; or, (c) by a public street on at least one complete side and, where the remaining sides abut residential *development*, at least one other complete side shall consist of dwelling units featuring frontal quality facades, including a yard presenting as a front yard, directly facing onto the park. Parks may incorporate active transportation linkages that connect to active transportation facilities shown on Schedule "B" – Columbus Transportation Plan."
Policy 8.8.7.1.8	Recommendations were made by the C.LO.G., Powell and 3950 Simcoe to modify Policy 8.8.7.1.8 by deleting references related to what is not considered acceptable as parkland. They also recommended the addition of text which would allow parkland with underground infrastructure and associated easements to be accepted as parkland dedication, to align with the recent changes to the Planning Act as a result of Bill 23.	**Partially agree.** **Recommended revised Policy 8.8.7.1.8:** "Where aboveground services and/or stormwater management facilities and associated infrastructure are proposed to be located in whole or in part within or adjacent to an area intended to function as a park, such services and infrastructure shall be designed and located in a manner to the satisfaction of the City so as not to impact the functionality and optimal programming of the park. In the event that the City deems at its sole discretion that the functionality and programming of the park is adversely affected, the affected area will generally not be considered acceptable as lands for park purposes and not be accepted for parkland dedication in accordance with the Planning Act.

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		For example, if grading for a stormwater management facility located adjacent to a park is proposed by a developer to encroach into the park, the area of the encroachment shall not be considered acceptable as parkland dedication. Similarly, in the event that an easement through a park is required to accommodate aboveground services proposed by a developer, the area of the easement as well as any additional park area deemed by the City, at its sole discretion, that would otherwise be able to be programmed to accommodate a facility (e.g. sports field) but is precluded as a result of the easement, shall not be considered acceptable as parkland dedication. However, lands that are encumbered by below grade infrastructure, including easements for the same, will be acceptable for parkland dedication in accordance with the Planning Act."
Policy 8.8.7.1.9	A recommendation was made by the C.D.G. to include additional text to note that linear park connections will be acquired in accordance with other policies of the Part II Plan related to parkland dedication.	**Disagree.** Policy 8.8.7.1.9 is being deleted in its entirety. It is not relevant to Columbus, owing to the fact that there are no linear park connections as shown on Schedule "A" – Columbus Land Use and Road Plan. **Policy 8.8.7.1.9 (to be deleted):** ~~"The Open Space and Recreation system is intended to achieve a linked open space and *Natural Heritage System*. In certain locations this will be achieved through the use of linear park connections to link wooded areas and other lands proposed for Open Space and Recreation purposes."~~
New policy following Policy 8.8.7.1.11 (now Policy 8.8.7.1.10)	A recommendation was made by the C.D.G. to add a new policy to clarify that parks may be located in the Protected Countryside of the Greenbelt provided that such parks (or portions thereof) are	**Partially agree.** A new policy is not required, as the intent of the C.D.G.'s proposed new policy is already captured in Policy 8.8.7.1.11 (now

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	situated outside of key natural heritage features or key hydrologic features or their associated vegetation protection zones. This is in conformity with the Greenbelt Plan and will promote efficient use of land on the edge of the urban area and free up adjacent urban land for development purposes. Powell and 3950 Simcoe also had comments related to permitting park space in the Greenbelt.	Policy 8.8.7.1.10). Policy 8.8.7.1.11 (now Policy 8.8.7.1.10) has been revised for additional clarity. **Recommended revised Policy 8.8.7.1.11 (now Policy 8.8.7.1.10):** "Naturalized parkland that is also appropriate for passive recreation may be accepted as parkland dedication and may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, in the Greenbelt Natural Heritage System, provided that: (~~a~~a1) The lands are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan and/or Schedule 'D-1', Environmental Management of the Part I Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*; ~~and,~~ (~~b~~b1) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions; and, (c1) The quantity of naturalized parkland being acquired does not impede the City's ability to meet the planned function of any City-owned park in terms of providing an appropriate level of active recreational opportunities. For the purposes of this policy, determination of what constitutes naturalized parkland appropriate for passive recreation shall be at the City's sole discretion, in consultation with the Central Lake Ontario Conservation Authority, where jurisdictionally appropriate. For clarity, passive recreation refers to recreational activity that has minimal impact on the natural environment and requires very

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		little terrain or vegetation modification and few, if any, structures, including but not limited to the following: (a2) Non-motorized trail uses; and (b2) Natural heritage appreciation (e.g. bird watching).”
New policy following Policy 8.8.7.1.10 (now Policy 8.8.7.1.9) General: Proposed Master Parkland Agreement	A recommendation was made by the C.D.G. to add a new policy requiring the City to enter into a Master Parkland Agreement with landowners who propose to develop their lands within the Part II Plan Area. The C.D.G. also requested that Policy 8.8.7.1.10 (now Policy 8.8.7.1.9) be updated to reference the new recommended Master Parkland Agreement policy.	**Disagree.** A Master Parkland Agreement specifies a set amount of parkland required to be provided to the City within the Part II Plan Area. However, staff note that this amount of parkland could be subject to change at a later date, in the event that the Province again updates legislation related to parkland dedication requirements. In the event this were to occur, the City runs the potential risk of not obtaining the parkland that it would otherwise be entitled to and/or would have less flexibility to redistribute the arrangement of parkland in the community based on the City’s needs.
Policy 8.8.7.2.1	A request was made by Setcon to modify Policy 8.8.7.2.1 to ensure some flexibility in the location of the Community Park, similar to that of the Neighbourhood Parks.	**Disagree.** The Community Park is a significantly larger site (when compared to the Neighbourhood Parks) that operationally requires certain contextual conditions in order for its use to be optimized from a programming perspective. In addition, shifting the location of the Community Park could significantly impact abutting land uses. The Community Park location and general configuration as shown on Schedule “A” – Columbus Land Use and Road Plan is the intended location/configuration of this park and will be advanced through the review of plans of subdivision.
Policy 8.8.7.4.1	A recommendation was made by the C.D.G. to delete the references to parkettes being conveyed to the City as a donation and parkettes having to be within the same ownership if conveyed to the City.	**Disagree.** There have been past instances where a parkette has been donated to the City. In addition, the City seeks to ensure that any parkette is within the same ownership, owing to the fact that parkettes are smaller in nature and their delivery to the City as

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		parkland is expedited if the area of the parkette is within the same ownership.
Policy 8.8.8.1.3	The Oshawa Active Transportation Advisory Committee (O.A.T.A.C.) questioned if Policy 8.8.8.1.3 can be worded to consider the requirements of other active transportation needs on multi-use paths in boulevards as well as the needs of pedestrians. The O.A.T.A.C. noted that it is likely that a sidewalk and multi-use path are going to be required on each side of Type "A" and "B" arterial roads in the long term.	**Disagree.** The reference to Policy 8.8.8.1.3 appears to be incorrect. In any event, this comment is already addressed in Section 3.4, "Walking and Cycling System", of Part I of the Oshawa Official Plan.
Policy 8.8.8.2.3	A recommendation was made by the C.D.G. that Policy 8.8.8.2.3 be updated to note that the Master Environmental Servicing Plan (M.E.S.P.) should provide information that is not already captured within the Columbus Subwatershed Study (C.S.W.S.), the Columbus Servicing Study and the Master Storm Servicing Plan.	**Noted.** Policy 8.8.8.2.3 is already worded such that the M.E.S.P. builds upon the information contained in the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan. Policy 8.8.8.2.3 specifically states that "The M.E.S.P. shall address, but not necessarily be limited to, the following issues, to provide greater precision and direction to the analysis contained in the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan." No change to the existing text of Policy 8.8.8.2.3 is required.
Policy 8.8.8.2.3 (f)	The O.A.T.A.C. questioned if sub-section (f) of Policy 8.8.8.2.3 can also consider appropriate locations for pedestrian and other active transportation crossings of arterial and collector roads.	**Disagree.** This level of detail will be captured in future phases of the Environmental Assessment process. It is not intended to be addressed through the Master Environmental Servicing Plan document, which is a high-level plan.
Policy 8.8.8.3.1	A request was made by G8 to permit stormwater management facilities to be	**Disagree.**

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	located in Hazard Land buffer areas, as identified on Schedule "C" – Columbus Environmental Management Plan, where there is adequate space adjacent to developable lands.	The purpose of the buffers is to protect and mitigate the potential impact of development on Hazard Lands. Permitting stormwater management facilities within the Hazard Land buffer areas may have negative impacts to the Hazard Lands, and should be avoided. It should also be noted that the location of the stormwater management facilities as shown on Schedule "A" – Columbus Land Use and Road Plan align with the location of stormwater management facilities as shown in the Columbus Subwatershed Study.
Policy 8.8.8.3.1	Oshawa Columbus Holdings Inc. (O.C.H.I.) supports Policy 8.8.8.3.1, which now permits naturalized stormwater management facilities in the Greenbelt Natural Heritage System, provided they are not within areas identified as Hazard Lands or the Natural Heritage System and their associated buffer or vegetation protection zones, and that there shall be no adverse impacts on surrounding natural heritage features, and associated buffers and functions.	**Noted.**
Policy 8.8.8.3.1	A recommendation was made by the C.D.G. to modify Policy 8.8.8.3.1 to add a provision that explicitly permits stormwater management facilities in the Protected Countryside Area of the Greenbelt provided that they are located outside of hazard lands, key natural heritage features, key hydrologic	**Noted.** This is already addressed in the existing policy language. The Greenbelt Protected Countryside Area adjacent to the Columbus Part II Plan consists of various components including the Greenbelt Natural Heritage System. The wording in Policy 8.8.8.3.1 explicitly references the Greenbelt Natural Heritage System. No change to the existing text of Policy 8.8.8.3.1 is required.

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	features and their associated vegetation protection zones. Powell and 3950 Simcoe also had comments related to permitting stormwater management facilities in the Greenbelt.	
Policy 8.8.8.3.10	A recommendation was made by the C.D.G. that the wording "with respect to the issue of location, stormwater management facilities shall generally be sited to avoid being adjacent to Type 'B' arterial roads" be deleted in Policy 8.8.8.3.10, as the C.S.W.S. has identified the ideal location for at least 3 stormwater management facilities to be adjacent to arterial roads. Powell and 3950 Simcoe also had comments related to this wording.	**Partially agree.** The locations of the stormwater management facilities may be subject to change, in which case it is necessary to keep this text in. However, staff have made a modification to Policy 8.8.8.3.10 for greater clarity. **Recommended revised Policy 8.8.8.3.10:** "Variations in the number and location of stormwater management facilities shown on Schedule "A" – Columbus Land Use and Road Plan may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of the Master Stormwater Servicing Plan and/or a stormwater management study, prepared as part of the *development* approval process to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority, where jurisdictionally appropriate, without requiring an amendment to the Columbus Part II Plan. With respect to the issue of location, stormwater management facilities shall generally be sited to avoid being situated adjacent to Type "B" arterial roads, unless not otherwise feasible."
Policy 8.8.8.3.13	A recommendation was made by the C.D.G. to undertake minor edits to Policy 8.8.8.3.13, including adding a reference to Policy 8.8.7.1.9 (now Policy 8.8.7.1.8).	**Agree.** **Recommended revised Policy 8.8.8.3.13:** "Subject to Policy 8.8.7.1.8, stormwater management facilities conveyed to the City shall not otherwise be accepted as parkland dedication in accordance with the Planning Act."

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Policy 8.8.9.2.2 (c) [now Policy 8.8.9.2.3 (c)]	The Town Of Whitby noted that they continue to support identifying and protecting for the future corridor of the planned east-west Type "C" arterial road located midway between Columbus Road West and Highway 407 East, as identified in Policy 8.8.9.2.2 (c) [now Policy 8.8.9.2.3(c)].	**Agree.** Policy 8.8.9.2.2 (c) [now Policy 8.8.9.2.3(c)] and Policy 8.8.9.2.4 continue to identify and protect for the future corridor of the planned east-west Type "C" arterial road that will extend to the Oshawa-Whitby boundary.
Policy 8.8.9.2.2 (now Policy 8.8.9.2.3) Policy 8.8.9.2.3 (now deleted) Policy 8.8.9.2.4	The O.A.T.A.C. noted that care should be taken to maintain the function of Type "C" arterial roads.	**Partially agree.** Policy 8.8.9.2.2 (now Policy 8.8.9.2.3) and Policy 8.8.9.2.4 identify and protect for certain corridors and roads. However, these policies have been modified to ensure that the additional studies to determine the final road classification and route for a "Protect for Future Corridor" area are conducted before any development occurs. This will provide clarity regarding road classification and subsequent design requirements. Based on further study, this road may potentially remain as a collector road (with specific right-of-way requirements).
Policy 8.8.9.2.3 (now deleted) Policy 8.8.9.2.4 Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan	The C.D.G., G8, O.C.H.I., Powell, and 3950 Simcoe do not support Policy 8.8.9.2.3 (now deleted) and Policy 8.8.9.2.4. They are of the opinion that these roads are not expected to carry significant amounts of traffic and that forcing the design requirements of a Type 'C' arterial road will have significant impacts on driveway access, intersection spacing and general liveability. Recommendations were made by the C.D.G., G8, O.C.H.I., Powell, and 3950 Simcoe to delete Policies 8.8.9.2.3	**Partially agree.** Both City staff and the Region of Durham strongly support protecting for these corridors. Once completed, the Carnwith Avenue road extension will connect multiple neighbourhoods across two municipalities and is therefore likely to attract higher traffic volumes. It will clearly function as an arterial road within the planned transportation networks of Columbus and Brooklin. Both potential routes for the connection to Carnwith Avenue need to be kept viable until further study including, where necessary, the completion of the Municipal Class Environmental Assessment, identifies the preferred route. Staff agree that Policy 8.8.9.2.3 can be deleted. The collector road identified in Policy 8.8.9.2.3 can remain designated as a

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	(now deleted) and 8.8.9.2.4 in their entirety. They also recommended that these roads be designated and built to a collector road status, including intersection spacing, traffic volumes, posted speeds and allowing direct access, etc. They recommended that the collector road right-of-way be 26 metres (85 ft.). The C.D.G. proposed new policy text to replace Policy 8.8.9.2.4 to include their proposed requirements noted above. O.C.H.I. noted that in the event there are concerns that traffic volumes will be greater than anticipated, the projected volumes need to be determined and the appropriate road classification be applied now. The Region of Durham noted that the east-west collector road located adjacent to the north limit of the planned Community Park can remain as a collector road, as long as a 26 metre (85 ft.) right-of-way is proposed for the road.	collector road as long as it has a 26 metre (85 ft.) right-of-way and continues to include a "Protect for Future Corridor" bubble shown on Schedule "B" – Columbus Transportation Plan. **Policy 8.8.9.2.3 (to be deleted):** ~~"Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the collector road located adjacent to the north limit of the planned Community Park may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type 'C' arterial road in the event that it is determined through further study that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a~~ Type 'C' ~~arterial road may occur without an amendment to this Plan. To protect for the potential reclassification of the collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.7 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.2 of this Part II Plan."~~ However, Policy 8.8.9.2.2 (now Policy 8.8.9.2.3), and Policy 8.8.9.2.4 have been modified to clarify that the additional studies to determine the final appropriate route and road classification for the "Protect for Future Corridor" area in question, are to be conducted before any development occurs. This will provide clarity regarding road classification and subsequent design requirements, and will avoid a situation where the road is designed and built to an inappropriate standard.

		Recommended revised Policy 8.8.9.2.2 (now Policy 8.8.9.2.3): "The alignment of the arterial and collector roads, as indicated on Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan will be more precisely defined during the preparation of a M.E.S.P. ~~and functional alignment studies~~ and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process, incorporating the requirements of the Greenbelt Plan. These studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including *watercourse* crossing locations, and recommend any necessary mitigation measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process. The studies will also have regard for the need to protect the potential Bridle Road/Highway 407 East overpass and the following potential future east-west corridor extensions identified on Schedule "B" – Columbus Transportation Plan: (a) The westerly extension to Thornton Road North of the planned east-west ~~Type 'C' arterial~~ collector road located approximately midway between Columbus Road West and Howden Road West; (b) The easterly extension to Ritson Road North of the planned east-west collector road ~~or, if required pursuant to Policy 8.8.9.2.34, a Type 'C' arterial road~~ located adjacent to the north limit of the planned Community Park; and, (c) The westerly extension to the Oshawa-Whitby boundary of either the planned east-west Type "C" arterial road located north of Highway 407 East in the South Columbus Industrial Area or the westerly extension from Thornton Road North to

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		the Oshawa-Whitby boundary of the planned extension, in the form of an east-west Type "C" arterial road, of the collector road located approximately midway between Columbus Road West and Highway 407 East. The selection of the final route for the alignment of the extension to the Oshawa-Whitby boundary shall be determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, prior to the construction of this road, and in advance of any *development* in this area, to the satisfaction of the City and the Region of Durham." **Recommended revised Policy 8.8.9.2.4:** "Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, should the northerly of the two route options described in Policy 8.8.9.2.~~2~~3(c) be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the collector road located approximately midway between Columbus Road West and Highway 407 East shown east of and connecting to Thornton Road North may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type "C" arterial road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type "C" arterial road may occur without an amendment to this Plan. Further studies including, where necessary, the completion of the Municipal Class Environmental Assessment, shall be completed prior to the construction of this road, and in advance of any development in this area, in order to determine the final appropriate route and road classification (i.e. collector road or Type "C" arterial road) and subsequent design requirements,

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		including driveway restrictions, to the satisfaction of the City and the Region of Durham. ~~To protect for the potential reclassification of the above noted collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.8 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.3 of this Part II Plan."~~
New Policy 8.8.9.2.5 Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan and Schedule 'B', Road Network of the Part I Plan	The C.D.G., Powell and 3950 Simcoe is of the opinion that the east-west Type "C" arterial road located mid-block between Columbus Road and Howden Road should be designated as a collector road. Based on the advice of their transportation consultant, this road is not expected to carry significant amounts of traffic and is better suited as a collector road. The C.D.G. recommended that the right-of-way for the collector road should be 26 metres (85 ft.), which is the minimum requirement for the road allowance of a Type "C" arterial road. The Region of Durham noted that while the Region's preference is to maintain this connection as a Type "C" arterial road, changing its function to a collector road is acceptable as long as a 26 metre (85 ft.) right-of-way is proposed for the road.	**Agree.** Schedule "A" – Columbus Land Use and Road Plan, Schedule "B" – Columbus Transportation Plan and Schedule 'B', Road Network of the Part I Plan have been revised accordingly. **Recommended New Policy 8.8.9.2.5:** "Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the right-of-way width of the east-west collector road located approximately midway between Columbus Road and Howden Road and the east-west collector road located adjacent to the north limit of the planned Community Park shall be 26 metres (85 ft.)." **Recommended revised Policy 8.8.9.2.2 (now Policy 8.8.9.2.3):** "The alignment of the arterial and collector roads, as indicated on Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan will be more precisely defined during the preparation of a M.E.S.P. ~~and functional alignment studies~~ and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process, incorporating the requirements of the Greenbelt Plan. These

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	A request was made by the Region of Durham to extend this road from the Part II Planning Area boundary west to Thornton Road North on Schedule 'B', Road Network of the Part I Plan. The Region of Durham also noted that the east-west collector road located adjacent to the north limit of the planned Community Park can remain as a collector road, as long as a 26 metre (85 ft.) right-of-way is proposed for the road.	studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including *watercourse* crossing locations, and recommend any necessary mitigation measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process. The studies will also have regard for the need to protect the potential Bridle Road/Highway 407 East overpass and the following potential future east-west corridor extensions identified on Schedule "B" – Columbus Transportation Plan: (a) The westerly extension to Thornton Road North of the planned east-west ~~Type 'C' arterial~~ collector road located approximately midway between Columbus Road West and Howden Road West; (b) The easterly extension to Ritson Road North of the planned east-west collector road ~~or, if required pursuant to Policy 8.8.9.2.34, a Type 'C' arterial road~~ located adjacent to the north limit of the planned Community Park; and, …"
Policy 8.8.9.2.11 (now Policy 8.8.9.2.12)	Recommendations were made by the C.D.G., Powell and 3950 Simcoe to modify Policy 8.8.9.2.11 (now Policy 8.8.9.2.12) to increase the maximum length of laneways from 150 metres (493 ft.) to 200 metres (656 ft.). This corresponds to the City's practice of requiring a minimum spacing of intersections of 200 metres (656 ft.) along arterial roads and the modification will allow a laneway that extends parallel to an arterial road fully from one intersection to the next.	**Disagree.** Arterial roads are significantly different in size and functionality when compared to laneways. The spacing requirements of intersections along arterial roads should not be the same for laneways. Further, in the absence of advance knowledge of every aspect of the design of the laneway including such matters as location of services outside of the laneways (e.g. spacing of fire hydrants, length of fire hoses, etc.), Engineering Services staff is of the opinion that the maximum length of laneways should remain as 150 metres (493 ft.). No change to the existing text of Policy 8.8.9.2.11 (now Policy 8.8.9.2.12) is required.

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Policy 8.8.9.3.1	The O.A.T.A.C supports Policy 8.8.9.3.1 as it recognizes the need for bicycle parking.	**Noted.**
Policy 8.8.9.4.1	The O.A.T.A.C supports Policy 8.8.9.4.1 as it recognizes that walkways need to be wide.	**Noted.**
Policy 8.8.9.4.2 and Schedule "B" – Columbus Transportation Plan	The O.A.T.A.C. noted that Policy 8.8.9.4.2 indicates that there is an extensive, integrated system of off-road active transportation facilities as shown on Schedule "B" – Columbus Transportation Plan. However, Schedule "B" – Columbus Transportation Plan appears to show only one off-road trail. As a result, the O.A.T.A.C. requested that Schedule "B" – Columbus Transportation Plan be updated to identify the extensive, integrated system of off-road active transportation facilities identified in Policy 8.8.9.4.2, and to comply with the road related active transportation facilities recommended by O.A.T.A.C.	**Disagree.** Policy 8.8.9.4.2 states that "off-road active transportation facilities along routes shown on Schedule "B" – Columbus Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule "B" – Columbus Transportation Plan on the basis of ultimate anticipated level of usage." Both Class I and II trails are captured under the definition of "off-road active transportation facilities." Owing to the fact there are a number of Class I trails identified on Schedule "B" – Columbus Transportation Plan, no changes are required.
Policy 8.8.9.4.3 Policy 8.8.9.4.4	The O.A.T.A.C. requested that the type of safe cycling facilities on each road be identified as part of the preparation of the Columbus Part II Plan.	**Disagree.** This level of detail is beyond the scope of the Part II Plan and will be considered during the future detailed design stage, such as during the additional Municipal Class Environmental Assessments and Plans of Subdivision.
Policy 8.8.10.3	Recommendations were made by the C.D.G., Powell and 3950 Simcoe to modify Policy 8.8.10.3 to make it clear that the C.D.G.'s preferred plan and land	**Disagree.** C.L.O.C.A.'s Policy and Procedural Document, dated February 27, 2014, is an obsolete document that contains

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	use budget are based on the assumption that there are no Provincially Significant Natural Heritage Features in Columbus, and that the buffers to apply in the Columbus Part II Plan Area are the same as those set out in the Central Lake Ontario Conservation Authority (C.L.O.C.A.) Policy and Procedural Document. The C.D.G. recommended that the following specific buffers for each type of Natural Heritage Feature be added to Policy 8.8.10.3 for clarity: Wetlands – 15 metres (49.2 ft.) Woodlands – 10 metres (32.8 ft.) from dripline Watercourse - 30 metres (98.4 ft.) River and stream systems – the greater of either the defined Hazard Limit or 10 metres (32.8 ft.) from top of bank.	outdated policies with no current status. The Oshawa Official Plan is a more up-to-date document and should be the guiding policy document when determining appropriate buffers to the Natural Heritage System features. The existing policies in the Oshawa Official Plan exceed the buffer requirements contained in C.L.O.C.A.'s Policy and Procedural document, and instead reflect the recommendations contained in C.L.O.C.A.'s more recent watershed plans. The Oshawa Official Plan environmental policy framework has been established with the primary objectives of promoting an ecosystem-based watershed approach that minimizes and mitigates the impact of development on the Natural Heritage System to the greatest extent possible. Staff continue to be of the opinion that the exact location and extent of the Natural Heritage System including a determination of the appropriate required minimum width and extent of buffers will be determined by applying the requirements of Section 5.0 of the Part I Plan at a precise and site-specific level through detailed Environmental Impact Studies (E.I.S.), in accordance with the supporting analysis contained within the C.S.W.S, M.E.S.P. and/or Master Storm Servicing Plan, as part of the review of development proposals. As a result of the above, no change to the existing text of Policy 8.8.10.3 is required.
Policy 8.8.10.8	The O.A.T.A.C. questioned whether or not seven (7) metres (23 ft.) is adequate for two trails.	**Agree.** Seven (7) metres (23 ft.) is a minimum requirement. Trails can be larger, if necessary, and if there is enough space to accommodate.
Policy 8.8.10.9	A suggestion was made by the C.D.G. that Policy 8.8.10.9 be updated to clarify that proponents may be required to	**Agree.** To ensure than an E.I.S. is not the only mechanism to trigger this potential requirement, the text of Policy 8.8.10.9 has been

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	enhance the natural state of an adjacent watercourse, wetland and/or woodland, if required by an E.I.S.	modified to indicate that such a trigger includes, but is not limited to, a recommendation in an E.I.S. **Recommended revised Policy 8.8.10.9:** "As a condition of *development*, proponents may be required to enhance the natural state of an adjacent *watercourse*, *wetland* and/or *woodland*, including if required by an E.I.S. This may include re-vegetation including the planting of trees, shrubs, and herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential."
Policy 8.8.13.6	A recommendation was made by the C.D.G. that Policy 8.8.13.6 be deleted in its entirety.	**Disagree.** Policy 8.8.13.6 provides clarity that the City intends to secure tangible lands through the development approvals process, specifically for the Community Park. No change to the existing text of Policy 8.8.13.6 is required.
New Policy 8.8.13.9	A recommendation was made by the C.D.G. to add a new policy relating to the requirement of appropriate cost sharing agreements for landowners.	**Agree.** **Recommended new Policy 8.8.13.9:** The City recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the development of land. It is a policy of this Part II Plan that prior to the approval of any draft plan of subdivision, or registration of phase thereof, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs of developing the community (including Region of Durham costs) are to be shared. The City may also require, as a condition of draft approval or site plan approval, that a clearance letter be provided to the City from the trustee named in the cost sharing agreement that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision or site plan approval.

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Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan	The C.D.G., Powell and 3950 Simcoe recommend fewer collector road connections in favour of the concept of allowing “main” local roads to connect to arterial roads in limited circumstances.	**Partially agree.** Staff recommend limiting the number of local road connections to arterial roads whenever possible. However, staff support the removal of certain collector roads if it is demonstrated that they are not required. Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan have been revised accordingly to show fewer collector roads, where it has been demonstrated that they are not required.
Schedule “A” – Columbus Land Use and Road Plan	711371 Ontario Corp. requested that their lands located on the west side of Thornton Road North, south of Columbus Road West, be designated as Medium Density I and not Medium Density II.	**Agree.** Schedule “A” – Columbus Land Use and Road Plan has been revised accordingly.
Schedule “A” – Columbus Land Use and Road Plan	Menkes expressed concern with the location and size of the Community Park. Specifically, as a result of Bill 23, Menkes is of the opinion that the Community Park is too big and exceeds Bill 23 parkland requirements. They have requested confirmation to understand how parkland will be dealt with under Bill 23. In addition, Menkes is of the opinion that it is appropriate to locate parkland in open space and recreation lands which can provide an opportunity to access both the Community Park and natural environment that can lead to more outdoor activities.	**Partially agree.** Staff have completed an updated parkland analysis, using the requirements under Bill 23 to determine new parkland dedication numbers for Columbus. As a result, the size of the Community Park has been reduced from 12 hectares (29.7 ac.) to 8.5 hectares (21 ac.) and all Neighbourhood Parks have been reduced in size to 2 hectares (4.9 ac.). There is an existing draft policy (Policy 8.8.7.1.10) which may permit naturalized parkland in the Greenbelt Natural Heritage System (with certain constraints). However, staff do not support the Community Park being located within Open Space and Recreation lands. The Community Park is intended to be sited in a location as generally shown on Schedule “A” – Columbus Land Use and Road Plan, which is not within any area designated as Open Space and Recreation.

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Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan	The C.D.G., G8, 711371 Ontario Corp. and O.C.H.I. requested that the alignment of the collector road located in the south-west quadrant of the Part II Planning Area connecting Thornton Road North and the north-south Type “C” arterial road, be shifted so that it is more linear and intersects further north along Thornton Road North. The current alignment of this road is very awkward.	**Agree.** Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan has been revised accordingly, with a minor modification.
Schedule “A” – Columbus Land Use and Road Plan	The C.D.G. and Halloway Holdings Limited (Halloway) are opposed the Mixed Use Node II designation being divided into two smaller blocks separated by a Type “C” arterial road. It was requested that the Mixed Use Node II designation remain as a single, continuous block of at least four (4) hectares (9.9 ac.) in size, and be re-oriented to run north-south at the northeast corner of Columbus Road West and the Type “C” arterial road. They also requested that the Mixed Use Node II designation on the west side of the Type “C” arterial road be replaced with Medium Density I Residential.	**Agree.** Schedule “A” – Columbus Land Use and Road Plan has been revised accordingly.
Schedule “A” – Columbus Land Use and Road Plan and Schedule “C” – Columbus	A request was made by the C.D.G. and Setcon that the limits of a natural heritage feature located outside of the Columbus Part II Planning Area boundary match the limits of the features	**Agree.** Schedule “A” – Columbus Land Use and Road Plan and Schedule “C” – Columbus Environmental Management Plan do not show these features outside of the Part II Planning Area boundary. However, appropriate updates will be made to

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Environmental Management Plan	as identified in the Columbus Subwatershed Study.	Schedule 'A', Land Use, and Schedule 'D-1', Environmental Management, of the Part I Plan.
Schedule "A" – Columbus Land Use and Road Plan	Setcon requested that the Mixed Use Node I site located south of Columbus Road East not be located within the boundary of their lands at 201 Columbus Road East.	**Partially agree.** A small portion of the subject Mixed Use Node I site falls within the boundary of Setcon's lands. However, reducing the size or relocating this mixed use node would not make it a viable development site, and it is meant to frame the intersection of Columbus Road East and the north-south Type "C" arterial road. However, as a result of reducing the size of the abutting Neighbourhood Park to the south, the western boundary of this mixed use node will be shifted east, and additional mixed use land will be added to the south, where the abutting Neighbourhood Park is being reduced in size. This will slightly reduce the total area of the Mixed Use Node I designation on Setcon's lands.
Schedule "A" – Columbus Land Use and Road Plan	O.C.H.I. requested that the land use designations in the southwest quadrant of the Part II Planning Area (in the "finger area") be changed back to the original land use designations shown on the Draft Preferred Land Use and Road Plan. O.C.H.I. does not support the removal of the Medium Density I Residential designation on their lands.	**Partially agree.** Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly with some modifications.
Schedule "A" – Columbus Land Use and Road Plan	G8 requested a new land use configuration on their land located in the southwest quadrant of the Part II Planning Area. G8's proposed new land use configuration provides opportunities to adjust the locations of the Medium Density I and II Residential designations and increase the land areas associated with these designations.	**Agree.** Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly with a minor modification.

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	Lands on the north and south sides of the east-west collector road are well suited to accommodate Medium Density I and II Residential designations, while lands adjacent to the valleylands and directly beside the existing lands located within the Columbus Special Policy Area are ideally suited for Low Density Residential.	
Schedule "A" – Columbus Land Use and Road Plan	The Region acknowledges and supports the addition of the Mixed Use Node I that has been added along Simcoe Street North, south of Howden Road East.	**Noted.**
Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan	The Region of Durham noted that the stub of Bridle Road located south of Highway 407 East should be identified as a Type "C" arterial road, not a Type "B" arterial road.	**Partially agree.** The final version of Schedule "A" – Columbus Land Use and Road Plan does not show any land use designations or roads beyond the Part II Planning Area Boundary (other than three proposed Type "C" arterial roads that extend beyond the Part II Planning Area boundary). Consequently, no change is required to be made to Schedule "A" – Columbus Land Use and Road Plan. Schedule "B" – Columbus Transportation Plan does not show the road or active transportation network beyond the Columbus Part II Plan Area boundary. However, the stub of Bridle Road located south of Highway 407 East is already identified as a future Type "C" arterial road on Schedule 'B', Road Network, of the Part I Plan.
Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" –	The Region of Durham noted that the alignment of the collector road located in the southwest quadrant of the Part II Planning Area (the "finger area") has been revised significantly and is much	**Agree.** Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan have been revised

Policy/Map	Agency/Land Owner Comment	Staff Response
Columbus Transportation Plan	more curvilinear. The Region of Durham questions how this collector road will potentially function as a Type "C" arterial road (in the event it is determined necessary to upgrade the road to a Type "C" arterial road through additional studies) with such a curvilinear alignment.	accordingly. The collector road located in the "finger area" has been re-aligned to be more linear.
Schedule "A" – Columbus Land Use and Road Plan	G8 suggested relocating both the public elementary school site and Neighbourhood Park located in the southwest quadrant of the Part II Plan Area (in the "finger area") to abut the north-south Type "C" arterial road, with the public elementary school site also having frontage onto the collector road. In addition, G8 requested that the park located in the "finger area" be reduced in size from 4.1 hectares (10.1 ac.) to 2.5 hectares (4.9 ac). G8 also requested that a portion of the Neighbourhood Park be located within the abutting Open Space and Recreation lands.	**Partially agree.** Schedule "A" – Columbus Land Use and Road Plan has been revised to alter the location of the public elementary school and Neighbourhood Park. However, the Neighbourhood Park has been reduced in size from 4.1 hectares (10.1 ac.) to 2.0 hectares (4.9 ac.). Staff disagree that the Neighbourhood Park should be located within the abutting Open Space and Recreation lands, especially given the overall park size has been reduced significantly.
Schedule "A" – Columbus Land Use and Road Plan	G8 requested that the Columbus Special Policy Area designation on the south side of Columbus Road West, east of the new north-south Type "C" arterial road, be significantly reduced in size. G8 is of the opinion that these existing lots are not part of the Columbus village. As well, the nature of the existing lots is	**Disagree.** The Columbus Special Policy Area is intended to generally capture the boundary of the former hamlet of Columbus, which includes the existing properties along Columbus Road West. These lands are currently included within the limit of the Hamlet Plan Area for the Development Plan for the Hamlet of Columbus.

Policy/Map	Agency/Land Owner Comment	Staff Response
	such that there are large setbacks from the existing dwellings to the property lines (on their respective lots), providing for adequate separation distances from neighbouring properties, including the G8 lands. The existing dwellings are further buffered from the G8 lands by significant amounts of mature trees and shrubbery. Therefore, the northeast corner of the G8 lands (adjacent to the Columbus Special Policy Area) should provide for more Medium Density I residential opportunities.	This has been a long-standing request of the residents of Columbus. However, it should be noted that Policy 8.8.3.2.1 permits certain development, where appropriate, along Columbus Road in the Columbus Special Policy Area, subject to relevant policies concerning urban design requirements.
Schedule "A" – Columbus Land Use and Road Plan	Powell and 3950 Simcoe are opposed the High Density I Residential block located south of Howden Road East, on the east side of Simcoe Street North. The preferred location is further south along Simcoe Street North, including a reduced size.	**Disagree.** There should be a gradual transition of density abutting the Columbus Special Policy Area. The existing configuration as shown on Schedule "A" – Columbus Land Use and Road Plan allows for Medium Density I Residential to abut Low Density Residential, rather than High Density I Residential directly abutting Low Density Residential. In addition, the High Density I Residential block is better suited in its existing location, owing to its proximity to the Mixed Use Node I designation and separate elementary school site to the north.
Schedule "A" – Columbus Land Use and Road Plan	The Durham Catholic District School Board requested that the separate elementary school site located on the east side of Simcoe Street North be relocated adjacent to a Neighbourhood Park and not adjacent to any natural heritage areas. The preferred location is where it was previously shown on the	**Agree.** Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly such that the separate elementary school site located on the east side of Simcoe Street North is now abutting a Neighbourhood Park and is located away from Open Space and Recreation lands.

Policy/Map	Agency/Land Owner Comment	Staff Response
	Draft Preferred Land Use and Road Plan.	
Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan	Setcon requested that the proposed east-west collector road located south of the Columbus Special Policy Area, connecting Simcoe Street North to the proposed north-south Type “C” arterial road, be removed.	**Disagree.** This collector road will provide access to the residential lands located north and south of this road. Removing this collector road would limit access from the residential lands either to Simcoe Street North, which as a Type “B” arterial road is not permitted, or to the proposed east-west Type “C” arterial road to the south, which is generally not permitted.
Schedule “A” – Columbus Land Use and Road Plan	Setcon requested that the Mixed Use Node I site located north of Columbus Road East, east of the north-south Type “C” arterial road, not be located within the boundary of their lands at 310 Columbus Road East.	**Disagree.** A small portion of this Mixed Use Node I site falls within the boundary of Setcon’s lands. Reducing the size of this mixed use node would not make it a viable development site, and relocating it elsewhere would not be practical, as it is meant to frame the intersection of Columbus Road East and the north-south Type “C” arterial road.
Schedule “A” – Columbus Land Use and Road Plan	Powell and 3950 Simcoe expressed concern with the proposed land use designations identified on their lands, and would prefer that lower density residential designations be applied to their lands.	**Partially agree.** Staff must ensure that the required greenfield density target as prescribed by the Province, which is a minimum 50 residents and jobs combined per hectare, is being met. To meet this target, a mix of land uses and densities including medium and high density designations in Columbus are necessary. However, where possible, staff have made modifications to the land use designations on these lands. Specifically, a portion of the Medium Density II Residential lands have been replaced with Medium Density I Residential, and more Low Density Residential has also been added.
Schedule “A” – Columbus Land Use and Road Plan	276 Columbus Road West Inc. requested that their lands located west of Simcoe Street North on Columbus Road West, at the western edge of the	**Agree.** As a result of staff relocating the Mixed Use Node I to be wholly located east of the north-south Type “C” arterial road, there is

Policy/Map	Agency/Land Owner Comment	Staff Response
	Part II Planning Area boundary, be designated as Medium Density I residential, instead of Mixed Use Node II.	opportunity to replace the previous Mixed Use Node II designation west of the north-south Type "C" arterial road to Medium Density I. Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly.
Schedule "A" – Columbus Land Use and Road Plan and Schedule "C" – Columbus Environmental Management Plan	Certain Columbus residents noted that there are discrepancies between the Natural Heritage System mapping on Schedule "A" – Columbus Land Use and Road Plan, Schedule 'A', Land Use of the Oshawa Official Plan and the draft Durham Regional Official Plan environmental mapping. The Region of Durham and the existing Oshawa Official Plan mapping show an updated version of the Natural Heritage System and hazard lands on their property, and they have requested that these boundaries be reflected on Schedule "A" – Columbus Land Use and Road Plan.	**Partially agree.** The Region of Durham has not yet approved its new Official Plan. Once the Region finalizes and adopts their new Regional Official Plan (including the updated boundary of the Natural Heritage System), the City would then, through a municipal comprehensive review, amend its Official Plan to align with the Regional Official Plan, as appropriate. In this regard, staff note that the Regional mapping of the Natural Heritage System is intended to be more high level, with the Oshawa Official Plan mapping typically reflecting a more precise delineation of the natural heritage features as they exist on the ground. As part of the Columbus Part II Planning process, the City is also amending certain components of the Part I Plan (including various schedules) to ensure that the mapping is consistent between the Columbus Part II Plan and the Part I Plan. Accordingly, the Natural Heritage System will be updated in the various Part I Schedules to align with what is shown in Schedule "A" – Columbus Land Use and Road Plan and Schedule "C" – Columbus Environmental Management Plan. Staff also note that proposed Policy 8.8.10.3 states that "Before any proposed draft plans of subdivision or substantial development applications are processed, a more precise determination of the location and extent of the Natural Heritage System, including a determination of the appropriate required minimum width and extent of buffers, shall be undertaken pursuant to the requirements of Section 5.0 of the Part I Plan…" No changes are required to the mapping at this time.

Policy/Map	Agency/Land Owner Comment	Staff Response
Schedule “A” – Columbus Land Use and Road Plan	Certain Columbus residents expressed concerns with the proposed land use designation on their property. They have requested that their property be designated as Mixed Use, rather than as Community Use, as the Community Use designation makes the property less desirable to any future developer and could impact the value of the property.	**Disagree.** The Community Use designation supports the adjacent Mixed Use Node I designations and frames the corner of the intersection of Columbus Road East and the future north-south Type “C” arterial road located east of Simcoe Street North. It is also adjacent to a secondary school site, which may allow for the sharing of resources between the future community use building(s) and the secondary school.
Schedule “B” – Columbus Transportation Plan	The Region of Durham noted that the south boundary of the Part II Plan Area (along the southern east-west Type “C” arterial road) is not clearly visible.	**Agree.** Schedule “B” – Columbus Transportation Plan has been revised accordingly.
Schedule “B” – Columbus Transportation Plan	The Region of Durham noted that with the proposed settlement area boundary expansions as part of the draft new Regional Official Plan to the east and west of the Columbus Part II Planning Area, the “Protect for Future Corridor” symbol takes on greater importance for these Type “C” arterial extensions than previously contemplated through the planned arterial road network in the current Regional Official Plan. While a transportation network review to support the settlement area boundary expansions has not yet been completed, these Type “C” arterial roads provide logical mid-block extensions west of Thornton Road North and east of Ritson Road North into these proposed urban areas.	**Agree.** No changes to Schedule “B” – Columbus Transportation Plan are required.

Policy/Map	Agency/Land Owner Comment	Staff Response
Schedule “B” – Columbus Transportation Plan and Schedule “C” – Columbus Environmental Management Plan	TransCanada Pipelines Limited (T.C.P.L.) requested that their pipeline right-of-way be added to Schedule “B” – Columbus Transportation Plan and Schedule “C” – Columbus Environmental Management Plan.	**Agree.** Schedule “B” – Columbus Transportation Plan and Schedule “C” – Columbus Environmental Management Plan have been revised accordingly.
Schedule “B” – Columbus Transportation Plan	C.L.O.C.A. has concerns with the three proposed east-west potential road linkages through the Greenbelt, but understand that only the corridors are to be protected for the long-term via proposed Schedule “B” – Columbus Transportation Plan and the associated policy direction.	**Noted.** No changes to Schedule “B” – Columbus Transportation Plan are required.
Schedule “B” – Columbus Transportation Plan	C.L.O.C.A. noted that they assume that the Transit/EcoMobility Hubs that are shown symbolically on the transportation mapping will be sited outside of Hazard Lands and any associated portions of the Natural Heritage System.	**Agree.** The Transit/EcoMobility Hubs will be sited outside of Hazard Lands and any associated portions of the Natural Heritage System.
Schedule “B” – Columbus Transportation Plan	Setcon is of the opinion that there may not be the need for the “Protect for Future Overpass” designation located north and south of Highway 407 East at Bridle Road, given the presence of the existing overpass at Simcoe Street North to the west and the underpass at Ritson Road North to the east.	**Disagree.** The City and Region of Durham would like to continue to protect for this potential future overpass, in the event that it is determined through further study that it is required in the future.
Schedule “B” – Columbus Transportation Plan	The O.A.T.A.C. is of the opinion that the concept of Transit/EcoMobility Hubs should be fully supported at the	**Agree.** Schedule “B” – Columbus Transportation Plan identifies the proposed locations of the Transit/EcoMobility Hubs in Columbus,

Policy/Map	Agency/Land Owner Comment	Staff Response
	locations shown in the Columbus Transportation Master Plan Final Report.	which align with what is shown in the Columbus Transportation Master Plan Final Report.
Schedule "B" – Columbus Transportation Plan	The O.A.T.A.C. is of the opinion that the City and Region should not be protecting for the future western connection to Whitby via Carnwith Drive. For Type "C" arterial roads to perform their intended function, they should not be long and generally not provide inter-municipal linkages. This protection is contrary to the intended function of a Type "C" arterial road and would reduce its ability to provide multi-modal safe travel within each community.	**Disagree.** Both the City and the Region of Durham support protecting for a western connection to the Town of Whitby via Carnwith Drive. Once completed, this road will connect multiple neighbourhoods across two municipalities and is therefore likely to attract higher traffic volumes.
Schedule "B" – Columbus Transportation Plan	A recommendation was made by the Town of Whitby that the Type "A" arterial road designation on Howden Road West be extended westward to intersect with the Town of Whitby boundary. This will safeguard for a future through connection between both municipalities along the Brawly/Howden corridor.	**Agree.** The final Schedule "B" – Columbus Transportation Plan only shows the road designations within the Columbus Part II Planning Area boundary (and hence does not show the designation of the portion of Howden Road West located west of the Columbus Part II Plan Area boundary). However, the mapping in Part I of the Oshawa Official Plan (specifically Schedule 'B', Road Network) already identifies Howden Road as an existing Type "A" arterial road westward to Thornton Road North, with the portion between Thornton Road North and the Oshawa-Whitby boundary identified as a future Type "A" arterial road. No changes to Schedule "B" – Columbus Transportation Plan are required.
Schedule "B" – Columbus Transportation Plan	A concern was raised by Menkes with respect to the eastern "Protect for Future Corridor" area, located directly north of the Community Park, which protects for a future connection to Ritson Road	**Partially agree.** Staff agree that there is a grade difference within this "Protect for Future Corridor" area that may lead to construction challenges. However, both the Oshawa Official Plan and Durham Regional

Policy/Map	Agency/Land Owner Comment	Staff Response
	North. The protected future corridor continues to have a large grading difference between the land owned by Menkes and Ritson Road North, which is not favourable from a construction perspective. This may cause obligations for future infrastructure that warrants further review and consideration.	Official Plan currently show a future east-west connection to Ritson Road North. As such, a proposed future connection is already being protected for. Staff note that the "Protect for Future Corridor" area is shown further south compared to the existing Official Plan mapping. This is due to the fact that the location of the future connection as shown on Schedule "B" – Columbus Transportation Plan is anticipated to have a reduced environmental impact when compared to the proposed alignment as shown on Schedule 'B', Road Network, of Part I of the Official Plan. It is appropriate that Schedule "B" – Columbus Transportation Plan continue to show the "Protect for Future Corridor" area until it is determined through further study that this connection is or is not required.
Schedule "B" – Columbus Transportation Plan	T.C.P.L. noted that Schedule "B" – Columbus Transportation Plan demonstrates that Thornton Road North will remain as a Type "B" arterial road and identifies a Class I Trail crossing the pipeline right-of-way. As a result, for any road and trail works, T.C.P.L. may require an engineering analysis of the crossings, which could result in the installation of permanent protective measures depending on site-specific conditions. This would be at the cost of the property owner/application.	**Noted.**
Schedule "C" – Columbus Environmental Management Plan	Chippewas of Georgina Island First Nation requested clarification regarding Schedule "C" – Columbus Environmental Management Plan as it relates to hazard lands and their relation	**Noted.** Staff clarified that the streams within the Part II Planning Area boundary are also identified as Hazard Lands, and that the Hazard Lands mapping is similar to what is shown in Part I of the existing Oshawa Official Plan.

Policy/Map	Agency/Land Owner Comment	Staff Response
	to streams outside of the Part II Planning Area boundary.	
General: Accessibility	A recommendation was made by the Oshawa Accessibility Advisory Committee to include policy provisions to ensure that the design of buildings in the new neighbourhood areas incorporate accessibility features, offering barrier-free units and/or dwellings that meet the needs of people with disability, their families, and an aging population.	**Agree.** **Recommended revised Policy 8.8.12.3.4:** **8.8.12.3.4 Barrier-free Access and Design** "Barrier-free access features shall be integrated into the design components of public sites and/or buildings. *Development* proponents are encouraged to give consideration to the City's Accessibility Design Standards and best practices, wherever possible. Site designs for residential and non-residential uses shall incorporate barrier-free paths of travel within the site and, where appropriate, between the site and adjacent lands. Residential and non-residential building designs are encouraged to incorporate accessibility features, feature barrier-free units/spaces and, in the case of residential development, dwellings that meet the needs of all residents, including vulnerable populations such as seniors and people with disabilities."
General: French Secondary School	The C.D.G. are of the opinion that the French Secondary Public School is not a Columbus-based school which requires a designation within the Columbus Part II Plan. This school could be located anywhere in Whitby, Oshawa or Clarington.	**Disagree.** Conseil scolaire Viamonde (the French Public School Board) has requested that this school be identified in the Columbus Part II Plan. Staff note that there are policies in place to permit residential uses on school sites without requiring an amendment to the Part II Plan, in the event that a school site is no longer needed for a school use or any other community use.
General: Land Budget	The C.D.G., Powell and 3950 Simcoe do not support the existing land budget and land use configuration. They are of the	**Partially Agree.** Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly, where possible. Specifically, the amount of

Policy/Map	Agency/Land Owner Comment	Staff Response
	opinion that the land use budget should be based on ensuring close to 50% low density unit types, with a housing mix containing a higher proportion of singles and semis, increased low density and decreased amounts of medium and high density. The C.D.G., Powell and 3950 Simcoe are also concerned that the existing land use budget assumes a range of unit yields, rather than one target.	Low Density Residential and Medium Density I Residential lands have increased, and the amount of the Medium Density II Residential and High Density I Residential lands have decreased. It is standard practice for City staff to prepare a Part II Plan using unit and density ranges when forecasting population of a planned community. However, Policy 8.8.1.5 references the minimum population target for the Columbus Part II Planning Area, as well as the anticipated planned population, which is noted as a specific target and not a range.
General: Protect for Future Corridor	A request was made by T.C.P.L. to receive additional information/clarification on the "Protect for Future Corridor" area as shown on Schedule "B" – Columbus Transportation Plan.	**Noted.** Staff have provided additional information to T.C.P.L. on the "Protect for Future Corridor" area.
General: References to C.L.O.C.A.	The C.D.G. has suggested that as a result of Bill 23 and the subsequent amendments to the Conservation Authorities Act restricting conservation authorities to reviewing and commenting only on natural hazards and source water protection matters, any references to C.L.O.C.A. being consulted on matters that are beyond its jurisdiction should be removed.	**Agree.** The policy text has been updated accordingly and where applicable, references to C.L.O.C.A. include "where jurisdictionally appropriate."
General: Regional Official Plan Amendment	The Region of Durham noted that the D.R.O.P. will need to be amended in order to approve the proposed amendments to the Oshawa Official Plan, specifically related to the	**Noted.** One of the recommendations in this Report includes language requesting that the Region of Durham amend the D.R.O.P. to implement the City's proposed amendments in accordance with the comments contained in this Report.

Policy/Map	Agency/Land Owner Comment	Staff Response
	reclassification of the Type "C" arterial road located approximately midway between Columbus Road and Howden Road to a collector road, and the extension of the confirmed collector road located adjacent to the north limit of the planned Community Park east to Ritson Road North.	
General: Road Reclassification	The Region of Durham questioned if policy language should be included in the Part II Plan so that if the east-west Type "C" arterial road located in the South Columbus Industrial Area is not selected as the future corridor extension to connect to Carnwith Drive, it can be reclassified as a collector road in the event that further study determines that a reclassification is appropriate.	**Agree.** Owing to the fact that this road is located outside of the Part II Planning Area boundary, it is appropriate to add a new policy in the Part I Plan. **Recommended New Policy 3.2.26 of the Part I Plan:** "Notwithstanding any other policies of this Part I Plan to the contrary, should the southerly of the two route options described in Policy 8.8.9.2.3(c) in the Columbus Part II Plan not be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the remaining proposed east-west Type "C" arterial road located north of Highway 407 East in the South Columbus Industrial Area may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a collector road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a Type "C" arterial road to a collector road may occur without an amendment to this Plan. Further studies including, where necessary, the completion of the Municipal Class Environmental Assessment, shall be completed prior to the construction of this road and in advance of any

Policy/Map	Agency/Land Owner Comment	Staff Response
		development in this area, in order to determine the final appropriate route and road classification (i.e. collector road or Type "C" arterial road) and subsequent design requirements, including driveway restrictions, to the satisfaction of the City and the Region of Durham."
General: Road Design	The O.A.T.A.C. recommended the addition of the following guideline within the Oshawa Engineering Design Criteria: "access points with curb cutouts from subdivisions to M.U.P.s".	**Disagree.** This level of detail is beyond the scope of the Part II Plan.
General: Road Widths	A request was made by the Town of Whitby to add information to the Columbus Part II Plan regarding right-of-way widths for the various road classes, to ensure that the road connections between municipalities are consistent.	**Partially agree.** This information is already available in Part I of the Oshawa Official Plan and therefore is not necessary to be included it in the Columbus Part II Plan.
General: Schedule 'B', Road Network of the Part I Plan	A recommendation was made by the Region of Durham to extend the planned east-west Type "C" arterial road located north of Highway 407 East in the South Columbus Industrial Area westerly from Thornton Road North to the Oshawa/Whitby boundary on Schedule 'B', Road Network, of the Part I Plan.	**Agree.** Schedule 'B', Road Network of the Part I Plan has been revised accordingly.
General: Schedule 'B', Road Network of the Part I Plan	A request was made by the Region of Durham to extend Bridle Road north across Highway 407 East as a future Type "C" arterial road. This will allow Regional staff to resolve deferral (D5) to the Regional Official Plan shown on	**Agree.** Schedule 'B', Road Network, of the Part I Plan has been revised accordingly.

Policy/Map	Agency/Land Owner Comment	Staff Response
	Schedule 'B', Road Network, of the Part I Plan when the Oshawa Official Plan amendments for the Columbus Part II Plan are reviewed for approval by the Region. Similarly, the deferral (D5) is also in place for the north-south Type "C" arterial road located west of Simcoe Street North across Highway 407 East. With Amendment 171 to the Regional Official Plan in effect, this deferral can be resolved by removing the small future Type "C" arterial designation between Winchester Road West and Highway 407 East.	
General: Schedule 'B', Road Network of the Part I Plan	The Region of Durham noted that lands to the west and east of the Columbus Part II Planning Area are now being considered for settlement area boundary expansions through Envision Durham and the new Regional Official Plan. While outside of the scope of the Columbus Part II Plan, having these road connections maintained in Schedule 'B', Road Network, of the Part I Plan is important for corridor protection purposes, as future planning for these settlement area boundary expansions will be required.	**Noted.**
General: Schools	A recommendation was made by the C.D.G. to add a new policy permitting schools in any land use designation,	**Disagree.** All of the City's Part II Plans have a separate land use designation for school sites. There is already flexibility for schools to move as

Policy/Map	Agency/Land Owner Comment	Staff Response
	other than on Open Space and Recreation lands, provided that the site fronts onto a collector or arterial road.	per proposed Policy 8.8.6.2. Staff also note that Policy 2.5.1.3 of the Part I Plan indicates that areas for community uses such as schools shall be designated, wherever applicable, in Part II Plans. No change to the proposed policy text is required.
General: Utilities	A request was made by T.C.P.L. to include the following policies in the Columbus Part II Plan: 1. T.C.P.L. operates two (2) high-pressure natural gas pipelines and associated facilities within its right-of-way crossing the Columbus Part II Planning Area and is identified on Schedule B to this Plan. 2. T.C.P.L. is regulated by the Canada Energy Regulator (C.E.R.), which has a number of requirements regulating development in proximity to its pipelines, including approval for activities within 30 metres of the pipeline centreline. 3. New development can result in increasing the population density in the area that may result in T.C.P.L. being required to replace its pipeline(s) to comply with CSA Code Z662. Therefore, the City of Oshawa shall require early consultation with T.C.P.L. or its designated representative for any development proposals within 200 metres of its pipelines.	**Disagree.** This level of detail is not typically included in a Part II Plan. T.C.P.L.'s notification and setback requirements will be addressed through the development approvals process and in the City's Zoning By-law.

Policy/Map	Agency/Land Owner Comment	Staff Response
	4. T.C.P.L.'s pipeline right-of-way should be used for passive open/green space or part of a linear park system. (Note: Additional policies related to Open Space land use designations shall include references to T.C.P.L.'s pipeline rights-of-way and restrictions on uses). 5. No permanent building or structure shall be located within 7 metres of the limit of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way. 6. In addition to the requirements of setbacks for principle buildings, structures and accessory buildings and structures, the following should be setback a minimum of 7 metres from the limit of the pipeline right-of-way: a. road rights-of-way (paralleling pipeline rights-of-way), paved private driveways, parking spaces and parking areas; and, b. stormwater management facilities.	
General: Utilities	T.C.P.L. noted that they require circulation of the draft M.E.S.P. report for review and comment, and that a	**Noted.**

Policy/Map	Agency/Land Owner Comment	Staff Response
	stormwater management facility is proposed in close proximity to the pipeline right-of-way. Review and approval for any stormwater management facility within 30 metres of the pipeline is required from T.C.P.L. and will be subject to setbacks.	
General: Utilities and Notification	T.C.P.L. request notification of the following: ▪ Land use changes within 200 metres of the pipeline; ▪ Changes to transportation policies or road crossings of the pipeline right-of-way; ▪ Recreational open space uses, parks and trails in proximity to the pipeline right-of-way; ▪ Development applications within 200 metres of the pipelines; and ▪ Further studies and/or projects undertaken by the City within the Columbus Part II Plan.	**Noted.**
General: Utilities and Urban Design	Bell Canada noted that they are interested in changes to the transportation network and/or policies and regulations relating to the direction of population growth and public infrastructure investments, heritage character, urban design, broadband and economic development related	**Noted.**

Policy/Map	Agency/Land Owner Comment	Staff Response
	objectives. Bell Canada would like to assist the City to be a connected community and minimize the impact to Bell Canada's existing equipment. Bell Canada understands the City's desire to support high quality urban design through built form to enhance the appearance and livability of its urban areas and strives to minimize the impact of their infrastructure. However, with the evolving nature of telecommunication/communication technology it is not always possible for a number of reasons. Bell Canada appreciates the opportunity to work with the City to find solutions that align as much as possible with the City's urban design interests in principle, where feasible.	

City of Oshawa Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study

Columbus Community Advisory Committee (C.A.C.) Meeting Minutes

Date: February 8, 2023 (6:30 pm – 8:30 pm)
Location: Columbus Community Centre, 3265 Simcoe Street North, Oshawa, ON

Attendees:

Laura Moebs, City of Oshawa
Meaghan Harrington, City of Oshawa
Councillor John Neal, City of Oshawa
Liz Howson, MSH
Jonathan Chai, HDR
Liz Anderson, Member
Arlene Feeney, Member
Darryl Koster, Member
Philippe Coutu, Member
Elvis Stefanovici, Member

Matters Discussed

1. **Welcome and Introduction**

   - Laura Moebs welcomed members to the Columbus C.A.C. meeting and attendees introduced themselves.
   - Laura Moebs provided an overview of the role of the C.A.C.

2. **Presentation: Draft Recommended Land Use and Road Plan**

   - Laura Moebs presented a status update, overviewed the draft recommended land use and road plan and supporting documents, and outlined next steps of the Study.
   - Jonathan Chai provided an overview of the transportation related components of the Study, including the revised draft Transportation Master Plan Final Report.

3. **Questions, Comments and Discussion**

   - A member asked for clarification on the various active transportation features shown on the draft recommended transportation plan. Staff provided an

overview of what each feature is (e.g. on road cycling lanes, on road cycling routes and Class I and II trails).

- There was a discussion on the amount of space required to implement the active transportation network within the existing roads in Columbus. Staff advised that during the detailed design phase of the roads and active transportation network, design decisions will be made to try and minimize impacts to the existing residents.
- Staff confirmed that it is unknown at this time what side of the road the active transportation network would be built on, and that how it is currently shown on the draft recommended transportation plan does not reflect how it will actually be built.
- A member noted that they would like to see streetscaping improvements along Columbus Road similar to Simcoe Street. Staff agreed it was worth considering and will look into it.
- There was a discussion regarding how the active transportation network would be built without destroying the natural environment (e.g. ponds and trees, etc.). Staff advised that additional environmental assessment studies will need to be carried out to determine the best routes and designs to minimize the impact on the environment, taking into account the existing built environment and natural features.
- There was a discussion on traffic and speed concerns on Simcoe Street North and Columbus Road. Staff advised that Simcoe Street North (within the Columbus Special Policy Area) is recommended for streetscaping and Columbus Road is recommended for a road reconstruction and potentially streetscaping improvements. Streetscaping can include signage and new traffic lights to assist with speeding, and road reconstruction can also include adding new traffic lights to assist with speeding. As well, policies have been drafted to ensure appropriate traffic calming measures along both Simcoe Street North and Columbus Road.
- There was a discussion on how to encourage drivers to avoid using Simcoe Street North and general traffic concerns related to Simcoe Street North.
- A member asked if staff have looked at the use of roundabouts in Columbus. Staff advised that we have looked into this and noted that there is a draft policy in place that specifies the City will consider the use of roundabouts outside of and along the perimeter of the Columbus Special Policy Area as a form of intersection control (draft policy 8.8.9.2.6).
- There was a discussion about rental properties in Columbus.
- There was a discussion on public transportation in Columbus. Staff noted that the Region is currently working on a Simcoe Street Rapid Transit Visioning Study to help assess the demand for rapid transit along Simcoe Street in

Oshawa. As part of the Columbus Study, the transportation assessment recommends that the Region lengthen the Simcoe Street rapid transit spine to north of Highway 407 East.

- A member requested the link to the revised draft Columbus Community Urban Design Guidelines, which can be found at the following link: https://www.oshawa.ca/en/city-hall/development-studies.aspx
- There was a discussion about the upcoming statutory Planning Act public meeting related to the Study. Staff advised that notice will be mailed to everyone in the Columbus Study Area, as well as to all property owners located within 120 metres of the Study Area boundary. Staff advised that notice will be provided in the local newspaper and emailed to everyone on the Study notification list, in addition to being posted on the City's website. Staff also advised that the public meeting will be held in the Council chambers at Oshawa City Hall, and that there could be other Planning Act public meetings being held that same night.
- A member asked when staff anticipate development in Columbus to start. Staff estimated that development may start in five to ten years, however there are many constraints (e.g. servicing) and further studies and plans that have to get approved first.
- A member asked how the existing residents will be serviced, and where the servicing would come from. Staff advised that they would have to follow-up on this. However, after looking into this matter, staff advise that to service the existing residents for water, it is anticipated that local watermains along Simcoe Street and Columbus Road would be required. To service the existing residents from a wastewater perspective, the existing village could potentially be serviced by gravity. However, it is anticipated that a sanitary sewer would have to be extended along Simcoe Street North.
- There was a discussion about draft policy 8.8.10.11 related to water testing and wells. A member requested that this policy be updated to remove the word "drilled", so that all private wells are protected, rather than only private "drilled" wells. Staff advised that this is something they can look at updating in the final policy text.
- There was a discussion about the status of the Columbus Heritage Conservation Study. Staff advised that as part of the 2023 budget process, it has been deferred until the Columbus Part II Planning process is complete. However, staff noted that the draft policy text contains a policy outlining that a Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa.
- A member advised that they recognize and appreciate the changes that were made in the development of the draft recommended land use and road plan.

- There was a discussion regarding the golf course. Staff advised that there is very limited development permitted on open space and recreation lands.
- There was a discussion on eco mobility hubs. Staff advised that they can range in size and be larger transit stations with many amenities, or small bus stops.
- A member asked whether or not hazard lands would be fenced. Staff advised that they are not usually fenced, but it would depend on each specific draft plan of subdivision and the design of the various subdivisions.
- There was a discussion regarding land expropriation in Columbus, and how much land the City or Region may need. Staff advised that it is unknown at this time how much privately owned land would be required for road widenings or the implementation of active transportation facilities. Staff noted that they can send members a map showing the draft recommended land use and road plan with property lines overlayed. Staff also confirmed that developers are unable to expropriate land. Only governments (i.e. municipal, provincial or federal) have the ability to expropriate lands. The City of Oshawa would only do so if the land was required for a specific use by the City, and the City would have to first prove why expropriation is necessary.
- A member had a question about their specific property related to potential future widenings. Staff advised that they will follow-up directly with that member.
- A member asked whether or not the electrical wires will be above ground or below ground. Staff advised that they are unsure at this point where the electrical wires will be placed.
- There was a discussion about privacy screening between the existing homes and future development. Staff advised that the Urban Design Guidelines include guidelines and language related to establishing privacy between the existing residents and future development via vegetative buffers and other development and design configurations.
- A member asked if there were height restrictions within the Columbus Special Policy Area. Staff advised that there is no specific height restrictions within the Columbus Special Policy Area, but there is a maximum height restriction of 6 storeys throughout the entire Columbus Part II Planning Area. Staff also advised that this is something they can consider when preparing the final Part II Plan (i.e. implementing a height restriction within the Columbus Special Policy Area).
- A member asked how long a school board has to determine whether or not they want to build a school on the lands designated for schools in a Part II Plan. Staff have followed up and advise that when a subdivision is registered, a schoolboard typically has seven years to decide whether or not they

actually need the land to build a school. Staff also note that in the interim, the property owners of the potential school site are responsible for maintaining these lands (in advance of a school being built).

4. Next Steps

- Laura Moebs advised that:
  - Comments on the draft recommended land use and road plan and supporting documents are requested by March 31, 2023.
  - A statutory Planning Act public meeting for the Columbus Study will be held on March 6, 2023 at Oshawa City Hall (in the Council chambers).
  - Meeting minutes will be circulated for review and once finalized, posted on the City's website.
  - If members have additional questions, they can contact her via email or telephone.

Excerpts from the Minutes of the Economic and Development Services Committee Planning Act Public Meeting held on March 6, 2023

Application ED-23-45

Presentation

Planning Services - Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan

Laura Moebs, Principal Planner, provided a presentation concerning the Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan.

Members of the Committee questioned the Principal Planner.

Delegations

Ann Dulhanty - Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan

Ann Dulhanty addressed the Economic and Development Services Committee concerning the Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan expressing concerns about the preservation of the existing Hamlet of Columbus, certain parts of the report which threaten the special policy area such as the designation area of Simcoe and Columbus, and the wording in the plan concerning the new development areas.

Correspondence

None.

Reports

ED-23-45 - Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan (Ward 1)

Moved by Councillor Chapman

That, pursuant to Report ED-23-45 dated March 1, 2023, concerning proposed City-initiated amendments to introduce a Part II Plan for the Columbus Planning Area and related amendments to Part I of the Oshawa Official Plan to facilitate the introduction of the same (File: 12-03-1453), staff be directed to further review and prepare a report and recommendation to the Economic and Development Services Department. This direction does not constitute or imply any form or degree of approval.

Motion Carried

Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-121
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Status of Renaming Bagot Street
Ward:	Ward 4
File:	12-12-0006

1.0 Purpose

The purpose of this Report is to respond to the following Oshawa City Council directions of June 21, 2021, September 27, 2021 and June 20, 2022:

- June 21, 2021:

  "1. That the City of Oshawa rename Bagot Street to a new street name that is connected to local Indigenous history; and,

  2. That the selection of a new street name be carried out as part of the City of Oshawa's forthcoming consultations with Indigenous leaders; and,

  3. That the selection of a new street name with the cooperation of Indigenous leaders be completed before National Indigenous Peoples Day 2022; and,

  4. That prior to the selection of a new street name a copy of this motion be sent to businesses located on Bagot Street to allow them the time and ability to update their contact information."

  In addition to passing the above noted motion, Council also directed staff to prepare a report on the matter of renaming Bagot Street for presentation to the then Development Services Committee and Council in September 2021.

- September 27, 2021 (Resolution DS-21-152):

  "1. That, pursuant to DS-21-152 dated September 13, 2021, the Mayor be authorized to send a letter to Chief Kelly LaRocca of the Mississaugas of Scugog Island First Nation, Senator Cecile Wagar of the Oshawa and

Durham Region Métis Council, Mary George of Bawaajigewin Aboriginal Community Circle and Uzma Danish, Chair of Oshawa's Community Diversity, Inclusion and Equity Committee requesting comments on the potential renaming of Bagot Street including options for the name if it is concluded that it is appropriate to rename the street.

2. That, pursuant to DS-21-152 dated September 13, 2021, staff consult with the Region of Durham Planning and Economic Development Department, Oshawa Fire Services and the Oshawa Central Ambulance Communications Centre to ensure that the names being considered are acceptable for street naming purposes from an emergency response perspective.

3. That, pursuant to DS-21-152 dated September 13, 2021, staff consult the four property owners and tenants with an address on Bagot Street and request comments on the potential names identified through Parts 1 and 2 of this Resolution for the renaming of Bagot Street.

4. That, pursuant to DS-21-152 dated September 13, 2021, staff report back to the Development Services Committee on the results of Items 1 to 3 above and present options for the potential renaming of Bagot Street."

- June 20, 2022 (Item DS-22-123, being the Development Services Committee Outstanding Items List Report – 2nd Quarter):

  "That Item 24 regarding the Proposal to Rename Bagot Street be referred back to staff to be updated to reflect results of consultation with Indigenous representatives as directed in Part 1 of the motion passed by Council on September 27, 2021, and that it duly be made the position of Oshawa City Council to rename Bagot Street at an appropriate future date and based on the results of the remaining consultations directed in the full motion."

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-121 dated May 31, 2023, Bagot Street be renamed in recognition of the harmful recommendations included in the Bagot Commission's Report of 1844 toward Indigenous Peoples in Canada.

2. That, pursuant to Report ED-23-121 dated May 31, 2023, staff establish a Bagot Street Renaming Working Group for consultation purposes as shown on Attachment 1, with the objective of developing guidelines for a new name and recommending potential new names for consideration by City Council.

3. That, pursuant to Report ED-23-121 dated May 31, 2023, staff report back to the Economic and Development Services Committee with recommended potential new street names following consultations as outlined in Part 2 above in addition to those previously directed by Council pursuant to Item DS-21-152 dated September 13, 2021 and Item DS-22-123 dated June 20, 2022.

Attachment 1 to this Report is a recommended membership for the Bagot Street Renaming Working Group.

3.0 Executive Summary

The commitment to renaming Bagot Street is an important statement from the City of Oshawa and would further highlight the City's commitment to recognizing and confronting our colonial past, building relationships with Indigenous communities, and assisting with reclaiming Indigenous culture and language. In doing so, the City would be acting on an action within the Truth and Reconciliation Commission's Calls to Action and honouring the United Nations Declaration on the Rights of Indigenous Peoples.

It is recommended that staff continue to engage the appropriate Indigenous communities, through the establishment of a Working Group, to develop guidelines for a new street name and recommend potential new names to City Council.

It is recommended that City Council choose a new name for Bagot Street in consultation with the Indigenous community rather than the City's standard practice of selecting a new street name from the City's existing Street Name Reserve List.

4.0 Input From Other Sources

The following have been consulted in preparation of this Report:

- Chief Administrative Officer
- Commissioner, Corporate and Finance Services

5.0 Analysis

5.1 Background

On June 21, 2021, in response to the Truth and Reconciliation Commission's Final Report and Calls to Action, Oshawa City Council adopted the following Motion:

"1. That the City of Oshawa rename Bagot Street to a new street name that is connected to local Indigenous history; and,

2. That the selection of a new street name be carried out as part of the City of Oshawa's forthcoming consultations with Indigenous leaders; and,

3. That the selection of a new street name with the cooperation of Indigenous leaders be completed before National Indigenous Peoples Day 2022; and,

4. That prior to the selection of a new street name a copy of this motion be sent to businesses located on Bagot Street to allow them the time and ability to update their contact information."

At the same meeting, Council passed a related motion directing staff to report back on the matter of renaming Bagot Street in September 2021.

On September 27, 2021, City Council adopted the following recommendation contained in Resolution DS-21-152:

"1. That, pursuant to DS-21-152 dated September 13, 2021, the Mayor be authorized to send a letter to Chief Kelly LaRocca of the Mississaugas of Scugog Island First Nation, Senator Cecile Wagar of the Oshawa and Durham Region Métis Council, Mary George of Bawaajigewin Aboriginal Community Circle and Uzma Danish, Chair of Oshawa's Community Diversity, Inclusion and Equity Committee requesting comments on the potential renaming of Bagot Street including options for the name if it is concluded that it is appropriate to rename the street.

2. That, pursuant to DS-21-152 dated September 13, 2021, staff consult with the Region of Durham Planning and Economic Development Department, Oshawa Fire Services and the Oshawa Central Ambulance Communications Centre to ensure that the names being considered are acceptable for street naming purposes from an emergency response perspective.

3. That, pursuant to DS-21-152 dated September 13, 2021, staff consult the four property owners and tenants with an address on Bagot Street and request comments on the potential names identified through Parts 1 and 2 of this Resolution for the renaming of Bagot Street.

4. That, pursuant to DS-21-152 dated September 13, 2021, staff report back to the Development Services Committee on the results of Items 1 to 3 above and present options for the potential renaming of Bagot Street."

On June 20, 2022, City Council adopted the following motion regarding Item 24 on the 2022 2nd Quarter Development Services Committee's Outstanding Items Status Report:

"That Item 24 regarding the Proposal to Rename Bagot Street be referred back to staff to be updated to reflect results of consultation with Indigenous representatives as directed in Part 1 of the motion passed by Council on September 27, 2021, and that it duly be made the position of Oshawa City Council to rename Bagot Street at an appropriate future date and based on the results of the remaining consultations directed in the full motion."

On June 20, 2022, City Council also adopted the following motion:

"1. That pursuant to Report CNCL-22-48, dated June 16, 2022, City Council acknowledge and recognize the Truth and Reconciliation Commission's Calls to Action and the United Nations Declaration on the Rights of Indigenous Peoples; and,

2. That City Council commit to meaningful reconciliation with Indigenous communities and direct staff to investigate, propose and initiate a process to develop a Reconciliation Strategy and Action Plan and to utilize the Truth and Reconciliation Commission's Calls to Action and the United Nations

Declaration on the Rights of Indigenous Peoples as the framework for the City's Reconciliation efforts and report back to Council; and,

3. That a copy of this report be sent to the National Centre for Truth and Reconciliation, the Mississaugas of Scugog Island First Nation, the Oshawa Durham Métis Council and Bawaajigewin Aboriginal Advisory Circle."

5.2 Actions to Date

Subsequent to Council's direction to staff to investigate the potential renaming of Bagot Street, the following actions have been undertaken to advance the matter:

- A letter was sent through the Mayor's office to the Community Diversity Equity and Inclusion Committee ("C.D.E.I.C."), Bawaajigewin Aboriginal Community Circle ("Bawaajigewin"), the Mississaugas of Scugog Island First Nation ("M.S.I.F.N.") and the Oshawa and Durham Region Métis Council inviting comments on the proposed street name change. Written correspondence was subsequently received from the C.D.E.I.C. and the Oshawa and Durham Region Métis Council indicating support for changing the name of Bagot Street. No letters have been received from Bawaajigewin or M.S.I.F.N.

- The Director, Innovation and Transformation attended a meeting of Bawaajigewin in August 2022 to discuss the proposed street name change. Bawaajigewin's comments on the proposal to rename Bagot Street were favourable. It was suggested that if the City is aware that the street was named after Sir Charles Bagot, it would be appropriate for the City to commit to changing it. While no suggested names were brought forward, comments were made that fulsome consultation with Indigenous Communities should occur to determine appropriate potential street names.

- Innovation and Transformation staff contacted the National Centre for Truth and Reconciliation for advice on archival material on the Bagot Commission and Bagot Report.

- Innovation and Transformation staff have conducted a jurisdictional scan on other municipal renaming efforts. A summary of this review is outlined in Section 5.4 of this Report.

- Innovation and Transformation staff spoke about the potential name change at the Durham Region Aboriginal Advisory Committee on April 13, 2023. There were no objections to the concept of Council committing to a name change and entering into discussions regarding a potential new name with Indigenous Communities.

- Mayor Carter had a number of meetings scheduled with Chief LaRocca of M.S.I.F.N. to discuss this issue, among other matters. However, it was mutually agreed that these meetings needed to be postponed. The meeting is being re-scheduled and is expected to be held prior to the end of Summer 2023.

5.3 Information on the Bagot Commission from the National Centre for Truth and Reconciliation Archives

Charles Bagot was the Governor General of Canada from 1841 to 1843 and led the Bagot Commission which was active from 1842 to1844. Charles Bagot died in 1843 prior to the release of the Bagot Commission's final report.

The Bagot Commission submitted a report entitled "Report on the Affairs of the Indians in Canada" in 1844. This report is preserved in the National Centre for Truth and Reconciliation Archive, and is described in the following way:

> "Governor General Sir Charles Bagot undertook a commission to study the condition of Aboriginal people in 1842, finally reporting his findings in 1844. The Commission issued a report in 1844. The report recommended a broad range of measures to establish centralized control over Indigenous peoples, including creating boarding schools to isolate Aboriginal children from their families and promote Christianity."

In 1996, historian J.S. Milloy, a professor emeritus in the departments of Native Studies and History, and Master of Peter Robinson College, Trent University, undertook a report for the Royal Commission on Aboriginal Peoples. In his report entitled "Suffer the Little Children – A History of the Residential School System, 1830-1992", he states:

> "The recommendations of the Bagot Commission began the reformulations that brought forward the assimilative policy and eventually the residential school system."
>
> "In the commissioners' view, education was of all the elements of the civilizing system the most important - by it "Your Commissioners look to the future elevation of the Indian race." They proposed therefore, as well as the continuation of on reserve Common schools, the beginning of "as many manual labour or Industrial schools" as possible."

5.4 Naming and Re-claiming Names:

Throughout Canada, municipalities have started to change road, place and public asset names in response to acknowledging our settler-colonial history and to better reflect Indigenous culture, history and values.

The following table is a summary of examples from other jurisdictions in Canada that have advanced renaming initiatives:

City/Region	Renaming Details	Process Used
Oshawa	Renamed Squaw Valley Court to Revelstoke Court	In 2018, Council initiated a process to change the street name. The new name followed the theme for the area which

City/Region	Renaming Details	Process Used
		includes streets named after popular ski resorts. The new name was approved by Council in September 2018.
Muskoka	Renamed Muskoka Road 38 to Kanien'kehá:ka Iohatátie (Mohawk People Road) https://muskoka.civicweb.net/filepro/documents/39730/?preview=39758	In 2021, Council initiated a process to change the street name. A Renaming Working Group was formed, which developed guidelines for choosing a new name, then recommended names for Council approval. The new name was approved by Council in March 2023.
Toronto	Renaming of Dundas Street	On July 14, 2021, City Council voted to rename Dundas Street. A Community Advisory Committee has been formed and City staff are planning to report back to Council in 2023 with recommended new names.
Montreal	Renamed Amherst Street to Atateken Street (Mohawk word) https://www.ctvnews.ca/canada/montreal-street-renamed-to-erase-tribute-to-amherst-honour-indigenous-history-1.4477295?cache=baaosfalzs	Consultation with Indigenous Committee.
Vancouver	Renamed Trutch Street to Musqueamview Street https://vancouver.ca/people-programs/vancouvers-journey-towards-reconciliation.aspx	City asked Musqueam Nation for a new name. Name gifted to the City by the Musqueam.
Victoria	Renamed Trutch Street to Su'it Street https://www.victoria.ca/assets/City~Hall/Media~Releases/2022.07.10_MR_City%20renames%20Trutch%20Street.pdf#search=%22trutch%20%22	University of Victoria students initiated the call to change the name. City staff worked with First Nations on the new name.
Kenora	Renamed Colonization Road to Nash Street	Unknown.

City/Region	Renaming Details	Process Used
Dryden	Renamed Colonization Road to Boozhoo Avenue and Memorial Avenue	Unknown.
Fort Frances	Renamed Colonization Road to Sunset Drive and Agamiing Drive	Unknown.
Lake of Bays	Renamed Colonization Road to Old Sinclair Road.	Unknown.
Prince Edward Island (P.E.I.)	The P.E.I. legislature has voted unanimously to urge the federal government to change the name of the Confederation Bridge to Epekwitk Crossing	Not applicable.
British Columbia	British Columbia has changed 34 place names from English to the local Indigenous language of Nisga'a	Unknown.
Quebec	The Eeyou Istchee (Cree Nation in Quebec) have renamed 20,000 place names throughout the province, and have built a database to assist with spelling, pronunciation, and cultural knowledge associated with places	Unknown.

5.5 Language Revitalization and Links to Truth and Reconciliation Commission and United Nations Declaration on the Rights of Indigenous Peoples

Language revitalization and the promotion of Indigenous languages as a "fundamental and valued element of Canadian Culture" is an important way to honour the Truth and Reconciliation Commission's Calls to Action. Calls 10, 13, 14, and 15 are all calls to government to acknowledge Indigenous language rights, and strengthen language revitalization.

Language revitalization is also prevalent in the United Nations Declaration on the Rights of Indigenous Peoples. Article 13 states "Indigenous peoples have the right to revitalize, use, develop and transmit to future generations their histories, languages, oral traditions, philosophies, writing systems and literatures, and to designate and retain their own names for communities, places and persons."

Subject to community consultation, an Anishinaabemowin word should be considered for the new street name for Bagot Street, to support language revitalization in a meaningful way.

5.6 Next Steps

In most instances where a street name is proposed to be changed, staff would recommend to City Council that a new name be selected from the City's existing Street Name Reserve

List. The Street Name Reserve List is a list of street names that have been approved by the Region of Durham Planning and Economic Development Department (which is responsible for reviewing street names in consultation with Durham Regional Police Services), Oshawa Fire Services and the Oshawa Central Ambulance Communications Centre (C.A.C.C.) for use in the City of Oshawa. These agencies must approve all street names to ensure that street names are acceptable from an emergency response perspective.

In this instance, it is recommended that the existing Street Name Reserve List not be used and that staff continue to engage the appropriate Indigenous communities, through the development of a Circle or Working Group, to develop guidelines for a new street name and select options for new names to be advanced.

Once potential new street names have been identified through the Circle or Working Group, staff will consult with the Region of Durham Planning and Economic Development Department, Oshawa Fire Services and the C.A.C.C. to ensure that the names being considered are acceptable for street naming purposes from an emergency response perspective.

Staff will also consult the four property owners and tenants with an address on Bagot Street and request comments on the identified potential names.

Once consultations are complete staff will report back the Economic and Development Services Committee with the new potential street names recommended for consideration.

The experiences of other municipalities, including Muskoka and Toronto, indicate that these types of changes can take significant time, and engaging meaningfully with stakeholders will take time to identify appropriate new potential names.

6.0 Financial Implications

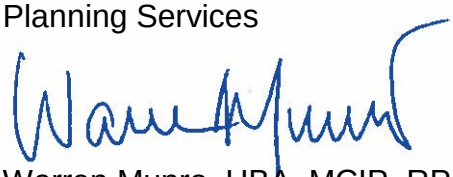
There are no financial implications associated with the recommendation in this Report.

There will be certain costs associated with the renaming of Bagot Street and those costs will be outlined in a subsequent staff report when appropriate new potential street names are presented for consideration.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation advances the Accountable Leadership and Social Equity goals of the Oshawa Strategic Plan.

Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Recommended Membership for the Bagot Street Renaming Working Group

Membership for the Bagot Street Renaming Working Group consists of the following:

- City of Oshawa Indigenous Relations Advisor (Chair)
- Commissioner, Economic and Development Services
- A minimum of one (1) member from one of the following Williams Treaties Signatory First Nations to a maximum of seven (7) members to represent each First Nation
    - Mississaugas of Scugog Island, Alderville, Hiawatha and/or Curve Lake First Nation
    - Chippewas of Georgina Island, Beausoleil and/or Rama First Nation
- One (1) member from the Bawaajigewin Aboriginal Community Circle
- One (1) member from Durham Region Métis Council
- One (1) Indigenous member from the City's Community Diversity, Equity and Inclusion Committee

Note: Members from Indigenous Communities can be added or deleted as necessary without the requirement of obtaining Council approval.

Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-122
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Proposed Revisions to Planning Application Pre-Consultation Process and Associated Fees, and Status of Appeal of Amendment 212 to the Oshawa Official Plan
Ward:	All Wards
File:	12-03-3524

1.0 Purpose

The purpose of this Report is to:

- Update Council on an appeal filed by the Building Industry and Land Development Association ("B.I.L.D.") of the City's adoption of Amendment 212 to the City of Oshawa Official Plan ("O.P.A. 212") which implemented new policies for complete applications and pre-consultation and updated policies for the use of holding symbols;

- Recommend Council approve amendments to the City's Pre-consultation By-law 22-2023 to implement a revised process for managing pre-consultations for potential applications to amend the Oshawa Official Plan (O.O.P.) and Zoning By-law 60-94, applications for approval of draft plans of subdivision and condominium, and applications for site plan approval; and,

- Recommend Council approve amendments to the City's General Fees and Charges By-law 13-2003, as amended, related to the recommended updated pre-consultation process.

The above actions are being recommended in response to certain amendments made by the Province to the Planning Act, R.S.O. 1990, c.P.13 (the "Planning Act") in recent months, including amendments resulting from:

- Bill 109, More Homes for Everyone Act, 2022, S.O. 2022, c. 12 ("Bill 109"),
- Bill 23, More Homes Built Faster Act, 2022 ("Bill 23"), and,
- Bill 97, Helping Homebuyers, Protecting Tenants Act, 2023 ("Bill 97").

A copy of Bill 109 which received Royal Assent on April 14, 2022 can be found at the following link: https://www.ola.org/sites/default/files/node-files/bill/document/pdf/2022/2022-04/b109ra_e.pdf.

A copy of Bill 23 which received Royal Assent on November 28, 2022 can be found at the following link: https://www.ola.org/sites/default/files/node-files/bill/document/pdf/2022/2022-11/b023ra_e.pdf.

A copy of Bill 97 which has not received Royal Assent as of the date of this Report can be found at the following link: https://www.ola.org/en/legislative-business/bills/parliament-43/session-1/bill-97.

This Report includes a recommendation that Council waive the notice requirements of the City's Notice to the Public By-law 147-2007. Owing to the timing of this Report, B.I.L.D.'s appeal of O.P.A. 212 and the need to update the City's pre-consultation process in anticipation of changes to the Planning Act that come into effect on July 1, 2023, the matters addressed in this Report are of a time sensitive nature.

Attachment 1 is a copy O.P.A. 212 adopted by Council on February 27, 2023 and subsequently appealed by B.I.L.D.

Attachment 2 is a copy of the appeal letter dated March 29, 2023 submitted by Cassels Brock & Blackwell L.L.P. ("Cassels") on behalf of B.I.L.D.

Attachment 3 is a confidential memo from the Commissioner of Economic and Development Services Department providing an update on the appeal of O.P.A. 212.

Attachment 4 is a copy of Pre-consultation By-law 22-2023 showing recommended amendments.

Attachment 5 is a copy of a portion of Schedule "D" to General Fees and Charges By-law 13-2003, as amended, showing a recommended amendment to the pre-consultation fees for various types of planning applications.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-122 dated May 31, 2023, the amendments to Pre-consultation By-law 22-2023 be approved and the amending by-law be passed generally in accordance with Section 5.3 and Attachment 4 to said Report.

2. That, pursuant to Report ED-23-122 dated May 31, 2023, the amendments to General Fees and Charges By-law 13-2003, as amended, be approved and the amending by-law be passed generally in accordance with Section 5.4 and Attachment 5 to said Report and that the requirement for public notice (including newspaper advertisements) in Notice to the Public By-law 147-2007, as amended, be waived due to timing limitations and the urgent nature of the matter.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following were consulted in the preparation of this Report:

- Commissioner, Corporate and Finance Services
- City Solicitor
- Region of Durham
- Central Lake Ontario Conservation Authority

Staff have also consulted with B.I.L.D. on the recommendations contained in this Report.

5.0 Analysis

5.1 Background

Bill 109 resulted in several amendments to the Planning Act. The stated purpose of Bill 109 by the Province is to have homes built faster by expediting approvals and providing increased certainty of development costs to developers.

One of the changes has the effect of requiring municipalities to partially or fully refund application fees to applicants if the municipality does not make a decision on their Zoning By-law Amendment ("Z.B.A.") application within 90 days of the submission of the complete application or 120 days if submitted concurrently with an Official Plan Amendment ("O.P.A.") application. Bill 109 stipulated that a refund would be required to be provided on a graduated basis for applications made on or after January 1, 2023. The fee refund structure is as follows:

Table 1: Refund Structure for Zoning By-law Amendment Applications

Time Period for Decision (Days) – Standalone Z.B.A.	Time Period (Days) – Combined O.P.A. and Z.B.A.	Fee Refund (%)
90 or less	120 or less	0
91 to 149	121 to 179	50
150 to 209	180 to 239	75
210 or more	240 or more	100

An applicant also has the right to appeal to the Ontario Land Tribunal ("O.L.T.") if the municipality fails to make a decision on a complete Z.B.A. application within 90 days of the submission of the complete application or within 120 days if it is combined with an O.P.A. These timelines are consistent with the current requirements of the Planning Act.

Similarly, another change has the effect of legislatively requiring municipalities to partially or fully refund application fees to applicants if the municipality does not approve plans

and drawings submitted with a site plan application within 60 days of the submission of the application and on a graduated basis thereafter for applications made on or after January 1, 2023. The fee refund structure is as follows:

Table 2: Refund Structure for Site Plan Approval Applications

Time Period for Approval (Days)	Fee Refund (%)
60 or less	0
61 to 89	50
90 to 119	75
120 or more	100

An applicant also has the right to appeal to the O.L.T. if the municipality fails to approve the plans and drawings submitted with a site plan application within 60 days of the submission of the application. There is no mechanism for a municipality to formally deny a site plan application. While a municipality may not approve an application, an applicant could appeal the unapproved application to the O.L.T. 60 days after the submission of the application and demand a refund in accordance with Table 2 above.

The refund rules created by Bill 109 require municipalities to refund the application fee if triggered by the above criteria whether the applicant wants a refund or not.

Under Bill 109, applications submitted before January 1, 2023 would not be affected by the changes to the Planning Act by Bill 109 related to refunds.

The graduated refund rules introduced under Bill 109 do not take into account that delays may occur that are outside of the control of municipalities, and are, therefore, punitive towards municipalities. The legislation does not include a mechanism to "stop the clock" while the municipality waits for the applicant to address matters, unless the municipality can deem an application incomplete when it is originally submitted due to the omission of information or material the municipality requires to consider the application and which are outlined in the municipality's official plan.

Report ED-22-216 dated November 23, 2022 made several recommendations in an attempt to deal with the implications of Bill 109. On December 12, 2022, Council passed the following motion:

"1. That, pursuant to Report ED-22-216 dated November 23, 2022, the Economic and Development Services Department be authorized to initiate the statutory public process under the Planning Act for Council to consider proposed City-initiated amendments to the Oshawa Official Plan, and to consider a Mandatory Consultation By-law, generally in accordance with Section 5.2 and Attachment 1 to said Report.

2. That, pursuant to Report ED-22-216 dated November 23, 2022, the amendments to the General Fees and Charges By-law 13-2003, as amended, be approved and the amending by-law be passed generally in accordance

with Attachment 2 to said Report and that the requirement for public notice (including newspaper advertisements) in Notice to the Public By-law 147-2007, as amended, be waived due to timing limitations and the urgent nature of the matter.

3. That, pursuant to Report ED-22-216 dated November 23, 2022, the amendments to Site Plan Control By-law 137-89, as amended, be approved and the appropriate amending by-law be passed generally in accordance with Attachment 3 to said Report.

4. That, pursuant to Report ED-22-216 dated November 23, 2022, the amendments to Delegation of Authority By-law 29-2009, as amended, be approved and the appropriate amending by-law be passed generally in accordance with Attachment 4 to said Report.

5. That, pursuant to Report ED-22-216 dated November 23, 2022, the proposed policy for issuing notice of complete applications for zoning by-law amendments, official plan amendments, draft plans of subdivision and draft plans of condominium be approved generally in accordance with Attachment 6 to said Report."

Report ED-22-216 can be found at the following link: https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=10204.

On December 22, 2022, Minister of Municipal Affairs and Housing Steve Clark issued a letter to all heads of municipal councils. In the letter the Minister committed to bringing forward legislation in 2023 that would delay the effective date of the fee refund rules established through Bill 109 from January 1, 2023 to July 1, 2023. The letter also stated that in the event that any fee refunds become due to applicants before the legislative changes are made, "municipalities might consider not issuing refunds in the interim" given the Minister's "express commitment" to introduce legislation that, if passed, would retroactively cancel the requirement.

As a result of the Minister's letter, some Ontario municipalities have delayed the implementation of updated complete application policies and pre-consultation policies with the aim of having them implemented by July 1, 2023.

To date, the City of Oshawa has not issued any refunds to applicants. Any zoning by-law amendment or site plan approval applications that are submitted prior to July 1, 2023 will not be eligible for a refund regardless of the time it takes for a decision to be made by the City.

On February 6, 2023, the Economic and Development Services Committee held a Planning Act public meeting to consider proposed amendments to the O.O.P. and the adoption of a new Pre-consultation By-law pursuant to Report ED-23-22 dated February 1, 2023. The proposed amendments to the O.O.P. would create new policies outlining plans, reports, materials and information that are required for an application to be considered a "complete application". The proposed O.O.P. amendments also introduced

new pre-consultation policies as well as updates to existing policies related to holding symbol conditions.

The proposed amendments to the O.O.P. and the new pre-consultation by-law are intended to facilitate the City's ability to respond to planning applications in an appropriate and timely manner.

Report ED-23-22 can be found at the following link: https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=10971.

On February 27, 2023, City Council adopted O.P.A. 212 and passed Pre-consultation By-law 22-2023 pursuant to Report ED-23-22.

B.I.L.D. has appealed the City's adoption of O.P.A. 212 to the O.L.T. Consequently, the amendment to the O.O.P. is not yet in effect.

The Planning Act does not provide the ability for an appeal to be filed with respect to a pre-consultation by-law. However, a pre-consultation by-law must operate within the legal authority for the by-law outlined in the Planning Act. Pre-consultation By-law 22-2023 took effect on February 27, 2023.

On April 6, 2023, the Ontario government posted proposed Bill 97 on the Environmental Registry of Ontario. It has not received Royal Assent as of the date of this Report. Bill 97 would further amend the Planning Act to delay the effective date of the fee refund rules introduced under Bill 109 to July 1, 2023. The Planning Act also now stipulates that any refunds that were due prior to July 1, 2023 are canceled.

Bill 97 also establishes regulation-making authority allowing the Minister of Municipal Affairs and Housing to exempt municipalities from the fee refund provisions in the future, if needed. No exemptions are being proposed by the Province at this time, and further information about this potential exemption (e.g. criteria) have not been made available.

A summary of the changes resulting from Bill 97 was outlined in Report ED-23-112 dated May 3, 2023. Report ED-23-112 was presented to Council on May 29, 2023 and can be found at the following link: https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=12262.

As highlighted in Report ED-22-216, effective January 1, 2023 City staff have adopted the practice of granting conditional site plan approval within 60 days of the submission of an application for site plan approval. Conditions may include the conveyance of required road widenings, preparation and implementation of a noise study, preparation of landscape plans, provision of a financial security to ensure certain landscaping and other site improvements are implemented, a requirement for the landowner to enter into a site plan agreement with the City for implementation of approved plans, and conformity with Zoning By-law 60-94, as amended which may require the approval of an application to the Committee of Adjustment.

5.2 Appeal of O.P.A. 212 by B.I.L.D.

On February 27, 2023 City Council adopted O.P.A. 212. The purpose of O.P.A. 212 was to:

- Expand the list of holding symbol conditions that the City could impose on the zoning of a parcel of land. A holding symbol is used in situations where the specific future use of land is known or approved, but development of the use is premature until certain requirements have been met. As noted in Report ED-22-216, the implementation of robust holding symbols enables the City to approve appropriate applications more quickly, with certain conditions being fulfilled following approval (e.g. noise study, archaeological assessment, etc.);

- Create a new Pre-consultation section in the O.O.P. that outlines the purpose of and framework for mandatory pre-consultation for applications for amendments to the O.O.P. and Zoning By-law 60-94, applications for draft plan of subdivision and condominium, and applications for site plan approval; and,

- Create a new Complete Applications section in the O.O.P. that outlines the plans, studies, materials and information that the City may determine it requires as part of a complete application.

The goals the City sought to achieve by amending the O.O.P. through O.P.A. 212 were as follows:

- Provide clarity from the onset of the planning approvals process regarding the nature of the information and material the City considers necessary to properly consider applications;

- Reduce the review timelines once formal planning applications are submitted; and,

- Improve the quality of planning applications being submitted.

On March 28, 2023, Cassels filed an appeal of the adoption of O.P.A. 212 on behalf of B.I.L.D. A copy of the appeal letter dated March 27, 2022 from Cassels outlining the basis for the appeal is attached to this Report as Attachment 2.

It is staff's understanding that B.I.L.D. has also appealed similar official plan amendments adopted by other municipal Councils, including those of Ajax, Markham, Brampton, Burlington and Oakville.

Confidential Attachment 3 is a memo outlining the current status of B.I.L.D.'s appeal of O.P.A. 212.

5.3 Pre-consultation By-law 22-2023

Pre-consultation is a process where a development proponent can submit preliminary plans for a potential redevelopment to the City for review and discussion and identification of City standards, by-laws and policies applicable to the site or development, and

identification of plans and reports required to be submitted with the potential future planning application by the development proponent.

The Planning Act states that municipalities may, by by-law, require applicants to consult with the municipality before submitting an application for site plan approval, approval of a proposed draft plan of subdivision or a proposed draft plan of condominium, a Z.B.A. and/or an O.P.A. (i.e. mandatory consultation).

Bill 109 requires refunds of planning application fees for non-decisions on Z.B.A. applications and for not approving applications for site plan approval within strict timelines. Accordingly, mandating that pre-consultation take place and requiring more discussion prior to the formal submission of an application is prudent, reasonable and reduces the review timelines once the formal application is submitted. Enhancements to the pre-consultation process can also potentially improve the quality of the formal applications being submitted to the City.

On December 12, 2022, Council adopted an amendment to General Fees and Charges By-law 13-2003, as amended, to implement a new pre-consultation fee in preparation of the then forthcoming pre-consultation process. On February 27, 2023, pursuant to considering Report ED-23-22, City Council adopted Pre-consultation By-law 22-2023. A copy of this by-law in its current form can be found at the following link: https://www.oshawa.ca/en/business-development/resources/Documents/By-law-22-2023-Pre-Consultation.pdf.

The following describes the City's current mandatory multi-stage pre-consultation process effective February 27, 2023:

Stage 1:

- Stage 1 of the pre-consultation involves circulating the preliminary submission to branches, departments and external agencies for comments and identification of submission requirements for a future planning application(s), with a meeting for discussion if necessary.

- Stage 1 currently includes a fee of $1,750.

Stage 2:

- Subsequent to the provision of comments as part of Stage 1, the proponent is required to submit a revised preliminary plan and a request for meeting with City and agency staff.

- This Stage 2 meeting provides the proponent an opportunity to demonstrate to City staff and external agencies how the preliminary plan has or has not changed as a result of Stage 1 comments and discussion.

- Stage 2 is also an opportunity to further discuss and clarify Stage 1 comments and requirements.

- Stage 2 currently includes a fee of $500. The Stage 2 fee is only required to be paid in the event the proponent moves to Stage 2. If the proponent abandons their project after Stage 1, they will not have paid for Stage 2. The Stage 2 fee is credited towards an applicant's planning application if it is submitted within 1 year of the Stage 2 pre-consultation.

Stage 3:

- Stage 3 requires the applicant to submit a checklist outlining the plans and reports the City identified as required to support the application, and the plans and reports the proponent intends to submit with the application.

- Stage 3 provides a last opportunity for the proponent to confirm the plans and reports they are submitting will be sufficient to constitute a "complete application" to the extent determined through the pre-consultation process, and provides City staff an opportunity to verify submission requirements identified during the pre-consultation process and application fees with the proponent.

Since the passing of Pre-consultation By-law 22-2023, staff have had success in mandating that potential applicants communicate with City staff before they finalize their materials for their formal application submission. These discussions have resulted in design changes and refreshed complete application requirements for pre-consultations that took place even before the pre-consultation by-law took effect.

The City's pre-consultation by-law currently does not include an in-depth technical review of any plans, reports, materials or information. It is the expectation of staff that some reports may need a detailed technical review through a third-party peer review at the cost of the applicant, such as land use compatibility studies or retail market impact studies. Where such peer reviews are required, they would take place at the pre-consultation stage prior to the submission of the formal application.

Since Bill 109 took effect in April 2022, municipalities across Ontario have undertaken analyses regarding how to manage zoning by-law amendment applications and site plan approval applications without having to issue refunds. Similar to Oshawa, many municipalities have enhanced their pre-consultation process to improve communication between applicants and the municipality prior to the submission of the formal applications.

Some municipalities have adopted or are considering adopting pre-consultation by-laws and practices that shift to the pre-consultation stage components of the technical review process that traditionally would take place only once the application is formally submitted. Undertaking the initial technical review of the plans, reports, material and information required for an application during the pre-consultation stage allows the municipality the ability and breathing room to review the proposal without triggering a potential refund.

From the applicant's perspective, requesting the municipality to undertake the additional technical review as part of the pre-consultation process is advantageous in a number of ways. Not the least of these is the fact that it avoids potentially running afoul of circumstances that could result in a municipality choosing to deny an application on the basis of insufficient technical information, and thereby avoids having to issue a refund. It is

not unreasonable to assume that under such circumstances the applicant would appeal Council's denial decision to the O.L.T., likely resulting in an extended rather than reduced timeline to bring the application process to a final conclusion.

Staff have reviewed the pre-consultation review practices established by a variety of Greater Golden Horseshoe municipalities. The following list summarizes practices either in effect or currently under consideration in those municipalities related to the technical review of materials at the pre-consultation stage:

- Some municipalities have adopted pre-consultation practices similar to Oshawa's which do not include an optional or mandatory technical review of materials. Rather, they require a review and discussion of preliminary plans and information;

- Some municipalities have adopted a process whereby applicants can opt to submit their full set of plans, reports, materials and information for detailed technical review in advance of a formal planning application as part of their Stage 2 pre-consultation. In some cases, there is a fee associated with the technical review. In the case of the Town of Halton Hills, a non-refundable fee of 50% of the formal application fee is imposed. The remaining 50% is payable once the application is formally submitted; and,

- Some municipalities have adopted a process whereby applicants are required to submit their full set of plans, reports, materials and information for detailed technical review in advance of a formal planning application as part of their Stage 2. In some cases, there is a fee associated with the technical review. In the Town of Milton, a non-refundable fee of 30% of the formal application fee is imposed. The remaining 70% is payable once the application is formally submitted. Similarly, the City of Pickering staff are considering recommending a non-refundable fee of 50% of the formal application fee at the Stage 2 pre-consultation phase. The remaining 50% would be payable once the application is formally submitted.

Among the challenges associated with Bill 109 is the requirement it imposes on municipalities to make decisions on zoning by-law amendment applications in a time frame (90 days) that may not allow for a public meeting to be held according to the regular schedule of Economic and Development Services Committee meetings with presentation of a subsequent recommendation report to Committee and Council during their following regularly-scheduled meetings.

Shifting the technical review of a development proposal such as a zoning by-law amendment to the pre-consultation stage allows staff to be in a position to make a recommendation for approval or denial on the technical merits of the application once the application is formally submitted. However, any such recommendation would still have to be brought forward at the statutory Planning Act public meeting held by the Economic and Development Services Committee.

For example, a zoning by-law amendment application formally submitted to the City on July 24, 2023 would require a decision of Council to approve or not approve the application within 90 days, i.e. by October 22, 2023. Failing to do so would trigger an obligation on the part of the City to refund 50% of the application fee back to the Applicant. Normally the

earliest a Planning Act public meeting could be held with the Economic and Development Services Committee would be on September 11, 2023. To avoid having to issue a partial refund, the Committee would have to make a recommendation to Council at the public meeting itself to approve or deny the application at Council's October 2, 2023 meeting. Normally staff are directed to further process the application for subsequent consideration by Committee and Council.

Under the scenario outlined above, having a technical review of the proposal during Stage 2 of the pre-consultation process would be of benefit as staff would be able to advance a recommendation at the Planning Act public meeting to approve or deny the application based on its technical merits, or lack thereof.

Many municipalities have adopted or are considering adopting practices related to public engagement as part of pre-consultation. The following list summarizes these practices:

- Some municipalities have not expressed any expectation with respect to public engagement as part of pre-consultation in advance of submission of the formal planning application;

- Some municipalities have adopted policies "encouraging" or "strongly encouraging" applicants to undertake public engagement prior to the submission of the formal planning application. Such public engagement could take the form of an open house, public meeting or public information centre (P.I.C.) where the applicant and their consultant team present their proposal to the public. These engagements would be advertised, managed and hosted by the applicant's team, and municipal staff and Councillors could attend to observe the event. Municipal staff can also support the engagement by assisting as necessary (e.g. supply of mailing labels for landowners within a certain radius of the subject site); and,

- Some municipalities have adopted policies requiring applicants to undertake public engagement prior to the submission of the formal planning application. The nature of the engagement would be similar to what is outlined in the bullet above.

Early public engagement is particularly beneficial for proposals that will ultimately be before the Economic and Development Services Committee or City Council for either a Planning Act public meeting and/or a decision to deny or approve the application, such as applications to amend the O.O.P. or Zoning By-law 60-94 or applications for draft plans of subdivision. Such engagement would allow an applicant to obtain feedback from the community and modify their plans accordingly prior to submission of the formal application and holding the statutory Planning Act public meeting with the Economic and Development Services Committee. This may provide more comfort for the Committee to make a recommendation for approval or denial of the application at the first Committee meeting that the proposal is considered, including at a Planning Act public meeting.

Staff recommend that Council adopt the following amendments to Pre-consultation By-law 22-2023 and General Fees and Charges By-law 13-2003, as amended. This is in consideration of the foregoing commentary, the experience staff has had to date with implementing Pre-consultation By-law 22-2023 (including associated discussions with

B.I.L.D. arising from B.I.L.D.'s appeal of O.P.A. 212), and the need to use staff time efficiently.

1. It is recommended that the parameters of Stage 2 of the pre-consultation process be expanded to include an option for an applicant to submit their full set of plans, reports, materials and information for a technical review. The recommended changes to By-law 22-2023 are outlined in Attachment 4. It is also recommended that a related amendment be made to the General Fees and Charges By-law 13-2003, as amended, to allow an applicant to request a technical review of their materials at the Stage 2 pre-consultation phase. It is recommended that the initial fee be set at and comprise 50% of the related planning application fee, with the remaining 50% payable when the planning application is formally submitted. The initial 50% fee would be non-refundable under the Planning Act with only the remaining 50% fee (payable when the related zoning by-law amendment application or site plan approval application is formally submitted) subject to the potential application of the graduated refund rules of the Planning Act. In circumstances where an applicant does not request a technical review during Stage 2 of the pre-consultation, the non-refundable $500 fee will continue to apply. Staff anticipate that most potential applicants for zoning by-law amendments and draft plans of subdivision, and many potential applicants for site plan approval, would avail themselves of this option for the following reasons:

    - they will be familiar with it in other municipalities;
    - they will want to have constructive dialogue on technical details with the City and external agencies prior to submission of the formal application(s);
    - they will be focused on getting approval rather than a fee refund; and,
    - undertaking a technical review as part of the pre-consultation process would improve overall timelines associated with pre-consultation and application processing.

2. Section 4 of Pre-consultation By-law 22-2023 is recommended to be amended to stipulate that pre-consultation meetings may be held between City staff and applicants, and that external agencies may be invited. This is in lieu of stipulating that the meeting is intended to include external agencies as a core component and requirement of the meeting. The Planning Act does not stipulate that municipalities can require an applicant to consult with a third party. Rather, it only states that the municipality can require an applicant to consult with the municipality. This change is shown in Attachment 4 to the Report.

3. New sections are recommended to be added to Pre-consultation By-law 22-2023 to grant the Commissioner of Economic and Development Services authority to waive certain requirements for pre-consultation. Situations may arise where there is no or only marginal benefit for the City to mandate pre-consultation for a certain development proposal and also no risk to the City of having to refund fees as a result of not mandating the stage(s) of pre-consultation when a planning application is ultimately submitted.

4. New sections are recommended to be added to Pre-consultation By-law 22-2023 to by-pass the requirement for certain stages of pre-consultation for applications for draft plan of condominium and site plan approval in the following circumstances:

   (a) A site that was subject to a zoning by-law amendment for a development proposal will have been subject to certain technical review as part of the consideration of the zoning by-law amendment application. Accordingly, it is recommended that any subsequent related site plan application only be subject to Stages 2 and 3 of the pre-consultation process if said application is submitted within two years of the passing of the zoning by-law amendment and the development proposal is generally consistent with the zoning in place; and,

   (b) Applications for draft plan of condominium that do not include the conversion of a site or building from rental tenure to condominium tenure are not complex applications and do not include extensive submission requirements. Further, applications for draft plan of condominium are not subject to refund rules under the Planning Act. Typically applicants submit standard draft plan of condominium applications once the building is under construction, and typically applicants for common elements draft plans of condominium submit the application concurrently with a site plan application. Often requirements related to condominiums are included as conditions of approval. Approval or denial of a condominium does not prevent a development from taking place. A condominium is a form of tenure, not a form of development. Accordingly, it is recommended that Pre-consultation By-law 22-2023 be amended to remove the requirement for applicants for draft plans of condominium to submit a Stage 1 pre-consultation request. Applicants would continue to be required to undertake Stages 2 and 3 of the pre-consultation process to ensure fees and materials are confirmed and are in order.

While there is no fee refund or appeal mechanism within the pre-consultation process, City staff endeavour to and will continue to review pre-consultation submissions in a timely manner while providing quality comprehensive comments to the applicant. Staff are usually able to respond to pre-consultations within 45 to 60 days.

Through pre-consultation, staff will recommend and strongly encourage applicants to undertake their own privately managed public engagement session(s) with the surrounding community, in the form of a public meeting, open house or P.I.C. In the past, some applicants have undertaken their own public engagement sessions prior to finalizing their plans at the suggestion of staff. For example, the owners of 144 and 155 First Avenue held an in-person community open house in November 2022 at Royal Canadian Legion Branch 43 and had a number of consultants present to show preliminary plans of their proposal and to answer any questions from members of the public that attended. Staff also attended to observe.

Staff will endeavour to develop best practices for privately run public engagement as part of pre-consultation to help guide both staff and applicants in arranging private public engagement sessions.

Staff will also endeavor to create standardized Terms of Reference (T.O.R.) for various studies/reports that are required as part of a complete application. T.O.R.s assist

applicants in understanding the elements the City is expecting the study/report to address and, in some cases, the methodology for undertaking the study/report.

The above noted recommended changes to Pre-consultation By-law 22-2023 are not affected by the appeal to O.P.A. 212.

5.4 Pre-Consultation Fee Adjustment

Section 5.3 of this Report recommends providing applicants with the option to submit their plans, reports, materials and information as part of Stage 2 of the pre-consultation process, in order to shift the initial technical review of proposals to the pre-consultation stage which is not subject to the fee refund rules under the Planning Act.

In support of this change, it is recommended that a fee be implemented for this optional technical review exercise that is equivalent to 50% of the actual formal application fee (see Attachment 5). The remaining 50% would be payable once the application is formally submitted.

For example, if a proposal requires a minor zoning by-law amendment and the applicant chooses to include the initial technical review of the proposal as part of Stage 2 of the pre-consultation process, the applicant would pay $5,222 at Stage 2 and then the remaining $5,222 when the zoning by-law amendment application is formally submitted. The overall fee for the zoning by-law amendment application would total $10,444 as per General Fees and Charges By-law 13-2003, as amended.

In the event the application does not advance beyond Stage 2, the applicant will not have paid the full application fee. However, the City will have covered its cost related to the technical review at Stage 2.

In the event the application fee increases between Stage 2 and the formal submission of the application (normally it increases 3% every January 1st), the applicant will be required to pay 50% of the fee applicable at the time of the formal application submission. For example, if the minor rezoning fee increases 3% from $10,444 to $10,758, the applicant would have paid $5,222 in 2023 for the Stage 2 pre-consultation and then $5,379 for the rezoning application in the following calendar year.

In the event the applicant does not opt for the technical review during Stage 2 of the pre-consultation process but instead submits updated preliminary plans, the Stage 2 pre-consultation fee will remain at $500 (see Attachment 5). This $500 payment will be credited towards the future application if it is submitted within a certain timeframe.

It is recommended the revised fee take effect on June 27, 2023.

Attachment 5 outlines the recommended amendments to the relevant section of Schedule “D” of the City’s General Fees and Charges By-law 13-2003, as amended.

6.0 Financial Implications

The financial implications are substantial as a result of potential development application fee refunds to applicants for zoning by-law amendment applications and site plan approval applications.

Development application fees are intended to help recover costs related to the processing and review of development applications, such as staffing. If an applicant is refunded their application fees due to Bill 109 changes to the Planning Act, regardless of whom caused the delay, the cost to refund the developer will be borne entirely by the City and its taxpayers.

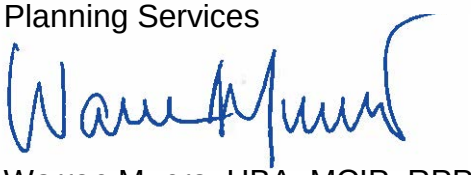
Without continuous process improvements, the City may have to refund up to approximately $600,000 annually in zoning by-law amendment and site plan approval application fees.

The recommended changes to Pre-consultation By-law 22-2023 and General Fees and Charges By-law 13-2003, as amended, are expected to help the City protect the revenue collected for proposals to amend Zoning By-law 60-94, as amended, and applications for site plan approval, which are based on the principle of “development paying for development”.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation advances the Accountable Leadership goal and Economic Prosperity and Financial Stewardship goal of the Oshawa Strategic Plan.

Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Council Adopted Amendment 212 to the Oshawa Official Plan (Under Appeal)

Part I: Introduction

Purpose

The purpose of this Amendment to the City of Oshawa Official Plan is to:

1. Amend Section 9, Implementation, of the Oshawa Official Plan by amending Policy 9.3.4 to specify additional requirements that shall be satisfied, as appropriate, prior to a holding symbol being removed to allow development to proceed;

2. Amend Section 9, Implementation, of the Oshawa Official Plan by adding a new Section 9.18, Pre-Consultation, that creates a mandatory requirement for an applicant intending to submit an application to amend the Oshawa Official Plan, Samac Secondary Plan and/or Zoning By-law 60-94, for approval of a proposed Draft Plan of Subdivision and/or a proposed Draft Plan of Condominium, or for Site Plan Approval to consult with the City before submitting an application; and,

3. Amend Section 9, Implementation, of the Oshawa Official Plan by adding a new Section 9.19, Complete Application, that specifies the types of studies, plans, material and other information that may be required for an application to amend the Oshawa Official Plan, Samac Secondary Plan and/or Zoning By-law 60-94, for approval of a proposed Draft Plan of Subdivision and/or a proposed Draft Plan of Condominium, or for Site Plan Approval to be determined complete.

Location

This Amendment is general in nature and applies to the City as a whole.

Basis

The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the City of Oshawa Official Plan, as amended, is appropriate.

Part II: Actual Amendment:

The City of Oshawa Official Plan is hereby amended by:

1. Amending Policy 9.3.4 by:

    - Deleting the word "and" at the end of paragraph (h);

    - Deleting the period"." at the end of paragraph (i) and replacing with a semicolon ";" and;

- Adding new paragraphs (j) and (k) as follows:

  "(j) That a subdivision, condominium or any other development agreement required by the City be fully executed by all parties; and

  (k) That any studies, plans, material or other information that may be required pursuant to Policy 9.19.3 of this Plan be submitted and deemed satisfactory by the City as a condition of a holding symbol being removed."

2. Adding a new Section 9.18, Pre-Consultation, as follows:

"9.18 Pre-Consultation

9.18.1 Applicants shall consult with the City prior to submitting:

(a) An application to amend the Oshawa Official Plan;
(b) An application to amend the Samac Secondary Plan;
(c) An application to amend the Zoning By-law;
(d) An application for approval of a proposed Draft Plan of Subdivision;
(e) An application for a proposed Draft Plan of Condominium;
(f) An application for Site Plan Approval; and,
(g) Applications for any combination of Items (a) through (f).

9.18.2 One or more pre-consultation meetings will be held with City staff and any other external agency or public authority that the City determines appropriate.

9.18.3 Through the pre-consultation process, the City shall identify a scoped list of studies, plans, material and other information as set out in Policy 9.19.3 that are required for the application to be determined complete. Notwithstanding the scope of this list, further additional information may be required to be submitted to the satisfaction of the City pursuant to Policy 9.19.2 of this Plan for the application to be determined complete.

9.18.4 The City in consultation with applicable agencies may also prepare terms of reference for any of the required studies, which set out the required study information and analyses.

9.18.5 The studies, plans, material and/or background information required to accompany a request for a Pre-consultation meeting to be arranged shall be outlined in a Pre-consultation By-law."

3. Adding a new Section 9.19, Complete Application, as follows:

"9.19 Complete Application

9.19.1 The City may require any combination of the studies, plans, material or other information outlined in Policy 9.19.3 of this Plan to be submitted in support of an application referenced in Policy 9.18.1, prior to that application being determined to be complete.

9.19.2 In order for an application to be determined to be complete, the City, at its sole discretion, may require the submission of any additional or supplementary studies, plans, material or other information among those listed under Policy 9.19.3 of this Plan. This may be required in the event that the City determines such is required to address, to the City's satisfaction, an information gap identified subsequent to the release of the scoped list of requirements initially identified pursuant to Policy 9.18.3 of this Plan.

9.19.3 Any of the following studies, plans, material or other information may be determined by the City, at its sole discretion, to be required as part of a complete application:

Planning

- Planning Rationale/Justification Report
- Draft Zoning By-law Amendment
- Draft Official Plan Amendment
- Public Consultation Strategy
- Rental Conversion Study
- Condominium Declaration
- Draft Plan of Subdivision
- Draft Plan of Condominium
- Municipal Comprehensive Review

Urban Design

- Urban Design Study
- Urban Design Guidelines
- Architectural Control/Streetscape Guidelines
- Shadow Study
- Park Concept Plan
- Campus Master Plan
- Site Development Phasing Plan
- Scenic Vistas and Views Impact Analysis
- Site Plan
- Elevations
- Floor Plans
- Landscape Plan and Details
- Landscape/Site Improvement Cost Estimate
- Concept Plan for Blocks in Subdivision

Environment

- Environmental Impact Study
- Environmental Appraisal Report
- Tree Preservation Study/Inventory
- Hydrological Evaluation
- Watershed Study
- Sub-Watershed Study
- Landform Conservation Plan

- Water Budget and Conservation Plan
- Wildlife Risk Management Assessment
- Hydrogeological Assessment
- Reliance Letter for Hydrogeological Assessment
- Fluvial Geomorphology Assessment
- Stream Corridor Protection Limit Study
- Arborist Report
- Development Limits/Constraints Map
- Bird Friendly Design Details

Servicing

- Stormwater Management Study
- Master Environmental Servicing Plan
- Functional Servicing Report
- Calcium Carbonate Assessment
- Storm Drainage Scheme
- Erosion and Sediment Control Plans
- Grading Plan
- Servicing Plan
- Phasing Plan
- Soils Study (Geotechnical)
- Reliance Letter for Soils Study (Geotechnical)
- Slope Stability Assessment

Transportation

- Transportation Analysis Report/Study
- Functional Alignment Study
- Traffic Impact Study
- New Development Checklist for Traffic Calming
- Traffic Calming Report
- Parking Study
- Vehicle Queuing Study
- Municipal Class Environmental Assessment
- Truck Maneuvering/Swept Path Analysis Plan

Nuisance

- Noise Study
- Vibration Study
- Dust Study
- Odour Study
- Lighting Study/Photometric Plan
- Land Use Compatibility/Air Quality Assessment
- Development Viability Assessment regarding adjacency to rail

Financial

- Fiscal Impact Study

- Reserve Fund Analysis

Aggregates

- Mineral Aggregate Extraction Plan/Study

Heritage/Archaeological

- Archaeological Assessment
- Ministry Clearance of Archaeological Assessment
- Heritage Impact Assessment/Study
- Heritage Research Report
- Cultural Heritage Resource Assessment
- Conservation Plan

Other Information

- Written response to pre-consultation comments
- Record of completion of pre-consultation in accordance with any applicable pre-consultation by-law
- Cover letter
- Application Fee Calculation
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Record of Site Condition
- Reliance Letter for Environmental Site Assessment
- Minimum Distance Separation Information
- Waste Disposal Assessment
- Retail/Market Impact Study
- Airport Compatibility Study
- Airport Ceiling Plan/Flight Path Plan
- Building Audit
- Well and Septic Review
- Draft 40R Plan
- Survey
- Oshawa Ontario Building Code Design Information Sheet
- Development Review Checklist: Front End (Waste) Collection Services on Private Property
- Accessibility Plan

Peer Review

The City may require that a peer review of a particular study/report be completed, at the applicant's sole cost, by a qualified third party consultant approved or selected by the City and submitted to the satisfaction of the City, in order for the application to be determined to be complete. Peer reviews may be undertaken for studies/reports including, but not necessarily limited to, the following:

- Noise Study
- Vibration Study

- Dust Study
- Odour Study
- Traffic Impact Study
- Land Use Compatibility/Air Quality Assessment
- Development Viability Assessment
- Fiscal Impact Study
- Mineral Aggregate Extraction Plan/Study
- Environmental Impact Study
- Minimum Distance Separation Information
- Waste Disposal Assessment
- Retail Market Impact Study

Agency Comments, Conditions and/or Approvals

If lands subject to an application are located in whole or in part within the following applicable area(s), comments, conditions and/or approvals from the applicable agency shall be provided with the application in order for it to be determined to be complete.

- Within 300 metres of a rail corridor;
- Within 500 metres of a gas, oil or petroleum pipeline corridor;
- Within 400 metres of the Highway 401 or Highway 407 East corridors;
- Within 300 metres of the corridor of the planned Lakeshore East GO rail extension;
- Within 750 metres of an oil, gas or petroleum compressor station; or,
- Within 30 metres of a hydro transmission corridor."

Part III: Implementation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Official Plan, shall apply in regard to this Amendment.

Part IV: Interpretation

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Official Plan, shall apply in regard to this Amendment.

Cassels

REC'D CITY CLERK SVCS
'23 MAR 28 PM2:25

March 27, 2023

Hand Delivered

sleisk@cassels.com
tel: +1 416 869 5411
file # 51989-3

City Clerk
The Corporation of the City of Oshawa
Oshawa City Hall
50 Centre Street South
Oshawa, ON L1H 3Z7

To the City Clerk:

Re: Notice of Appeal, s. 17(24) of the *Planning Act*
City of Oshawa
By-law 23-2023, Official Plan Amendment 212

We are counsel to the Building Industry and Land Development Association ("**BILD**"). This letter constitutes an appeal of City of Oshawa By-law 23-2023, adopting Official Plan Amendment 212 ("**OPA 212**") to the City of Oshawa's Official Plan ("**OP**") to the Ontario Land Tribunal pursuant to s. 17(24) of the *Planning Act*. BILD submitted correspondence to the City in advance of Council's decision to adopt OPA 212, a copy of which is enclosed. BILD hereby appeals OPA 212 for the following, among other, reasons.

OPA 212

On February 27, 2023, in response to Bill 109, *The More Homes for Everyone Act, 2022*, the City of Oshawa adopted OPA 212. Bill 109 is aimed at making it faster and less expensive to build all types of housing, and amends the *Planning Act* to, among other things, require the refund of application fees if a municipality fails to make a decision within the legislated timeframes. In response to Bill 109, the City amended its OP to impose additional pre-application requirements. BILD appeals OPA 212 in its entirety.

Pre-application consultation with and clearances from public bodies

OPA 212 imposes the potential for mandatory pre-consultation with third parties prior to submission of a complete application, including the potential to require that proponents obtain comments, conditions or approvals from other agencies prior to submission of a complete application. Such clearances amount to pre-approval requirements in advance of submission of a formal application.

Pre-application technical review

OPA 212 provides that applicants may be required to provide written responses to pre-consultation comments as part of a complete application and allows the City to make additional requests upon review of a pre-application submission, with such subsequent additional requests becoming requirements of a complete application. OPA 212 further provides that the City may require a peer review of submitted studies and reports prior to deeming an application complete. These requirements amount to a multi-submission, substantive and technical review of an application in advance of an application being deemed complete.

OPA 212 contravenes the *Planning Act* and does not represent good planning

Applicants have a statutory right to submit development applications to the applicable approval authority and to have these considered in accordance with the *Planning Act*, as well as other applicable policy and legislation. The only statutory pre-condition that a municipality may impose is a requirement to consult with *the municipality* prior to the submission of an application. There is no authority to require an applicant to engage or seek clearance from third parties in advance of an applicant formulating a complete application. The only substantive pre-condition to a complete application is the submission of the "information and material" listed by regulation under the *Planning Act* and such other "information or material" a municipality has listed in its official plan.

Third party consultation, clearances and technical reviews are not "consultation with the municipality"

In our view, the ordinary meaning of "consult" must be applied to determine the scope of permissible pre-application requirements, commonly defined as seeking information and advice from another. Accordingly, the purpose and intent of this pre-application step is for municipalities to provide preliminary direction and advice in advance of the submission of a formal application and the commencement of the statutory review process, and in our view, does not include the ability to require non-statutory pre-application clearances outside of the *Planning Act* or to otherwise prevent an applicant from exercising its statutory right to make an application.

Similarly, peer reviews of application materials cannot be consideration consultation but rather is a substantive substitute for municipal review of a complete application.

Third party consultation, clearances and technical reviews are not "information or materials"

Further, third party consultation, clearances or technical peer reviews cannot be viewed as something permitted or intended to be permitted by the legislature as part of the "information or material" that may be required as part of a complete application. OPA 212 is an attempt to

impose additional processes that a municipality does not have authority to impose directly, and for which there is no applicable timeframe. While these matters may be an important part of the planning process, such reviews and clearances are matters of process and cannot be considered information or materials required for a complete application.

Premature clearances and technical reviews undermine good planning

Finally, OPA 212 fails to support the purpose of the *Planning Act* as reflected in s. 1.1, and has insufficient regard for matters of provincial interest, including those generally identified at s. 2(h), (j), (m), and (n) of the *Planning Act*. While planning is, by practice, often an iterative process, the process established in the *Planning Act* is the basis through which orderly development occurs, sufficient housing is provided, planning activities proceed in a coordinated manner, and planning conflicts are resolved. Imposing mandatory process requirements before an application is accepted and deemed complete is contrary to the purpose and process set out in the *Planning Act* and is not good planning.

OPA 212 is inconsistent with the PPS and does not represent good planning

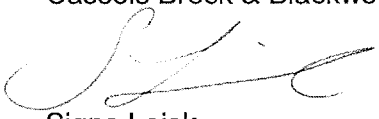
The Provincial Policy Statement, 2020 ("**PPS**") provides policy direction on land use planning to promote strong and liveable communities, a strong economy, and a clean and healthy environment. Planning authorities are to manage growth and development in an effective and efficient manner that supports a range of housing options to respond to current and future needs. The appropriate consideration of these policies occurs through the planning process established by the *Planning Act*. To the extent third party clearances may differ from the very limited and specific role of third party agencies in land use planning matters identified throughout the PPS, requiring third parties to provide clearance in advance of a complete application and in a manner that may prevent an applicant from exercising its statutory right to submit an application and have it reviewed and considered by the statutory approval authority (Council) is not supported at law or by the PPS. To require clearances in advance of a complete application undermines good planning. By mandating extra-statutory pre-application processes, OPA 212 will extend development timelines, increase the costs to develop, and adversely affect the development and delivery of housing and other development in the City of Oshawa. In particular, section 4 of the PPS requires municipalities to adopt official plan policies to identify and protect provincial interests, including integrated processes to achieve the policies of the PPS. OPA 212 is therefore inconsistent with the policies of the PPS.

In summary, by mandating extra-statutory pre-application processes OPA 212 interferes with an applicant's statutory right to submit a development application under the *Act* and circumvents the purpose of Bill 109 to deliver housing in a timely and efficient manner. OPA 212 is inconsistent with the PPS, is contrary to the *Planning Act*, is not in the public interest, and does not represent good planning.

Please find enclosed the completed Ontario Land Tribunal appeal form, which indicates payment of the appeal fee by credit card through the Tribunal's offices. Please contact the undersigned should you have any questions.

Yours truly,

Cassels Brock & Blackwell LLP



Signe Leisk

SL/AP/nv
Encls.

December 9, 2022

Mayor Dan Carter and Members of Council
City of Oshawa
50 Centre Street South
Oshawa, ON
L1H 3Z7

Sent via email to clerks@oshawa.ca

RE: CITY OF OSHAWA RESPONSE TO BILL 109 AND AMENDMENTS TO THE PLANNING ACT

December 12th Council Consideration of Changes to Planning Review and Approvals Processes and Fees

The Building Industry and Land Development Association (BILD) is in receipt of staff report entitled *Changes to Planning Review and Approvals Processes and Fees*, dated November 23, 2022. We are submitting this information and request for deferral in advance of City Council's consideration of the item for approval on December 12th.

On behalf of our Durham Chapter members, BILD appreciates the opportunity to provide the following comments regarding this work.

Reflecting on *Bill 109, More Homes for Everyone Act, 2022*

We acknowledge that the purpose of *Bill 109, More Homes for Everyone Act, 2022* is to increase housing supply and choice for families and individuals across the province. According to the provincial government, Bill 109 is an attempt to implement some of the Housing Affordability Task Force's recommendations, as outlined in a report released in February this year. We also understand that we all have a role to play to ensure that the true intentions of this Bill are carried forward correctly.

The key amendment we are addressing through this correspondence is the proposed changes to the approval process for zoning by-law amendment and site plan applications, which would require municipalities to refund application fees on a graduated basis (i.e. 50%, 75% or 100% depending on the number of days following the application) if a decision is not made within the legislative timelines. This change would apply to applications made on or after July 1, 2023. The intent of this change is to incentivize municipalities to make timely decisions.

General Sentiments of the Legislative Timelines Amendment

BILD and our members recognize the pressure that this amendment creates for municipalities to uphold the legislative timelines that have lengthen over the years. We also recognize that BILD members too have a role to play to be in keeping with the timelines by being timely with their responses to application comments and other requests for information. With this amendment, both the industry and the municipalities have a collective interest to meet the timelines; developers' project proformas are based on municipal timelines as well, and any delay in the approval process can result in carrying costs incurred by our members and violations associated to purchase and sale agreements.

BILD's Response to the City of Oshawa's Approach

As identified in the aforementioned staff report, and something that has been explored by some municipalities is that approach to frontload substantive issues that are identified in the project proposal prior to deeming an application complete. This also means that an applicant must ensure that a development application is complete prior to the start of the 'clock' of the legislative timeline. BILD and its members believe that parsing out large segments of the development application process before allowing the 'clock' to start on the legislative timelines is not in keeping with the spirit and intent of the legislation. It effectively removes the bulk of the process that would take the majority of the time to address in a typical development application.

As part of Bill 109, municipalities must adhere to the legislative timelines for the approval of a development application. As a matter of law, any policies or procedures that aim to circumvent or delay the typical timeline should be avoided. That means that municipalities must ensure that the application timeline is triggered once an application has been submitted. It also means that delaying the date that the clock starts on an application, through the pre-application or otherwise should also be avoided.

In this regard, please find the enclosed correspondence from Cassels regarding the municipal implementation of Bill 109 on the topics of pre-application, complete application requirements and potential waivers.

Additional Considerations

Development Application Review Fees

We acknowledge that as part of the City's response to Bill 109 requirements, the City's Planning Application Fees are proposed to be updated effective January 1, 2023. Table 3 in the staff report outlines the justification for each fee increase. BILD is requesting that prior to the approval of any fee changes, more fulsome justification be provided. The removal, addition or change in any fees affecting the industry must be accompanied with consultation. As well, consideration must be given for the investigation of fees outside of the legislative requirements within *the Planning Act.*

For example, increasing fees to simply be in line with other municipalities is not understood as a justifiable reason. The report proposes that several fees be increased significantly, such as the fee for Draft Plan Approval, which would see an increase in the base fee of approximately 131% as of January 1st and the only justification provided is that the resulting fee is more comparable to other municipalities. Further justification on the basis of cost recovery is needed prior to the approval of any fee changes. **A deferral or transitionary policy until appropriate justification and consultation on these increases is made available to the industry is requested at this time.**

Concurrent Applications

Based on the proposed changes to the Planning Application Fees, it is understood that the option to submit a joint application to amend the Official Plan/Part II Plan/Secondary Plan and the Zoning By-law would be removed. Concurrent applications ensure that duplicative work or potentially conflicting issues in the planning and design process can be avoided or addressed as they arise. BILD strongly encourages that municipalities that currently have concurrent planning application processes (OPA, ZBA, SPA) should not be decoupled into sequential

applications in order to allow for additional time to process applications. This is not keeping with the spirit and intent of the legislation.

Site Plan Approval and Conditions (Streamlining)

BILD and our members support planning staff's venture in exploring opportunities to streamline the Site Plan Approval process. To aid in this venture, BILD recommends that this should include making sure unwarranted reviews do not occur, information requests are made appropriate, in addition to having a continuous cycle of committee and council meetings (including in the summer).

Final Sentiments

Due to recent updates from the province and the anticipated new implementation date of July 1, 2023 for the legislative requirements, BILD is requesting that Council defer its final decision on the item and refer the matter back to staff. A deferral on this matter will provide staff with additional time to fully develop the proposed new pre-consultation system as originally intended by the legislation. As an example, on December 5th, City of Pickering Council referred the City's response to Bill 109 back to staff with the intention of having them report back to Council with clearer direction no later than June 30, 2023. We commend the City of Pickering for this approach and encourage others to consider it.

As industry, we would like to move forward with our municipal partners to create system of enhanced trust and collaboration. We want to continue to work with you, as our partners in prosperity and community building, to develop a transparent and cooperative development application process that works for all parties. We hope these process changes will be the start of new way of thinking, and working together that will benefit current and future generations.

Thank you again for the opportunity to submit these comments. As your community building partner, we trust that you will take them into careful consideration as you finalize this work.

Kind regards,

Sophie Lin
Planner, Policy & Advocacy

CC: Frank Filippo, BILD Durham Chapter Chair
Paula Tenuta, SVP, BILD
Danielle Binder, Director, BILD
Victoria Mortelliti, Manager, BILD
Members of the BILD Durham Chapter

***

The Building Industry and Land Development Association is an advocacy and educational group representing the building, land development and professional renovation industry in the Greater Toronto Area. BILD is the largest home builders' association in Canada, and is affiliated with the Ontario Home Builders' Association and the Canadian Home Builders' Association. It's

1,500 member companies consists not only of direct industry participants but also of supporting companies such as financial and professional service organizations, trade contractors, as well as manufacturers and suppliers of home-related products.

Cassels

December 2, 2022

sleisk@cassels.com
Tel: +1 416 869 5411
Fax: +1 416 640 3218
File: 51989-3

Danielle Binder
Director, Policy & Advocacy
Building Industry and Land Development Association
20 Upjohn Road
Suite 100
Toronto, ON M3B 2V9

Dear Ms. Binder,

Re:

You have asked us to consider generally the amendments to the pre-application consultation process a number of municipalities are proposing in response to Bill 109, *The More Homes for Everyone Act, 2022*. Commencing January 1, 2023, an increasing portion of application fees will be refundable if a municipality fails to make a decision within the applicable statutory timelines. We understand a number of municipalities are considering an enhanced pre-application process of detailed submissions, technical review and comment, and broader councillor and community engagement, prior to submission of an application under the *Planning Act* and the commencement of the statutory review period.

Bill 109 represents the first step in the Province's implementation of the recommendations of the Ontario Housing Affordability Task Force Report, meant to reduce overall cost, delay and cut red tape to achieve the goal of delivering 1.5 million new homes over the next 10 years. The clear purpose of the amendments is to encourage faster decisions to facilitate the delivery of housing.

We anticipate that enhanced consultation and cooperation between applicants and a municipality will be required in order to meet the timeframes imposed by the *Planning Act*, and that in many cases, applicants would prefer continued collaboration rather than a refusal and the need to pursue appeals to the Ontario Land Tribunal. There may be many applicants who will welcome early consultation and feedback prior to submission of a formal application. However, in our view, any such extra-statutory pre-application process must remain voluntary and a municipality cannot use this process as a means to prevent the lawful submission of an application and the commencement of the applicable review periods under the *Planning Act*.

Limits to the requirement to consult

Applicants have a statutory right to submit development applications to the applicable authority and to have these considered in accordance with the *Planning Act*, as well as other applicable policy and legislation. The only statutory pre-condition that a municipality may impose is a requirement to consult with the municipality prior to the submission of an application. In our view, the ordinary meaning of "consult" must be applied to determine the scope of permissible

pre-application requirements, commonly defined as seeking information and advice from another. Accordingly, the purpose and intent of this pre-application step is for municipalities to provide preliminary direction and advice in advance of the submission of a formal application and the commencement of the statutory review process and in our view does not include the ability to impose a non-statutory pre-application regime outside of the *Planning Act* or to otherwise prevent an applicant from exercising its statutory right to make an application.

Further, it is our view that the authority to require mandatory consultation with a municipality or planning board does not extend to mandatory consultation with review agencies, members of the public, or other persons and public bodies. The *Planning Act* has established these as municipal requirements and neither a plain and ordinary meaning or purposive interpretation of the *Planning Act* supports the imposition of additional requirements through the consultation process.

As stated by the then Ontario Municipal Board in *Top of the Tree Developments Inc*, *Re,* 2007 CarswellOnt 7921:

> Yes, a Municipality can surely demand for materials and the information in the course of an evaluation of an application at any given time. There is and never was a legislative impediment for it to do so via its policy in an Official Plan. But the Municipality cannot demand it for the purpose of a complete application, and only pursuant to some tangential policy.

Limits on complete application requirements

While municipalities have the authority to require "other information and material" beyond the requirements prescribed under the *Planning Act*, such additional requirements for complete applications must be contained in adopted and in force official plan policies. Importantly, such requirements are limited to the submission of "information or material" and not a means to impose additional steps or processes, such as peer reviews or consultation, that a municipality does not have authority to impose directly.

Waiver Agreements

A number of municipalities have proposed a form of agreement for the withdrawal and resubmission of an application prior to the expiry of the legislated review period. In our view, while an agreement will not be enforceable to override statutory consequences, a voluntary agreement to withdraw an application in advance of a refund deadline may be possible, together with associated amendments to any applicable fee by-laws. However, we caution that the withdrawal and resubmission of an application will have significant implications under various statutes beyond the *Planning Act*, including but not limited to the *Ontario Heritage Act* and *Development Charges Act 1997*, that parties should be mindful of.

In summary, in our view, the establishment of additional mandatory requirements for submissions and engagement before otherwise valid applications will be received by a municipality for the purpose of preventing the statutory review period under the *Planning Act*

from commencing is contrary to the purpose and intent of the *Planning Act*, as amended, and beyond the authority of municipalities in Ontario and may be subject to judicial review.

We trust the foregoing is sufficient for your purposes. We would be pleased to respond to any further questions or concerns.

Yours truly,

Cassels Brock & Blackwell LLP

Signe Leisk
Partner

SL/AP

Recommended Amendments to Pre-Consultation By-law 22-2023

[**Note:** Black text represents existing text. Red text represents text proposed to be added (i.e. text). Black struck out text represents text to be deleted (i.e. ~~text~~).]

Pre-consultation By-law

being a by-law to require an applicant to consult with the City of Oshawa prior to submitting applications to amend an official plan or the zoning by-law, for site plan approval, or for approval of a draft plan of subdivision or a draft plan of condominium.

Recitals

(a) Subsections 22(3.1), 34(10.0.1), 41(3.1) and 51(16.1) of the Planning Act, R.S.O. 1990 c. P13 authorize municipalities to pass by-laws to require applicants to consult with the municipality before submitting applications to amend an official plan or the zoning by-law, for site plan approval, or for approval of a draft plan of subdivision or a draft plan of condominium.

(b) The Oshawa Official Plan stipulates that an applicant is required to consult with City staff prior to submitting an application to amend the Oshawa Official Plan, the Samac Secondary Plan or the Zoning By-law, for Site Plan Approval, or for approval of a Draft Plan of Subdivision or a Draft Plan of Condominium.

NOW THEREFORE it is enacted as a by-law of The Corporation of the City of Oshawa by its Council as follows:

1. Applicants shall consult with the City of Oshawa prior to submitting an application to the City to amend the Oshawa Official Plan, the Samac Secondary Plan or a Zoning By-law passed under Section 34 of the Planning Act, for Site Plan Approval, or for approval of a Draft Plan of Subdivision or a Draft Plan of Condominium.

Stage 1

2. The City will circulate the preliminary plan(s) to various branches, departments and external agencies for review and comments and the identification of a list of studies, plans, material and other information as set out in the Oshawa Official Plan that is required for the application(s) to be determined complete.

3. The City shall provide a package of comments, including the identification of the information and material required for a complete application, to the applicant.

4. A meeting may be held between ~~City staff, the applicant and external agencies at the discretion of the City~~ City staff and the applicant to discuss the preliminary plan(s) and Stage 1 comments. The City may invite external agencies to said meeting.

Stage 2

5. Subsequent to the provision of Stage 1 comments, the applicant shall submit a preliminary plan, as may be revised, and a request for a meeting with City and agency staff.

6. The applicant is required to demonstrate to City staff and external agencies how the preliminary plan has or has not changed as a result of Stage 1 comments and discussion.

6.1 The applicant may submit the studies, plans, material and other information identified under Stage 1 for technical review by the City and external agencies as part of Stage 2. An enhanced fee may be established pursuant to the Planning Act in the City's General Fees and Charges By-law, as amended, if studies, plans, materials and other information are submitted for technical review as part of Stage 2.

7. Stage 2 is an opportunity to further discuss and clarify Stage 1 comments and requirements and the proposed plan(s).

Stage 3

8. The applicant shall submit a checklist outlining the studies, plans, material and other information the City identified as required to support the application(s), and the studies, plans, material and other information the applicant intends to submit with the application(s).

9. Stage 3 is an opportunity for the applicant to confirm the documents they are intending to submit will be sufficient to constitute a "complete application" to the extent determined through the pre-consultation process and in the Oshawa Official Plan and provides City staff an opportunity to verify submission requirements identified during the pre-consultation process and to verify application fees.

General

10. A pre-consultation will only be valid for one year following the completion of Stage 1. If a planning application is not submitted within one year, the applicant will be required to submit another pre-consultation request and start from Stage 1 again.

11. If an applicant changes their plans substantially at any time, a new pre-consultation will be required starting at Stage 1, unless, in the opinion of the Commissioner of Economic and Development Services a new pre-consultation is not required.

11.1 The Commissioner of Economic and Development Services may waive the requirement for Stage 1 and Stage 2.

12. A planning application(s) submitted to the City prior to completion of all three stages of the pre-consultation process will not be considered a complete application under the Planning Act and Section 9.19 of the Oshawa Official Plan, unless the Commissioner of Economic and Development Services has waived the requirement under Sections 11 or 11.1 of this by-law, or the application is for site plan approval

and has been submitted within the two year window described in Section 13.1 of this by-law.

13. If more than one application is required for planning approval in support of a single development proposal, a single consolidated pre-consultation submission can satisfy the requirement to consult.

13.1 A proposal which requires an application for Site Plan Approval and which is related to a previous approval of an amendment to Zoning By-law 60-94, as amended, shall not be subject to a Stage 1 pre-consultation if a Stage 2 pre-consultation request is submitted within two years of the date of the approval of the Zoning By-law Amendment.

13.2 A proposal which requires an application for Draft Plan of Condominium that is not related to the conversion of property from rental tenure to condominium tenure but which is related to an application for Site Plan Approval shall not be required to submit a Stage 1 pre-consultation if a Stage 2 pre-consultation request is submitted within one year of the date of site plan approval or of the date of the site plan agreement, whichever is most recent.

Transition

14. Any pre-consultation request completed prior to the effective date of this By-law shall be subject to the Stage 2 and 3 requirements of this By-law and any related planning applications to amend the Oshawa Official Plan, Samac Secondary Plan or the Zoning By-law, for Site Plan Approval, or for approval of a Draft Plan of Subdivision or a Draft Plan of Condominium must be submitted no later than December 31, 2023.

Recommended Amendment to a Part of Schedule "D" of General Fees and Charges By-law 13-2003, as amended

Delete Columns 2 and 3 of Row 20 of the Planning Application Fees table in Schedule "D" and the headers for Columns 2 and 3 of Row 20 and replace with the following new text shown in red font:

Planning Application Fees	Effective Through June 26, 2023	Effective June 27, 2023
Pre-consultation fee for draft plan of subdivision, draft plan of condominium, official plan amendment, zoning by-law amendment and/or site plan approval applications and telecommunication tower applications	$1,750 per proposal per meeting that may or may not include multiple application types, for pre-consultation requests submitted prior to the enactment of a Mandatory Consultation By- law. Stage 1 pursuant to a Mandatory Consultation By- law: $1,750 per development proposal per meeting that may or may not include multiple application types. Stage 2 pursuant to a Mandatory Consultation By- law: $500 per development proposal per meeting that may or may not include multiple application types. The Stage 2 pre-consultation fee will be discounted from an application fee if a complete application is submitted within 1 year from the Stage 2 pre-consultation meeting for draft plan of subdivision, draft plan of condominium, official plan amendment, zoning by-law amendment and/or site plan approval applications.	Stage 1 pre-consultation: $1,750 per development proposal that may or may not include multiple application types. Stage 2 pre-consultation – no technical review requested: $500 per development proposal that may or may not include multiple application types. Stage 2 pre-consultation – technical review requested: 50% of the fee for a draft plan of subdivision, draft plan of condominium, official plan amendment, zoning by-law amendment, site plan approval or telecommunication tower application as outlined in this By-law. The Stage 2 pre-consultation fee will be discounted from an application fee if a complete application is submitted within 1 year from the provision of Stage 2 pre-consultation comments for the draft plan of subdivision, draft plan of condominium, official plan amendment, zoning by-law amendment and/or site plan approval (including Telecommunication Towers) applications.

Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-123
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Declaration of Certain City-owned Land as Surplus on the West Side of Park Road South, Known Municipally as 134 Park Road South
Ward:	Ward 4
File:	12-14-2090

1.0 Purpose

The purpose of this Report is to recommend that the City-owned land located on the west side of Park Road South, directly south of 130 Park Road South and known municipally as 134 Park Road South (the "Subject Site") be declared surplus to municipal needs and requirements (see Attachments 1 and 2).

Attachment 1 is a map showing the location of the Subject Site and the existing zoning in the area.

Attachment 2 is an air photo of the Subject Site showing key site features and neighbouring properties.

Attachment 3 is a photo of the Subject Site, taken by Planning Services staff on May 25, 2023.

Confidential Attachment 4 is a copy of Closed Correspondence DS-22-84, concerning an offer to purchase the Subject Site, which was referred to staff for a report on April 11, 2022.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That pursuant to Report ED-23-123 dated May 31, 2023, the City-owned land located on the west side of Park Road South and known municipally as 134 Park Road South be declared surplus to municipal requirements and that the requirement to declare a

City-owned property first as potentially surplus in accordance with By-law 178-2022, be waived given the localized nature of the matter.

2. That pursuant to Report ED-23-123 dated May 31, 2023, all notice requirements in accordance with By-law 178-2022 (e.g. newspaper ads) be waived given the localized nature of Council's decision to declare the subject City-owned land located on the west side of Park Road South and known municipally as 134 Park Road South as surplus.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Corporate and Finance Services
- City Solicitor

5.0 Analysis

5.1 Background

On April 11, 2022, the then-Development Services Committee considered Closed Correspondence DS-22-84 concerning an offer to purchase the Subject Site and referred it to staff for a report.

In order to inform decision-making, Economic and Development Services staff engaged with staff in the then-Community Services Department and staff in the now-Safety and Facilities Services Department. As a result of that engagement, Safety and Facilities Services staff needed to develop an approach to reviewing acquisition requests such as the request for the Subject Site.

On May 29, 2023, City Council considered Item SF-23-21, and adopted the following motion:

"1. The three (3) Small Green City Holdings located at the northwest corner of Ritson Road South and Bloor Street East, the northwest corner of Park Road South and Elmgrove Avenue, and the southeast corner of Park Road South and John Street West, be referred to Economic and Development Services staff to assess whether there are any other identified municipal needs for the lands and/or whether they can be declared surplus, and then report back to City Council pursuant to its direction concerning Closed Correspondence DS-22-84.

2. Any future requests to acquire any of the remaining Small Green City Holdings as identified on Attachment 1 be directed to the Economic and Development Services Department for review, including input from the Safety

and Facilities Services Department concerning any potential need for future beautification and/or gateway initiatives, prior to providing a recommendation to City Council on whether they can be declared surplus on the basis that they serve no municipal purpose."

5.2 Subject Site Details

The City owns the Subject Site, located on the west side of Park Road South, directly south of 130 Park Road South, and known municipally as 134 Park Road South.

The following are key details about the Subject Site:

- **Area:** Approximately 485.62 square metres (1,593.24 sq. ft.)
- **Frontage:** Approximately 13.1 metres (42.98 ft.) along Park Road South
- **Official Plan Designation:** Residential
- **Zoning:** R5-B/R7-A (Residential)
- **Use:** Vacant land
- **Adjacent Uses:**

  North: Single detached dwellings fronting Park Road South

  South: Elmgrove Avenue, beyond which is a mixed use building with retail at grade

  East: Park Road South, beyond which are single detached dwellings along John Street West

  West: Single detached dwellings

  Other: A road widening along Park Road South may be needed in the future if Park Road South is reconstructed by the Region of Durham. This will be addressed in a future disposal strategy report if the recommendation in this Report is adopted by Council.

5.3 Declaring City Land Potentially Surplus and Surplus

5.3.1 General Procedures

Before the City can dispose of any land, Council must declare the land surplus to municipal requirements.

The Real Estate Acquisition and Disposition By-law 178-2022 ("By-law 178-2022") and best practices set out the following process for declaring any City holdings surplus to municipal requirements:

- Interested parties may approach the City from time to time with a request to purchase City land that has not been declared surplus to municipal requirements or the City may initiate the process itself;

- Requests are typically presented to the Economic and Development Services Committee for direction;

- In most cases, the Economic and Development Services Committee refers the request to staff for a report;

- The Economic and Development Services Department prepares an open session staff report to the Economic and Development Services Committee that includes a recommendation on whether the City lands should be declared potentially surplus;

- If Council determines that the City land might not be required for municipal purposes it deems the City land potentially surplus in open session;

- Staff initiate the potential disposition by issuing a notice inviting the public to provide comments in response to the declaration of the City land as potentially surplus which may include:

    - Advertisements in the local newspapers;

    - Listing the property on the Council agenda and/or the City's website as potentially surplus; and,

    - Any other means of communication that is deemed appropriate in order to give the public notice;

- The Economic and Development Services Department prepares an open session staff report outlining any public comments received in response to the notice and providing a recommendation on whether the City land should be formally declared surplus to municipal requirements and disposed of; and,

- Council makes a decision on whether to declare the City lands surplus and initiate a disposal process or to retain the property in City ownership.

If, based on site specific circumstances or the localized nature of a matter, Council deems it appropriate to adjust the procedures set out above and included in By-law 178-2022, it may do so by resolution.

Given the localized nature of the matter, it is recommended that both the notice requirements and the requirement to declare a property as potentially surplus in accordance with By-law 178-2022 be waived. The disposal of City land, however, cannot occur unless the land has been formally declared surplus by Council resolution in open session.

5.3.2 Declaring the Subject Site as Surplus to Municipal Requirements

The Subject Site, as identified in Attachments 1 and 2, should be declared surplus to municipal requirements for the following key reasons:

- It is not required for any identified core City purpose;
- Its disposition would reduce risk and future maintenance costs for the City;
- The disposal of the land will generate revenue for the City;
- There is an interest by an abutting property owner in potentially acquiring the Subject Site; and,
- A road widening could be retained in the event it is determined by Engineering Services that a road widening is required for future improvements to Park Road South.

Accordingly, it is recommended that the Subject Site located on the west side of Park Road South, known municipally as 134 Park Road South and shown on Attachment 1, be declared surplus to municipal requirements.

5.4 Disposal of City Land Deemed Surplus

In the event Council ultimately and formally declares a site surplus, the Economic and Development Services Department would prepare a report for the Economic and Development Services Committee and Council that sets out a recommended disposal strategy for the surplus City lands. This disposal strategy would address such matters as: responsibilities (e.g. staff lead vs. a real estate agent/broker, etc.); the most appropriate method of disposal (e.g. direct sale, tender, requests for proposals, land exchange, etc.); the manner in which the sale price would be determined (e.g. one appraisal, more than one appraisal, letter of opinion, etc.); the best way to avoid or mitigate risk (e.g. the City does environmental studies/geotechnical studies/archaeological studies vs. sells “as is where is”), etc.

Once Council approves a disposal strategy, the Economic and Development Services Department would execute it and report back to the Economic and Development Services Committee and Council as appropriate.

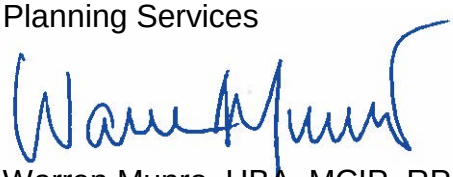
6.0 Financial Implications

There are no financial implications related to the Recommendation of this Report.

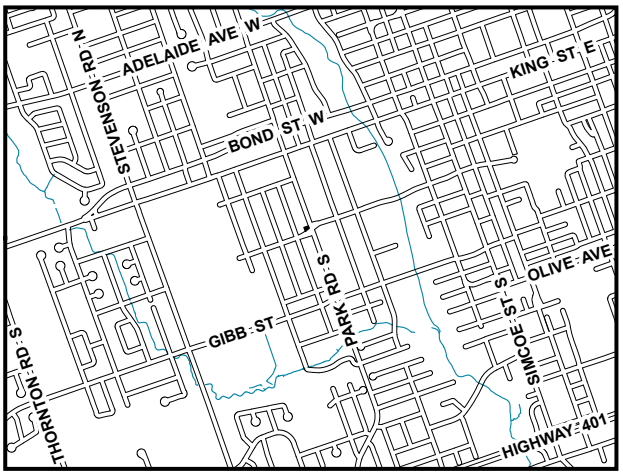
7.0 Relationship to the Oshawa Strategic Plan

The Recommendation advances the Accountable Leadership and Economic Prosperity and Financial Stewardship goals of the Oshawa Strategic Plan.

Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department



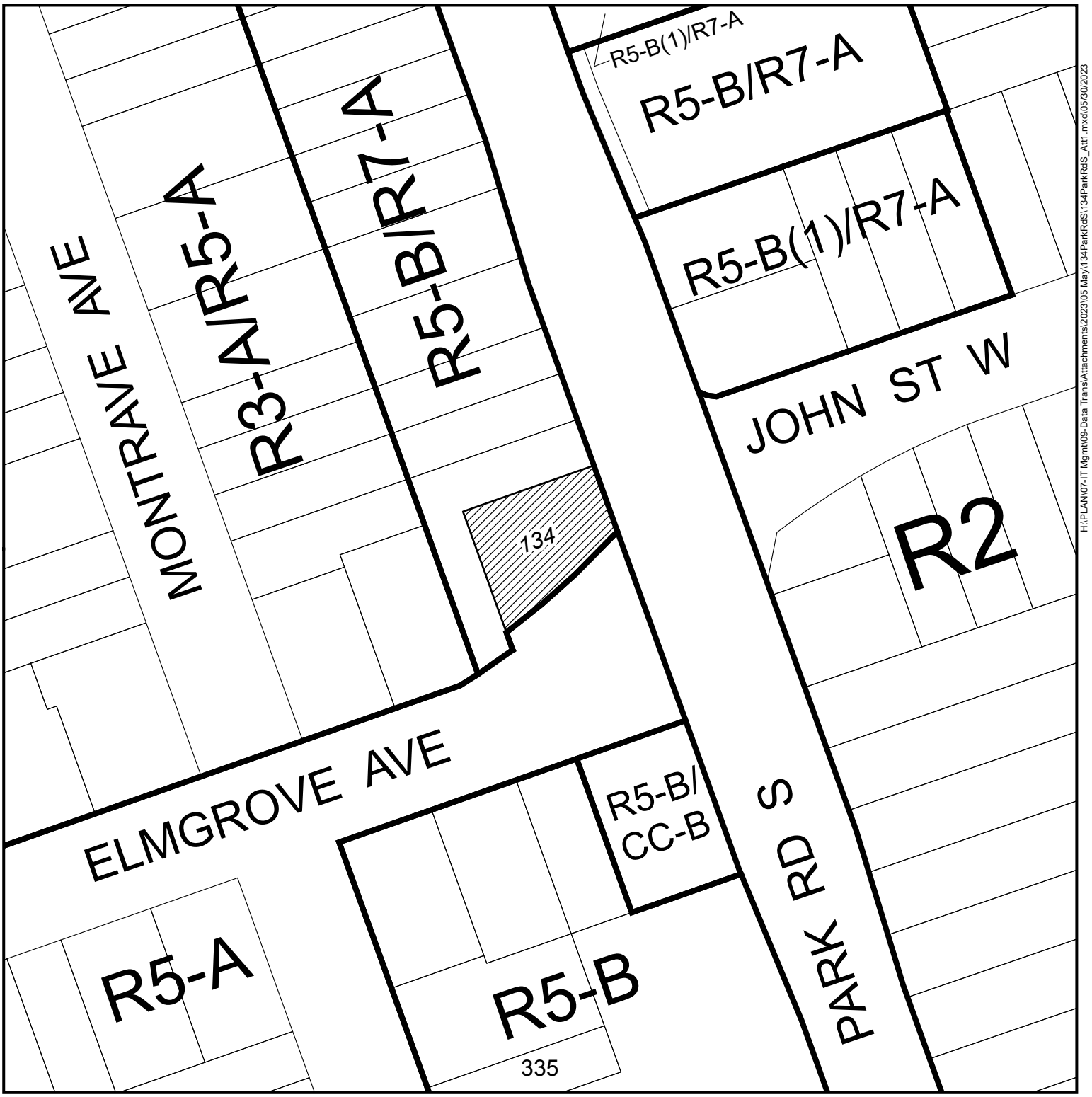
Item: ED-23-123
Attachment 1

Economic and Development Services

Subject: Declaration of Certain City-owned Land as Surplus on the West Side of Park Road South, Known Municipally as 134 Park Road South
Ward: Ward 4
File: 12-14-2090

N

Subject Site



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Subject: Declaration of Certain City-owned Land as Surplus on the West Side of Park Road South, Known Municipally as 134 Park Road South

Ward: Ward 4

File: 12-14-2090

Item: ED-23-123
Attachment 2

Subject Site

City of Oshawa
Economic and Development Services

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Item: ED-23-123
Attachment 3

Photo of the Subject Site - looking northwest

Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-124
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Annual Update on Plan 20Thirty Downtown Revitalization Action Plan
Ward:	Ward 4
File:	03-05

1.0 Purpose

On June 20, 2022, City Council considered Report DS-22-144 concerning the proposed Plan20Thirty Downtown Revitalization Action Plan and passed the following resolutions:

"1. That, pursuant to Report DS-22-144 dated June 1, 2022, Plan 20Thirty Downtown Oshawa Revitalization Action Plan forming Attachment 3 be approved, in principle, as a general guide for continued revitalization of the downtown; and,

2. That Development Services Department prepare Terms of Reference for Council review and endorsement for a Downtown Steering Committee comprised of cross-departmental City staff and external stakeholder representation to support the continual adaptation and improvements as it relates to the Downtown, while also monitoring and supporting the implementation of Plan 20Thirty actions; and,

3. That staff report on the progress of Plan 20Thirty on an annual basis through the Development Services Committee; and,

4. That a copy of the Plan 20Thirty Downtown Oshawa Revitalization Action Plan with the related staff report and Council resolution be forwarded to the Region of Durham, the Greater Oshawa Chamber of Commerce, the Downtown Oshawa Business Alliance, Ontario Tech University, Durham College, Trent University Durham GTA, Durham Workforce Authority, Spark Centre and the Business Advisory Centre Durham."

The purpose of this Report is to provide an annual report as noted in Recommendation 3 above to the Economic and Development Services Committee.

Attachment 1 to this Report is a copy of DS-22-144 which includes Plan 20Thirty as an Attachment. Owing to its size, DS-22-144 is not affixed to this Report but can be viewed at the following link: https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=7785.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

That Report ED-23-124 be received for information.

3.0 Executive Summary

In June 2021, Oshawa City Council approved Report DS-21-124 “Proposed Terms of Reference for Downtown Action Plan ‘Plan 20Thirty’”.

On September 27, 2021, City Council considered Report DS-21-166 and appointed all thirteen (13) applicants to the Plan 20Thirty Steering Committee representing the following sectors:

- Retail
- Cultural
- Culinary
- Professional Services

The Steering Committee also included downtown residents, downtown development industry representatives and Institutional Sector representatives from Ontario Tech University and the Social Services sector. A representative for the Personal Services sector was never filled.

The Steering Committee was chaired by the Director of the then Economic Development Services and production of all materials associated with this report, aside from the Vision Setting report, were produced by the then Economic Development Services team. Other City departments were engaged for dialogue on an as needed basis throughout the work of the Plan 20Thirty Steering Committee. It is the responsibility of the now Director, Business and Economic Development Services to incorporate action items into the annual work plan for the branch, and collaborate with other departments across the City to ensure the proposed work moves forward through to 2030.

Public consultation was also completed as part of forming the final initiatives within the action plan with 165 individuals completing the feedback form through a four week consultation period.

Ultimately, the work of the Plan 20Thirty Steering Committee along with public input formed the renewed revitalization action plan and introduced the following seven (7) pillars to define the areas of focus for initiatives to be undertaken:

- Business Growth, Expansion and Retention
- Residential Growth
- Social Experience
- Physical Environment
- Communication
- Modernization and Innovation
- Red Tape Reduction and Customer Service

Additionally, the vision statement was endorsed to guide the work of the Plan 20Thirty objectives as a "balanced, lively and modern urban centre where all thrive."

Report DS-22-144, Plan 20Thirty Downtown Oshawa Revitalization Action Plan, was endorsed by City Council on June 20, 2022.

4.0 Input From Other Sources

The following have been consulted in preparation of this Report:

- Commissioner, Community and Operations Services
- Chief Administrative Officer

5.0 Analysis

5.1 Work Plan Development

Upon endorsement of Report DS-22-144, the Director of Business and Economic Development Services produced a work plan of all 60 initiatives identified within Plan 20Thirty and focused on items for 2022 and 2023 that could be achieved within existing operating budgets and priority items as guided by public consultation and Plan 20Thirty committee input. The Plan 20Thirty document offered suggested timelines for initiative completion (see Attachment 1).

5.2 Completed Initiatives and Items Underway

From the time of endorsement of the Report, City staff, along with support from various community partners, have made positive movement forward in addressing the Council endorsed initiatives. Staff have completed actions within each of the seven pillars within Plan 20Thirty. The following actions have been completed, or are nearing completion, since endorsement of Report ED-22-144:

- Pillar One: Business Growth, Expansion and Retention:

    - Retail Gap Analysis was primarily completed in collaboration with the My Main Street Local Business Accelerator program. City staff will validate these findings and develop a retrial attraction strategy based upon the findings.

- Ongoing street level support to Downtown Oshawa businesses and property owners on behalf of Business and Economic Development Services staff; typically conducted by the Manager, Downtown and Business Development.

- Pillar Two: Residential Growth

  - Continued work with Post-Secondary Institutions to connect the student population to housing opportunities in Downtown Oshawa. There has been continued work in fostering relationships between the Post-Secondary Institutions and housing developers with both currently available stock and future development opportunities.

- Pillar Three: Physical Environment

  - Communications and engagement relating to the City's Urban Growth Centre Community Improvement Plan has grown and received more applications and interest since clearly promoting the opportunity. These enhanced communications have been achieved by streel level business visits and digital communications to increase awareness of the program.

  - Installation of seasonal lighting at City Hall and Memorial Park for the Winter 2022 season. There are plans to increase this to other areas in Downtown Oshawa for the 2023 season.

  - Confirmation through Community and Operations Services that the Urban Growth Centre is a high priority area for snow removal and clean-ups. City staff have increased proactive communications to the downtown businesses and property owners regarding snow removal impacts and expectations regarding timing. Staff will continue monitoring this initiative and provide feedback for adjustments if, and when, necessary.

- Pillar Four: Social Experience

  - Business and Economic Development Services staff introduced a weekly event roundup of programming and offerings across businesses, organizations and institutions in Downtown Oshawa. This acts both as a tool to promote opportunities to the broader community and as an internal tool for staff to be aware of anticipated parking constraints, street cleaning and staffing needs.

  - City staff have been actively engaged, and supportive, of the newly launched Oshawa Tourism initiative. This has included input on strategic planning, support for Oshawa Tourism led events and amplifying messaging between the City and Oshawa Tourism to ensure a broader reach to aid in enhanced engagement across the community.

- Pillar Five: Communications

  - City staff have been working as a stakeholder with Oshawa Tourism to establish a robust and effective tourism strategy to enhance visitor attraction and general

promotion. It is anticipated that this strategy will be fully formed and launched in third quarter of 2023.

- Business and Economic Development Services staff have been actively marketing the new Downtown Oshawa visual brand to demonstrate the value and quality of the product downtown. All social media metrics have increased on the Downtown Oshawa Instagram account since the launch of the brand and continue to receive new followers and engagement with businesses in the downtown.

- The aforementioned Downtown Oshawa brand has been utilized to complete effective storytelling and promotion to different audiences. The social media platform generally connects with the broader community to promote what the area has to offer, the monthly newsletter shares pertinent information with businesses and property owners and investment attraction tools for developers and potential businesses have been created for individual use.

- Pillar Six: Modernization and Innovation

  - Through the re-organization of City departments in November 2022, Economic Development was merged with Events and Culture Development to more effectively coordinate the efforts between place making, experience and economic output.

- Pillar Seven: Customer Service and Red Tape Reduction

  - Business and Economic Development Services staff are actively engaged with City Licensing staff on the forthcoming Licensing By-Law review that is being conducted in 2023. Ongoing feedback from business operators is being provided, and collaborations on bringing engagement opportunities to solicit input is also ongoing. Staff collaborated to introduce an interim opportunity for licensing to reduce costs for event organizers. The impacts of this program will be evaluated throughout the Licensing By-Law review.

5.3 Areas of Focus for 2023-2024

Along with items that are planned for the 2023-2024 year cycle of Plan 20Thirty, there are a few major items that City staff will direct their attention to over the course of the next year:

- Business and Economic Development Services staff will be reviewing the Urban Growth Centre Community Improvement Plan and bringing forward recommendations for program adjustments or new funding opportunities. These changes may include opportunities to provide funding to properties for streetscape beautification, to enhance patio opportunities and to evaluate the intake cycle to establish a supportive program for property owners and business operators. Other considerations may be forthcoming depending on the findings of the research and feedback from program users.

- Business and Economic Development Services will release a ‘Call for Walls’ to Downtown Oshawa area property owners. This public call will receive input from property owners that are interested in having public art installed on their buildings to

provide staff the opportunity to explore new and high-impact areas to bring public art experiences to the community. The results of this call will form a directory for city staff to access in art planning on a go-forward basis within the Urban Growth Centre.

- Business and Economic Development Services staff will prepare a Terms of Reference for Council review and endorsement for a Downtown Steering Committee comprised of cross-departmental City staff and external stakeholder representation. The Downtown Steering Committee will support the adaptations and improvements related to the Downtown, while also monitoring and supporting the implementation of Plan 20Thirty actions.

6.0 Financial Implications

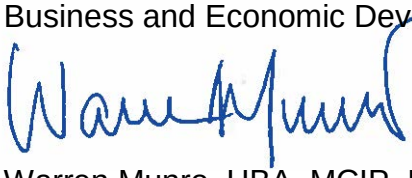
Though some of strategies and actions detailed in Plan 20Thirty for Downtown Oshawa can be completed using existing staff resources and funding, it is important to highlight the potential for increased staff capacity as noted in Section 5.7 of Report DS-22-144 in order to efficiently deliver the items in Plan 20Thirty. It is recognized that to accomplish some action items, other sources of funding, partnerships and community involvement will be required.

Should additional City funding be required for individual action items, appropriate reports will be presented to City Council for consideration as part of the annual budget process or a separate report.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation advances the Accountable Leadership, Social Equity, Cultural Vitality and Economic Prosperity and Financial Stewardship goals of the Oshawa Strategic Plan which included a strategy to develop and implement a new downtown revitalization plan.

Hailey Wright, BAH, Director,
Business and Economic Development Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Oshawa

Public Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-125
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Temporary Public Art Installation in Ed Broadbent Waterfront Park
Ward:	Ward 5
File:	03-05

1.0 Purpose

The purpose of this Report is to seek Council approval, in accordance with the Public Art Policy, to install a temporary public art installation in Ed Broadbent Waterfront Park as part of the implementation of the Public Art Master Plan.

Attachment 1 to this Report is a copy of the Public Art Policy ("P.A.P."). Owing to its size, a copy of the P.A.P. is not attached to this Report but can be viewed at the following link: Public Art Policy.

Attachment 2 to this Report is a copy of the Public Art Master Plan ("P.A.M.P."). Owing to its size, the P.A.M.P. is not attached to this Report but can be viewed at the following link: Public Art Master Plan.

Attachment 3 is an exhibit showing the general location for Public Art installation in Ed Broadbent Waterfront Park.

Confidential Attachment 4 contains information on the proposed project, including the artist's name.

2.0 Recommendation

That, pursuant to Report ED-23-125 dated May 31, 2023, the Economic and Development Services Committee recommend to City Council that a new outdoor photography exhibition be approved for temporary installation in Ed Broadbent Waterfront Park generally in accordance with Attachment 4 to this Report.

3.0 Executive Summary

In its meeting on February 18, 2014, City Council approved CS-14-16, Culture Counts: Oshawa's Arts, Culture and Heritage Plan. One of the key strategies of this plan is to "Create Vibrant Places and Spaces".

In its meeting of March 9, 2015, City Council approved CS-15-54 and adopted a Public Art Policy. The Public Art Policy outlines the framework for the City to acquire, maintain and oversee a Public Art Program. The Policy states that City Council's responsibilities include approving the related budget, expenditures and sites.

On June 25, 2018, City Council approved CS-18-51 and adopted a Public Art Master Plan. The Public Art Master Plan is a planning tool that articulates a City-wide vision for public art and is an extension to the Public Art Policy framework clarifying how sites are selected as well as identifying specific sites for future Public Art projects.

4.0 Input From Other Sources

The following were consulted in the preparation of this Report:

- Commissioner, Community and Operations Services
- Commissioner, Corporate and Finance Services
- Selection Committee comprised of members of the Public Art Task Force and Cultural Leadership Council

5.0 Analysis

5.1 Overview and Background: The Public Art Policy and Public Art Master Plan

The City of Oshawa's P.A.P. was approved in 2015 and was developed in consultation with community members and provides a framework related to the administration, selection, and maintenance of public art in Oshawa.

The P.A.P. reflects the commitment and desire to connect and engage with the community, as well as transform the spaces where we live, work, learn and play into vibrant, inviting and meaningful public places.

In 2017, the City of Oshawa convened a Public Art Committee, now known as the Public Art Task Force ("P.A.T.F.") to assist with the City's Public Art Program. The P.A.T.F. is comprised of six members, including a Durham College representative from the Faculty of Media, Art and Design, a Robert McLaughlin Gallery Representative, a Cultural Leadership Council ("C.L.C.") representative, an Oshawa Art Association representative, and two Community Representatives. Currently, the Oshawa Art Association Representative and one of the two Community Representative positions are vacant. The purpose of the P.A.T.F. is to advise on new Public Art projects and priorities, review Public Art donations and make recommendations on juried Public Art competitions.

Developed in collaboration with the P.A.T.F., the P.A.M.P. was approved by Oshawa City Council on June 25, 2018. It guides the ongoing implementation of the City's public art program, and outlines the following vision statement for public art in Oshawa:

> "Oshawa will be a community where Public Art is innovative, diverse, and accessible to create vibrant public spaces and meaningful connections."

5.2 Call for Artist-Initiated Projects

The call for artist-initiated projects received support at the P.A.T.F. meeting held on February 14, 2023. The project objectives were to:

- Demonstrate artistic excellence;
- Engage the wider public through the delivery of compelling, unique and meaningful artistic experiences;
- Activate outdoor or indoor public spaces and strengthen the community through creative placemaking; and,
- Showcase Oshawa's incredible artistic talent across a diversity of artistic styles and disciplines.

On March 2, 2023, City staff launched an open call for artist-initiated projects, accepting proposals from artists, collectives and arts groups for all manner of artistic projects including installations, exhibitions, performances, workshops and temporary public art.

A total of 37 applications were received and evaluated by a Selection Committee against the following criteria:

- Artistic merit and significance of the work including quality of work and thoughtful consideration of the site, if applicable;
- Response to the project objectives; and,
- The feasibility of the project within the proposed timeline and budget; and
- The skills of the artist.

Public art projects were also evaluated against the P.A.P. and P.A.M.P., including location, site selection guidelines and criteria.

On April 18, 2023 the Selection Committee, comprised of City staff, C.L.C. members and P.A.T.F. members, reviewed 37 applications and recommended six projects to proceed. Five of the recommended projects fall outside the scope of the P.A.P. and therefore are not included in this Report. The remaining project described in this Report is subject to the P.A.P.

5.3 Photography Exhibition in Ed Broadbent Waterfront Park

The recommended location for the proposed temporary photography exhibition is in Ed Broadbent Waterfront Park (see Attachment 4). Economic Development Services staff consulted with the artist, Operations Services staff, and the Diversity, Equity and Inclusion team to recommend this location.

The P.A.M.P. identifies priority zones, areas and sites for future Public Art. The Trails and Waterfront Zone is ranked as the second highest priority zone that should be prioritized for future public artworks. Although the development of Ed Broadbent Waterfront Park occurred after the P.A.M.P. was completed, it is situated in proximity to the Waterfront Zone.

Large-scale photographs will be installed at the southeast end of the park, on the grass area along the trail that runs beside Oshawa Creek. The photos will be installed on purpose built 'billboard' style signs made from two pieces of wood and estimated to be 6 feet high.

Between 6 and 8 'billboards' will be installed, with the final number being determined once image selection is complete. The 'billboards' will be installed along the path with space between each so residents can view the harbor as a backdrop to the exhibition. This will also preserve view corridors and serve to retain the openness of the park. The posts will be installed using a fence post pounder to minimize disruption to the ground once removed. Installation and removal will be executed in collaboration with Operations Services staff to ensure the work is done safely and does not disrupt the soil cap.

This project will be installed on a temporary basis. It is expected to be installed in the late summer or early fall of 2023 and remain in place for six months, with the possibility of extension totaling no more than two years.

Due to the nature of this exhibition as a temporary installation this project will not become part of the City's Public Art Collection.

5.4 Accessibility

Accessibility considerations will be taken into account related to the exhibition and the design of signage, in consultation with the Diversity, Equity and Inclusion team to ensure the exhibition is accessible to all.

5.5 Photography Exhibition Proposal

Confidential Attachment 3 contains information on the proposed project, including the artist's name and project description.

As outlined in the P.A.P., City Council's responsibilities include approving the related budget, expenditures and sites for Public Art projects, while Public Art Juries are responsible for reviewing artist proposals and making selection recommendations. As a result, the project description is being shared for information only, not for Council direction.

5.6 Next Steps

If the recommendation in this report is adopted, the project will proceed, as generally outlined below:

- Economic Development Services staff will work with Operations Services and Diversity, Equity and Inclusion to identify a specific location within Oshawa's waterfront park system that is appropriate for the installation of the project;
- An artist agreement will be executed between the artist and the City;
- Photographs will be approved by the P.A.T.F.
- The project will be installed in the fall of 2023; and,
- Coordinate a public event to unveil the project.

6.0 Financial Implications

Costs for this project are estimated at $4,000 which is inclusive of artist fees, fabrication and installation and printing costs, and are included in the existing 2023 Business and Economic Development Services operating budget.

7.0 Relationship to the Oshawa Strategic Plan

This Report advances the Cultural Vitality goals of the Oshawa Strategic Plan.

This Report advances the Create Vibrant Places and Spaces direction of the Culture Counts: Arts, Culture and Heritage Strategic Plan.

Hailey Wright, BA Hons, Director,
Business and Economic Development Services

Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

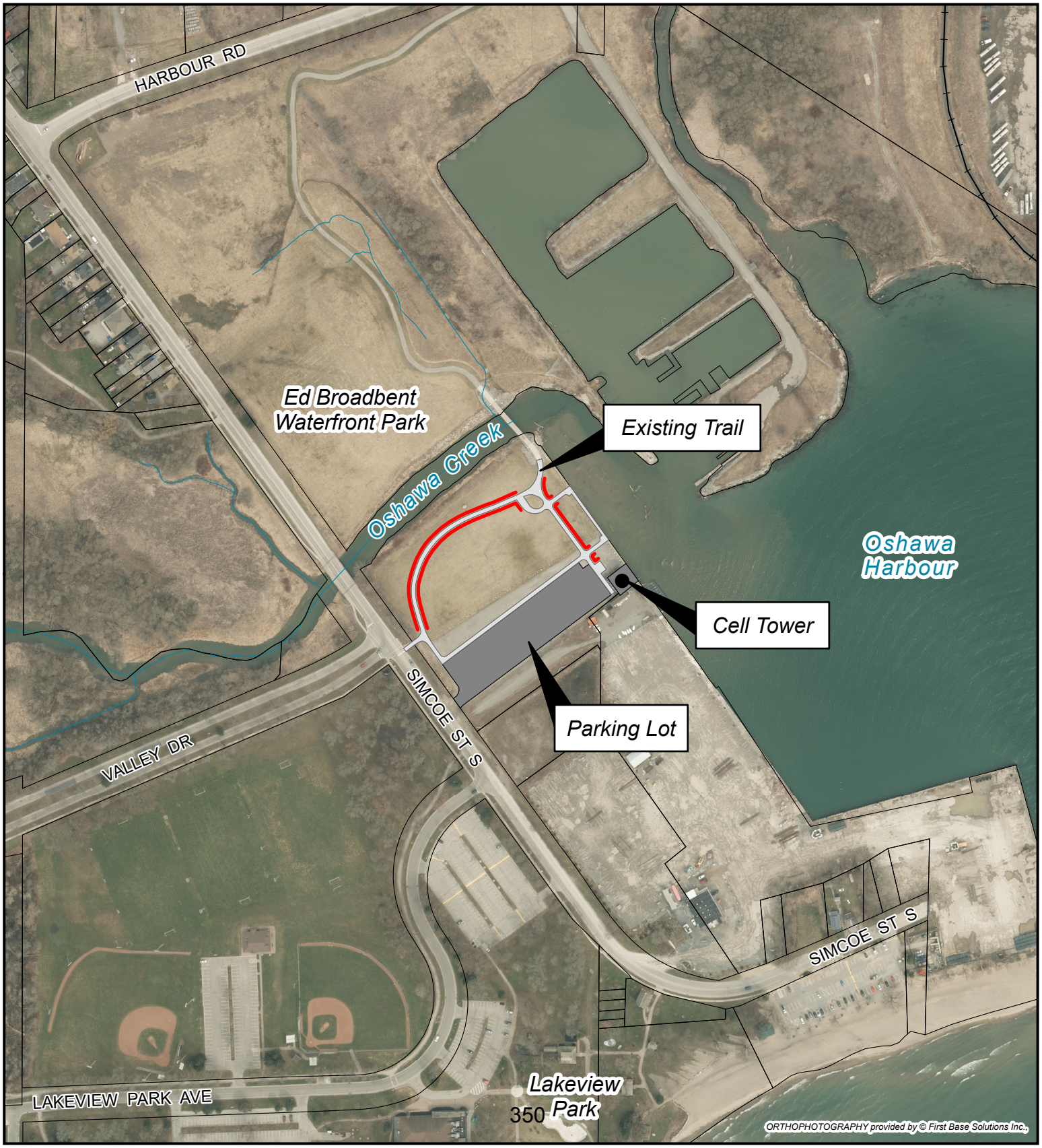
Item: ED-23-125
Attachment 3

Subject: Temporary Public Art Installation in Ed Broadbent Waterfront Park
Ward: Ward 5
File: 03-05

N

Staff Recommended Area for Public Art Dispay

City of Oshawa
Economic and Development Services



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Economic and Development Services Committee's Outstanding Items Status Report ED-23-128

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
1.	Applications to Amend the Taunton Part II Plan and Zoning By-law 60-94 and for Approval of Draft Plan of Subdivision S-O-2012-03, North of Coldstream Drive, Between Harmony Road North and Grandview Street North, Silwell Developments Ltd. and 1229403 Ontario Ltd.	DSC – May 27/13 DS-13-166	CNCL- June 22/20 DS-20-59	Referred to staff for a report. Phase 1 approved by Council. Staff directed to initiate a non-statutory public process for the Urban Design Study and Land Use Plan	Planning Services	TBD (Awaiting info from applicant)
2.	Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision (S-O-2014-01), 850, 880 and 1040 Conlin Road East, Conlin (Oshawa) 130 Acres Inc. (Sorbara Group)	DSC – Feb 29/16 DS-16-33	DSC – Sept. 24/18 DS-18-148	Referred to staff for a report. Phase 1 approved by Council.	Planning Services	TBD (Awaiting info from applicant)
3.	Applications to Amend Zoning By-law 60-94 and for Approval of Draft Plan of Subdivision, 135 Bruce Street and Certain City-owned lands, Bruce Street Developments Ltd. (Medallion Corporation)	DSC- June 20/16 DS-16-118	DSC– Sept. 10/18 DS-18-139	Referred to staff for a report Phase 1 approved by Council.	Planning Services	TBD (Awaiting info from applicant)

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
4.	Applications to amend Official Plan and Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, for a Portion of the Lands Municipally Known as 2466 and 2651 Harmony Road North, Minto (Harmony Road) LP	DSC – Feb. 5/18 DS-18-12	DSC-June 25/20 DS-20-71	Subdivision Draft Approved – Except for Community Park	Planning Services	TBD (Awaiting info from applicant)
5.	Investigation of New Street Naming Policy	DSC-Oct 21/19 DS-19-208	DSC-Oct 21/19 DS-19-208	That staff be directed to investigate a fair, consistent and efficient process towards adopting a new Street Naming Policy to guide how future streets will be named including respect to the important need for public consultation regarding the naming, renaming or dedication of municipal assets; and, That Development Services Department staff be directed to include Community Services Department and Sponsorship staff in this investigation for a fulsome municipal asset naming Corporate Policy.	Planning Services	TBD
6.	Offer to Purchase Land at the Oshawa Executive Airport	DSC-Jan 13/20 DS-20-14	DSC-Jan 13/20 DS-20-14	Referred to staff for a report	Planning Services	TBD

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
7.	Offer to Purchase Land at the Oshawa Executive Airport North Field	DSC-Dec 9/19 DS-19-238	DSC-Dec 9/19 DS-19-238	Referred to staff for a report	Planning Services	TBD
8.	South Field Master Plan Study at the Oshawa Executive Airport	DSC-Nov 18/19 DS-19-213	CNCL-Nov 29/19 DS-19-213	Referred to staff to advance various action items.	Planning Services	TBD
9.	Provincial Property Circulation – Broader Public Sector Review Various Surplus Lands along Highway 407 East	DSC-June 24/19 DS-19-132	CNCL-Sept 27/21 DS-21-164	That the City acquire the certain Highway 407 East Surplus Lands and staff report on the financial strategy to acquire the lands.	Planning Services	TBD
10.	Application to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. Related Correspondence (DS-20-90)	DSC-Sept 14/20 DS-20-85	DSC-Sept 14/20 DS-20-85	Referred to staff for a report	Planning Services	TBD (Awaiting info from Applicant)
11.	Request by Atria Development for use of Municipal Parking Lot on Athol Street	DSC-Feb 8/21 DS-21-21	CNCL April 3/23 ED-23-48	Staff to advance disposal strategy	Planning Services	TBD
12.	Heritage Policies	DSC- Mar 8/21 DS-21-57	DSC- Mar 8/21 DS-21-57	Referred to staff	Planning Services	TBD

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
13.	Direction on City Staff Involvement Respecting Appeals to the Ontario Land Tribunal of a Council Decision Concerning the Issuance of a Notice of Intent to Designate 195 Simcoe Street North Under the Ontario Heritage Act	DSC-May 10/21 DS-21-107	CNCL- May 1/23 ED-23-63	Direct staff to consult with Heritage Oshawa and Report back to the June 5, 2023 meeting.	Planning Services	June 5, 2023
14.	Motion - Renaming Bagot Street	CNCL -June 21/21	CNCL- June 20, 2022 DS-22-123	Referred back to staff to update based on the results of the consultations with Indigenous representatives	Planning Services	June 5, 2023
15.	Marlene Grass Requesting Designation of 310 Columbus Road East Oshawa	September 13/21 DS-21-146	September 13/21 DS-21-146	Referred to Heritage Oshawa and property owner for input	Planning Services	TBD
16.	Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South (Related Correspondence: DS-21-170, DS-21-171, DS-21-172, DS-21-174)	September 13/21 DS-21-148	September 13/21 DS-21-148	Referred to staff for a report	Planning Services	TBD
17.	Community Park and Community Centre in Northwest Oshawa	June 21/21 CS-21-66	June 21/21 CS-21-66	Referred to staff to advance Item 6 in the Council directive	Planning Services	TBD

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
18.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Dines Plaza Inc., 400 King Street West (Related Correspondence: DS-22-17)	January 10/22 DS-22-01	January 10/22 DS-22-01	Referred to staff for a report	Planning Services	TBD
19.	Environmental Assessment Study - Windfields Farm Drive Connection	DSC Feb 7/22 DS-22-28	CNCL Feb 22/22 DS-22-28	Staff initiate the property acquisitions and report back	Planning Services	TBD
20.	Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study	DSC Feb 7/22 DS-22-41	EDSC Mar 6/23 ED-23-45	Staff directed to report back	Planning Services	June 5, 2023
21.	Request for Land Acquisition on Park Road South	DSC Apr 11/22 DS-22-84	DSC Apr 11/22 DS-22-84	Referred to staff for a report	Planning Services	June 5, 2023
22.	Proposed Temporary Closure of the existing Albert Street Road Bridge in the City of Oshawa	DSC Apr 11/22 DS-22-86	DSC Apr 11/22 DS-22-153	Proceed as outlined in Report DS-22-153 and report back	Planning Services	TBD
23.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Joel Gerber on behalf of TT7 Inc., 70 King Street East (Related Correspondence: DS-22-89)	DSC Apr 11/22 DS-22-73	DSC Apr 11/22 DS-22-73	Referred to staff for a report	Planning Services	June 5, 2023

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
24.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 and for approval of a Common Elements Draft Plan of Condominium, Cedar City Shakespeare Avenue Inc., 570 Shakespeare Avenue (Related Correspondence: DS-22-108)	DSC May 9/22 DS-22-97	DSC May 9/22 DS-22-97	Referred to staff for a report	Planning Services	TBD
25.	Proposed New Telecommunication Tower and Related Equipment, 171 Harmony Road South, Fontur International Inc. on behalf of Rogers Communications Inc. (Related Correspondence: DS-22-150 and DS-22-162)	DSC Jan 10, 2022 DS-22-02	CNCL Jan 30/23 ED-23-13	Staff to report back on lease terms	Planning Services	TBD
26.	Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, lands north of Conlin Road East and east of the future northerly extension of Wilson Road North, Kedron North GP Inc. (Sorbara)	DSC Sept 12/ 2022 DS-22-172	DSC Sept 12/ 2022 DS-22-172	Referred to staff for a report	Planning Services	TBD

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
27.	Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision and a Common Elements Draft Plan of Condominium, 737, 741 and 745 Taunton Road East (Related Correspondence: DS-22-191)	DSC Sept 12/ 2022 DS-22-168	DSC Sept 12/ 2022 DS-22-168	Referred to staff for a report	Planning Services	TBD
28.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Urban Solutions on behalf of Albany Street Investments Limited, 63 Albany Street and 467 and 469 Albert Street	DSC Sept 12/ 2022 DS-22-186	DSC Sept 12/ 2022 DS-22-186	Referred to staff for a report	Planning Services	TBD
29.	Heritage Oshawa's Recommendation to Designate 10 Sites under the Ontario Heritage Act	HTG April 28/ 2022 HTG-22-21	CNCL Dec 12/ 2022 ED-22-214	Report back on Heritage Oshawa's request to designate 357 Simcoe Street South and 442 King Street East	Planning Services	Fourth Quarter 2023
30.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, D.G. Biddle and Associates Limited on behalf of Scugog River Developments Inc., 245 and 255 Bloor Street West and 671 and 675 Park Road South (Related Correspondence: ED-22-221)	EDSC Nov 28/ 2022 ED-22-207	EDSC Nov 28/ 2022 ED-22-207	Referred to staff for a report	Planning Services	TBD

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
31.	Request for Permission to Use City-owned Parking Lot on Simcoe Street South	EDSC Jan 9/23 ED-23-17	EDSC Jan 9/23 ED-23-17	Referred to staff for a report	Planning Services	TBD
32.	Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision and a Common Elements Draft Plan of Condominium, 1279 Simcoe Street North, Katanna Simcoe Ltd.	EDSC Jan 9/23 ED-23-01	EDSC Jan 9/23 ED-23-01	Referred to staff for a report	Planning Services	TBD
33.	Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision and a Common Elements Draft Plan of Condominium, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road (Related Correspondence: ED-23-19)	EDSC Jan 9/23 ED-23-10	EDSC Jan 9/23 ED-23-10	Referred to staff for a report	Planning Services	TBD
34.	Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp. (Related Correspondence: ED-23-21)	EDSC Jan 9/23 ED-23-08	EDSC Jan 9/23 ED-23-08	Referred to staff for a report	Planning Services	TBD

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
35.	Impacts of Bill 23 on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest	EDSC March 6/23 ED-23-55	CNCL April 3/23 ED-23-55	Report back to the Economic and Development Services Committee with recommendations concerning designation for four properties	Planning Services	Fourth Quarter 2023
36.	Results of Stage 1 of the Integrated Major Transit Station Area Study for Central Oshawa	EDSC March 6/23 ED-23-55	CNCL April 3/23 ED-23-47	Staff be directed to report back to the Economic and Development Services Committee with the results of the public consultation	Planning Services	TBD
37.	Proposed renaming of Ortono Avenue	EDSC April 17/23 ED-23-61	CNCL May 1/23 ED-23-61	Staff to report back on the results of that consultation	Planning Services	TBD
38.	Proposed Terms of Reference for Request for Proposal to Operate a Golf Course on City-owned Land	EDSC April 17/23 ED-23-89	CNCL May 1/23 ED-23-89	Staff to report back with an overview of any submissions and a recommendation on next steps in the process	Planning Services	TBD
39.	Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West	EDSC March 6/23 ED-23-52	EDSC March 6/23 ED-23-52	Referred to staff for a report	Planning Services	June 5, 2023
40.	Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West	EDSC April 17/23 ED-23-78	EDSC April 17/23 ED-23-78	Referred to staff for a report	Planning Services	TBD
41.	Request to Purchase City-owned land at Chopin Park	EDSC April 17/23 ED-23-85	EDSC April 17/23 ED-23-85	Referred to staff for a report	Planning Services	June 5, 2023

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
42.	Mind Your Plastic inquiring if the City of Oshawa would adopt a Policy Banning Single-Use Plastics	EDSC May 8/23 ED-23-108	EDSC May 8/23 ED-23-108	Referred to the Oshawa Environmental Advisory Committee for input	Planning Services	TBD
43.	Knights of Columbus Park Bridge	EDSC May 8/23 ED-23-113	EDSC May 8/23 ED-23-113	Referred to staff to report back with cost and timelines to replace the bridge	Engineering Services	Sept 11, 2023

Planning Act Public Meeting Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-120
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West
Ward:	Ward 4
File:	OPA-2023-01, Z-2023-03

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting on the applications submitted by GHD on behalf of 2702758 Ontario Ltd. (the "Applicant") to amend the Oshawa Official Plan (the "O.O.P.") and Zoning By-law 60-94 to permit a 22-storey mixed use building with 220 apartment units and ground floor commercial space located at 88 King Street West (the "Subject Site").

The Applicant intends to register the proposed development as a condominium. If the subject application to amend the O.O.P. and Zoning By-law 60-94 are approved, the Applicant will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

Attachment 1 is a map showing the location of the Subject site and the existing zoning in the area.

Attachment 2 is a copy of the proposed site plan submitted by the Applicant.

A notice advertising the public meeting was mailed to all assessed property owners within 120 metres (400 ft.) of the Subject Site and to all required public bodies. In addition, a notice was published in the Oshawa This Week newspaper and a sign giving notice of the applications has been posted on the Subject Site. The notice was also posted on the City's website and communicated through its Corporate Twitter and Facebook social media accounts.

The notice regarding the public meeting provided an advisory that the meeting is open to the public and will take place in person in the Council Chamber at Oshawa City Hall.

Members of the public wishing to address the Economic and Development Services Committee through electronic means rather than appear in-person to make a delegation were invited to register their intent to participate electronically by 12:00 p.m. on June 2, 2023.

2.0 Recommendation

That, pursuant to Report ED-23-120 dated May 31, 2023, concerning the applications submitted by GHD on behalf of 2702758 Ontario Ltd. to amend the Oshawa Official Plan (File: OPA-2023-01) and Zoning By-law 60-94 (File: Z-2023-03) to permit the development of a 22-storey mixed-use building with 220 residential units and ground floor commercial space at 88 King Street West, staff be directed to further review and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

3.0 Executive Summary

Not applicable.

4.0 Input from Other Sources

4.1 Other Departments and Agencies

The subject applications have been circulated for comment and the identification of issues to a number of departments and agencies. These comments and issues will be considered and reported on, as appropriate, in a subsequent staff report which will provide a recommendation on the applications.

5.0 Analysis

5.1 Background

The Subject Site is generally located at the northeast corner of King Street West and McMillan Drive, and is municipally known as 88 King Street West (see Attachment 1).

The following is background information concerning the subject applications:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area Boundary	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area subject to a site specific policy to permit a maximum residential density of 1,467 units per net hectare (593 u/ac.)

Item	Existing	Requested/Proposed
Zoning By-law 60-94	CBD-A.T25 (Central Business District)	An appropriate CBD-A Zone to permit the proposed development with site specific conditions to permit certain performance standards such as, but not necessarily limited to, increased residential density and building height, reduced required parking and reduced building setbacks to street lines above 12m (39.37 ft.) in height.
Use	1-storey commercial building previously used as a recreational sports club	22-storey mixed use building with 220 apartment units and 415 square metres (4,467 sq. ft.) of commercial space on the ground floor

The following land uses are adjacent to the Subject Site:

- **North** Multiple two-storey buildings containing commercial and residential uses
- **South** King Street West, beyond which is a commercial building (Scotiabank) and Oshawa City Hall
- **East** A two-storey building containing a restaurant and residential units
- **West** McMillan Drive, beyond which is a City-owned parking garage

The following are the proposed development details for the Subject Site:

Site Statistics Item	Measurement
Lot Frontage	King Street West – 31m (101.71 ft.) McMillan Drive – 41m (134.51 ft.)
Net Lot Area	0.15 ha (0.37 ac.)
Number of Proposed Apartment Units	220 units: - 142 one bedroom units - 72 two-bedroom units - 6 three-bedroom units
Maximum Residential Density Permitted in CBD-A Zone	550 u/ha (223 u/ac.)
Proposed Net Residential Density	1,467 u/ha (593 u/ac.)
Gross Floor Area of Commercial Uses	415 sq. m. (4,467 sq. ft.)
Permitted Maximum Building Height in CBD-A.T25 Zone	25m (82.02 ft.)
Proposed Building Height	73.70m (241.80 ft.) (22 storeys)
Parking Spaces Required	Residential – 220 (1.0 per dwelling unit) Commercial – 0

Site Statistics Item	Measurement
Parking Spaces Provided	Residential – 200 (0.91 per dwelling unit) Commercial – 0
Number of Bicycle Parking Stalls Proposed	180

5.2 Oshawa Official Plan

The Subject Site is designated Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area Boundary in the O.O.P.

The Subject Site is located within the Downtown Oshawa Urban Growth Centre as identified in the Provincial Growth Plan. Under the Growth Plan, the Downtown Oshawa Urban Growth Centre is a primary focus area for intensification within the City, to be developed for a mix of uses in order to achieve a minimum density target of 200 persons and jobs per combined hectare.

To assist in achieving the densities outlined for the Downtown Oshawa Urban Growth Centre, the built form of new development and redevelopment shall generally be a mix of predominately high-rise development as well as some mid-rise buildings, with compact, intensive low-rise buildings constituting the smallest proportion of development and mainly limited to peripheral locations. Buildings at corner locations should generally be higher than buildings in mid-block locations.

The O.O.P. specifies, in part, that the Downtown Oshawa Urban Growth Centre shall be planned and developed as a primary concentration of retail, major office, service, cultural, recreational, entertainment and institutional uses, supporting active transportation and higher order transit services in the Downtown Main Central Area and in the City. In addition, subject to appropriate provisions in the zoning by-law, medium and high density residential and mixed-use developments shall be permitted in the area designated as Downtown Oshawa Urban Growth Centre.

The O.O.P. contains policies which establish various density types and provide general locational criteria for such densities. The residential density type related to the proposed development is greater than the High Density II Residential density type. Nevertheless, the locational criteria for High Density II Residential development will be reviewed to assist in the analysis of the proposal.

Table 2, Residential Density Classification, in the O.O.P. is a guideline that indicates that uses in the High Density II Residential category, which generally permits 150 to 550 units per hectare (60 to 223 u/ac.) within the Downtown Oshawa Urban Growth Centre, are subject to the following general locational criteria:

(a) Generally located within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Area, Sub-Central Area and Community Central Areas or Regional Corridors.

(b) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

The proposed mixed use building at 88 King Street West would have a net residential density of 1,467 units per hectare (593 u/ac.) which is greater than the High Density II Residential classification.

King Street West is a Type 'B' Arterial Road on Schedule "B", Road Network, of the O.O.P., and a Regional Transit Spine on Schedule "B-1", Transit Priority Network, of the O.O.P. McMillan Drive is a local road.

The policies and provisions of the O.O.P. will be considered during the further processing of the subject applications.

5.3 Zoning By-law 60-94

The Subject Site is currently zoned CBD-A.T25 (Central Business District) which permits a variety of residential and commercial uses including, but not limited to, an apartment building, flat, hotel, office, personal service establishment, restaurant and retail store.

Apartment buildings are permitted in the CBD-A.T25 Zone in conjunction with other uses in a mixed use format, subject to compliance with regulations on such matters as maximum density, maximum height, minimum building setbacks and minimum parking. The maximum building height permitted in the CBD-A.T25 Zone is 25 metres (82 ft.) and the maximum permitted density is 550 units per hectare (223 u/ac.). In this particular case, the proposed development does not comply with the regulations.

The current zoning would permit a new mixed use building with a maximum height of 25 metres (82 ft.) (generally 8 storeys) with no limit on commercial uses and up to 83 apartment units, subject to compliance with regulations such as minimum parking.

The Applicant has submitted an application to amend Zoning By-law 60-94 to rezone the Subject Site from a generic CBD-A.T25 (Central Business District) Zone to a CBD-A Zone subject to a special condition to permit the proposed 22-storey mixed use building with 220 apartment units. In order to implement the proposed building/site design, special regulations are proposed such as increased residential density and building height, and reduced required parking and building setbacks to street lines above 12 metres (39.37 ft.) in height.

The subject applications will be reviewed against the provisions of Zoning By-law 60-94 during the further processing of the applications.

5.4 Site Design/Land Use Considerations

The Applicant proposes to develop a 22-storey mixed use building with 220 residential apartment units and ground floor commercial space (see Attachment 2).

The proposed building includes parking on three aboveground levels and a mezzanine incorporated into the podium of the building with driveway access from McMillan Drive.

The proposed building also includes the following features:

- A rooftop garden/amenity area on the fifth floor;

- A rooftop amenity area on the roof of the tower;
- Private balconies along the east, west and south elevations for each apartment unit;
- Communal indoor amenity spaces; and,
- Storage lockers.

The Applicant is proposing to install and utilize an automated parking system for 186 parking spaces out of the 200 spaces being provided for the residential component of the development for residents.

To park their vehicle using the automated system, drivers would first drive their vehicle into an elevator device, then exit the vehicle and use a control panel to automatically park the vehicle on the mezzanine level and floors 2 to 4 in a stacking system. To retrieve their vehicle, drivers would use a control panel and their vehicle will be automatically retrieved in an elevator. The driver would then get in the vehicle and drive out. This feature allows more parking to be provided over the same floor area than a traditional parking structure that utilizes ramps. The remaining 14 parking spaces will not utilize the automated parking system and are instead provided in a typical parking arrangement on the mezzanine level inside the building.

In support of the proposed development the Applicant has submitted, a variety of plans and documents including a site plan, floor plans, elevation plans, a planning justification report, landscape plans, a sun shadow study, a pedestrian level wind study, a functional servicing report and engineering drawings, a noise study, a geotechnical and hydrogeological report, mechanical parking documents, Phase 1 and 2 environmental site assessment reports, a traffic impact study and a truck turning analysis.

Detailed design matters will be reviewed during the further processing of the applications to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies. This Department will conclude its position on the site design after it has received and assessed comments from the circulated departments, agencies and the public.

Some of the specific matters this Department will be reviewing during the further processing of the subject applications include:

(a) The appropriateness of the proposed building height and residential density at this location;

(b) The appropriateness of the proposed zoning regulations including the proposed parking rate which is less than 1 space per unit;

(c) Site/building design matters including driveway access, parking, refuse storage and collection, loading, fire access and landscaping;

(d) Servicing and stormwater management matters;

(e) Transportation considerations;

(f) The impacts of proposed building shadows;

(g) Noise attenuation;

(h) The environmental condition of the Subject Site given historical land uses in the area;

(i) Urban design and building architecture given the Subject Site serves as a western gateway into the downtown and is in proximity to Oshawa City Hall;

(j) Crime Prevention Through Environmental Design matters; and,

(k) The operability of the automatic parking system from an accessibility perspective.

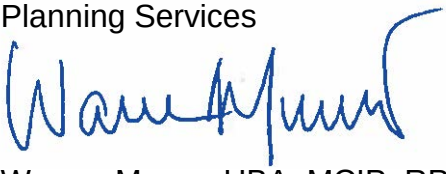
6.0 Financial Implications

There are no financial implications associated with the recommendation in this Report.

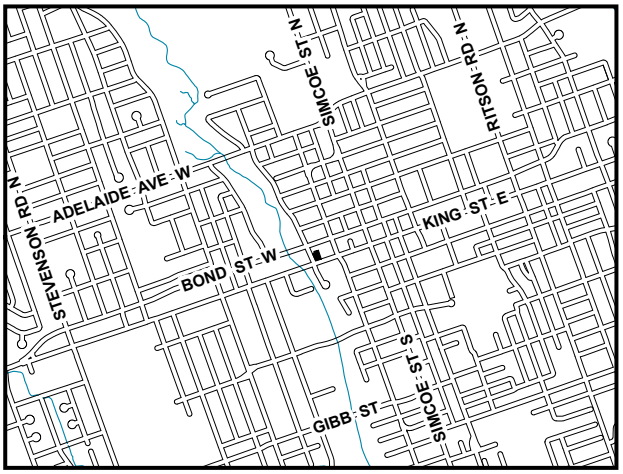
7.0 Relationship to the Oshawa Strategic Plan

Holding a public meeting on development applications advances the Accountable Leadership Goal of the Oshawa Strategic Plan.

Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department



Item: ED-23-120
Attachment 1

Economic and Development Services

Subject: Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd.,
Address: 88 King Street West
Ward: Ward 4
File: OPA-2023-01, Z-2023-03

N

Subject Site

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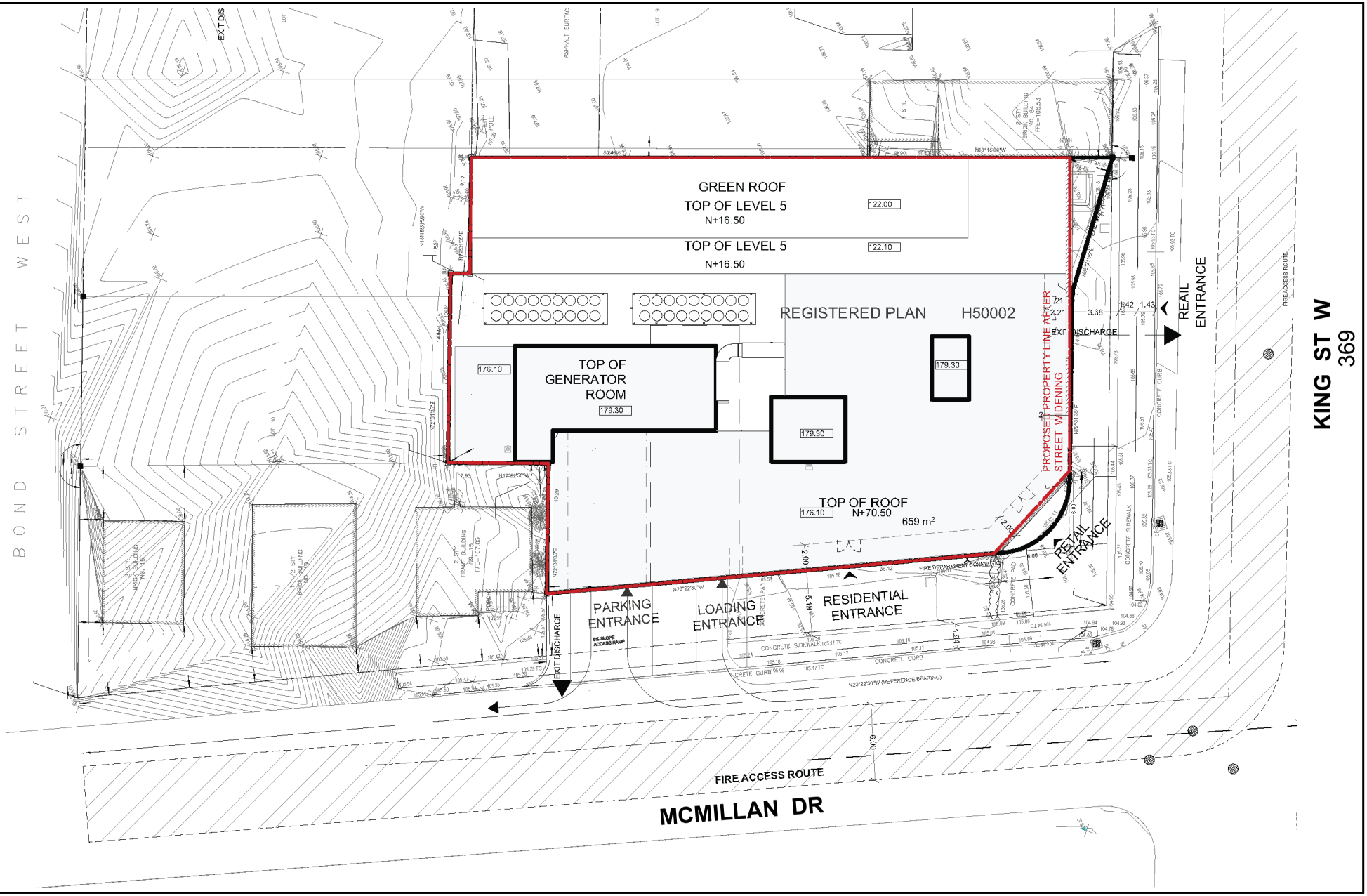
Item: ED-23-120
Attachment 2

Title: Proposed Site Plan Submitted by the Applicant
Subject: Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd.,
Address: 88 King Street West
Ward: Ward 4
File: OPA-2023-01, Z-2023-03

City of Oshawa
Economic and Development Services



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Planning Act Public Meeting Report

To:	Economic and Development Services Committee
From:	Warren Munro, HBA, MCIP, RPP, Commissioner, Economic and Development Services Department
Report Number:	ED-23-119
Date of Report:	May 31, 2023
Date of Meeting:	June 5, 2023
Subject:	Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc., 70 King Street East
Ward:	Ward 4
File:	OPA-2022-01, Z-2022-01

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting on the revised applications submitted by Smart Density (the "Applicant") on behalf of TT7 Inc. (the "Owner") to amend the Oshawa Official Plan (the "O.O.P.") and Zoning By-law 60-94 to permit a new 21-storey mixed-use building containing 198 rental apartment units and 261.5 square metres (2,814.9 sq. ft.) of commercial floor space on the first two floors, on lands municipally known as 70 King Street East (the "Subject Site"). The existing 6-storey mixed-use commercial/residential building (former Genosha Hotel) will be retained.

The Owner also proposes to fund the construction of two additional floors on the existing 7-level City-owned parking garage ("Parkade 3") located directly east of the Subject Site, at the northeast corner of King Street East and Mary Street North, to provide dedicated off-site parking consisting of approximately 194 spaces for both the proposed new mixed-use building and the existing mixed-use building (former Genosha Hotel).

Attachment 1 is a map showing the location of the Subject Site, Parkade 3 and the existing zoning in the area.

Attachment 2 is a copy of the original proposed site plan submitted by the Applicant that was considered at the previous public meeting held on April 11, 2022.

Attachment 3 is a copy of the original proposed east building elevation submitted by the Applicant that was considered at the previous public meeting held on April 11, 2022.

Attachment 4 is a copy of the revised proposed site plan submitted by the Applicant.

Attachment 5 is a copy of the revised proposed south and east building elevation plans submitted by the Applicant and showing a proposed pedestrian bridge located on the seventh floor to connect with Parkade 3.

Attachment 6 is a list of uses permitted in the CBD-A (Central Business District) Zone.

A notice advertising the subject public meeting was mailed to all assessed property owners within 120 metres (400 ft.) of the Subject Site and Parkade 3 and to all required public bodies. In addition, a notice was published in the Oshawa This Week newspaper and a sign giving notice of the applications has been posted on the Subject Site. The notice was also posted on the City's website and communicated through its Corporate Twitter and Facebook social media accounts.

The notice regarding the subject public meeting provided an advisory that the meeting is open to the public and will take place in person in the Council Chamber at Oshawa City Hall. Members of the public wishing to address the Economic and Development Services Committee through electronic means rather than appear in-person to make a delegation were invited to register their intent to participate electronically by 12:00 p.m. on June 2, 2023.

A public meeting was previously held on April 11, 2022 concerning the subject applications. At the conclusion of the meeting, the Development Services Committee adopted a recommendation to refer the subject applications back to staff for further review and the preparation of a subsequent report and recommendation. The minutes of the April 11, 2022 public meeting form Attachment 7 to this Report.

Subsequent to the April 11, 2022 public meeting, the Applicant revised the subject development proposal. The key differences between the proposal considered at the April 11, 2022 public meeting (see Attachments 2 and 3) and the revised proposal (see Attachments 4 and 5) are as follows:

- The number of apartment units in the proposed mixed-use building has increased from 114 to 198. Combined with the 86 apartment units in the existing residential/commercial building, the total number of apartment units proposed on the Subject Site has increased from 200 to 284. Further, the unit mix in the proposed new mixed-use building has changed as follows:
    - The number of bachelor apartment units has been reduced from 4 to zero (0);
    - The number of one-bedroom apartment units has increased from 84 to 125;
    - The number of two-bedroom apartment units has increased from 8 to 71;
    - The number of three-bedroom apartment units has been reduced from 16 to 2; and,
    - The number of 4-bedroom apartment units has been reduced from 2 to zero (0).
- The total combined residential density has increased from 972 units per hectare (393 u/ac.) to 1,379.3 units per hectare (556.9 u/ac.).

- As a result of the introduction of 84 additional apartment units (198 units instead of 114 units), the on-site parking deficiency has increased from 114 spaces to 198 spaces.

- The number of indoor bicycle stalls has increased from 16 to 100.

- The proposed aerial pedestrian connection to Parkade 3 has been relocated from the fifth floor to the seventh floor of the proposed new mixed-use building.

- The height of the proposed new mixed-use building has been reduced from 71.5 metres (234.5 ft.) to 67.1 metres (220.1 ft.). The height of the proposed new building remains at 21 storeys.

- The Owner has introduced 261.5 square metres (2,814.9 sq. ft.) of space on the ground floor and second floor for commercial uses.

- The Owner has redesigned the ground floor of the proposed new mixed-use building to allow a waste collection vehicle or a delivery vehicle to be able to turn around completely within the building whereas previously, under the original proposal, a truck driver would have to either reverse into the site/building or reverse out of the site/building onto Mary Street North.

- The Owner has increased the footprint of the proposed new building. The revised building design extends further west than the original proposal, and as a result, is wider on an east-west axis. The original proposal featured a new building having a maximum footprint of 634.6 square metres (6,831.0 sq. ft.), whereas the revised proposal features a new building having a maximum footprint of 820.0 square metres (8,826.7 sq. ft.).

- The arrangement of indoor and outdoor amenity areas has been revised. However, both the original proposal and revised proposal include indoor amenity rooms, a rooftop patio and balconies for each apartment unit.

- The exterior architectural design of the building has changed (see Attachments 3 and 5). The Owner has changed architectural consultants.

The magnitude of the increase in maximum residential density being requested through the applications to amend the Oshawa Official Plan and Zoning By-law 60-94 has necessitated a new Planning Act public meeting.

2.0 Recommendation

That, pursuant to Report ED-23-119 dated May 31, 2023, concerning the applications submitted by Smart Density on behalf of TT7 Inc. to amend the Oshawa Official Plan (File: OPA-2022-01) and Zoning By-law 60-94 (File: Z-2022-01) to permit the development of a 21-storey mixed-use building containing 198 rental apartment units and 261.5 square metres (2,814.9 sq. ft.) of commercial floor space on the first two floors at 70 King Street East, staff be directed to further review and prepare a report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

3.0 Executive Summary

Not applicable.

4.0 Input from Other Sources

4.1 Other Departments and Agencies

The subject revised applications have been circulated for comment and the identification of issues to a number of departments and agencies. These comments and issues will be considered and reported on, as appropriate, in a subsequent staff report which will provide a recommendation on the revised applications.

5.0 Analysis

5.1 Background

The Subject Site is generally located at the northwest corner of King Street East and Mary Street North and is municipally known as 70 King Street East (see Attachment 1). The Subject Site has frontage on King Street East and Mary Street North.

The Subject Site is currently occupied by a 6-storey mixed-use building (the former (Genosha Hotel) and is designated as a property of cultural heritage value or interest under Part IV of the Ontario Heritage Act, R.S.O. 1990, c. O.18, as amended (the "Ontario Heritage Act"). The existing 6 storey mixed-use commercial/residential building will be retained.

In association with the proposed rezoning of the Subject Site, the Owner proposes to fund the construction of two additional floors on Parkade 3 of the Oshawa Municipal Parking System to provide dedicated off-site parking for the proposed new mixed-use building. Parkade 3 occupies both the northeast corner of King Street East and Mary Street North and the southeast corner of Bond Street East and Mary Street North (see Attachment 1). Parkade 3 has frontage on each of King Street East, Bond Street East and Mary Street North, and is situated directly east of the Subject Site. The Owner previously expressed an interest to construct additional floors at Parkade 3 via a letter submitted to the City Clerk dated September 13, 2020. On October 26, 2020, City Council passed the following motion (CORP-20-30):

"1. That pursuant to the letter dated September 13, 2020 from Summers and Co. Developments Inc., City staff be authorized to hire a structural engineer to undertake a structural assessment Mary Street Parking Garage;

2. That all associated costs related to the structural assessment of the Mary Street Parking Garage shall be paid for by Summers & Co. Developments Inc. or TT7 Inc.; and,

3. That the Commissioner of Corporate Services be authorized to execute an agreement with Summers & Co. Developments Inc. or TT7 Inc. to complete a structural assessment of the Mary Street Parking Garage consistent with the

terms and conditions as generally set out in the aforementioned recommendations and in a form and content satisfactory to the Commissioner of Corporate Services and the City Solicitor."

Items 1 to 3 above have been completed, including the completion of a Feasibility Study prepared by WSP, dated May 26, 2021. The findings of the Feasibility Study concluded that subject to certain limitations, it is feasible to expand the structure by adding two (2) parking levels.

The following table provides background information concerning the subject revised applications as they relate to both the Subject Site and Parkade 3:

Subject Site: 70 King Street East

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area which permit a maximum residential density of 550 u/ha (223 u/ac.)	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area subject to a site specific policy to permit a maximum residential density of 1,379.3 u/ha (556.9 u/ac.)
Zoning By-law 60-94	CBD-A.T25 (Central Business District) Zone	An appropriate CBD (Central Business District) Zone to implement the proposed development with site specific conditions to permit certain performance standards such as increased residential density and building height, reduced building setbacks to street lines above 12m (39.4 ft.) in height, and zero required on-site parking spaces.
Use	6 storey mixed-use commercial/residential building containing 1,084 sq. m. (11,668 sq. ft.) of vacant commercial floor area and 86 apartment units, with a parking lot, loading area and waste storage area on the northern portion of the property	Retain the existing 6 storey mixed-use commercial/residential building and construct a new 21-storey mixed-use building containing 198 rental apartment units and 261.5 sq. m (2,814.9 sq. ft.) of commercial floor space to the north of the existing 6 storey mixed-use commercial/residential building.

Parkade 3 (1 Mary Street North)

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area	No change
Zoning By-law 60-94	CBD-A.T25 (Central Business District) Zone	No change. A parking garage (both public and private) is permitted.
Use	City-owned parking structure containing 654 parking spaces for paid parking	The addition of two (2) parking levels at Parkade 3 in order to provide a site in proximity to 70 King Street East where 167 of the approximately 194 new parking spaces are proposed to be allocated. The remaining parking spaces may be allocated to the existing mixed-use building or for short-term visitors. City staff note that the future of Parkade 3 will need to be assessed in view of the subject revised proposal. It is important to note that at its meeting of May 1, 2023, City Council considered Closed Correspondence ED-23-93 concerning a request to purchase Parkade 3 and passed a motion to decline the request. Consequently, on a go forward basis, potential options to address the Owner's proposal for off-site parking to be provided in lieu of on-site parking include, but may not be limited to, the following: 1) Maintain status quo, refuse the Owner's request to fund the construction of two (2) additional levels of parking at Parkade 3, including the use of any component of the Oshawa Municipal Parking System (this would effectively preclude the Owner's ability to provide off-site parking other than through an arrangement with a private third party, which would also require zoning approval by the City for the Subject Site to have no parking on-site). 2) Lease the equivalent number of additional parking spaces in the

Item	Existing	Requested/Proposed
		existing Parkade 3 or other City owned parking facility to the Owner rather than authorize the construction of the two new levels. 3) The City accepts the Owner's offer to fund the construction of two (2) additional levels on Parkade 3 on behalf of the City. The Owner and City would enter into an agreement outlining terms of the funding and construction, and the City would undertake the hiring of consultants to design and construct the additional parking levels. The Owner would then acquire air rights above the Mary Street road allowance for the aerial pedestrian connection and enter into a long term lease to be determined through a separate report with the City which would allocate the appropriate number of parking spaces on the new parking levels for the residents at the new mixed-use building.

The following land uses are adjacent to the Subject Site:

- **North** A Bell office and utility building
- **South** King Street West, beyond which are 1- and 2-storey commercial buildings containing a hotel, restaurants and offices
- **East** Mary Street North, beyond which is a municipal parking garage (Parkade 3)
- **West** A Bell office and utility building beyond which is the Victoria Street Plaza and Regent Theatre operated by Ontario Tech University

The following land uses are adjacent to Parkade 3:

- **North** Bond Street East, beyond which are 12-storey and 20-storey mixed-use buildings
- **South** King Street East, beyond which is a commercial plaza
- **East** Offices and a restaurant
- **West** Mary Street North, beyond which is the Subject Site and a Bell office and utility building

The following are the proposed revised development details for the Subject Site:

Site Statistics Item	**Measurement**
Lot Frontage	King Street East – 41.4m (135.8 ft.) Mary Street North – 55.1m (180.7 ft.)
Lot Area	0.21 ha (0.51 ac.)
Number of Existing Apartment Units in Existing Mixed-Use Building (former Genosha Hotel)	86 units: ▪ 61 bachelor units ▪ 24 one-bedroom units ▪ 1 two-bedroom unit
Number of Proposed Apartment Units in Proposed new Mixed Use Building	198 units: ▪ 125 one-bedroom units ▪ 71 two-bedroom units ▪ 2 three bedroom units
Combined Number of Proposed Apartment Units	284 units
Proposed Combined Residential Density	1,379.3 units per hectare (556.9 u/ac.)
Permitted Maximum Building Height	25m (82 ft.)
Proposed Maximum Building Height	67.1m (220.1 ft.) (21 storeys)
Parking Spaces Required for Existing Mixed-Use Building (former Genosha Hotel)	Residential – 0 Commercial – 0 [The Committee of Adjustment granted a minor variance (File: A-2017-75) to permit the existing 86 apartment units in the existing building with zero (0) required parking spaces. Zoning By-law 60-94 does not require any parking at this location for non-residential uses.]
Parking Spaces Required for Proposed Mixed-Use Building	Residential – 198 (1.0 per apartment unit) Commercial – 0
Number of Currently Leased Off-Site Parking Spaces in Parkade 3 for Existing 86 Apartments	45
On-Site Parking Spaces Proposed	0
Off-Site Parking Spaces Proposed	Residential - 167 (0.84 per apartment unit): ▪ Approximately an additional 194 new spaces on two additional parking levels to account for 167 spaces for the proposed development and 27 spaces for residents of the existing building on the Subject Site (former Genosha hotel building)

Site Statistics Item	Measurement
Number of Bicycle Parking Stalls Proposed	100 indoor spaces and three outdoor bicycle racks

The following provides key details and site characteristics for Parkade 3:

Item	Measurement
Existing Height	6 storeys (7 parking levels including roof level)
Available Public Paid Parking Spaces	654
Peak Utilization Capacity (source: Final IBI Group Report for the City of Oshawa Parking Study, dated January 22, 2021; calculations completed 2018)	Weekday (11:30 a.m. to 1:30 p.m.) – 33% Special Events (8:00 p.m. to 9:00 p.m.) – 49%
Current Monthly Permit Cost	$87.00
Average Annual Parking Revenue for Parkade 3 Note: The 2020 and 2021 values are significantly lower, owing, in part, to the parking payment holiday instituted in response to the COVID-19 pandemic.	2016: $435,459 2017: $512,479 2018: $536,835 2019: $582,659 2020: $298,987 2021: $282,715 2022: $359,996

5.2 Oshawa Official Plan

The Subject Site and Parkade 3 are designated as Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area in the O.O.P.

The Subject Site and Parkade 3 are located within the Downtown Oshawa Urban Growth Centre as identified in the Provincial Growth Plan. Under the Growth Plan, the Downtown Oshawa Urban Growth Centre is a primary focus area for intensification within the City, to be developed for a mix of uses in order to achieve a minimum density target of 200 persons and jobs combined per hectare.

To assist in achieving the densities outlined for the Downtown Oshawa Urban Growth Centre, the built form of new development and redevelopment shall generally be a mix of predominantly high-rise development as well as some mid-rise buildings, with compact, intensive low-rise buildings constituting the smallest proportion of development and mainly limited to peripheral locations. Buildings at corner locations should generally be higher than buildings in mid-block locations.

The O.O.P. specifies, in part, that the Downtown Oshawa Urban Growth Centre shall be planned and developed as the primary concentration of retail, major office, service, cultural, recreational, entertainment and institutional uses, supporting active transportation and higher order transit services in the Downtown Main Central Area and in the City. In

addition, subject to appropriate provisions in the zoning by-law, medium and high density residential and mixed-use developments shall be permitted in the area designated as Downtown Oshawa Urban Growth Centre.

The O.O.P. contains policies which establish various density types and provide general locational criteria for such densities. The residential density type related to the proposed development is greater than the High Density II Residential density type. Nevertheless, the locational criteria for High Density II Residential development have been used to analyze the proposal.

Table 2 in the O.O.P. is a guideline that indicates that uses in the High Density II Residential category which generally permits 150 to 550 units per hectare (60 to 223 u/ac.) are to be located as follows:

(a) Generally located within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Area, Sub-Central Area and Community Central Areas or Regional Corridors.

(b) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

The proposed 198 apartment units in addition to retention of the existing mixed-use commercial/residential building which has 86 apartment units would result in the Subject Site having a residential density of 1,379.3 units per hectare (556.9 u/ac.) which is greater than the High Density II Residential classification. The proposed density is not permitted under the Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area designation. Therefore, an amendment to the O.O.P is required.

King Street East is designated as a Type ‘B’ Arterial Road on Schedule “B”, Road Network, of the O.O.P. and as a Regional Transit Spine on Schedule “B-1”, Transit Priority Network, of the O.O.P.

Mary Street North is designated as a Type ‘C’ Arterial Road on Schedule “B”, Road Network, of the O.O.P.

The policies and provisions of the O.O.P. will be considered during the further processing of the subject revised applications.

5.3 Zoning By-law 60-94

The Subject Site is currently zoned CBD-A.T25 (Central Business District) which permits a variety of residential and commercial uses, including, but not limited to, a mixed-use building containing apartments and commercial uses. The uses proposed by the Owner are permitted in the CBD-A.T25 Zone but do not comply with certain regulations dealing with matters such as, but not limited to, maximum residential density, maximum building height, minimum on-site parking spaces, and minimum building setbacks to street lines above 12 metres (39.4 ft.) in height.

The current zoning would permit a new mixed-use building with a maximum height of 25 metres (82 ft.) (generally 8 storeys) with no limit on commercial uses and up to 27 apartment units, subject to compliance with regulations such as the provision of on-site parking. The introduction of twenty-seven (27) apartment units in addition to the 86 units already located on the Subject Site in the existing mixed-use building would yield a combined total of 113 units, resulting in an overall density level on this property of 549 units per hectare (222 u/ac.).

The Applicant has submitted a revised application to amend Zoning By-law 60-94 to rezone the Subject Site from a generic CBD-A.T25 Zone to a site specific CBD-A Zone subject to a special condition to permit the proposed 21-storey mixed-use building. In order to implement the proposed revised building/site design, special regulations are proposed related to maximum residential density, maximum building height, minimum on-site parking spaces and minimum building setbacks to the street line above 12 metres (39.4 ft.) in height.

Zoning By-law 60-94 requires all parking for any given land use to be provided on the same lot as the land use. A minimum of 198 parking spaces are required for the subject proposed revised development. The Applicant has advised that due to technical constraints on the Subject Site, it is not possible to construct underground, aboveground or surface parking on-site for the proposed development. Consequently, no on-site parking is proposed by the Owner for the subject development.

The Owner was previously granted a minor variance (File: A-2017-75) to permit zero parking spaces for the 86 apartment units in the existing building. Notwithstanding the minor variance approval, owing to market demands, the Owner currently rents 45 parking spaces at Parkade 3 for the existing apartments.

Legal Services staff have confirmed that the minor variance approval granted under File A-2017-75 would not extend to the proposed new mixed-use building. Rather, the regular parking rate under Zoning By-law 60-94 would apply.

In association with the proposed rezoning of the Subject Site, the Applicant proposes to fund the construction of two additional floors on Parkade 3 of the Oshawa Municipal Parking System to provide dedicated off-site parking for the proposed mixed-use building.

The subject revised applications will be reviewed against the provisions of Zoning By-law 60-94 during the further processing of the applications.

5.4 Heritage

The existing 6-storey mixed-use commercial/residential building (former Genosha Hotel) was originally constructed in 1929. It is designated under Part IV of the Ontario Heritage Act and is proposed to be retained.

The Subject Site was designated under the Ontario Heritage Act by By-law 70-2005 passed by City Council on June 13, 2005. By-law 70-2005 contains the following listing of attributes to be protected and conserved:

- The overall massing of the 6-storey rectangle, flat-roofed building with 1- and 2-storey brick additions on the north façade
- Three distinct divisions to the building, specifically including the following:
  - Commercial Street Level section
    - Semi-circular arches at street level on north façade
    - Size and proportion of the street level display windows on the south and east facades
  - Intermediate section
    - Windows:
      - Grid-like organization of window placements (12 windows across by 5 windows down) across entire intermediate section of building
      - Window design or suitable substitution (combination of casement sashes in 4 divisions, 2 side-by-side in 6 sections, with an upper transom-like band)
      - Lintels and lugsills in contrasting materials of limestone or concrete
      - Central frontispiece of two columns of windows with doors and balconettes on 6th floor
      - Shared recessed lintels on 6th floor balcony windows
    - Unpainted variegated buff-yellow brick on south and east façade
    - Light gray stucco on north and west façades
    - 7 ornamental balconettes on south and east façade
    - Vertical ribbons of projecting brick simulating columns (some terminate in a loop while others drop until they intersect a limestone rectangle then terminate at the first floor)
  - Attic or Roof-line section
    - Dentiling at roof-line in contrasting materials on south and east façades and on 2-storey addition
    - Projecting cap at southwest corner of remnants of same at southeast corner.

The Owner went through an approval process between 2015 and 2018 to redevelop the existing Genosha Hotel building into a mixed-use building with 86 apartment units and 1,084 square metres (11,668 sq. ft.) of commercial floor space. This process included consultation with Heritage Oshawa and approval by City Council for certain modifications to the building including elements identified in By-law 70-2005, including, but not limited to, the replacement of the limestone "mantel", the replacement of severely damaged limestone and granite at the structural columns, and installation of a canopy above the ground floor.

In support of the previously proposed 21-storey apartment building, the Owner provided a Heritage Impact Assessment prepared by a+LiNK Architecture Inc. An Addendum to the Heritage Impact Assessment has been prepared by the Applicant and provided with the submission of the revised applications. The Addendum re-examines the subject proposal with the updated 2020 Provincial Policy Statement policies regarding heritage and with consideration of the revised design.

It is appropriate that Council consider the subject development proposal as an alteration under Section 33 of the Ontario Heritage Act. Section 33 requires that the alteration be reviewed by the City's Municipal Heritage Committee, Heritage Oshawa, and that the alteration be consented to by City Council. The revised Planning Act applications along with the Heritage Impact Assessment Addendum were circulated to Heritage Oshawa for their review and comment.

Heritage Oshawa considered the revised proposal at their meeting of May 25, 2023 and passed the following motion:

> "That, pursuant to HTG-23-36 dated May 19, 2023, the Section 33 application to alter, consistent with the application to amend the Oshawa Official Plan and Zoning By-law 60-94 for 70 King Street East, be recommended for denial under Section 33 of the Ontario Heritage Act."

5.5 Site Design/Land Use Considerations

The Owner proposes to develop a new 21-storey, 198-unit mixed-use building on the Subject Site partially overhanging the existing building (see Attachments 4 and 5). The existing 6-storey mixed-use commercial/residential building (former Genosha Hotel), which is designated under the Ontario Heritage Act, will be retained. The Applicant proposes to construct the new mixed-use building on the northern portion of the property which is currently used as an outdoor parking lot, loading area and waste storage area.

The Owner's plans identify a potential pedestrian bridge that would span Mary Street North between the proposed mixed-use building and Parkade 3 to provide direct pedestrian access between the two buildings, if parking for the proposed mixed-use building were to be provided in Parkade 3.

In support of the proposed site design/development, the Applicant has submitted a variety of plans and documents including a site plan, floor plans, building elevations, a lighting plan, a planning justification report, a functional servicing and stormwater management report, a heritage impact assessment and addendum, a geotechnical investigation, a noise

study, vehicle/truck maneuvering plans, a traffic and parking study, and an environmental site assessment.

The Applicant submitted an updated noise impact study ("Noise Study") prepared by Thornton Tomasetti, a professional stationary and transportation noise engineering consultant. The Noise Study assessed the impact of road noise and the neighbouring Bell building on the proposed new residential units. The Noise Study concluded that the proposed new residential/commercial development could comply with Publication NPC-300 (Environmental Noise Guidelines – Stationary and Transportation Sources) (the "Guideline") prepared by the Ministry of the Environment, Conservation and Parks ("M.E.C.P.") under the following circumstances:

- The Subject Site would have to be designated as a Class 4 area under the Guideline by the City of Oshawa. The Guideline only allows a noise study to assume that exterior residential windows are closed when measuring noise from a stationary noise source if the site is designated as a Class 4 area. If a site is not designated as Class 4, it is assumed to be a Class 1 or 2 site and windows must be assumed to be open; and,

- Mitigation measures would have to be implemented on the Bell building to mitigate noise from rooftop mechanical equipment. This would require coordination between the Applicant and Bell. There is no obligation on Bell to agree to any mitigation measures on their building.

As per the Noise Study, Thornton Tomasetti will be required to prepare an addendum to the noise impact study once the Applicant and Bell have concluded their discussions and made the necessary arrangements, including selecting the project's mechanical equipment. Once the noise impact study and subsequent addendum have been submitted to the City, staff will arrange to have the material peer reviewed by a qualified third party noise consultant at the Owner's sole cost. If the Owner is successful in making the appropriate arrangements with Bell to mitigate the effects of stationary noise on the proposed residential units, staff would report back to the Economic and Development Services Committee and Council on the arrangements made between the Applicant and Bell, the findings of the updated noise study and a request from the Owner to designate the Subject Site as a Class 4 area (only applicable to the new mixed-use building, not the existing mixed-use building with 86 apartment units). If the Owner is unable to make the necessary arrangements will Bell, the Owner will need to consider building design changes.

This noise mitigation challenge exists whether the Owner is proposing an 8-storey residential building (currently permitted by the Zoning By-law) or the proposed 21-storey building.

Detailed design matters will be reviewed during the further processing of the subject revised applications to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies, and the M.E.C.P. Guideline.

Some of the specific matters this Department will be reviewing during the further processing of the subject revised applications include:

(a) The appropriateness of the proposed building height and residential density at this location;

(b) The appropriateness of the proposed zoning regulations;

(c) The appropriateness of the proposed addition of parking levels at Parkade 3 to provide dedicated parking for the proposed apartment building;

(d) Site/building design matters including loading, building architecture, building setbacks, waste collection, and landscaping;

(e) The appropriateness of the potential enclosed pedestrian bridge between Parkade 3 and the proposed mixed-use building over Mary Street North and the necessary arrangements required to address its construction, maintenance and liability, including the granting of air rights above the Mary Street road allowance;

(f) The impacts of proposed building shadows;

(g) Noise attenuation;

(h) Servicing and stormwater management matters;

(i) Heritage matters;

(j) The interface between vehicular and pedestrian traffic entering and exiting the proposed building with Mary Street North, which also contains a bike lane;

(k) The environmental condition of the Subject Site; and,

(l) Crime Prevention Through Environmental Design issues.

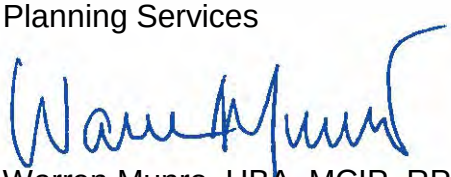
6.0 Financial Implications

There are no financial implications associated with the recommendation in this Report.

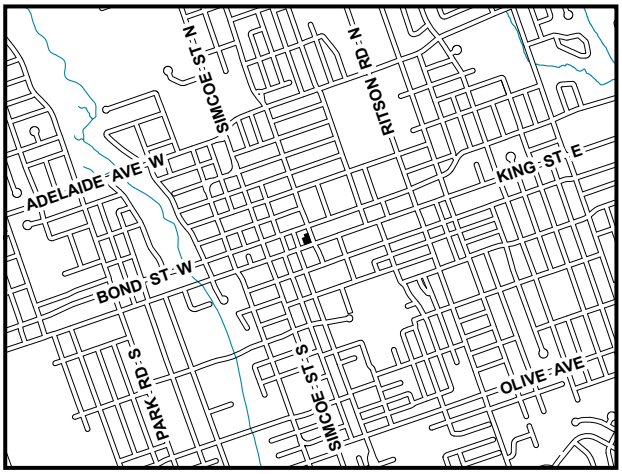
7.0 Relationship to the Oshawa Strategic Plan

Holding a public meeting on development applications that have been significantly revised advances the Accountable Leadership goal of the Oshawa Strategic Plan.

Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department



Item: ED-23-119
Attachment 1

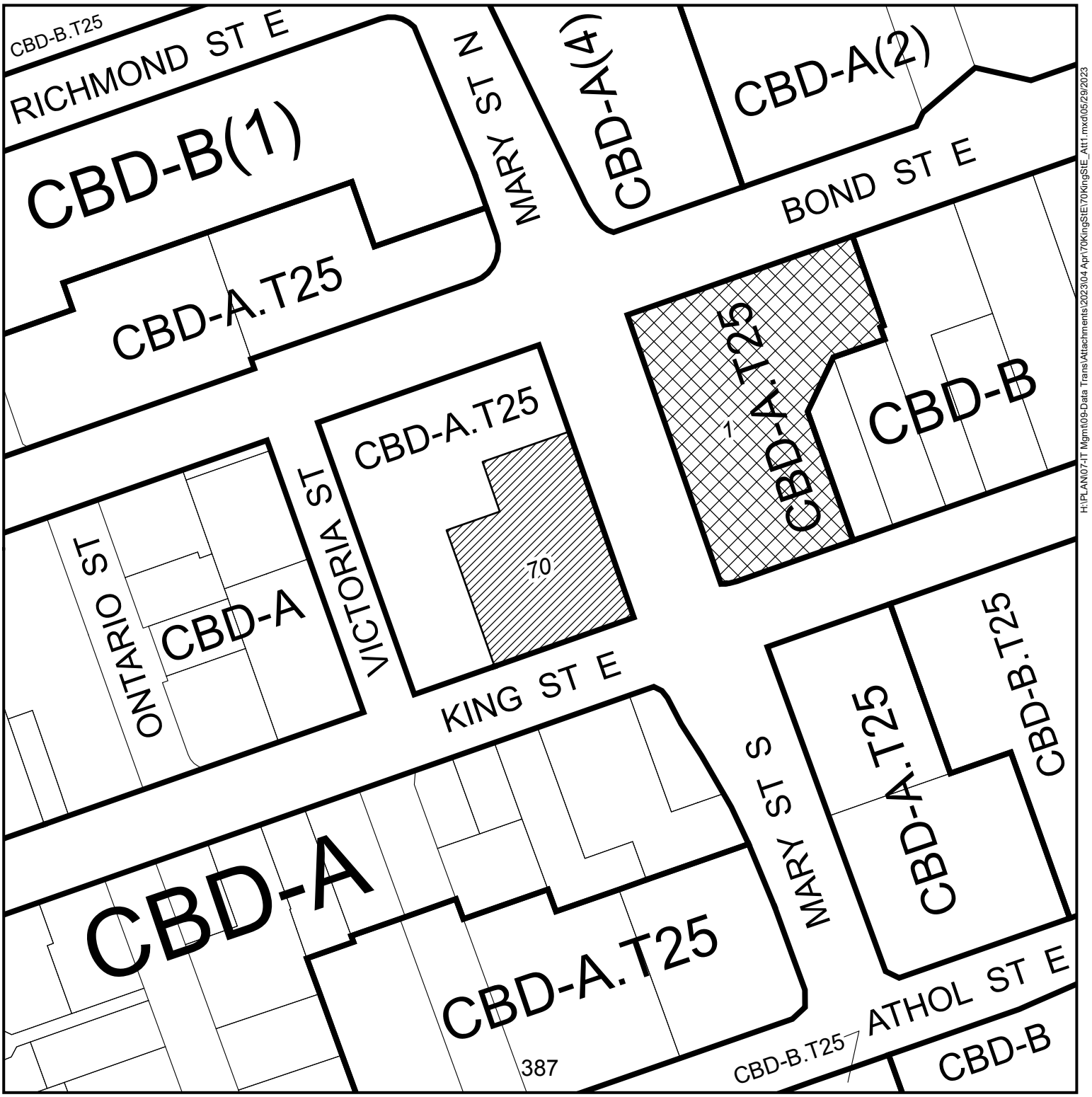
Economic and Development Services

Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc.,
Address: 70 King Street East
Ward: Ward 4
File: OPA-2022-01, Z-2022-01

City-owned Parkade 3 – 1 Mary Street North

Subject Site – 70 King Street East

N



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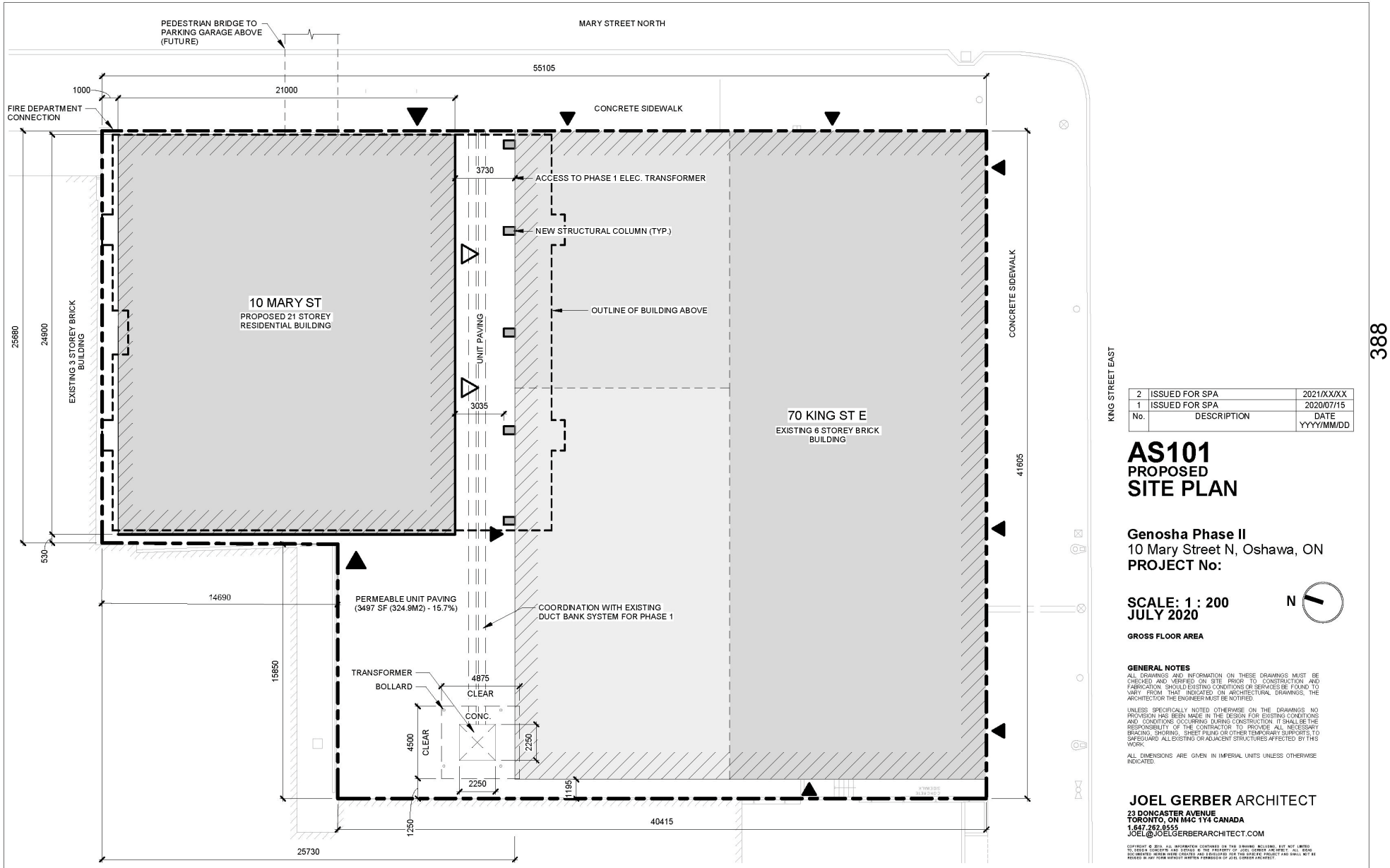
Item: ED-23-119
Attachment 2

Title: Initial Proposed Site Plan Submitted by the Applicant
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc.,
Address: 70 King Street East
Ward: Ward 4
File: OPA-2022-01, Z-2022-01

City of Oshawa
Economic and Development Services



No.	DESCRIPTION	DATE YYYY/MM/DD
2	ISSUED FOR SPA	2021/XX/XX
1	ISSUED FOR SPA	2020/07/15

AS101
PROPOSED SITE PLAN

Genosha Phase II
10 Mary Street N, Oshawa, ON
PROJECT No:

SCALE: 1 : 200
JULY 2020

N

GROSS FLOOR AREA

GENERAL NOTES

ALL DRAWINGS AND INFORMATION ON THESE DRAWINGS MUST BE CHECKED AND VERIFIED ON SITE PRIOR TO CONSTRUCTION AND FABRICATION. SHOULD EXISTING CONDITIONS OR SERVICES BE FOUND TO VARY FROM THAT INDICATED ON ARCHITECTURAL DRAWINGS, THE ARCHITECT/OR THE ENGINEER MUST BE NOTIFIED.

UNLESS SPECIFICALLY NOTED OTHERWISE ON THE DRAWINGS NO PROVISION HAS BEEN MADE IN THE DESIGN FOR EXISTING CONDITIONS AND CONDITIONS OCCURRING DURING CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL NECESSARY BRACING, SHORING, SHEET PILING OR OTHER TEMPORARY SUPPORTS, TO SAFEGUARD ALL EXISTING OR ADJACENT STRUCTURES AFFECTED BY THIS WORK.

ALL DIMENSIONS ARE GIVEN IN IMPERIAL UNITS UNLESS OTHERWISE INDICATED.

JOEL GERBER ARCHITECT
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JOEL@JOELGERBERARCHITECT.COM

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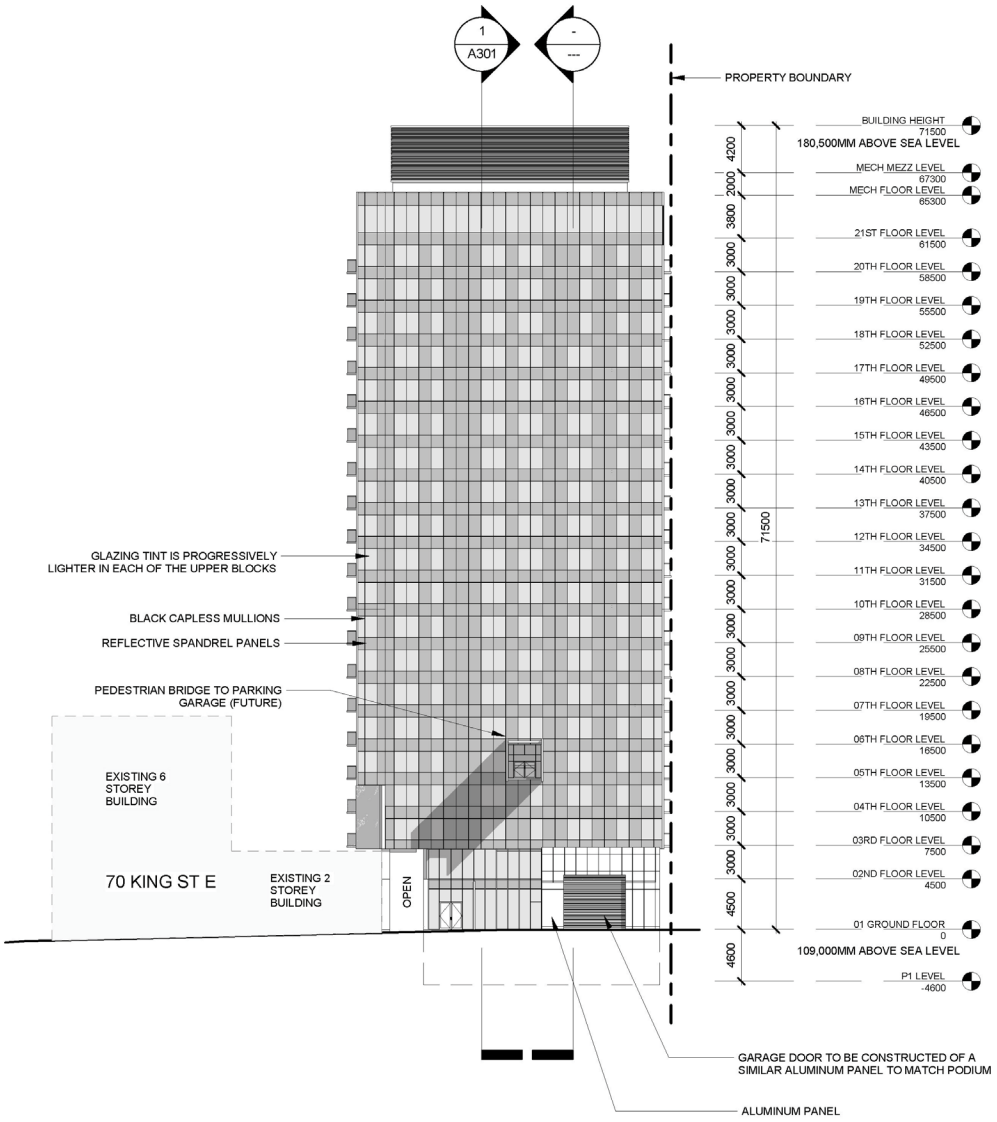
Item: ED-23-119
Attachment 3

Title: Initial Proposed East Building Elevation Submitted by the Applicant
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc.,
Address: 70 King Street East
Ward: Ward 4
File: OPA-2022-01, Z-2022-01

City of Oshawa
Economic and Development Services



No.	DESCRIPTION	DATE YYYY/MM/DD
2	ISSUED FOR SPA	2021/XX/XX
1	ISSUED FOR SPA	2020/07/15

A201
PROPOSED
EAST ELEVATION

Genosha Phase II
10 Mary Street N, Oshawa, ON
PROJECT No:

SCALE:1 : 400
JULY 2020

GROSS FLOOR AREA

GENERAL NOTES
ALL DRAWINGS AND INFORMATION ON THESE DRAWINGS MUST BE CHECKED AND VERIFIED ON SITE PRIOR TO CONSTRUCTION AND FABRICATION. SHOULD EXISTING CONDITIONS OR SERVICES BE FOUND TO VARY FROM THAT INDICATED ON ARCHITECTURAL DRAWINGS, THE ARCHITECT/OR THE ENGINEER MUST BE NOTIFIED.

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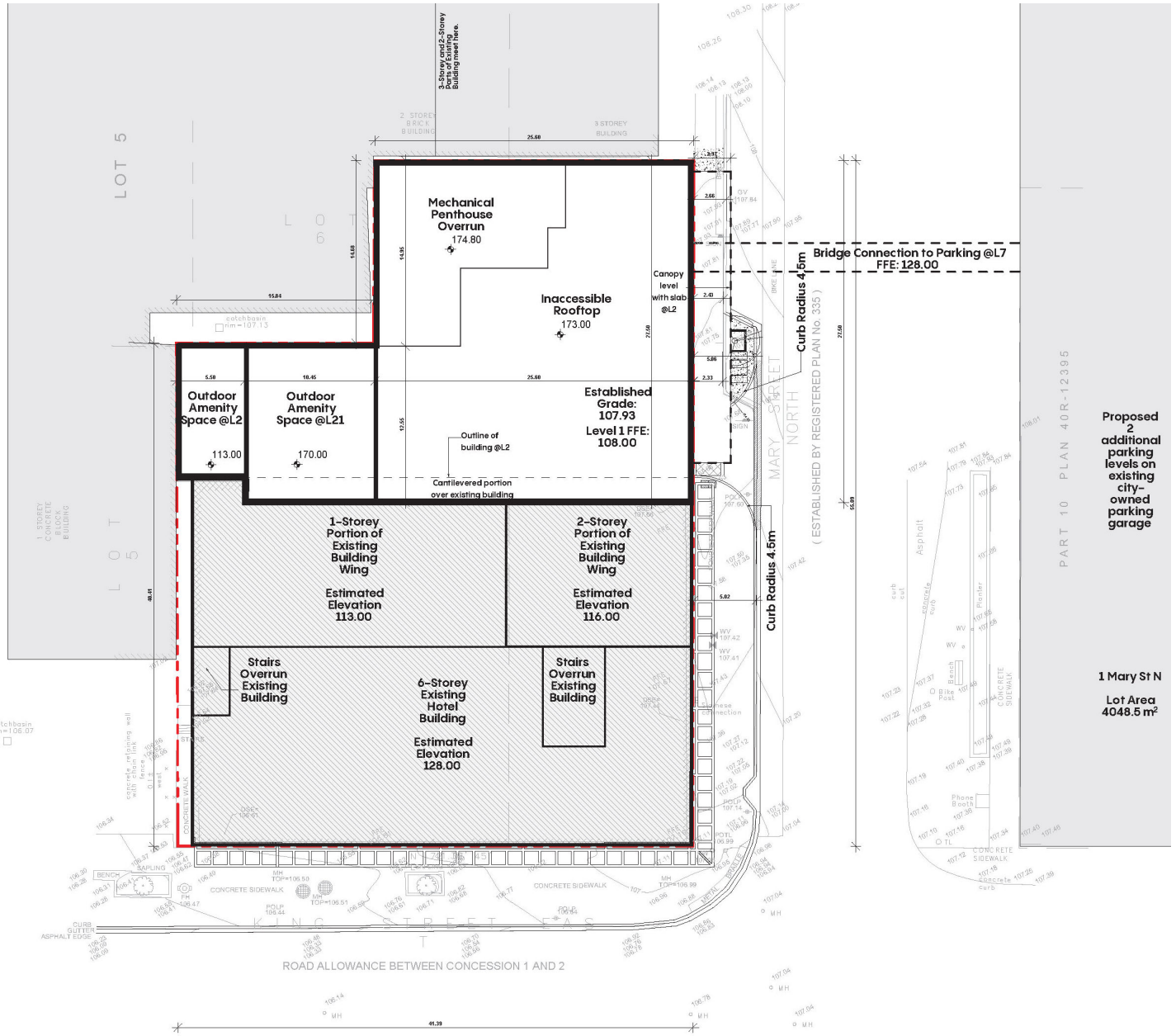
Item: ED-23-119
Attachment 4

Title: Revised Proposed Site Plan Submitted by the Applicant
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc.,
Address: 70 King Street East
Ward: Ward 4
File: OPA-2022-01, Z-2022-01

City of Oshawa
Economic and Development Services



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Item: ED-23-119
Attachment 5

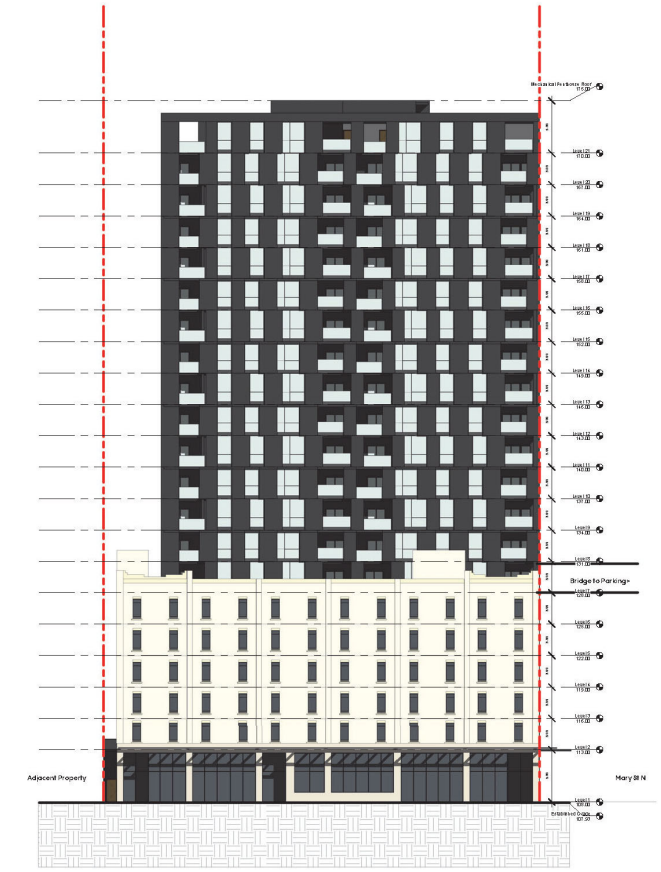
Title: Revised Proposed East and South Building Elevations Submitted by the Applicant
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Smart Density on behalf of TT7 Inc.,
Address: 70 King Street East
Ward: Ward 4
File: OPA-2022-01, Z-2022-01

City of Oshawa
Economic and Development Services

Materials:

Proposed Building:
-Dark Grey Fiber Cement Cladding
-Exterior Wood Finish on Balcony Undersides
-Glass Railings
-Glass Windows
-Black Aluminum Window Frames
-Dark Grey Metal Canopy

Existing Building:
-Existing Brick Cladding



1 South Elevation
1 : 200

2 East Elevation
1 : 200

SMART DENSITY
180 John St. #617
Toronto, Ontario M5T 1X5,
Canada
Tel (647) 687-4474
info@smartdensity.com
www.smartdensity.com

Project:
10 Mary Street North, Oshawa

STAMP
NOT FOR CONSTRUCTION

Title:
Elevations (South + East)

Scale 1 : 200
Revision
Job # CM 22-01
Date April 6, 2023
Drawing No. **AZ402**

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List of Permitted Uses in the CBD-A.T25 (Central Business District) Zone:

(a) Animal hospital
(b) Apartment building
(c) Apartment hotel
(d) Art gallery
(e) Automobile rental establishment
(f) Automobile repair garage
(g) Bus depot
(h) Church
(i) Cinema
(j) Club
(k) Commercial recreation establishment
(l) Convention centre
(m) Craft Brewery
(n) Crisis care residence
(o) Cultural centre
(p) Day care centre
(q) Financial institution
(r) Flat
(s) Funeral home
(t) Hospital
(u) Hotel
(v) Lodging house
(w) Long Term Care Facility
(x) Merchandise service shop
(y) Museum
(z) Nursing home
(aa) Office
(bb) Parking garage or parking lot
(cc) Personal service establishment
(dd) Printing establishment
(ee) Restaurant
(ff) Retail store
(gg) Retirement home
(hh) School
(ii) Studio
(jj) Tavern
(kk) Television or radio broadcasting station or studio
(ll) Theatre
(mm) Trade centre

Excerpts from the Minutes of the Development Services Committee Meeting held on April 11, 2022

Application DS-22-73

Presentation

Smart Density - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94

Naama Blonder, Architect and Urban Planner, Smart Density provided an overview of the Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 submitted by Joel Gerber on behalf of TT7 Inc for 70 King Street East.

Members of the Committee questioned Naama Blonder and Rick Summers of TT7 Inc.

Delegations

Diane Stephen addressed the Development Services Committee concerning the Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 submitted by TT7 Inc. for property located at 70 King Street East, stating that although she was not speaking on behalf of Heritage Oshawa, the presentation provided at this meeting was not the same as that provided to Heritage Oshawa.

Members of the Committee questioned Diane Stephen.

Correspondence

(See additional items)

Reports

DS-22-73 - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Joel Gerber on behalf of TT7 Inc., 70 King Street East (Ward 4)

Moved by Mayor Carter

That, pursuant to Report DS-22-73 dated April 6, 2022, concerning the applications submitted by TT7 Inc. to amend the Oshawa Official Plan (File: OPA-2022-01) and Zoning By-law 60-94 (File: Z-2022-01) to permit the development of a 21 storey apartment building containing 114 dwelling units at 70 King Street East and the associated proposal to add two storeys to Parkade 3 of the Oshawa Municipal Parking System to provide off-site parking for the proposed apartment building, staff be directed to further review and prepare a report and recommendation back to the Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Motion Carried