Office Consolidation Copy
of the
City of Oshawa Official Plan

As approved by City Council on June 17, 1985 and adopted by Durham Regional Council on November 20, 1985 by By-law 1985-213, as amended, and, as approved by the Minister of Municipal Affairs on February 12, 1987 with modifications and parts deferred for further consideration.

This document presents a consolidation of the City of Oshawa Official Plan and subsequent amendments, as approved and/or modified by the Regional Municipality of Durham and the Ontario Land Tribunal. This edition is for purposes of convenience; for accurate reference, recourse should be made to the original approved documents. Copies of the Amendments can be obtained from the Economic and Development Services Department or City Clerk Services.

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City of Oshawa Official Plan
Introduction

Note: This Introduction does not form part of the Official Plan

1. Purpose of the Official Plan

The purpose of this Official Plan is to establish a unified set of policies and land use designations which will guide primarily the physical development and redevelopment of the City of Oshawa. The Official Plan proposes an overall development pattern for the City and provides guidelines for the preparation of Part II Plans, plans of subdivision, zoning by-laws, site plans and other measures which implement the Official Plan.

2. Basis of the Official Plan

(a) This Official Plan has been prepared pursuant to the Regional Municipality of Durham Act, as amended by the Planning Statute Law Amendment Act, 1983, which specifies that every council of an area municipality shall, at the request of the Regional Council, prepare a plan for the area municipality and forward it to the Regional Council. On May 11, 1983, Regional Council requested that the City prepare an Official Plan and forward such Plan to Regional Council for approval.

(b) This Official Plan has also been prepared pursuant to the Planning Act, 1983, which specifies that a municipal council may prepare an official plan to guide the physical development of a municipality while having regard to relevant social, economic and environmental matters. Such a plan, when approved by the Minister of Municipal Affairs and Housing for the City of Oshawa, is to be known as the Oshawa Official Plan.

(c) The Regional Municipality of Durham Act further specifies that all official plans in effect in any part of the Regional Area, on and after January 1, 1974, remain in effect as official plans but shall be amended forthwith to conform with the official plan, adopted by the Regional Council and approved by the Minister of Municipal Affairs and Housing. In this regard, the Regional Municipality of Durham Act established the present City of Oshawa on January 1, 1974, through the amalgamation of the former municipalities of the City of Oshawa and the Township of East Whitby. Each of the former municipalities had an Official Plan in effect at the time of approval of the Durham Regional Official Plan and such Official Plans have remained in effect. However, with the approval of the Durham Regional Official Plan by the Minister of Housing on March 17, 1978, the City of Oshawa is required to amend its Official Plan(s) to conform with the Durham Regional Official Plan.

This City of Oshawa Official Plan replaces the Official Plan of the former Oshawa Planning Area and the Official Plan for the former East Whitby Planning Area but, in so doing, also brings local Official Plan policies for the City of Oshawa into conformity with the Durham Regional Official Plan.

(d) In the period since the Official Plan of the former East Whitby Planning Area and the Official Plan of the former Oshawa Planning Area were approved in 1968 and 1975 respectively, a number of events have occurred which have caused those local Official Plans to become outdated. Such events have included changes in social, economic and demographic characteristics, the creation of the Regional Municipality of Durham, the approval of the Durham Regional Official Plan, and the development of land including the progression of urban development into the former Township of East Whitby. This Official Plan serves, therefore, as a general review and update of local Official Plan policies for the City of Oshawa.

(e) In certain instances, the Oshawa Official Plan includes selected approved policies from the Durham Regional Official Plan and reference should be made to that Plan as it applies to the City of Oshawa. In this regard, the Durham Regional Official Plan provides general policies and land use designations for the City of Oshawa and this Official Plan refines and complements the Regional Plan by providing more detailed policies and land use designations to serve as a basis for implementation.

(f) Consideration has also been given in this Official Plan to the submissions received during the public participation process as well as comments received from various governmental departments and agencies. Such submissions have been reviewed and various modifications have been incorporated into this Official Plan as appropriate.

3. Organization of the Official Plan

(a) This Official Plan has been formulated using a Part I/Part II approach wherein the Part I Official Plan provides general provisions relating to the entire City and Part II Plans provide detailed provisions for specific areas of the City.

(b) The Part I Official Plan provides general land use policies and designations at a level of detail appropriate to the local municipal scale. Each land use section includes a list of permitted uses, followed by detailed policies applicable to that section. The Part I Official Plan also provides policies for Transportation, Community Improvement, Environmental Management, Housing, Economic Development, Implementation and Interpretation. In addition, the Part I Official Plan sets the framework for the preparation of Part II Official Plans and identifies various Part II Planning Areas. Furthermore, the Part I Official Plan includes various Tables and Schedules which must be read in conjunction with the text.

(c) The Part II Official Plans provide detailed policies and provisions for specific geographic areas known as Part II Planning Areas. Part II Plans are intended to detail and complement the more general land use policies and designations of the Part I Official Plan.

1.0 General

1.1 The following text, Tables 1 to 7, and Schedules “A”, “A-1”, “A-2”, “B”, “B-1”, “B-2”, “C”, “C-1”, “D-1”, “D-2”, “E”, “F-1A”, “F-1B”, “F-2”, and “F-3” constitute the City of Oshawa Official Plan. Schedules “A-1” and “A-2” form part of Schedule “A” and any reference to Schedule “A” shall apply to Schedules “A-1” and “A-2” as appropriate. The Introduction does not form part of this Plan. **(OPA 73, 115, 179)**

1.2 Upon its approval by the Ministry of Municipal Affairs and Housing, this Plan replaces the Official Plan of the former Oshawa Planning Area and the Official Plan for the former East Whitby Planning Area. However, secondary plans approved under the respective former Official Plans shall remain in effect until such time as such secondary plans are brought into conformity with this Plan and approved as Part II Plans.

1.3 This Plan recognizes that the City is comprised of urban, rural and Greenland areas. In this regard, the Major Urban Area is comprised of the portion of the City located south of the Major Urban Area boundary as shown on Schedules “A” and “A-2”. It is the intent of this Plan that urban land uses be developed within the Major Urban Area in accordance with the policies of this Plan. The portion of the City located north of the Major Urban Area boundary, including lands within the Greenbelt Protected Countryside Area and the Oak Ridges Moraine, is intended to remain essentially rural in nature with uses permitted in accordance with the policies of this Plan. Greenland areas comprise a connected system of natural and/or recreational open spaces (on and off the Oak Ridges Moraine, including areas along the Lake Ontario waterfront) that weave through and between the City’s urban and rural areas, to ensure ecological health and renewal. **(OPA 179)**

1.4 Expanding the Major Urban Area boundary shown on Schedules “A” and “A-2” to extend urban *development* beyond what is currently shown on Schedules “A” and “A-2” shall require an amendment to this Plan in accordance with Policy 9.1.4 of this Plan. **(OPA 179)**

1.5 The Major Urban Area is divided by the *Built Boundary*, which identifies those lands within the Major Urban area that are considered to be the *Built-up Area* and those lands within the Major Urban Area consisting of *Greenfield* areas. **(OPA 179)**

1.6 For the purposes of this Plan:

(a) “*Built Boundary*” refers to the limit of the developed urban area as identified on Schedules “A” and “A-2” and defined by the Minister of Municipal Affairs and Housing.

(b) “*Built-up Area*” refers to all land within the *Built Boundary*.

(c) "*Greenfield*" refers to all undeveloped lands within the Major Urban Area that are not within the *Built-up Area.*

(d) "*Gross Density*" is a means of measuring the ratio of people, jobs or units to a broad land area (e.g. *Greenfield* areas). For the purposes of this Plan, the measurement excludes those components of the *Natural Heritage System* identified in Policy 5.4.4 of this 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).

(e) "*Development*", except as used in the context described in Policy 9.4.1, means the creation of a new lot, a change in land use, or the construction of buildings and structures, any of which require approval under the Planning Act, or that are subject to the Environmental Assessment Act, but does not include:

(i) The construction of facilities for transportation, infrastructure and utilities used by a public body;

(ii) Activities or works under the Drainage Act (in the case of lands on the Oak Ridges Moraine, this applies only to the reconstruction, repair or maintenance of an existing drain approved under the Drainage Act); and

(iii) The carrying out of agricultural practices on land that continues to be used for agriculture uses.

(f) "*Site alteration*" means activities such as filling, grading and excavation that would change the landform and natural vegetative characteristics of land, but does not include:

(i) The construction of facilities for transportation, infrastructure and utilities used by a public body;

(ii) Activities or works under the Drainage Act. (In the case of lands on the Oak Ridges Moraine, this applies only to the reconstruction, repair or maintenance of an existing drain approved under the Drainage Act.); and

(iii) The carrying out of agricultural practices on land that continues to be used for agriculture uses.

(OPA 179)

1.7 The *Built Boundary* identifies the extent of the existing *Built-up Area* as of June 16, 2006 and the lands to which the *residential intensification* policies in this Plan shall apply. In order to meet the overall *residential intensification* target of forty percent (40%) for the Region by 2015, and each year thereafter, it is intended that a minimum of thirty-nine percent (39%) of all new residential units annually will occur within the City's *Built-up Area*, in

accordance with Schedule "E" – Table E9 of the Durham Regional Official Plan.

During the review of residential *development* applications in Part II Plans within *Greenfield* areas, the City shall evaluate the extent to which intensification within the *Built-up Area* is being achieved as a proportion of overall new unit creation (including new units that would be created through the subject *development* application) and compare the proportion to the above-noted annual *residential intensification* target of thirty-nine percent (39%) established by the Region for the City. In the event that the City's *residential intensification* target will potentially not be achieved generally as intended, the City may impose from 2015 onward, phasing mechanisms to regulate the timing of *development* in *Greenfield* areas, such as, but not necessarily limited to, the following:

(a) Conditions of approval requiring a specified amount of *residential intensification* to occur within the City's *Built-up Area* prior to or in conjunction with proposed residential units, up to a specified number, being created within *Greenfield* areas; or

(b) The use of holding provisions in accordance with Policy 9.3.4 to regulate the timing and/or amount of residential *development* in *Greenfield* areas, in order to achieve the City's annual *residential intensification* target.

(OPA 179)

1.8 The *Greenfield* area shall be planned to achieve a minimum *gross density* of 50 residents and jobs combined per hectare (20.83 residents and jobs combined/ac.) when fully built. This density target shall be measured across the entire *Greenfield* area, excluding *significant* natural heritage features and major infrastructure, although specific targets may be established for individual Part II Planning Areas.

In support of this growth management objective the City shall prescribe minimum density requirements for different types of *development* in *Greenfield* areas, specific density targets for different categories of land use in *Greenfield* areas and/or timing/phasing requirements for *development* in *Greenfield* areas, such as prescribed under Policies 2.4.2.4 and 8.1.2 of this Plan.

(OPA 179)

1.9 The following population, housing and employment forecasts shall be used to plan and manage growth and guide land use decision-making to 2031:

Population, Households and Employment

Forecasts	**2011**	**2016**	**2021**	**2026**	**2031**
Urban Population	152,565	164,355	173,650	183,405	195,935

Forecasts	**2011**	**2016**	**2021**	**2026**	**2031**
Rural Population	1,020	1,035	1,045	1,055	1,065
Total Population	153,585	165,390	174,695	184,460	197,000
Households	59,100	64,535	70,415	75,655	82,590
Employment	68,270	75,305	84,660	86,835	90,790

Notes:
(1) The population figures identified above exclude post-secondary students who reside temporarily in the City.
(2) Totals may not add precisely due to rounding.
(3) Population includes undercount.
(4) The rural population forecast represents an allocation of *development* potential in the City's rural area, not a target to be achieved.

An appropriate land base and balance of land use designations has been provided in this Plan to accommodate these forecasts within the City's urban and rural areas. With respect to achieving the above-noted employment forecasts, areas designated as Industrial shall be planned and managed in accordance with Policy 2.4.2.1.

(OPA 179)

1.10 In addition to the detailed policies of this Plan, the applicable policies of the Durham Regional Official Plan, as approved by the Ministry of Municipal Affairs and Housing, apply to the City of Oshawa.

2.0 Land Use Policies

2.1 Downtown Oshawa Urban Growth Centre, Central Areas, Corridors, Transportation Hubs and Commuter Stations **(OPA 179)**

2.1.1 Central Areas – General **(OPA 179)**

2.1.1.1 It is the intent of this Plan to develop a hierarchical structure of Central Areas in terms of form and function within the Major Urban Area, to serve as focal points of activity, interest and identity for residents. These Central Areas shall be planned and developed as the main concentrations of well-designed, compact and intensive urban *development* within the City, with a balance of employment and residential growth. As focal points for *development* in the City, Central Areas shall provide an integrated array of shopping (including opportunities for food stores and convenient access to healthy food), personal and business service, office, institutional, community, cultural and recreational uses and transportation facilities, mixed with a range of higher density residential housing types, including opportunities for *affordable housing* and assisted housing. **(OPA 179)**

2.1.1.2 The structure of Central Areas in the City is comprised of two Main Central Areas, two Sub-Central Areas, three Community Central Areas and various Local Central Areas. The Main Central Areas, Sub-Central Areas and Community Central Areas are delineated on Schedule "A". Local Central Areas are designated on Schedule "A". **(OPA 78, 179)**

2.1.1.3 The size of each Central Area is generally based upon its function, the population of the area it serves, and the accessibility to Central Areas of equal or larger scale. The role and function of the respective Central Areas is as follows:

(a1) The City's Main Central Areas are generally centered around the intersections of Simcoe Street and King Street, and Simcoe Street and Winchester Road, and shall be planned as the main concentrations of mixed-use urban *development* within the City and as the primary and priority locations for public investment, including public buildings and community facilities and services. These two Main Central Areas are respectively known as the Downtown Main Central Area and the Windfields Main Central Area, and shall be planned and developed in accordance with the following:

(i) The Downtown Main Central Area centered around the intersection of Simcoe Street and King Street shall serve the entire City and function as its dominant centre, given that it encompasses both the Downtown Oshawa Urban Growth Centre as established through the Growth Plan for the Greater Golden Horseshoe and the planned Central Oshawa Transportation Hub. The area designated as Downtown

Oshawa Urban Growth Centre is shown on Schedule "A" and the area relating to the Central Oshawa Transportation Hub is delineated on Schedule "B-1".

The area designated as the Downtown Oshawa Urban Growth Centre shall serve as a major employment centre and constitutes the City's primary focus area for *major office*, commercial, institutional, recreational, cultural, entertainment and higher density residential *development* and region-wide public services, and shall be planned and developed in accordance with the relevant policies of this Plan, particularly Policy 2.1.1.1 and the policies under Sections 2.1.2 and 2.2.2. *Development* within the Downtown Oshawa Urban Growth Centre shall be planned to achieve an overall minimum *gross density* target of 200 residents and jobs combined per hectare (80.94 residents and jobs combined/ac.) by 2031 and support an overall *Floor Space Index* of 3.0.

The remainder of the Downtown Main Central Area, including the Central Oshawa Transportation Hub, will function in a complementary capacity but generally at a smaller scale than the Downtown Oshawa Urban Growth Centre, with a reciprocal emphasis on *major office*, retail, business, personal and administrative services, residential, institutional, recreational, cultural and entertainment uses. *Development* of these lands shall be planned to support an overall long-term density target of at least 75 residential units per gross hectare (30.35 residential units/gross ac.) and a *Floor Space Index* of 2.5. The area designated as Central Oshawa Transportation Hub shall also be planned and developed in accordance with the relevant policies of this Plan, particularly Policy 2.1.1.1, the policies under Sections 2.1.2 and 2.1.8, and Policy 3.3.3.

For the purposes of this Plan, "*major office*" means freestanding office buildings having a *gross floor area* of 10,000 square metres (107,639 sq. ft.) or greater, or with 500 or more jobs.

(ii) The Windfields Main Central Area centered around Simcoe Street and Winchester Road, which encompasses a portion of the planned Windfields Transportation Hub focused on a future transit station at the Simcoe Street North/Highway 407 interchange, shall be planned and developed in accordance with the relevant policies of this Plan, particularly Policy 2.1.1.1 and the policies under Sections 2.1.2 and 8.6. *Development* within the Windfields Main Central Area shall be planned to support an overall long-term density target of at least 75

residential units per gross hectare (30.35 residential units/gross ac.) and a *Floor Space Index* of 2.5;

(b1) The Sub-Central Areas shall serve a large portion of the Major Urban Area and shall be planned and developed similar to, but generally smaller in scale, than Main Central Areas. Sub-Central Areas shall be planned to support an overall long-term density target of at least 30 residential units per gross hectare (12.14 residential units/gross ac.) and a *Floor Space Index* of 2.0;

(c1) The Community Central Areas shall serve primarily their surrounding residential communities and shall be planned and developed similar to, but generally smaller in scale than, Sub-Central Areas. Community Central Areas shall be planned to support an overall long-term density target of at least 24 residential units per gross hectare (9.71 residential units/gross ac.) and a *Floor Space Index* of 1.5; and

(d1) The Local Central Areas shall serve the day-to-day needs of the residents in the surrounding residential neighbourhoods and shall be planned and developed similar to, but generally smaller in scale than, Community Central Areas. Local Central Areas shall be planned to support an overall long-term density target of at least 24 residential units per gross hectare (9.71 residential units/gross ac.) and a *Floor Space Index* of 1.0.

For the purposes of this Plan, "*Floor Space Index*" means the ratio of *gross floor area* of a building to the area of the respective *development* site as defined through an associated *development* application, which may constitute all or part of a lot.

For the purposes of this Plan, "*gross floor area*" means:

(a2) For residential *development* including the residential portion of a mixed-use building, the total floor area, measured between the outside of exterior walls or between the outside of exterior walls and the centre line of party walls dividing the building from another building, of all floors above the average level of finished ground adjoining the building at its exterior walls, excluding any area used for the parking of motor vehicles; and

(b2) For non-residential *development* including the non-residential portion of a residential mixed-use building, the total floor area of all floors, whether above or below grade, measured between the outside of exterior walls, or between the outside of exterior walls and the centre line of party walls and, without limitation, includes:

(i) Cellars, corridors and lobbies;
(ii) Basements, half-storeys and mezzanines; and

(iii) Areas occupied by interior walls or partitions;

but excludes roof areas, crawl spaces and areas used for the parking or loading/unloading of motor vehicles.

(OPA 179)

2.1.1.4 The structural components of the Central Areas are shown on Schedule "A" and, where Transportation Hubs are present, on Schedule "B-1" and are detailed in the relevant sections of this Plan. **(OPA 179)**

2.1.1.5 Where a *development* block within a proposed plan of subdivision or a property not subject to a proposed plan of subdivision is subject to both a Central Area and a Corridor Intensification Area delineation, all relevant Central Area policies of this Plan, particularly policies under Sections 2.1.1 and 2.1.2, shall apply to the entire *development* block or property. Notwithstanding the foregoing, in all instances the higher of the applicable overall long-term density targets and Floor Space Indices shall apply to the *development* block or property. **(OPA 179)**

2.1.2 **Central Areas – Planning Criteria** **(OPA 179)**

2.1.2.1 Prior to the delineation or designation of any new Central Area, the expansion of an existing Central Area, or approval of a *development* proposal pursuant to Policy 2.2.7.1, the City, in consultation with the Region, shall determine if a retail impact study shall be required to justify such delineation, designation, expansion or *development* approval and ensure that the proposal does not unduly affect the planned function and viability of any Central Areas shown on Schedule "A". The delineation or designation of any new Central Area, the expansion of an existing Central Area or approval of a *development* proposal pursuant to Policy 2.2.7.1 shall not be permitted if it is likely to have an adverse economic impact on another Central Area. No individual Central Area shall include a concentration of the retail functions of a size that would negatively impact the *development* of another designated Central Area of the same or greater hierarchical level.

The City and/or the Region shall require a retail impact study in the following instances:

(a) For any *development* proposal in an existing or expanded Central Area that would result in 56,000 square metres (602,779 sq. ft.) or more of gross retail and personal service floor space on an individual or cumulative basis;

(b) For any *development* proposal in an existing or expanded Central Area requiring the passage of a Zoning By-law to permit more than 2,500 square metres (26,910 sq. ft.) of gross retail and personal service floor space; or

(c) For any *development* proposal in an existing or expanded Central Area where the amount of gross retail and personal service floor space proposed would have the potential to negatively impact the planned function of another Central Area of the same or greater hierarchical level, as determined by the City and/or the Region.

(OPA 179)

2.1.2.2 The *development* of all Central Areas shall be in accordance with up-to-date principles of good design, including adaptability over time, climate change resiliency, respect for, and integration with, natural features and functions, and long-term sustainability, and reflect an approach to urban design and infrastructure *development* that takes into account the following:

(a) The needs of pedestrians, cyclists and persons of all ages and abilities as a primary design consideration, to facilitate safe, attractive, convenient, well-connected and accessible active transportation within and between the public and private realms;

(b) Ensuring that transit and active transportation are facilitated through a balanced approach to *Level of Service (LOS) measures* pursuant to Policy 3.1.1 for all transportation modes and through the appropriate siting and massing of built form in relation to surrounding land uses and the public realm;

(c) Site design and layout schemes which include: shared internal vehicular and pedestrian circulation routes between sites, where appropriate; integration of the location and design of structures on neighbouring sites, where appropriate, to facilitate the coordination of pedestrian and vehicular movements between sites and the public realm; and, the integration of parking areas and access points with those of adjacent land uses;

(d) Incorporating landscaping and, where appropriate, low impact *development* stormwater measures pursuant to Policy 5.6.10 of this Plan as an integral part of all *developments*;

(e) Integrating walkways, parkland, community gardens and open space along with the restoration, enhancement and connectedness of any adjacent *Key Natural Heritage Features* and *Key Hydrologic Features* in a manner that complements these elements as an important component of the public and/or private realms;

(f) Discouraging open storage;

(g) Potential public transit routes and a sufficient balance of off-street parking in accordance with acceptable design principles and in consideration of the proportion of people anticipated to travel by different means of transportation;

(h) The type and design of signs related to activities in all areas in order to avoid conflicts with traffic signals and signs, and related to the aesthetics of the *environment*;

(i) Appropriate forms of, and locations for, *residential intensification*, with particular regard to the policies in Section 6.4 of this Plan;

(j) Ensuring a more compact urban form that assists in achieving the population and employment forecasts in Policy 1.9 of this Plan;

(k) Ensuring that *development* is transit-supportive and emphasizes the importance of the public realm as a focus for safe, inclusive, high quality, pedestrian-oriented, human-scale urban design, generally through the application of design practices and/or zoning regulations such as:

(i) Siting buildings to frame the street and create a continuous street wall;

(ii) Providing quality facades along street-facing walls, including main building entrances;

(iii) Using a high proportion of glazing along street-facing facades, with transparent windows at ground level;

(iv) Incorporating elements for weather protection, such as colonnades, awnings and canopies, as well as natural and built shade structures;

(v) Implementing minimum and maximum building setbacks for substantial portions of buildings' street-facing facades to ensure a consistent street wall;

(vi) Implementing minimum built frontage requirements along streets;

(vii) Locating parking, driveway aisles and service areas outside of those areas between the street and portions of street-facing building facades subject to minimum and maximum setbacks;

(viii) Providing a network of publicly accessible open spaces (e.g., outdoor gathering/sitting spaces) at a range of scales, that are integrated with and complement the public realm;

(ix) Ensuring that the middle and upper storeys of higher buildings are set back from lower storeys, particular along street-facing facades; and

(x) Ensuring the aesthetics of streetscapes are cohesive and attractive, and that in addition to creating an aesthetically pleasing *environment*, opportunities for active transportation are further promoted through the provision of crosswalks,

lighting and street furniture such as benches and waste receptacles, where appropriate;

(l) Maintaining and enhancing historical streetscapes, including historic main streets, by integrating new forms of *development* sensitively with existing *development*;

(m) Ensuring that cultural *heritage resources* are preserved and enhanced;

(n) Ensuring that rooftop mechanical equipment is enclosed in a manner that blends with the architecture of the building, and where buildings are six storeys or higher, ensuring that rooftops are designed as architectural elements that enhance the appearance and presence of the building;

(o) Ensuring that new *development* generally fronts or flanks onto road rights-of-way rather than creating reverse lot frontages;

(p) Ensuring that light pollution abatement measures are implemented; and

(q) Ensuring that where a difference in scale exists between new *development* and existing stable neighborhoods, particularly low rise residential neighborhoods, the new *development* will utilize transition strategies through adequate spatial relationships, massing and built form, to achieve a compatible relationship between proposed and existing *development*, and/or adjacent open spaces. The transition between low rise residential *development* and new midrise or highrise *development* and/or between Parks and Open Space Areas and new midrise or highrise *development*, should be created through appropriate setbacks, stepbacks and angular plane provisions.

(OPA 179)

2.1.2.3 A range of residential uses at higher densities may be permitted in the Main, Sub-Central and Community Central Areas. Within Local Central Areas, residential apartments in mixed-use buildings featuring commercial uses at grade with residential dwelling units above may be permitted at appropriate densities. In addition, the City may, at its discretion, retain the existing character of residential areas within Central Areas such as to retain the integrity of historic residential streetscapes or as part of efforts to encourage the stabilization and improvement of existing stable residential neighbourhoods and preserve the existing housing stock in an area, in accordance with Policy 2.3.1.8 of this Plan. The preparation of a Part II Plan shall not be a pre-requisite for residential *development* or redevelopment in Central Areas in accordance with the exception noted under subsection (c) of Policy 2.3.5.1. **(OPA 59, 179)**

2.1.2.4 To assist in achieving the densities outlined in Policy 2.1.1.3, the built form of new *development* and redevelopment within the Downtown Oshawa Urban Growth Centre, Downtown Main Central Area outside of the Downtown Oshawa Urban Growth Centre, Windfields Main Central Area, Sub-Central Areas, Community Central Areas and Local Central Areas shall generally be as follows:

(a) Within the Downtown Oshawa Urban Growth Centre: 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 or where proximity to landmark buildings, such as buildings of cultural heritage value or interest, warrants lower adjacent buildings in order to preserve views of and/or emphasize the massing/siting of landmark buildings. Buildings at corner locations should generally be higher than buildings in mid-block locations;

(b) Within the Downtown Main Central Area outside of the Downtown Oshawa Urban Growth Centre: a wide variety of high-rise and mid-rise *development*, with some low-rise *development* (e.g., ground-related multiple attached dwellings); the latter, while ground-related, shall generally be intensive and compact, and located predominantly in transitional locations next to existing lower-density areas or where opportunities for intensification are present within established lower-density areas. Buildings at corner locations should generally be higher than buildings in mid-block locations;

(c) Within the Windfields Main Central Area, over the long-term: a wide variety of high-rise and mid-rise *development*, with some low-rise *development* (e.g., ground-related multiple attached dwellings); the latter, while ground-related, shall generally be intensive and compact, and located predominantly in transitional locations next to existing lower-density areas or planned lower-density areas in *Greenfield* locations, or where opportunities for intensification are present within established lower-density areas. Buildings at corner locations should generally be higher than buildings in mid-block locations;

(d) Within Sub-Central Areas: a wide variety of buildings, generally mid-rise in height, with some higher and lower buildings; the latter, while ground-related, shall generally be intensive and compact, and located predominantly in transitional locations next to existing lower-density areas or where opportunities for intensification are present within established lower-density areas. Buildings at corner locations should generally be higher than buildings in mid-block locations;

(e) Within Community Central Areas: a mix of predominantly mid-rise and low-rise *development*, with high-rise *development* limited to sites that can appropriately accommodate high-rise buildings in a manner

compatible with and complementary to adjacent *development*. Ground-related *development* shall generally be intensive and compact. Buildings at corner locations should generally be equal to or higher than buildings in mid-block locations; and

(f) Within Local Central Areas: a mix of predominantly compact, intensive, low-rise *development*, with some complementary and compatible mid-rise *development*. Buildings at corner locations should generally be equal to or higher than buildings in mid-block locations.

(OPA 179)

2.1.2.5 To assist in achieving the overall long-term density and *Floor Space Index* targets for Central Areas specified in Policy 2.1.1.3, the following minimum building height standards apply:

(a) Within the Downtown Oshawa Urban Growth Centre: four functional storeys shall be required for new *development* or redevelopment, other than intensification within existing buildings, and the floor area of the uppermost storey should generally be at least half the ground floor area;

(b) Within the Downtown Main Central Area outside of the Downtown Oshawa Urban Growth Centre, and within Sub-Central Areas: three functional storeys shall be required for new *development* or redevelopment, other than intensification within existing buildings, and the floor area of the uppermost storey should generally be at least half the ground floor area; and

(c) Within the Windfields Main Central Area, over the long term: a minimum of three functional storeys is encouraged for new *development* or redevelopment, and the floor area of the uppermost storey should generally be at least half the ground floor area.

(OPA 179)

2.1.2.6 Notwithstanding the minimum building height standards specified in Policy 2.1.2.5(a) and (b), where larger *development* sites can appropriately accommodate multiple buildings, some buildings on the site may have a lesser number of storeys than are otherwise specified without amendment to this Plan, provided that:

(a1) The zoning by-law includes regulations, such as a minimum vertical height requirement and/or a minimum ground floor ceiling height requirement, to ensure that in terms of external massing, the height of buildings is generally visually comparable to the height of ground-related multi-storey buildings;

(b1) The proponent demonstrates to the satisfaction of the City that the *development* of the site under ultimate build-out conditions will achieve a density and *Floor Space Index* consistent with the applicable overall long-term density and *Floor Space Index* targets specified in Policy 2.1.1.3; and

(c1) The *development* site is zoned to prohibit any severances which would preclude the ability to appropriately achieve on each of the retained and newly created parcels *development* having a density and *Floor Space Index* consistent with the applicable overall long-term density and *Floor Space Index* targets specified in Policy 2.1.1.3.

In addition, notwithstanding the minimum building height standards specified in Policy 2.1.2.5(c), *development* or redevelopment projects may have a lesser number of storeys than are otherwise specified, provided that:

(a2) Consideration be given to the inclusion of regulations in the zoning by-law, such as a minimum vertical height requirement and/or a minimum ground floor ceiling height requirement, to ensure that in terms of external massing, the height of buildings is generally visually comparable to the height of ground-related multi-storey buildings;

(b2) The proponent demonstrates to the satisfaction of the City that the *development* of the site under ultimate build-out conditions will achieve a density and *Floor Space Index* consistent with the applicable overall long-term density and *Floor Space Index* targets specified in Policy 2.1.1.3; and

(c2) Consideration be given to zone the site, where appropriate, to prohibit any severances which would preclude the ability to appropriately achieve on each of the retained and newly created parcels *development* having a density and *Floor Space Index* consistent with the applicable overall long-term density and *Floor Space Index* targets specified in Policy 2.1.1.3.

(OPA 179)

2.1.2.7 The review of *development* applications within the City's Central Areas shall consider the ability of the site, proposed layout and built form to achieve on-site the overall long-term density and *Floor Space Index* targets specified in Policy 2.1.1.3, as applicable. It is understood that the *development* of any individual property may involve a number of phases before it will achieve a density and *Floor Space Index* consistent with the overall long-term density and *Floor Space Index* targets. Accordingly, in instances where on-site *development* will be consistent with the overall long-term targets only through phasing, a comprehensive urban design study demonstrating to the City's satisfaction consistency with the overall long-term targets under ultimate build-out conditions may be required from the proponent.

Each phase of *development* undertaken by the proponent shall protect for the ability of the subject site to be developed in accordance with the comprehensive urban design study, and the amount of surface parking provided on-site in conjunction with a particular phase should generally not exceed minimum requirements (unless it is a pre-existing condition); in this regard, parking within structures, including underground parking, should be implemented wherever possible. *Development* of a site through phasing in accordance with a comprehensive urban design study shall be a requirement of any related Site Plan Agreement.

It is understood that a comprehensive urban design study may be revised from time-to-time in response to market changes; however, all such revisions shall continue to demonstrate, to the City's satisfaction, consistency with the overall long-term density and *Floor Space Index* targets in a fashion that maintains the intent of this Plan and the Zoning By-law.

In instances where the ability for *development* on an individual site to meet the overall long-term density and *Floor Space Index* targets under ultimate build-out conditions in an appropriate manner is demonstrably constrained, a master block plan may be required by the City. A master block plan shall show the siting of a particular proposal within a broader surrounding context, the limits of which are to be identified by the City on a case-by-case basis. In this regard, the master block plan may involve an appropriate conceptualization of the future *development* of the subject lands and lands in the vicinity of the subject site, as well as show existing conditions and/or other concurrent proposals in the broader surrounding area. The City may use a master block plan as a mechanism by which to evaluate a proposal and surrounding lands in terms of current, proposed and ultimate build-out conditions and consistency with overall long-term density and *Floor Space Index* targets.

(OPA 179)

2.1.2.8 Proponents of *development* within Central Areas will be encouraged to assemble smaller land parcels to create efficient *development* parcels. The City may not support the piecemeal *development* of smaller land parcels if such *development* is considered to impede over the long term the ability to achieve more efficient, compact, intensive *development* in keeping with this Plan's intentions for the *development* of Central Areas. This includes achieving applicable density and *Floor Space Index* targets through consolidating smaller land parcels as part of a larger *development* assembly.

(OPA 179)

2.1.3 Central Areas – Part II Plans **(OPA 179)**

2.1.3.1 Part II Plans may be prepared for existing Main Central Areas and for existing or new Sub-Central Areas and Community Central Areas, in order to define or redefine boundaries, where appropriate, and to provide detailed land use designations and related policies. The preparation of a Part II Plan

is required for the *development* of any new Sub-Central or Community Central Area that includes lands designated as Residential, other than in accordance with the exceptions provided for under Policy 2.3.5.1, as applicable, and also for the *development* of any new Main Central Area.

Part II Plans for new and existing Central Areas or parts thereof shall be prepared in accordance with the relevant policies of Section 8.1 of this Plan. **(OPA 59, 179)**

2.1.3.2 Prior to the preparation of Part II Plans for respective Central Areas in accordance with Policy 2.1.3.1 of this Plan, the land use designations shown on Schedule "A" within the delineated Central Areas shall apply. **(OPA 179)**

2.1.3.3 The preparation of a Part II Plan is not required for Local Central Areas designated on Schedule "A". In this regard, the *development* of Local Central Areas may proceed by including appropriate provisions in the zoning by-law. However, the location and size of various uses permitted within a Local Central Area shall be indicated in a Part II Plan where such Part II Plans are prepared.

2.1.3.4 An urban design scheme may be prepared for respective Central Areas or parts thereof in order to detail the policies of this Plan and to assist in the preparation of zoning by-laws. **(OPA 179)**

2.1.4 **Central Areas – Site Specific Policies** **(OPA 2, 179)**

2.1.4.1 Notwithstanding any provision of this Plan to the contrary, automotive sales, repair and servicing uses in addition to Local Central Area uses shall be permitted on the lands designated as Local Central Area and located on the south side of Wentworth Street West, between Park Road South and Oxford Street. **(OPA 19)**

2.1.4.2 The Oshawa Centre, located at the southeast corner of King Street West and Stevenson Road South, is an important component of the Downtown Main Central Area (Simcoe Street and King Street) and is encouraged to develop for a wide variety of uses, including the retailing of goods and services up to a maximum *gross floor area* of 185,000 square metres (1,991,000 sq. ft.). **(OPA 44, 179)**

2.1.4.3 The lands designated as Local Central Area and located on the southeast corner of Simcoe Street North and Conlin Road East shall be developed in accordance with relevant policies in the Secondary Plan for the Samac Community. 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 on the southeast corner of Simcoe Street North and Conlin Road East. **(OPA 121, 179)**

2.1.4.4 Notwithstanding any policies of this Plan to the contrary, the lands designated as Local Central Area and located on the northwest corner of Taunton Road West and Thornton Road North may be developed for a maximum *gross floor area* of 11,237 square metres (120,950 sq. ft.) subject to the following: **(OPA 135, 179)**

(a) The Zoning By-law shall require that:

(i) The maximum *gross floor area* for a supermarket use shall be restricted to 3,855 square metres (41,500 sq. ft.); and

(ii) The maximum *gross floor area* for a pharmacy use shall be restricted to 929 square metres (10,000 sq. ft.).

2.1.4.5 The lands designated as Local Central Areas and located on the northeast corner of Conlin Road East and Ritson Road North and the northwest corner of Conlin Road East and Harmony Road North shall be developed in accordance with the relevant provisions of the Kedron 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 on the northeast corner of Conlin Road East and Ritson Road North or for the Local Central Area on the northwest corner of Conlin Road East and Harmony Road North. **(OPA 166, 179)**

2.1.4.6 Notwithstanding any provisions of this Plan to the contrary, the lands designated as Downtown Oshawa Urban Growth Centre and located at the northwest corner of Bond Street East and Ritson Road North and at the southeast corner of William Street East and Kenneth Avenue, known municipally as 240 Bond Street East and 215 William Street East, respectively, may be used for an automobile sales and service establishment in addition to Downtown Oshawa Urban Growth Centre uses. **(OPA 179)**

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. **(OPA 217)**

2.1.5 Corridors – General **(OPA 179)**

2.1.5.1 It is the intent of this Plan to implement a supportive structure of corridors within the Major Urban Area that are focused on walking, cycling and transit routes, and reinforce linkages between and/or connections to, the Downtown Main Central Area (including the Downtown Oshawa Urban Growth Centre and the Central Oshawa Transportation Hub), the Windfields Main Central Area, the Oshawa Harbour Area, other Central Areas of Oshawa, and to Regional Centres and Local Centres in abutting municipalities. Such corridors shall be planned and developed along sections of key arterial roads

that are appropriate to focus higher density, mixed-use, pedestrian-oriented, transit-supportive *development*, particularly in support of intensification efforts within the *Built-up Area*, and to provide opportunities for food stores and convenient access to healthy food.

These Corridors are further intended to develop as ribbons of compact, intensive, higher density *development* along what form the key connections between Central Areas within the City and to those in abutting municipalities, and provide for the efficient movement of people and goods between the Central Areas to support their vitality.

2.1.5.2 The Corridors structure in this Plan is comprised of Regional Corridors and Local Corridors. Regional Corridors and Local Corridors are delineated on Schedule "A-2" as an overlay of the underlying land use designation(s), and identify sections of arterial roads where the underlying land use designation of lands along the Corridor shall generally be developed more intensively at higher densities. Further, lands adjacent to specific portions of Regional and Local Corridors are identified on Schedule "A-2" as Intensification Areas, in support of achieving the density and intensification targets outlined in Policies 2.1.5.3 and 2.1.5.4 in key areas along Corridors.

2.1.5.3 Regional Corridors shall be planned and developed as mixed-use areas in accordance with the principles outlined in Policy 2.1.6.2 of this Plan and the relevant policies of the underlying land use designation(s), with the objectives of achieving higher density, intensive and compact built form and complementary mixed uses. *Development* within Regional Corridors shall facilitate and complement higher order transit services, walking and cycling with an emphasis on pedestrian-oriented design that is focused upon and reinforces the public realm. In this regard, *development* shall integrate core principles of transit-supportive urban design so as to optimize the functionality and viability of future and existing higher order transit services, walking and cycling, and thereby facilitate efficient multi-modal transportation links between, and connections to, the Downtown Main Central Area, the Windfields Main Central Area, Sub-Central Areas and Community Central Areas in Oshawa, as well as Regional Centres and other Centres in adjacent municipalities.

Development within Intensification Areas along Regional Corridors shall be planned to support an overall long-term density target of at least 60 residential units per gross hectare (24.28 residential units/gross ac.) and a *Floor Space Index* of 2.5.

2.1.5.4 Local Corridors shall be planned and developed as mixed-use areas in accordance with the principles outlined in Policy 2.1.6.2 of this Plan and the relevant policies of the underlying land use designation(s). Likewise, *development* within Local Corridors shall be designed on the basis of a transit-supportive approach to urban design, including densities appropriate to support future and existing frequent transit service, and building and site

design with a strong pedestrian-oriented focus, to support a safe, convenient and attractive walking and cycling *environment* and a vibrant public realm. Local Corridors will mirror the role of Regional Corridors as efficient multi-modal transportation links between Central Areas, but generally at a lesser scale.

Development within Intensification Areas along Local Corridors shall be planned to support an overall long-term density target of at least 30 residential units per gross hectare (12.14 residential units/gross ac.) and a *Floor Space Index* of 2.0.

2.1.6 **Corridors – Planning Criteria** **(OPA 179)**

2.1.6.1 Prior to the delineation or designation of any new Corridor, the expansion of an existing Corridor, or approval of a *development* proposal pursuant to Policy 2.2.7.1, the City, in consultation with the Region, shall determine if a retail impact study shall be required to justify such delineation, designation, expansion or *development* approval and ensure that the proposal does not unduly affect the planned function and viability of any Central Areas shown on Schedule "A". The delineation or designation of any new Corridor, the expansion of an existing Corridor or approval of a *development* proposal pursuant to Policy 2.2.7.1 shall not be permitted if it is likely to have an adverse economic impact on another Central Area. No individual Corridor shall include a concentration of the retail functions of a size that would negatively impact the *development* of a Main Central Area, a Sub-Central Area or a Community Central Area.

The City and/or the Region shall require a retail impact study in the following instances:

(a) Prior to the delineation or designation of any new Corridor;

(b) For any *development* proposal in an existing or expanded Corridor that would result in 56,000 square metres (602,779 sq. ft.) or more of gross retail and personal service floor space on an individual or cumulative basis;

(c) For any *development* proposal in an existing or expanded Corridor requiring the passage of a Zoning By-law to permit more than 2,500 square metres (26,910 sq. ft.) of gross retail and personal service floor space; or

(d) For any *development* proposal in an existing or expanded Corridor where the amount of gross retail and personal service floor space proposed would have the potential to negatively impact the planned function of a Central Area, as determined by the City and/or the Region.

2.1.6.2 The *development* of all Corridors, with particular emphasis on the Intensification Areas along the Corridors, shall be in accordance with up-to-date principles of good design, including adaptability over time, climate change resiliency, respect for, and integration with, natural features and functions, and long-term sustainability, and reflect an approach to urban design and infrastructure *development* that takes into account the following:

(a) Using well-designed compact built form at higher densities and having a mix of uses to promote transit, walking and cycling and to assist in achieving the population and employment forecasts in Policy 1.9 of this Plan;

(b) Ensuring that *development* within Corridors (including Intensification Areas) is primarily oriented toward and integrated with the public realm, to promote vibrant, active streetscapes and public spaces and reinforce the importance of the public realm as a focus for safe, inclusive and attractive, high quality urban design;

(c) Ensuring that the relationship of built form and land uses in Corridors (including Intensification Areas) with adjacent existing and planned *development* shows sensitivity to the character of the area adjacent to Corridors;

(d) Ensuring that the design of *development* is human scale and that the needs of pedestrians, cyclists and persons of all ages and abilities are addressed as a primary design consideration in a manner that provides an attractive, convenient, safe, well-connected and accessible walking and cycling *environment*, generally through employing such design practices and/or zoning regulations as:

(i) Siting buildings to frame the street and create a continuous street wall;

(ii) Providing quality facades along street-facing walls, including main building entrances;

(iii) Using a high proportion of glazing along street-facing facades, with transparent windows at ground level;

(iv) Incorporating elements for weather protection, such as colonnades, awnings and canopies, as well as natural and built shade structures;

(v) Implementing minimum and maximum building setbacks for substantial portions of buildings' street-facing facades to ensure a consistent street wall;

(vi) Implementing minimum built frontage requirements along streets;

(vii) Locating parking, driveway aisles and service areas outside of those areas between the street and portions of street-facing building facades subject to minimum and maximum setbacks;

(viii) Providing a network of publicly accessible open spaces (e.g., outdoor gathering/sitting spaces) at a range of scales, that are integrated with and complement the public realm;

(ix) Ensuring that the middle and upper storeys of higher buildings are set back from lower storeys, particular along street-facing facades; and

(x) Ensuring the aesthetics of streetscapes are cohesive and attractive, and that in addition to creating an aesthetically pleasing *environment*, opportunities for active transportation are further promoted through the provision of crosswalks, lighting and street furniture such as benches and waste receptacles, where appropriate;

(e) Appropriate forms of, and locations for, *residential intensification*, with particular regard to the policies in Section 6.4 of this Plan;

(f) Ensuring that transit and active transportation are facilitated through a balanced approach to *Level of Service (LOS) measures* pursuant to Policy 3.1.1 for all transportation modes and through the appropriate siting and massing of built form and siting of main building entrances in relation to surrounding land uses and the public realm;

(g) Design schemes which include common internal vehicular and pedestrian circulation, integration of the location and design of structures, and the integration of parking areas and access points with those of adjacent land uses;

(h) Incorporating landscaping and low impact *development* stormwater measures further to Policy 5.6.10 of this Plan as an integral part of all *developments*, and encouraging green infrastructure and green building design;

(i) Integrating walkways, parkland, community gardens and open space along with the restoration, enhancement and connectedness of any adjacent *Key Natural Heritage Features* and *Key Hydrologic Features* in a manner that complements these elements as important components of the public and/or private realms;

(j) Potential public transit routes and a sufficient balance of off-street parking in accordance with acceptable design principles and in consideration of the proportion of people anticipated to travel by different means of transportation;

(k) The type and design of signs related to activities in all areas in order to avoid conflicts with traffic signals and signs, and related to the aesthetics of the *environment*;

(l) Maintaining and enhancing historical streetscapes, including historic main streets, by integrating new forms of *development* with existing *development*;

(m) Ensuring that cultural *heritage resources* are preserved and enhanced;

(n) Ensuring that rooftop mechanical equipment is enclosed in a manner that blends with the architecture of the building, and where buildings are six storeys or higher, ensuring that rooftops are designed as architectural elements that enhance the appearance and presence of the building;

(o) Ensuring that new *development* generally fronts or flanks road rights-of-way rather than creating reverse lot frontages;

(p) Ensuring that light pollution abatement measures are implemented; and

(q) Ensuring that where a difference in scale exists between new *development* and existing stable neighborhoods, particularly low rise residential neighborhoods, the new *development* will utilize transition strategies through adequate spatial relationships, massing and built form, to achieve a compatible relationship between proposed and existing *development*, and/or adjacent open spaces. The transition between low rise residential *development* and new midrise or highrise *development* and/or between Parks and Open Space Areas and new midrise or highrise *development*, should be created through appropriate setbacks, stepbacks and 45 degree angular plane provisions.

2.1.6.3 A range of residential uses at higher densities may be permitted in Regional and Local Corridors where the underlying land use designation permits residential *development*. In addition, the City may, at its discretion, retain the character of residential areas along Corridors, such as to retain the integrity of historic residential streetscapes or as part of efforts to encourage the stabilization and improvement of existing stable residential neighbourhoods and preserve the existing housing stock in an area, in accordance with Policy 2.3.1.8 of this Plan.

2.1.6.4 The built form of new *development* and redevelopment within Intensification Areas along Corridors shall generally be as follows:

(a) Within Intensification Areas along Regional Corridors: a wide variety of building forms, generally mid-rise in height with some higher buildings where middle and upper storeys are set back from lower storeys, and where buildings at corner locations are generally higher than buildings in mid-block locations; and

(b) Within Intensification Areas along Local Corridors: a wide variety of building forms with mid-rise predominating, and where buildings at corner locations are generally equal to or higher than buildings in mid-block locations.

2.1.6.5 To assist in achieving the overall long-term density and *Floor Space Index* targets for Intensification Areas specified in Policies 2.1.5.3 and 2.1.5.4, a minimum building height of three functional storeys shall be required for new *development* or redevelopment, other than intensification within existing buildings, within Intensification Areas along Regional and Local Corridors.

Notwithstanding the foregoing minimum building height requirement, where larger *development* sites can appropriately accommodate multiple buildings, some buildings on the site may be permitted having a lesser number of storeys than are otherwise required without amendment to this Plan, provided that:

(a) The zoning by-law includes regulations, such as a minimum vertical height requirement and/or a minimum ground floor ceiling height requirement, to ensure that in terms of external massing, the height of buildings is visually comparable to the height of ground-related multi-storey buildings;

(b) The proponent demonstrates to the satisfaction of the City that the *development* of the site under ultimate build-out conditions will achieve a density and *Floor Space Index* consistent with the applicable overall long-term density and *Floor Space Index* targets specified in Policies 2.1.5.3 and 2.1.5.4; and

(c) The *development* site is zoned to prohibit any severances which would preclude the ability to appropriately achieve on each of the retained and newly created parcels *development* having a density and *Floor Space Index* consistent with the applicable overall long-term density and *Floor Space Index* targets specified in Policy 2.1.5.3 and 2.1.5.4.

2.1.6.6 The review of *development* applications within Intensification Areas shall consider the ability of the site, proposed layout and built form to achieve on-site the overall long-term density and *Floor Space Index* targets specified in

Policies 2.1.5.3 and 2.1.5.4, as applicable. It is understood that the *development* of any individual property may involve a number of phases before it will achieve a density and *Floor Space Index* consistent with the overall long-term density and *Floor Space Index* targets. Accordingly, in instances where on-site *development* will be consistent with the overall long-term targets only through phasing, a comprehensive urban design study demonstrating to the City's satisfaction consistency with the overall long-term targets under ultimate build-out conditions may be required from the proponent.

Each phase of *development* undertaken by the proponent shall protect for the ability of the subject site to be developed in accordance with the comprehensive urban design study, and the amount of surface parking provided on-site in conjunction with a particular phase should generally not exceed minimum requirements (unless it is a pre-existing condition); in this regard, parking within structures, including underground parking, should be implemented wherever possible. *Development* of a site through phasing in accordance with a comprehensive urban design study shall be a requirement of any related Site Plan Agreement.

It is understood that a comprehensive urban design study may be revised from time-to-time in response to market changes; however, all such revisions shall continue to demonstrate, to the City's satisfaction, consistency with the overall long-term density and *Floor Space Index* targets in a fashion that maintains the intent of this Plan and the Zoning By-law.

In instances where the ability for *development* on an individual site to meet the overall long-term density and *Floor Space Index* targets under ultimate build-out conditions in an appropriate manner is demonstrably constrained, a master block plan may be required by the City. A master block plan shall show the siting of a particular proposal within a broader surrounding context, the limits of which are to be identified by the City on a case-by-case basis. In this regard, the master block plan may involve an appropriate conceptualization of the future *development* of the subject lands and lands in the vicinity of the subject site, as well as show existing conditions and/or other concurrent proposals in the broader surrounding area. The City may use a master block plan as a mechanism by which to evaluate a proposal and surrounding lands in terms of current, proposed and ultimate build-out conditions and consistency with overall long-term density and *Floor Space Index* targets.

2.1.6.7 Proponents of *development* along Corridors and in Intensification Areas in particular will be encouraged to assemble smaller land parcels to create efficient *development* parcels. The City may not support the piecemeal *development* of smaller land parcels if such *development* is considered to impede over the long term the ability to achieve more efficient, compact, intensive *development* in keeping with this Plan's intentions for the *development* of Corridors. This includes achieving density and *Floor Space*

Index targets for Intensification Areas through consolidating smaller land parcels as part of a larger *development* assembly.

2.1.7 Transportation Hubs and Commuter Stations – General (OPA 179)

2.1.7.1 It is the intent of this Plan to ensure that lands surrounding existing and planned Commuter Stations are used for *development* that complements and optimizes the support of transit services. In accordance with Policy 3.3.3 of this Plan, an area of influence surrounds Commuter Stations, within which *development* shall:

(a) Consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the existing or planned Commuter Station is served by heavy rail; or

(b) Over the long term, consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the planned Commuter Station is not served by heavy rail.

Areas of influence surrounding certain major Commuter Stations have been specifically identified as Transportation Hubs where different modes of transportation, including walking, cycling and riding transit, are planned to come together seamlessly and where there will be an intensive concentration of working, living, shopping and/or playing. As the primary focal points of the public transportation system, Transportation Hubs are places of high connectivity and shall comprise a major Commuter Station and surrounding area that can be traversed by foot and bicycle in a convenient, safe, accessible and comfortable manner.

2.1.7.2 Commuter Stations are shown symbolically on Schedule “B-1” in the following general locations:

(a) The existing Oshawa GO/VIA Station located at the southwest corner of Thornton Road South and Bloor Street West, whose current function as the terminus of full-day GO train service along the Lakeshore East corridor is planned to be augmented by extending full-day service to a more central location along the Canadian Pacific mainline, between Simcoe Street South and Ritson Road South;

(b) The future central Oshawa GO Station planned along the Canadian Pacific mainline midway between Simcoe Street South and Ritson Road South;

(c) The future Thornton’s Corners GO Station planned at the northwest corner of Thornton Road South and the future extension of Consumers Drive; **(OPA 179 – Deferral 1)**

(d) The future Grandview GO Station planned on the south side of Bloor Street East, east of the Harmony Road South/Highway 401 interchange; and

(e) A future transitway station planned within the southwest quadrant of the interchange of Simcoe Street North and Highway 407.

Where a Master Land Use and Urban Design Plan has been undertaken pursuant to Policy 2.1.8.2 for a Commuter Station that is not associated with a Transportation Hub, the boundaries of the area of influence surrounding the Commuter Station shall also be delineated on Schedule "B-1" as an overlay of the underlying land use designation(s).

(OMB PL170051 and PL170052)

2.1.7.3 Transportation Hubs are shown on Schedule "B-1" either as:

(a) An overlay of the underlying land use designation(s), where the spatial extent of the Transportation Hub is defined by geographically delineating a specific area that encompasses a Commuter Station; or

(b) A symbolic area in association with a Commuter Station, where the spatial extent of the Transportation Hub is undefined and will be determined through an appropriate planning study in accordance with Policy 2.1.8.2.

The City's Transportation Hubs are focused on the future Commuter Stations planned along the Canadian Pacific mainline midway between Simcoe Street South and Ritson Road South and at the interchange of Simcoe Street North and Highway 407, and shall be planned in accordance with Policy 2.1.7.1 for higher density and mixed uses in support of transit services. These two Transportation Hubs are respectively known as the Central Oshawa Transportation Hub and the Windfields Transportation Hub.

2.1.8 Transportation Hubs and Commuter Stations – Planning Criteria (OPA 179)

2.1.8.1 *Development* within Transportation Hubs or adjacent to existing and future Commuter Stations shall be in accordance with the relevant provisions of Policy 3.3.3 of this Plan and up-to-date principles of good design, including adaptability over time, climate change resiliency, respect for, and integration with, natural features and functions, and long-term sustainability. *Development* within a Transportation Hub or adjacent to a Commuter Station shall also be in accordance with the following:

(a) The policies under Sections 2.1.1 and 2.1.2, where *development* is proposed within a Central Area;

(b) The policies under Sections 2.1.5 and 2.1.6, where *development* is proposed along a Regional or Local Corridor, including within an Intensification Area; or

(c) The approach to urban design and infrastructure *development* specified in Policy 2.1.2.2 where *development* is within a Transportation Hub or area adjacent to a Commuter Station that is not otherwise subject to (a) or (b) above.

2.1.8.2 One or more land use and urban design studies shall be undertaken by the City, in consultation with Metrolinx, the Region of Durham and other appropriate agencies, to prepare Master Land Use and Urban Design Plans and implementing guidelines for Transportation Hubs and areas adjacent to Commuter Stations in the City. The Master Land Use and Urban Design Plans will guide comprehensive *development* within Transportation Hubs and areas adjacent to Commuter Stations to ensure a high quality, coordinated urban *environment* where buildings, spaces and connections are designed with pedestrian priority. Master Land Use and Urban Design Plans shall be undertaken for the following areas:

(a) The Central Oshawa Transportation Hub – the highly-connected, centralized location of this mobility hub within the Downtown Main Central Area, adjacent to the Downtown Oshawa Urban Growth Centre, provides a unique opportunity to create a vibrant district that serves as the origin, destination or transfer point for a significant portion of trips within the regional transportation system. Further to Policy 3.4.5 of this Plan, the Central Oshawa Transportation Hub also contains the Michael Starr Trail, a key structural corridor within the hub whose importance as a landmark element shall be emphasized through complementary design and built form. A Master Land Use and Urban Design Plan and implementing guidelines shall be prepared for this Transportation Hub prior to substantial *development* or redevelopment of lands within the defined hub area shown on Schedule “B-1”;

(b) The Windfields Transportation Hub – this planned mobility hub, centered on a future transitway station within the southwest quadrant of the Highway 407/Simcoe Street North interchange, will serve areas designated as Industrial in the vicinity of the interchange as well as parts of the Windfields Planning Area. A Master Land Use and Urban Design Plan and implementing guidelines shall be prepared for this Transportation Hub prior to substantial *development* of lands within the hub area, the limits of which shall be defined through the study and shown on Schedule “B-1”. Where this Transportation Hub coincides with lands within the Windfields Planning Area, the components of the Master Land Use and Urban Design Plan identified in Policy 2.1.8.4 shall be addressed as part of the relevant urban

design studies required in accordance with Policies 8.6.3.5 and 8.6.15.7 of the Windfields Part II Plan;

(c) Lands adjacent to the future Thornton's Corners GO Station – the future Thornton's Corner GO Station is strategically positioned to serve Trent University's Oshawa campus on the east side of Thornton Road South, south of King Street West, Durham College's Whitby campus on Champlain Avenue, east of Thickson Road South, and the commercial gateway comprising the Champlain East Sector. Upon confirmation by Metrolinx of its intention to locate a GO Station at this location, a Master Land Use and Urban Design Plan and implementing guidelines shall be prepared, in consultation with the Town of Whitby, to appropriately guide *development* in a defined area of influence around the station, the limits of which shall be established through the study and shown on Schedule "B-1". Provided Metrolinx has confirmed its intention to locate a GO Station at this location, substantial *development* in the vicinity of this Commuter Station may not proceed prior to the completion of a Master Land Use and Urban Design Plan and implementing guidelines except in accordance with Policy 2.1.8.5. If it is determined that the area subject to the Master Land Use and Urban Design Plan should appropriately include lands within the Champlain East Sector, the relevant components of the Master Land Use and Urban Design Plan shall be integrated into and/or addressed as part of the comprehensive urban design study and implementing guidelines required in accordance with Section 2.2.10.9 regarding the Champlain East Sector; and

(OPA 179 – Deferral 2)

(d) Lands adjacent to the future Grandview GO Station – the future Grandview GO Station is a key infrastructure component within an area having potential to serve as a major focal point/gateway into Oshawa. Prior to substantial *development* in the vicinity of this Commuter Station, a Master Land Use and Urban Design Plan and implementing guidelines shall be prepared to appropriately guide *development* in a defined area of influence around the station, the limits of which shall be established through the study and shown on Schedule "B-1". Preparation of a Master Land Use and Urban Design Plan should be integrated as part of the City's investigation of appropriate *development* opportunities in this area, in accordance with Policy 7.2.16, to ensure that developable lands are used for purposes and in a manner complementary to and supportive of transit services.

(OMB PL170052)

2.1.8.3 Subject to the timing of *development* within Transportation Hubs or adjacent to future Commuter Stations, the studies for the preparation of Master Land Use and Urban Design Plans and implementing guidelines may be undertaken separately.

2.1.8.4 Master Land Use and Urban Design Plans and implementing urban design guidelines prepared for the Transportation Hubs and areas adjacent to future Commuter Stations identified in Policy 2.1.8.2 of this Plan shall address the following:

(a) The promotion of a higher order of built form and intensity in accordance with Policy 2.1.7.1 of this Plan, in recognition of these areas' critical role in supporting existing and future transit services;

(b) The identification of appropriate residential types and densities in accordance with Policy 2.1.7.1 of this Plan, where an existing underlying land use designation(s) permits residential *development* or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits residential *development*;

(OMB PL170051)

(c) The identification of appropriate non-residential uses (including those in mixed-use residential buildings where an existing underlying land use designation(s) permits mixed-use residential *development* or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits mixed-use residential *development*) in accordance with Policy 2.1.7.1 of this Plan, with restrictions on automobile-oriented land uses such as drive-through facilities, automobile body shops, automobile repair garages, automobile sales and service establishments, vehicle storage in association with automobile rental establishments, and automobile service stations and fuel bars, and with consideration given to promoting uses with generally higher employee densities;

(OMB PL170051)

(d) The establishment of detailed urban design criteria dealing with the following:

(i) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of the relationship between the public and private realms, to facilitate an urban *environment* where the design of buildings, spaces and connections reflects pedestrian priority;

(ii) The location and arrangement of general building envelopes, including establishing guidelines for setbacks and built frontage which reinforce the street edge and provide spatial definition to the public realm;

(iii) The design and siting of parking, loading and service areas to minimize the visual impact of such areas from the street and break-up large expanses of asphalt with landscaping;

(iv) The provision of high quality design for all buildings and landscaping in these areas, to promote an attractive, safe, comfortable and engaging walking *environment*;

(v) The identification of Gateway Sites, and their appropriate design and landscape treatment;

(vi) The incorporation of public art in both the private and public realms;

(vii) The incorporation and coordination of walking and cycling routes and linkages, trailheads, and transit routes, stations and stops, to create a vibrant and vital place to support the active transportation experience;

(viii) Safe, accessible, attractive and convenient access to sidewalks and walking and cycling routes and linkages from adjacent *development*; and

(ix) The consideration of safety and Crime Prevention Through Environmental Design (CPTED) principles in the design of the streetscape and abutting lands;

(e) The location of road intersections, the location and coordination of all access points (including pedestrian and cycling access locations) and necessary road and signalization improvements;

(f) The location and coordination of higher order transportation options in a manner that facilitates seamless transfer;

(g) Road operating criteria including operating speed, traffic signal progression, right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road in an area where active transportation is the priority;

(h) Opportunities for high-quality parks and publicly accessible open spaces (e.g., outdoor gathering/sitting spaces), with these spaces designed with tree protection and preservation as a primary consideration, as well as opportunities to integrate new natural and artificial shade structures, where appropriate;

(i) *Development* of a parking management strategy; and

(j) Opportunities for the preservation (including potential adaptive re-use) of buildings of cultural heritage value or interest.

(OMB PL170051)

2.1.8.5 *Development* of lands within areas for which Master Land Use and Urban Design Plans are to be prepared may occur prior to the preparation of such studies, subject to the preparation of a comprehensive urban design study and urban design guidelines for the site with consideration to how the *development* integrates with abutting lands. The scope of the area to be included in the comprehensive urban design study shall be determined by the City.

2.1.8.6 In the event that Metrolinx confirms that one or more of the future Commuter Stations shown on Schedule "B-1" will not proceed, the *development* of the lands in the vicinity of the foregone Commuter Station(s) shall not be subject to the policies of Sections 2.1.7 and 2.1.8 of this Plan that would otherwise have applied. Rather, *development* in the vicinity of the foregone Commuter Station(s) shall be guided as follows:

(a) For *development* proposed within the Central Oshawa Transportation Hub, the relevant policies under Sections 2.1.1 and 2.1.2 shall apply;

(b) For *development* proposed in the vicinity of the Windfields Transportation Hub:

(i) The relevant policies under Sections 2.1.1, 2.1.2 and 8.6, including Policy 8.6.3.5, shall apply, where *development* is proposed within the Windfields Main Central Area; or

(ii) The relevant policies of this Plan based on the underlying land use designation shall apply, where *development* is proposed outside of the Windfields Main Central Area;

(c) For *development* proposed in the vicinity of the future Thornton's Corners GO Station, the relevant policies of this Plan based on the underlying land use designation shall apply; and

(d) For *development* proposed in the vicinity of the future Grandview GO Station:

(i) The relevant policies under Sections 2.1.5 and 2.1.6 shall apply, where *development* is proposed along Bloor Street East, which functions as a Regional Corridor; or

(ii) The relevant policies of this Plan based on the underlying land use designation shall apply, where *development* is proposed on lands not adjacent to Bloor Street East.

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2.2 Commercial

2.2.1 General

2.2.1.1 It is the intent of this Plan to develop a commercial structure for the City that will provide a full range of commercial facilities of varying size, form and function to accommodate the needs of existing and future residents.

2.2.1.2 Commercial uses shall be concentrated in locations that are supportive of the function of Central Areas and Regional and Local Corridors, in accordance with the policies of this Plan. **(OPA 179)**

2.2.1.3 The land use designations comprising the commercial structure of the City are shown on Schedule "A" and include the following designations: Downtown Oshawa Urban Growth Centre, Planned Commercial Centre, Special Purpose Commercial and Planned Commercial Strip. In addition, Convenience Commercial Centres are designated in Part II Plans where applicable. **(OPA 179)**

2.2.1.4 The use of lands within the commercial land use designations shown on Schedule "A" may generally include retail stores (including opportunities for food stores and convenient access to healthy food), office and service functions, restaurants, cultural and entertainment facilities and community uses, subject to the relevant policies of this Plan. Parks and recreational uses may also be permitted within commercial land use designations. In addition, compatible residential and mixed use *developments* may be permitted in certain specified commercial land use designations in accordance with the relevant provisions of this Plan, and where such commercial land use designations coincide with Central Areas or Intensification Areas along Corridors, the review of *development* proposals shall consider the ability of the site, land uses, layout and built form to achieve the relevant long-term density and intensification targets specified in this Plan. In this regard, proponents of *development* may be required to demonstrate through a comprehensive urban design study how consistency with applicable long-term density and intensification targets may be achieved, in accordance with Policies 2.1.2.7 and 2.1.6.6, as applicable. **(OPA 179)**

2.2.1.5 *Development* of lands within the commercial land use designations shown on Schedule "A" or within Convenience Commercial Centres shall be subject to the relevant policies of Sections 2.2.8 and 2.2.9 of this Plan relating to land use relationships and design criteria. **(OPA 179)**

2.2.1.6 Development of lands within the commercial land use designations shown on Schedule "A" shall be subject to the relevant policies of Section 2.1 of this Plan where such lands are located within Central Areas or Corridors (including Intensification Areas). **(OPA 179)**

2.2.2 Downtown Oshawa Urban Growth Centre

(OPA 179)

2.2.2.1 The Downtown Oshawa Urban Growth Centre as shown on Schedule "A", shall serve as a major employment centre with high employee densities and 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 (including the Central Oshawa Transportation Hub) and in the City. Commercial uses, public services and other uses that serve a city-wide or regional market shall be encouraged to locate in the Downtown Oshawa Urban Growth Centre. **(OPA 27, 179)**

2.2.2.2 The Downtown Oshawa Urban Growth Centre shall be the preferred location for the highest order of commercial uses such as *full-line and junior department stores*; highly specialized shopping goods establishments; and offices comprised of business, service, financial institutions, insurance, real estate, professional and governmental functions.

For the purposes of this policy, a *full-line department store* means a department store which offers many different lines of products, including clothing, sporting goods, food, furniture, electrical goods, etc., and many different services, including wrapping, delivery and credit. *Junior department stores* generally sell the same wide range of goods as a *full-line department store* but typically operate as discount retailers, and may not offer the same range of services.

(OPA 179)

2.2.2.3 The City shall give priority to the *development* of the Downtown Oshawa Urban Growth Centre as a regional retail and service centre in the context of the overall commercial structure of the City and the Region. **(OPA 179)**

2.2.2.4 The Downtown Oshawa Urban Growth Centre shall also function as a residential neighbourhood with a large and diverse population and a range of housing types in a predominantly compact, intensive urban form. In this regard, medium and high density residential and mixed-use *developments* shall be permitted in the area designated as Downtown Oshawa Urban Growth Centre subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 179)**

2.2.2.5 Residential uses in the area designated as Downtown Oshawa Urban Growth Centre shall be subject to the relevant policies of Sections 2.1.1, 2.1.2 and 2.3 of this Plan. **(OPA 179)**

2.2.2.6 The City shall promote a high quality retail and pedestrian-oriented *environment* along the main shopping and pedestrian streets within the Downtown Oshawa Urban Growth Centre. The following criteria shall be generally used to determine permitted uses along the main shopping and pedestrian streets in the zoning by-law:

(OPA 133, 179)

(a) Create pedestrian activity;
(b) Street-oriented uses on the first floor;
(c) Generate business activity;
(d) Compatible with other permitted uses;
(e) Avoid an undue concentration of uses that reduce the quality of the pedestrian *environment*; and
(f) Contribute to a positive downtown image.

2.2.2.7 The Downtown Oshawa Urban Growth Centre functions as the northerly anchor of the Michael Starr Trail, which directly connects the Downtown Oshawa Urban Growth Centre to the future new central Oshawa GO Station within the Central Oshawa Transportation Hub. In support of the role of the Michael Starr Trail as a preeminent pedestrian and cycling connection linking major destinations within the Downtown Main Central Area, new *development* and redevelopment adjacent to the Michael Starr Trail shall provide an attractive, accessible interface with the trail corridor in accordance with Policy 3.4.5 of this Plan. **(OPA 179)**

2.2.2.8 The Downtown Oshawa Urban Growth Centre shall support the downtown campus of the University of Ontario Institute of Technology through a variety of educational and administrative facilities and complementary services.

(OPA 179)

2.2.2.9 The western boundary of the Downtown Oshawa Urban Growth Centre flanks the Oshawa Creek corridor and associated *Natural Heritage System* and *Hazard Lands*. The City shall promote the restoration and enhancement of the Oshawa Creek corridor adjacent to the Downtown Oshawa Urban Growth Centre, including aquatic, riparian and terrestrial enhancement, while directing new *development* away from *Hazard Lands* along with the following considerations:

(a) Incorporating landscaping as an integral part of all adjacent *development*, including the use of appropriate landscaping to protect and augment the edge conditions associated with *key natural heritage* and *key hydrologic features*;

(b) Ensuring that new *development* does not adversely affect the *Natural Heritage System*, but rather, where possible, enhances its functions; and

(c) Ensuring that the design and built form of *development* demonstrates a high degree of sensitivity where it interfaces with the *Natural Heritage System* and areas designated as Open Space and Recreation.

(OPA 179)

2.2.3 **Planned Commercial Centre**

2.2.3.1 Areas designated as Planned Commercial Centre on Schedule "A" of this Plan and in Part II Plans are intended to be developed as shopping centres within Central Areas and such designations may apply to one or more properties. **(OPA 71)**

2.2.3.2 Areas designated as Planned Commercial Centre shall permit commercial uses that are related to the type and function of respective shopping centres as shown on Table 1. In addition, parks and recreational uses, medium and high density residential uses, mixed-use *developments* and community uses such as day care centres, places of worship and libraries may be permitted in areas designated as Planned Commercial Centre provided such uses are compatible with surrounding land uses and subject to the inclusion of appropriate policies in the zoning by-law and any other relevant policies of this Plan. Further, the City shall encourage existing shopping centres to be redeveloped with a full array of compatible uses, particularly residential uses, in accordance with the relevant policies of this Plan. **(OPA 179)**

2.2.3.3 The size and scale of Planned Commercial Centre *developments* shall be related to the respective Central Area in which such *developments* are located and shall be detailed in zoning by-laws and, where applicable, in Part II Plans. In this regard, the classification of shopping centres as provided on Table 1 shall serve as a general guideline in determining the type and function of respective Planned Commercial Centres.

Table 1: Classification of Shopping Centres

Type	Characteristic Tenants	General Range of Site Area	Approximate Support Population	General Range in Gross Leasable Floor Space for the Retailing of Goods and Services
Regional	Two or more *full-line department stores*, one or more *junior department stores*, large supermarket, specialty stores, retail and personal service stores, offices.	12 – 20 ha or more (29.7 – 49.4 ac.)	150,000 or more people	40,000 – 185,000 m^2 (430,570 – 1,991,000 sq. ft.)
Sub-Regional	One or more *full-line department stores*, one or more *junior department stores*, large supermarket, specialty stores, retail and personal service stores, offices.	6 – 12 ha (14.8 – 29.7 ac.)	75,000 – 150,000 people	14,000 – 40,000 m^2 (150,700 – 430,570 sq. ft.)
Community	One or more *junior department*, discount or chain variety stores, large supermarket, retail and personal service stores, offices.	2.5 – 6 ha (6.2 – 4.8 ac.)	30,000 – 75,000 people	6,000 – 14,000 m^2 (64,585 – 150,700 sq. ft.)
Neighbourhood	Supermarket, retail and personal service stores.	0.4 – 2.5 ha (1 – 6.2 ac.)	2,500 – 30,000 people	750 – 6,000 m^2 (8,075 – 64,585 sq. ft.)
Specialty	Superstore or large discount stores and some retail and personal service stores; factory outlet centre containing factory retail outlets for manufactured goods; theme centre based on a historical, architectural or fashion theme.	Site area is related to the type of centre and associated trade area.	Required support population is dependent upon type of centre.	Size is dependent upon type of centre and related trade area population.

(OPA 11, 44, 78, 114)

2.2.3.4 The City shall encourage the establishment of a functional hierarchy of Planned Commercial Centres related to the trade area population of respective commercial centres, the arterial road and public transit systems, and to the convenient travel distance associated with each type of centre and market area.

2.2.3.5 When an existing Planned Commercial Centre is established at a given location, preference shall be given to its expansion rather than to the *development* of a new Planned Commercial Centre in the same general vicinity.

2.2.3.6 For every proposal to amend this Plan to designate a Planned Commercial Centre of a size exceeding 1,400 square metres (15,070 sq. ft.) of gross leasable floor space for the retailing of goods and services, the proponent shall submit a transportation impact study which analyses, to the satisfaction of the City, the transportation implications of the proposed *development* upon adjacent roads and details any design measures required to resolve any potential transportation problems. A transportation impact study may be required for those proposals for Planned Commercial Centre *development* that are of a lesser size. **(OPA 78, 179)**

2.2.4 **Special Purpose Commercial**

2.2.4.1 Areas designated as Special Purpose Commercial on Schedule "A" shall serve those specialized needs of residents on an occasional basis with services and facilities which generally require large parcels of land and exposure to traffic. Such areas shall be encouraged, wherever possible, to consolidate into nodes in accordance with good design principles with specific emphasis on common internal pedestrian and vehicular circulation and access to arterial roads only by collector roads or existing local roads, wherever feasible.

2.2.4.2 Areas designated as Special Purpose Commercial shall permit commercial uses such as recreational clubs, automotive sales and services, restaurants, motels, hotels, building supply yards, furniture and major appliance sales, and other similar types of uses. As an exception, financial establishments, professional offices and other personal service uses may be permitted in association with Special Purpose Commercial uses provided that such uses do not detract from the function of the Special Purpose Commercial area, Central Areas or Corridors and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 179)**

2.2.4.3 The *development* of areas designated as Special Purpose Commercial shall be in accordance with the design principles stated in Policy 2.1.2.2 of this Plan in all instances, save and except for when all or a portion of a Special Purpose Commercial area is located within a Regional or Local Corridor (including Intensification Areas), in which case the design principles of

Policy 2.1.6.2 of this Plan shall apply to the entirety of the particular Special Purpose Commercial area. **(OPA 179)**

2.2.4.4 Outdoor storage uses and display areas may, subject to the inclusion of appropriate provisions in the zoning by-law, be permitted within areas designated as Special Purpose Commercial.

2.2.5 Planned Commercial Strip

2.2.5.1 Areas designated as Planned Commercial Strip on Schedule "A" shall be encouraged to consolidate into nodes in accordance with good urban design principles and with common internal pedestrian and vehicular circulation, common ingress and egress for traffic and access to arterial roads only by collector roads or existing local roads wherever feasible. **(OPA 71)**

2.2.5.2 Areas designated as Planned Commercial Strip shall permit commercial uses that, by nature of their function, require direct access or exposure afforded by frontage on an arterial road. In addition, limited office *development* and limited retail and personal service uses may be permitted in areas designated as Planned Commercial Strip provided that such uses are compatible with their surroundings and do not detrimentally affect the *development* and function of Central Areas and Corridors in accordance with Section 2.1 of this Plan. Generally, the gross retail and personal service use components of Planned Commercial Strip *developments* shall not exceed 1,400 square metres (15,070 sq. ft.) of floor space. **(OPA 71, 179)**

2.2.5.3 Outdoor storage uses and display areas may, subject to the inclusion of appropriate provisions in the zoning by-law, be permitted within areas designated as Planned Commercial Strip.

2.2.5.4 Mixed commercial-residential and residential *developments* without a commercial component may be permitted within areas designated as Planned Commercial Strip subject to the inclusion of appropriate policies in the zoning by-law and any other relevant policies of this Plan. **(OPA 27, 179)**

2.2.5.5 The *development* of areas designated as Planned Commercial Strip shall be in accordance with the design principles of Policy 2.1.2.2 of this Plan in all instances, save and except for when all or a portion of a Planned Commercial Strip is located within a Regional or Local Corridor (including Intensification Areas), in which case the design principles of Policy 2.1.6.2 of this Plan shall apply to the entirety of the particular Planned Commercial Strip. **(OPA 179)**

2.2.6 Convenience Commercial Centre

2.2.6.1 Convenience Commercial Centres, as permitted in areas designated as Residential on Schedule "A" in accordance with Policy 2.3.1.2 of this Plan, are intended to provide local convenience shopping facilities to the residents

of the surrounding neighbourhood and may include limited office *development*, limited retail and personal service uses of a convenience nature, and limited restaurant uses to a maximum total floor area not exceeding 110 square metres (1,200 sq. ft.). **(OPA 27, 179)**

2.2.6.2 Convenience Commercial Centres are not designated on Schedule "A" but are permitted in areas designated as Residential on Schedule "A" in accordance with Policy 2.3.1.2 of this Plan, subject to the inclusion of appropriate provisions in the zoning by-law. In addition, Convenience Commercial Centres shall be designated in any Part II Plans prepared in accordance with Section 8.0 of this Plan. **(OPA 179)**

2.2.6.3 Generally, Convenience Commercial Centres shall range in size from 200 to 1,000 square metres (2,155 to 10,674 sq. ft.) of gross leasable floor space for the retailing of goods and services and shall not exceed 0.6 hectares (1.5 ac.) in site area. **(OPA 71, 78)**

2.2.6.4 In the review of applications for Convenience Commercial Centre *development*, consideration shall be given to ensuring that such *development* is compatible with its surroundings and does not detrimentally affect the *development* and function of Central Areas and Corridors in accordance with Section 2.1 of this Plan. **(OPA 179)**

2.2.6.5 Convenience Commercial Centres shall be subject to the relevant policies of this Plan with respect to Planned Commercial Centres. However, no market study shall be required for Convenience Commercial Centres due to the nature and small size of the commercial activity.

2.2.6.6 Convenience Commercial Centres may be integrated into residential *developments* subject to the provisions of Policies 2.2.8.3 and 2.2.8.4 of this Plan and the inclusion of appropriate provisions in the zoning by-law. **(OPA 27, 179)**

2.2.7 **Planning Criteria** **(OPA 179)**

2.2.7.1 The City shall require a retail impact study in the following instances:

(a) For any *development* involving a proposal for retail and personal service floor space in a new or existing Central Area or Corridor, in accordance with Policies 2.1.2.1 and 2.1.6.1, as applicable;

(b) For any *development* involving a proposal for retail and personal service floor space of 56,000 square metres (602,779 sq. ft.) or larger, on an individual or cumulative basis; or

(c) For any *development* involving a proposal for retail and personal service floor space that would have the potential to negatively impact the planned function of a Central Area or Corridor, as determined by the City.

2.2.8 Land Use Relationships

2.2.8.1 Consideration shall be given to integrating the location and design of structures, parking areas and vehicular/pedestrian/cyclist access points of new commercial *developments* with surrounding land uses. **(OPA 179)**

2.2.8.2 When commercial uses are proposed to be developed adjacent to residential areas, consideration shall be given but not limited to the following:

(a) Structures, traffic, parking and service areas being screened and buffered to a degree that noise, light and undesirable visual effects emanating from the commercial uses are minimized; and

(b) Traffic, parking and service areas being oriented, wherever possible, away from the public realm as a primary layout consideration, and also away from adjacent residential areas as a layout consideration second only to ensuring the paramountcy of the public realm as a primary urban design focus. **(OPA 179)**

2.2.8.3 The scale, massing and design of mixed commercial-residential *developments* shall be encouraged to be compatible and in harmony with adjacent residential areas. In addition, such *developments* shall be designed so as to provide adequate separation distance from adjacent residential *developments* of significantly lesser scale in order to minimize any deleterious effects related to noise, traffic and overshadowing. **(OPA 179)**

2.2.8.4 The *development* of mixed commercial-residential *developments* shall be subject but not limited to the following considerations:

(a) Amenity space being provided for the residential component that is functionally separated from public areas associated with the commercial component;

(b) The residential component not being adversely affected by audio, visual, olfactory or pollution impacts emanating from the commercial component; and

(c) Parking and service areas associated with the commercial component being physically and functionally separated wherever possible from those areas associated with the residential component.

(OPA 179)

2.2.8.5 Automobile service stations, washes and automobile fuel bars but not commercial truck refueling card lock facilities, may be permitted within the commercial land use designations shown on Schedule “A” subject to the following: **(OPA 179)**

(a) Being appropriately zoned within a special zoning category;

(b) Not being a nuisance to adjacent residential areas within the context of Policy 2.2.8.6;

(c) Being located abutting an arterial or collector road and having access to these roads;

(d) Not being adjacent to or opposite schools; and

(e) Permitting a maximum of two such uses per intersection.

2.2.8.6 When evaluating a proposal to develop or expand automobile service stations, washes and automotive fuel bars, consideration shall be given to the following:

(a) The potential audio, visual and other pollution effects of such a use on adjacent uses or properties, whether they be developed or undeveloped; and

(b) The potential effects of such a use on the parking and traffic circulation system generated by adjacent uses, and on the traffic movement on adjacent streets.

2.2.9 **Design Criteria**

2.2.9.1 The number, location, spacing and design of vehicular accesses from the road system to commercial areas shall be regulated and shall be subject to the approval of the authorities having jurisdiction.

2.2.9.2 The provision of transit service and walking and cycling facilities, including bicycle shelters and racks, shall be taken into account as a primary design consideration and appropriately reflected in the design of commercial areas. **(OPA 179)**

2.2.9.3 The type, location and design of signs related to commercial uses shall be regulated and shall be subject to the approval of the authorities having jurisdiction.

2.2.9.4 Off-street parking, loading and service areas shall be provided to ensure accessibility at all times and shall be designed to ensure that all traffic movements are accommodated on the site of commercial *developments* and off the public roads. **(OPA 179)**

2.2.9.5 Consideration shall be given to barrier-free design approaches with respect to the provision of parking, access and other facilities in the *development* of commercial areas and buildings. **(OPA 179)**

2.2.9.6 Consideration shall be given to reducing light pollution, light trespass, glare, over-lighting and “uplight”. **(OPA 179)**

2.2.9.7 Consideration shall be given to the application, where appropriate, of Low Impact *Development* (LID) technologies and conveyance methods pursuant to Policies 5.6.10 and 5.6.12 of this Plan, as well as to the application of green infrastructure and green building design. **(OPA 179)**

2.2.10 Site Specific Policies

2.2.10.1 Notwithstanding any other policy of this Plan to the contrary the permitted uses on the site designated as Planned Commercial Centre on Schedule "A" and located south of the Canadian Pacific Railway line, east of Front Street and north of First Avenue, shall be limited to the following: a supermarket/retail food terminal, retail/service facilities, a restaurant, a warehouse storage area and shipping facilities and uses ancillary to commercial uses. The total floor area of all retail/commercial components shall not exceed a maximum of 12,500 square metres (134,555 sq. ft.) gross leasable floor space for the retailing of goods and services. The total floor area of all warehouse, shipping, public mall and associated floor area shall not exceed a maximum of 11,334 square metres (122,000 sq. ft.) of floor space. In addition, light industrial uses including light manufacturing, processing of semi-manufactured goods or assembly of manufactured goods, and warehousing of semi-manufactured or manufactured goods are also permitted uses subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 78, 94, 116, 179)**

Residential apartments and mixed-use buildings featuring permitted commercial uses at grade with residential dwelling units above are also permitted at appropriate densities subject to the relevant Policies of this Plan, including Policies 2.1.7 and 2.1.8 in particular, and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 195)**

2.2.10.2 *Development* of lands designated as Planned Commercial Strip on Schedule "A" and situated between Bond Street West, Stevenson Road North and King Street West shall be subject to the relevant policies of this Plan and the following:

(a) Notwithstanding the provisions of Policy 2.2.5.2 of this Plan, the permitted uses on this site shall include restaurants, offices, a financial institution and selected retail/service facilities, with the total floor area of all components not exceeding a maximum of 3,159 square metres (34,005 sq. ft.) of floor space;

(b) Higher intensity uses on the site that may detract from the visual and aesthetic appearance shall not be permitted; and

(c) Consideration shall be given, in the design of any *development* on this site, to minimizing potential traffic problems. In addition, uses that may generate large volumes of traffic shall not be permitted on this site.

(OPA 179)

2.2.10.3 Notwithstanding any other policy of this Plan to the contrary, an automobile service station, wash and fuel bar may be permitted, as an exception, on lands located at the southeast corner of the intersection of Wilson Road North and Taunton Road East, in addition to such uses being permitted on lands located at the northwest and southwest corners of the subject intersection, subject to any relevant policies of this Plan and the inclusion of appropriate policies in the zoning by-law. **(OPA 15, 179)**

2.2.10.4 Notwithstanding any other policy of this Plan to the contrary, any residential *development* permitted on the lands designated as Planned Commercial Strip on Schedule "A" and municipally known as 109 to 209 Bloor Street East, shall be subject to the relevant policies of this Plan and the following:

(a) Residential *development* shall only be permitted after the preparation of a noise study by a qualified consultant. The study shall recommend noise attenuation measures which meet all provincial standards, where required.

(b) A certificate from a qualified consultant shall be submitted with the study which verifies that the study conforms to provincial criteria for noise studies and recommends noise attenuation measures which meet all required provincial standards.

(c) The recommendations of the noise study shall be implemented through a site plan agreement with the owner to the satisfaction of the City.

(OPA 35, 179)

2.2.10.5 Notwithstanding any other policy of this Plan to the contrary, the Oshawa Centre located at 419 King Street West shall be permitted to develop for a wide variety of uses in accordance with this Plan and the following:

(a) Within the floor space allocation for the Oshawa Centre specified in Policy 2.1.4.2, a total retail floor area of 125,000 square metres (1,346,000 sq. ft.) shall be permitted on the Oshawa Centre site; and

(b) The *development* of office floor space on the Oshawa Centre site shall be permitted up to 60,000 square metres (646,000 sq. ft.).

(OPA 44, 179)

2.2.10.6 [deleted] **(OPA 47, 179, 198)**

2.2.10.7 Notwithstanding any other policy of this Plan to the contrary, an on-site security dwelling unit shall be permitted on lands designated as Special Purpose Commercial and municipally known as 918 Taunton Road West provided such a dwelling unit is located outside the 30 NEF/NEP and it is associated with a mini storage facility. **(OPA 52, 179)**

2.2.10.8 Notwithstanding any other policy of this Plan to the contrary, a supermarket and retail stores may be permitted on lands designated as Special Purpose Commercial located on the southeast corner of Gibb Street and Stevenson Road South (Part of Lot 14, Concession 1) subject to the total *gross floor area* of all components not exceeding 18,850 square metres (200,000 sq. ft.), the *gross floor area* of the supermarket not exceeding 9,385 square metres (101,025 sq. ft.), and not less than seventy-five percent (75%) of the total *gross floor area* being in individual components of not less than 2,000 square metres (21,530 sq. ft.).

(OPA 55, 179)

2.2.10.9 <u>Champlain East Sector</u> **(OPA 67)**

(Lands bounded by Stevenson Road South, Highway 401, the St. Lawrence and Hudson Railway/Canadian Pacific Railway spur line and the St. Lawrence and Hudson Railway line) **(OPA 179)**

2.2.10.9.1 The Champlain East Sector, located in proximity to Highway 401, the Stevenson Road/Highway 401 interchange and the Oshawa Main Central Area represents one of the most significant *development* areas and gateways to the City of Oshawa. It is intended that the lands within the Champlain East Sector area shall be developed in accordance with good urban design principles to achieve a functional and aesthetically pleasing community gateway image. This will be achieved by specific attention to building siting, massing, landscape and streetscape design. In order to achieve this, the City shall require the preparation of a comprehensive urban design study and implementing guidelines prior to the passage of any zoning by-law for Special Purpose Commercial uses.

(OPA 67, 179)

2.2.10.9.2 Prior to any *development* in the Champlain East Sector area the City shall require that written verification be received from GO Transit that such *development* does not conflict with or hinder the extension of GO Transit service to Oshawa. Prior to the *development* of lands in proximity to the future GO Transit right-of-way the City shall ensure that appropriate measures such as building setbacks, buffering and noise mitigation are employed in consultation with GO Transit to ensure land use compatibility.

(OPA 67)

2.2.10.9.3 Notwithstanding any other policy of this Plan to the contrary, the lands designated as Special Purpose Commercial and located west of Fox Street shall be used for service commercial uses and shall be complementary to the Special Purpose Commercial uses located east of Fox Street. Service commercial uses shall serve the occasional needs of residents for service and recreational uses and shall generally include uses such as restaurants, automobile service stations, recreational uses, clubs, hotels, motels, cinemas, theatres, personal services, institutional uses, professional offices

and other service uses. Specific uses for these lands shall be established in the zoning by-law. **(OPA 67, 179)**

2.2.10.9.4 Prior to the submission of any site specific *development* application for the Champlain East Sector area, a transportation study shall be completed to the satisfaction of the City of Oshawa and the Region of Durham. **(OPA 67)**

2.2.10.9.5 Prior to the submission of any *development* application for the Champlain East Sector area, where there is a demonstrated potential that a site may be contaminated due to previous use of the property, Council shall require that an Environmental Site Assessment(s), be prepared in accordance with Provincial Guidelines for site assessment and restoration. **(OPA 67)**

2.2.10.9.6 Notwithstanding any other policy of this Plan to the contrary, a commercial *development* with a maximum gross leasable floor space of 48,355 square metres (520,500 sq. ft.) shall be permitted on a 23.5 hectare (58.07 ac.) parcel of land located on the east side of Fox Street, north of Champlain Avenue East, which does not include Plan 357, Sheet 15B1, Pt Lots 1 and 2, subject to the following: **(OPA 123)**

(a) Small retail stores are permitted uses provided that:

(i) The Zoning By-law shall require that the minimum *gross floor area* for any small retail store shall be 300 square metres (3,230 sq. ft.); and

(ii) The Zoning By-law shall require that the aggregate *gross floor area* of all small retail stores having a *gross floor area* between 300 square metres (3,230 sq. ft.) and 1,550 square metres (16,685 sq. ft.) be limited to ten percent (10%) of the total per mitted floor area of the site or approximately 4,835 square metres (52,050 sq. ft.) and furthermore, no more than 2,400 square metres (25,835 sq. ft.) shall be comprised of small retail stores which are less than 465 square metres (5,000 sq. ft.) but greater than 300 square metres (3,230 sq. ft.);

(b) The total *gross floor area* used for food store (Food Store Type Merchandise) space shall not exceed 6,040 square metres (65,000 sq. ft.) and a supermarket shall be prohibited; and **(OPA 184)**

(c) One department store is permitted with a maximum *gross floor area* of 20,393 square metres (219,500 sq. ft.) within which:

(i) A maximum of 6,040 square metres (65,000 sq. ft.) may be used for food store (Food Store Type Merchandise) space, subject to the provisions of Policy 2.2.10.9.6(b);

(ii) A maximum of 14,865 square metres (160,000 sq. ft.) may be used for department store (Department Store Type Merchandise) space; and

(iii) A maximum of 1,000 square metres (10,764 sq. ft.) may be used for personal service, financial institution and restaurant uses.

(d) Until January 1, 2012, the total *gross floor area* devoted to the sale of apparel and accessories in all stores other than a department store shall be limited to 5,110 square metres (55,000 sq. ft.).

(OPA 179)

2.2.10.10 Notwithstanding the policies of Section 2.2.5 of this Plan to the contrary, the only permitted uses on the southerly 18.5 metres (60.7 ft.) of the site municipally known as 25 Eastlawn Street inclusive of the northerly 7.6 metres (25 ft.) of 33 Eastlawn Street, shall be as follows: art gallery, brew your own operation, place of worship, club (excluding a nightclub), commercial recreation establishment (excluding a billiard hall), commercial school, day care centre, eat-in restaurant (excluding a billiard table), financial institution, funeral home, merchandise service shop, museum, office, personal service establishment, printing establishment, studio and retail store [excluding a pawn shop, an adult product store and a video rental establishment (other than a family video rental establishment)]. **(OPA 74, 179)**

2.2.10.11 Notwithstanding any other policy of this Plan to the contrary, lands designated as Planned Commercial Strip on the west side of Simcoe Street North generally between Niagara Drive (south leg) on the south and extending north to include 1900 Simcoe Street North, shall be developed in accordance with relevant policies in the Secondary Plan for the Samac Community. **(OPA 121, 179)**

2.2.10.12 Notwithstanding any other policy of this Plan to the contrary, Special Purpose Commercial and commercial *development* with a maximum total gross leasable floor space of 27,900 square metres (300,323 sq. ft.) shall be permitted on an approximately 7.63 hectare (18.84 ac.) parcel of land located on the west side of Fox Street, north of Champlain Avenue, comprising parts of lands municipally known as 480, 520, 522 and 534 Fox Street, inclusive of an unaddressed intermediate parcel north of 520 Fox Street subject to the following:

(a) Small retail stores are permitted uses provided that:

(i) The Zoning By-law shall require that, for any small retail store, the minimum *gross floor area* shall be 300 square metres (3,230 sq. ft.) and the maximum *gross floor area* shall be 3,255 square metres (35,040 sq. ft.); and

(ii) The Zoning By-law shall require that the aggregate *gross floor area* of all small retail stores be limited to 5,685 square metres (61,120 sq. ft.).

(b) Home Improvement store and department store are not permitted uses.

(c) One supermarket is permitted with a maximum gross floor area of 3,716 square metres (40,000 sq. ft.).

(OPA 179, 184)

2.2.10.13 Notwithstanding any policy of this Plan to the contrary, *development* of the former Fittings site at 135 Bruce Street situated north of the Eulalie Avenue/John Street connection and east of Court Street shall be subject to the following:

(a) The subject lands shall be cleaned-up in accordance with Provincial guidelines as required by the Ministry of the Environment, Conservation and Parks;

(b) The *development* of the subject lands shall proceed by plan of subdivision; and

(c) Prior to registration of any plan of subdivision or portions thereof, a qualified person shall undertake a verification sampling program and shall certify to the satisfaction of the Ministry of the Environment, Conservation and Parks that the site has been made suitable for the proposed use.

(OPA 45, 179)

2.2.10.14 Notwithstanding any other policy of this Plan to the contrary, a permanent parking lot may be permitted on a portion of Parts 1 and 2, Reference Plan 40R-19322, and located on the south side of Bruce Street, east of Albert Street, north of the future alignment of the John Street East extension subject to the inclusion of appropriate provisions in the zoning by-law.

(OPA 103, 119, 120, 179)

2.2.10.15 Notwithstanding any other policy of this Plan to the contrary, a commercial development with a maximum *gross floor area* of 15,800 square metres (170,000 sq. ft.) shall be permitted on an approximately 5.5 hectare parcel of land forming the north half of the block of land bounded by Adelaide Avenue East, Ritson Road North, William Street East and Division Street, subject to the following: **(OPA 154)**

(a) Any type of retail store having a minimum *gross floor area* of 300 square metres (3,230 sq. ft.) is permitted; and

(b) Notwithstanding (a) above, any type of retail store having a *gross floor area* of less than 300 square metres (3,230 sq. ft.) is permitted

provided that such stores do not exceed a total combined *gross floor area* of 1,580 square metres (17,000 sq. ft.).

(OPA 179)

2.2.10.16 Notwithstanding any other policy of this Plan to the contrary, a commercial *development* with a maximum *gross floor area* of 3,830 square metres (41,227 sq. ft.) shall be permitted on an approximately 1.8 hectare (4.5 ac.) parcel of land located at the southeast corner of Adelaide Avenue East and Ritson Road North, subject to the following:

(OPA 164 – OMB PL140073)

(a) Any type of retail store having a minimum *gross floor area* of 300 square metres (3,230 sq. ft.) is permitted; and

(b) Notwithstanding (a) above, any type of retail store having a *gross floor area* of less than 300 square metres (3,230 sq. ft.) is permitted provided that such stores do not exceed a total combined *gross floor area* of 400 square metres (4,306 sq. ft.).

(OPA 179)

2.2.10.17 Notwithstanding any other policy of this Plan to the contrary, a commercial *development* with a maximum *gross floor area* of 950 square metres (10,226 sq. ft.) shall be permitted on an approximately 0.6 hectare (1.5 ac.) parcel of land located at the northeast corner of Adelaide Avenue East and Ritson Road North, subject to the following: **(OPA 165 – OMB PL140258)**

(a) Any type of retail store having a minimum *gross floor area* of 300 square metres (3,230 sq. ft.) is permitted; and

(b) Notwithstanding (a) above, any type of retail store having a *gross floor area* of less than 300 square metres (3,230 sq. ft.) is permitted provided that such stores do not exceed a total combined *gross floor area* of 100 square metres (1,076 sq. ft.).

(OPA 179)

2.2.10.18 Notwithstanding any other policy of this Plan to the contrary, a maximum net residential density of 629 units per hectare (255 u/ac.) shall be permitted on lands designated Planned Commercial Strip generally located west of Simcoe Street North and north of the north leg of Niagara Drive and municipally known as 1900 Simcoe Street North subject to appropriate provisions being included in the zoning by-law including provisions that restrict the size and type of apartment units. **(OPA 179, 180)**

2.2.10.19 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 862 units per hectare (350 u/ac.) shall be permitted on lands designated Planned Commercial Strip generally located on the west side of Simcoe Street North and on the south side of the north leg of Niagara

Drive, and municipally known as 1804, 1806 and 1808 Simcoe Street North and 426 Niagara Drive, subject to appropriate provisions being included in the zoning by-law. **(OPA 228)**

2.2.10.20 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 681 units per hectare (276 u/ac.) shall be permitted on lands designated Planned Commercial Strip generally located on the south side of Bloor Street East, east of Albert Street, and municipally known as 121, 125 and 131 Bloor Street East, subject to appropriate provisions being included in the zoning by-law. **(OPA 229)**

2.3 Residential

2.3.1 General

2.3.1.1 It is the intent of this Plan to ensure that the City has an adequate supply and variety of housing types, including *affordable housing* pursuant to Section 6.2 of this Plan, and a high quality residential *environment* with minimal land use conflicts between residential areas and other land uses. **(OPA 179)**

2.3.1.2 Areas designated as Residential on Schedule "A" of this Plan shall be predominantly used for residential dwellings. In addition, subject to the relevant polices of this Plan and the inclusion of appropriate provisions in the zoning by-law, other land uses may be permitted in areas designated as Residential as follows: community uses such as schools, places of worship, 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; community gardens, allotment gardens, parks, open space and recreational uses having a community or neighbourhood level service area; Convenience Commercial Centres; limited office, retail and personal service uses; convenience stores; *home occupation* uses; *bed and breakfast establishments* and *group homes*.

(OPA 179)

2.3.1.3 Convenience stores which are compatible with their surroundings may be permitted in areas designated as Residential or integrated into residential *developments* permitted in other designations subject to the inclusion of appropriate provisions in the zoning by-law and the following:

(a) Not generally exceeding 200 square metres (2,155 sq. ft.) of gross retail and/or personal service floor space;

(b) Serving primarily the immediate surrounding residential area and may include such uses as small retail stores and personal service shops, but shall exclude banks, restaurants and other commercial uses not of a convenience nature;

(c) Including adequate off-street parking and loading spaces on the site; and

(d) The provisions of Policies 2.2.8.3 and 2.2.8.4 of this Plan shall apply to mixed commercial-residential *developments*.

(OPA 179)

2.3.1.4 Certain types of *home occupation* uses may be permitted in areas designated as Residential or integrated into residential *developments*.

"*Home occupation*" uses mean uses that:

(a) Are secondary to the use of a dwelling unit for residential purposes and shall not involve any changes to the external character of the dwelling unit or property such as outside storage or display areas;

(b) Do not generate adverse effects such as that from electrical interference, signs, excessive traffic, parking or noise;

(c) Involve the provision of personal or professional services or producing custom or artisanal products; and

(d) Do not include uses such as kennels or animal services, automobile or truck repair or paint shops, furniture stripping or any other activities which may otherwise be incompatible with the adjacent residential area.

In addition to complying with the foregoing requirements, *home occupation* uses shall only be permitted subject to the inclusion of appropriate provisions in the zoning by-law.

(OPA 179)

2.3.1.5 *Bed and breakfast establishments* may be permitted in single detached dwellings subject to the inclusion of appropriate provisions in the zoning by-law and the following:

(a) The dwelling unit and lot having the physical potential to accommodate a *bed and breakfast establishment*;
(b) Adequate off-street parking as specified in the zoning by-law;
(c) The residential character of the dwelling unit is maintained; and
(d) There are no more than three rental bedrooms.

For the purposes of this Plan a "*bed and breakfast establishment*" means an establishment that provides sleeping accommodation (including breakfast and other meals, services, facilities and amenities for the exclusive use of guests) for the traveling or vacationing public in up to three guest rooms within a single detached dwelling that is the principal residence of the proprietor of the establishment.

(OPA 60, 75, 179)

2.3.1.6 Convenience Commercial Centres may be permitted within areas designated as Residential and shall be subject to the policies of Section 2.2.6 of this Plan. **(OPA 179)**

2.3.1.7 Limited office, retail and personal service uses may be permitted as an exception within areas designated as Residential provided such uses do not

exceed a maximum of 1,000 square metres (10,674 sq. ft.) on an individual site, are compatible with surrounding land uses and do not detrimentally affect the *development* and function of Central Areas in accordance with Section 2.1.1 of this Plan, and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 71, 179)**

2.3.1.8 The City shall encourage the stabilization and improvement of existing stable residential neighbourhoods, the preservation of existing housing stock and maintaining the integrity of historic residential areas, such as along Simcoe Street North between Hospital Court and Rossland Road and along King Street East between Ritson Road and Wilson Road, in terms of built form, lotting fabric and overall neighbourhood character, except where redevelopment is desirable as provided for in this Plan. **(OPA 179)**

2.3.2 Residential Densities

2.3.2.1 The classification of residential densities is provided on Table 2. Table 2 shall be used as a guideline in evaluating the appropriateness of the location of residential densities during the review of *development* proposals and as a guideline in determining the location of such densities in the preparation of Part II Plans. Residential densities shall be designated, where applicable, in Part II Plans, including in accordance with Policy 8.1.2 during the preparation of new Part II Plans involving *Greenfield* areas. **(OPA 30, 179)**

2.3.2.2 For the purposes of this Plan, gross and net residential density shall be based on the number of dwelling units measured relative to the amount of gross or net residential area, respectively. Gross residential density shall be calculated on the basis of gross residential area which shall include lots on which residential development is permitted by this Plan, and abutting local , collector and arterial roads, parks and schools, but in accordance with Policy 1.6 of this Plan shall exclude those components of the *Natural Heritage System* identified in Policy 5.4.4 of this 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.
(OPA 30, 179)

2.3.2.3 Notwithstanding any provisions of Policy 2.3.2.2 to the contrary, the calculation of net residential density may be averaged across net residential areas designated as Low Density Residential in a Part II Plan within the same plan of subdivision, provided that any multiple attached housing sites within areas designated as Low Density Residential in the plan of subdivision conform with the net residential density specified for areas designated as Low Density Residential on an individual site or lot basis. **(OPA 30, 179)**

Table 2: Residential Density Classification

Density Type	Net Residential Density	General Representative Housing Type/Form [1]	General Representative Locational Criteria
Low Density Residential	up to 30 units per hectare (12 u/ac.)	Single Detached Semi-Detached Duplex	(i) Generally located in the interior of residential neighbourhoods on local or collector roads, or along arterial roads subject to the policies of this Plan. (ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.
Medium Density I Residential	30 to 60 units per hectare (12 to 24 u/ac.)	Single Detached Semi-Detached Duplex Townhouses	(i) Generally located at the periphery of neighbourhoods in proximity to arterial and collector roads, or located within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors, or generally located in areas that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses. (ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.
Medium Density II Residential	60 to 85 units per hectare (24 to 34 u/ac.)	Townhouses Low Rise Apartments and Medium Rise Apartments	(i) Generally located at the periphery of neighbourhoods along arterial roads, or within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas Local Central Areas or Regional and Local Corridors, or generally located in areas that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses. (ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

Density Type	Net Residential Density	General Representative Housing Type/Form [1]	General Representative Locational Criteria
High Density I Residential	85 to 150 units per hectare (34 to 60 u/ac.)	Low Rise and Medium Rise Apartments	(i) Generally located at the periphery of neighbourhoods along arterial roads, or within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas Community Central Areas or along Regional Corridors. (ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.
High Density II Residential	Within the Downtown Oshawa Urban Growth Centre: 150 to 1,000 units per hectare (60 to 404 u/ac.) Locations other than within the Downtown Oshawa Urban Growth Centre: 150 to 300 units per hectare (60 to 120 u/ac.)	Medium Rise and High Rise Apartments	(i) Generally located within the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas Community Central Areas or within Intensification Areas along Regional Corridors. (ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

[1] These descriptions represent only the anticipated housing forms for the density categories specified in this Table. It should be noted that differences in building design, site specifications and lot area may produce considerable variation in housing type at any given density. Therefore, conformity with the locational criteria for the respective density categories contained in this Table is determined primarily on the basis of net density.

(OPA 30, 179, 223)

2.3.2.4 The City may zone to permit net residential densities lower than that designated in an approved Part II Plan in order to recognize the existing character of residential neighbourhoods and to permit compatible redevelopment. **(OPA 30)**

2.3.2.5 Notwithstanding any other policies of this Plan to the contrary, the calculation of net residential density may be averaged for the lands designated as Medium Density I Residential in the Secondary Plan for the Samac Community and bounded by Wilson Road North on the east, Coldstream Drive on the south, Ormond Drive on the west and Greenhill Avenue on the north. **(OPA 77, 179)**

2.3.3 **Land Use Relationships**

2.3.3.1 The location and design of residential areas shall have regard for the adverse audio, olfactory, visual and pollution effects emanating from institutional, commercial or industrial land uses, railways or freeways. In addition, proposed residential areas adjacent to such uses shall be planned and designed in accordance with any applicable federal and provincial guidelines or regulations. **(OPA 179)**

2.3.3.2 Where residential *development* or other noise, vibration or odour-*sensitive uses* such as day care centres, schools and health care facilities are proposed to be located in proximity to existing or proposed institutional, commercial or industrial uses, railways, highways or arterial roads, regard shall be had for Policy 2.4.1.7, where applicable, and the relevant policies of Section 5.11. **(OPA 68, 179)**

2.3.3.3 In considering the approval of residential *developments* abutting arterial roads, consideration shall be given to building siting, landscaping, service roads, access to transit routes, walkability and opportunities for active transportation, increased setbacks or other appropriate matters. Consideration shall be given to applicable guidelines related to the adverse effect of noise in the design of residential *developments* which are adjacent to arterial roads. **(OPA 78, 179)**

2.3.3.4 Where a legal non-conforming industrial use located in an area designated as Residential is deemed to be deleterious to the health, safety and welfare of the residents, such uses shall be encouraged to relocate to an industrial area.

2.3.3.5 Residential *development* or redevelopment of lands in the vicinity of the Oshawa Executive Airport shall be subject to the relevant policies of Section 2.10 of this Plan. **(OPA 179)**

2.3.3.6 Residential *development* shall generally be located in areas that can be adequately served with basic education, recreation and social services and have access to healthy food. **(OPA 179)**

2.3.3.7 Non-residential land uses that by reason of their physical characteristics or manner of operation are considered to be detrimental to a residential living *environment*, shall not be permitted to locate adjacent to areas designated as Residential. **(OPA 179)**

2.3.4 **Design Criteria**

2.3.4.1 The City shall encourage housing proposals to follow the current design guidelines of the City of Oshawa.

2.3.4.2 The City shall encourage subdivision and housing design to be responsive to new technologies in residential construction and energy conservation.

2.3.4.3 Safe and accessible connections such as walkways for pedestrians and bike paths for cyclists shall be required as part of residential *developments* where such connections are warranted to provide opportunities for active transportation to access facilities such as schools, public facilities, parks, on- and off-road walking and cycling facilities, transit stops and commercial areas. Where deemed appropriate by the City, walkway and bike path connections should be designed and situated to extend view corridors, have sufficient width to support healthy tree growth on both sides of the pathway, and be lit, landscaped and maintained for year-round public use to increase safety and amenity. **(OPA 179)**

2.3.4.4 Medium Density I, Medium Density II, High Density I and High Density II Residential multiple attached *developments* shall include adequate parking including barrier-free parking, service areas, access driveways and internal driving aisles that are accessible at all times and shall ensure that all vehicle movements are accommodated off the public roads. Such *developments* shall provide adequate lighting and landscaping. **(OPA 30, 179)**

2.3.4.5 In the processing of plans for Medium Density I, Medium Density II, High Density I and High Density II Residential multiple attached *developments*, consideration shall be given to the requirement of on-site indoor and outdoor amenity space. **(OPA 30, 179)**

2.3.4.6 Consideration shall be given to reducing light pollution, light trespass, glare, over-lighting and “uplight”. **(OPA 179)**

2.3.4.7 Consideration shall be given to the application, where appropriate, of Low Impact *Development* (LID) technologies and conveyance methods pursuant to Policies 5.6.10 and 5.6.12 of this Plan, as well as to the application of green infrastructure and green building design. **(OPA 179)**

2.3.5 **Part II Plans**

2.3.5.1 New residential *development* in *Greenfield* or *built-up areas* designated as Residential and within Part II Planning Areas identified on Schedule "E" to this Plan shall be preceded by and be subject to Part II Plans, except:

(a) Where orderly infilling or rounding out of a predominantly developed residential area may be achieved in a manner that does not deleteriously affect existing land uses including Open Space and Recreation areas and does not require major improvements to roads, municipal services, schools, open space, recreation facilities or other social services;

(b) Where the redevelopment or rehabilitation of land uses within an established, older residential neighbourhood are of a type and physical scale that do not deleteriously affect existing uses including Open Space and Recreation areas and do not require major improvements to roads, municipal services, schools, open space, recreation facilities or other social services;

(c) Where the proposed residential *development* is in an existing Main, Sub-Central or Community Central Area for which a Part II Plan has not been prepared; or

(d) Where the proposed residential *development* is in a *Greenfield* area on a site less than approximately 20 hectares (49.42 ac.) in size and the City is satisfied that a Part II Plan is not required.

(OPA 179)

2.3.5.2 Notwithstanding Policy 2.3.5.1, Part II Plans must be prepared prior to *development* in any *Greenfield* area on a site designated as Residential that is greater than approximately 20 hectares (49.42 ac.). **(OPA 179)**

2.3.5.3 Where Part II Plans are to be prepared for areas designated as Residential, they shall be prepared in accordance with the relevant policies of Section 8.1 of this Plan. **(OPA 179)**

2.3.6 **Site Specific Policies**

2.3.6.1 Notwithstanding any other policies of this Plan, a restaurant is permitted on the lands situated at 44 and 48 Stevenson Road South. **(OPA 72, 179)**

2.3.6.2 Notwithstanding any other policies of this Plan, an electrical contractor's storage yard and warehouse and a retail sales outlet for electrical supplies are permitted on the lands situated at 435 Bond Street East. **(OPA 179)**

2.3.6.3 Notwithstanding any other policies of this Plan, a medical/professional office building with pharmacy is permitted on lands situated at 31 Thornton Road

South with a total floor area of all components not exceeding a maximum of 2,215 square metres (23,843 sq. ft.) of floor space. **(OPA 8, 179)**

2.3.6.4 Notwithstanding any other policies of this Plan, a medical/professional office building with ground floor ancillary retail uses is permitted on the lands at the southwest corner of Ormond Drive and Ritson Road North, being Blocks 3 and 4, Plan 40M-1461 and Part 20, Plan 40R-10009, with a total floor area of all components not exceeding a maximum of 1,783 square metres (19,192 sq. ft.) of floor space. **(OPA 7, 179)**

2.3.6.5 Notwithstanding any other policies of this Plan to the contrary, residential *development* is permitted on a 0.27 hectare (0.68 ac.) site situated at the southwest corner of Centre Street South and John Street West at a total net residential density of 534 units per hectare (216 units per ac.). **(OPA 14, 179)**

2.3.6.6 Notwithstanding the other policies of this Plan to the contrary, a medical/professional office building with an ancillary ground floor drug dispensary is permitted on lands situated at 1226 King Street East, subject to the total floor area of all components not exceeding a maximum of 1,365 square metres (14,693 sq. ft.) of floor space. **(OPA 16, 179)**

2.3.6.7 Notwithstanding any other policies of this Plan to the contrary, uses permitted within an Institutional land use designation may be permitted on the lands designated as Residential and located along the west side of Townline Road North, north of Branch 5 of the Harmony Creek. **(OPA 28, 179)**

2.3.6.8 Notwithstanding any other policies of this Plan to the contrary, a parking lot may be permitted on lands municipally known as 275-283 King Street East. **(OPA 63, 179)**

2.3.6.9 Notwithstanding any other policies of this Plan to the contrary, a parking lot accessory to the planned strip commercial uses at 58 Rossland Road West may be permitted on lands municipally known as 80 and 84 Rossland Road West. **(OPA 65, 179)**

2.3.6.10 Notwithstanding any other policies of this Plan to the contrary, the former Durham Board of Education offices at 555 Rossland Road West may be used for offices. **(OPA 59, 179)**

2.3.6.11 Notwithstanding any other policies of this Plan to the contrary, limited office or personal service uses are permitted on the lands designated as Residential and located on the north side of King Street West between the Union Cemetery and the Goodman Creek, subject to the resolution of any applicable floodplain hazards to the satisfaction of the City and the Central Lake Ontario Conservation Authority. **(OPA 59, 179)**

2.3.6.12 Notwithstanding any other policies of this Plan to the contrary, a medical/professional office building with a pharmacy is permitted on lands

situated at 14 Hospital Court and 340, 348 and 354 Simcoe Street North as follows: **(OPA 179)**

(a) The *gross floor area* of all components shall not exceed 1,080 square metres (11,625 sq. ft.); and
(b) The *gross floor area* devoted to a pharmacy shall not exceed 92 square metres (990 sq. ft.).

(OPA 81)

2.3.6.13 Notwithstanding any other policies of this Plan to the contrary, a self-serve storage facility may be permitted as an exception on the lands at 417 Oshawa Boulevard South and described as Lot C-3, Sheet 16 Municipal Plan Number 335, subject to any relevant policies of this Plan and the inclusion of appropriate policies in the zoning by-law. **(OPA 83, 179)**

2.3.6.14 Notwithstanding any other policies of this Plan to the contrary, an office building exclusively used by a religious institution is permitted on lands at 1096 and 1110 King Street East subject to the office building not exceeding a maximum of 2,400 square metres (25,835 sq. ft.) of *gross floor area*.

(OPA 99, 179)

2.3.6.15 Notwithstanding any other policies of this Plan to the contrary, a temporary parking lot may be permitted on the portions of Parts 1 and 2, Reference Plan 40R-19322, required for the John Street East extension and south of this road extension until such time as the road extension is constructed subject to the inclusion of appropriate provisions in the zoning by-law.

(OPA 120, 179)

2.3.6.16 *Development* of the lands bounded by Harbour Road on the south, the Montgomery Creek 100 year regulatory storm floodline and the Wilson Road South unopened road allowance to the east, Wellington Avenue East to the north (including the unopened portion), both sides of Nelson Street to the west (including the unopened portion and 39/43 Wellington Avenue East), plus lands at the northeast corner of Simcoe Street South and Harbour Road, shall be subject to the following: **(OPA 125)**

(a) Notwithstanding any other policies of this Plan to the contrary:

(i) The lands located along the west side of Nelson Street and 39/43 Wellington Avenue East may be developed with a mix of residential densities up to and including Medium Density I Residential;

(ii) The lands located along the east side of Nelson Street and extending south to Harbour Road along the east side of the unopened Nelson Street road allowance, plus the lands at the northeast quadrant of the intersection of Simcoe Street South and Harbour Road and municipally known as 1275-1289 Simcoe Street South and 1176 Nelson Street, may be

developed with a mix of residential densities up to and including Medium Density II Residential uses including multi-storey, mixed-use buildings along the north side of Harbour Road; and

(iii) The lands located east of the lands described in Policy 2.3.6.16(a)(ii) and extending east to the Montgomery Creek valley floodplain may be developed with a mix of residential densities up to and including High Density II Residential uses including multi-storey, mixed-use buildings along the north side of Harbour Road; **(OPA 216)**

(b) *Development* in this area shall be planned and designed to achieve a high quality of urban design that takes advantage of the Oshawa waterfront, and shall address, among other matters, the following:

(i) Protection of "view corridors" to the waterfront and Harbour;

(ii) Provision of a gateway feature at the northeast corner of Simcoe Street South and Harbour Road;

(iii) Ensuring *development* along Harbour Road does not create a "wall" effect; and,

(iv) New *development* shall incorporate appropriate design techniques and setbacks so as to minimize impacts to existing or approved residential uses;

The foregoing urban design considerations shall be addressed during the development review process and in the preparation of any development plan and associated urban design guidelines for this area;

(c) Prior to residential *development*, environmental investigations shall be undertaken by a qualified consultant to address land use compatibility and adverse impacts associated with industrial uses that are located within the surrounding area (e.g. noise, air quality, vibration), and suitable arrangements shall be made to the satisfaction of the City to implement any recommended mitigation measures. Environmental mitigation for lands east of Nelson Street must be addressed in a comprehensive manner in order to ensure compatibility with nearby industrial uses;

(d) Prior to any new *development* occurring within the subject area, other than the expansion of a lawfully existing use as of April 10, 2007 or the redevelopment of existing residential lands, any required investigations shall be undertaken and any necessary mitigative measures shall be identified and implemented in order to address adverse environmental effects associated with soil and water contamination, in accordance with Provincial guidelines in effect at the time of *development*. To ensure that the lands are remediated to the

appropriate environmental standard prior to *development*, all of the lands within the subject area will be placed in an appropriate holding zone category, which shall remain in effect until a Record of Site Condition, filed electronically with the Ministry of the Environment, Conservation and Parks, has been obtained for each *development* site;

(e) Prior to residential *development* on any property located east of Nelson Street or located in the northeast quadrant of the intersection of Simcoe Street South and Harbour Road and municipally known as 1275-1289 Simcoe Street South and 1176 Nelson Street, the following shall be undertaken:

(i) A *development* plan and related urban design guidelines shall be prepared to the City's satisfaction showing public and/or private roads, lotting patterns, mix and variety of dwelling unit types, building heights, building, parking area and amenity area footprints; and

(ii) A transportation study that meets the requirements of the Municipal Class Environmental Assessment process shall be prepared to the City's satisfaction showing a public or private road pattern, including addressing emergency access. Suitable arrangements in the form of a plan of subdivision and subdivision agreement shall be made to the City's satisfaction to implement any public roads identified in the approved transportation study. Appropriate arrangements to the City's satisfaction shall be made to implement any private roadways identified in the transportation study, including provision of any required cross-access easements. Implementation of the public and/or private road pattern may be phased subject to appropriate arrangements to ensure adequate access, including provision for emergency access, is available for adjacent properties;

(f) Prior to any new *development* of lands within 300 metres (984 ft.) of a waterway or waters within the Oshawa Harbour, an archaeological assessment is completed to the satisfaction of the Ministry of Tourism, Culture and Sport;

(g) Limited ground floor office, retail, personal service establishments and restaurants may be permitted on the ground floor of multi-storey mixed residential-commercial buildings along Harbour Road, provided such commercial uses have direct pedestrian access to Harbour Road, and are subject to the inclusion of appropriate provisions in the Zoning By-law; and

(h) Prior to residential *development* of lands within 120 metres (394 ft.) of the Montgomery Creek portion of the Provincially Significant Oshawa Creek Coastal Wetland Complex, an Environmental Impact Study shall be prepared to the City's satisfaction in accordance with Section 5.5.

The City shall use a holding symbol, as appropriate, to address matters outlined in subsections (a) to (h) of Policy 2.3.6.16, and any matters in Section 9.3.4 of this Plan. **(OPA 216)**

(OPA 179)

2.3.6.17 Notwithstanding any other policies of this Plan to the contrary, lands designated as Residential on the east side of Simcoe Street North from the lands municipally known as 2 Taylorwood Road on the north to the Oshawa Creek East Branch on the south, shall be developed with residential and limited commercial and community uses in accordance with relevant policies in the Secondary Plan for the Samac Community. **(OPA 131, 150, 179)**

2.3.6.18 Notwithstanding any other policies of this Plan to the contrary, an automobile sales and service establishment for used vehicles may be permitted at 1399 Simcoe Street North as a temporary use under the provisions of the Planning Act. **(OPA 126, 179)**

2.3.6.19 Notwithstanding any other policies of this Plan to the contrary, the lands known municipally as 50 Vancouver Court, comprising the former St. Michael Catholic School site but excluding that portion of the site located immediately between 34 and 42 Vancouver Court used to accommodate a driveway access for the former elementary school, may be used for university purposes, save and except for a campus pub. **(OPA 141, 179)**

2.3.6.20 Notwithstanding any other policies of this Plan to the contrary, a self-serve storage facility and a secure document storage building may be permitted as an exception on lands at 437, 441 and 445 Storngo Boulevard and described as Part of Lots C4 and C5, Sheet 16, Municipal Plan Number 335, subject to any relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law. **(OPA 147, 179)**

2.3.6.21 Notwithstanding any other policies of this Plan to the contrary, the lands located on the south side of King Street West and the east side of Thornton Road South and known municipally as 739 to 797 King Street West and 31 to 67 Thornton Road South may be used for university purposes.

(OPA 152, 179)

2.3.6.22 Notwithstanding any other policy of this plan to the contrary, a psychologist's office may be permitted in conjunction with a dwelling unit as an exception on lands municipally known as 105 Columbus Road West, subject to the

inclusion of appropriate zoning provisions in the zoning by-law. **(OPA 86, 179)**

2.3.6.23 Notwithstanding any other policy of this Plan to the contrary, the calculation of net residential density may be averaged across the lands municipally known as 255 Simcoe Street North, comprising approximately 1.19 hectares (2.95 ac.), described as Lot C-5 and Part of Lots C-3, C-4 and C-6, Sheet 8, Municipal Plan Number 335, and a maximum net residential density of 227 units per hectare (91.87 units/ac.) may be permitted across the site. **(OPA 160, 179)**

2.3.6.24 Notwithstanding any other policy of this Plan to the contrary, lands designated as Residential in the Part I Plan and designated as Mixed Use I and Mixed Use II on Schedule "A" – Kedron Land Use Plan in the Kedron Part II Plan may be developed for a combination of residential, commercial, office, institutional and community uses in accordance with the relevant policies of the Kedron Part II Plan. **(OPA 166, 179)**

2.3.6.25 [deleted] **(OPA 187, 223)**

2.3.6.26 [deleted] **(OPA 189, 223)**

2.3.6.27 [deleted] **(OPA 193, 223)**

2.3.6.28 [deleted] **(OPA 210, 223)**

2.3.6.29 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 868 units per hectare (351 u/ac.) shall be permitted on lands designated Residential within the Oshawa Harbour Special Development Area generally located east of Simcoe Street South, north of Harbour Road, described as Part 1, Plan 40R-11613, subject to appropriate provisions being included in the zoning by-law. **(OPA 211)**

2.3.6.30 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 592 units per hectare (236 u/ac.) shall be permitted on lands designated Residential generally at the southwest corner of Simcoe Street North and the south leg of Niagara Drive, and municipally known as 1664 Simcoe Street North and 17 and 25 Niagara Drive, subject to appropriate provisions being included in the zoning by-law. **(OPA 215)**

2.3.6.31 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 1,384 units per hectare (560 u/ac.) shall be permitted on lands designated Downtown Oshawa Urban Growth Centre generally located at the northwest corner of King Street East and Mary Street North, and municipally known as 70 King Street East, subject to appropriate provisions being included in the zoning by-law. **(OPA 219)**

2.3.6.32 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 640 units per hectare (260 u/ac.) shall be permitted

on lands designated Planned Commercial Strip within the Downtown Main Central Area generally located on the east side of Gibbons Street, between King Street West and Bond Street West, and municipally known as 400 King Street West, subject to appropriate provisions being included in the zoning by-law. **(OPA 214)**

2.3.6.33 Notwithstanding any other provision of this Plan to the contrary, an accessory apartment shall be permitted in a maximum of twelve (12) end-unit block townhouse dwellings on lands designated Residential generally at the northeast comer of Wilson Road South and Shakespeare Avenue, and municipally known as 570 Shakespeare Avenue, subject to appropriate provisions being included in the zoning by-law. **(OPA 220)**

2.3.6.34 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 868 units per hectare (351 u/ac.) shall be permitted on lands designated Residential within the Oshawa Harbour Special Development Area generally located east of Simcoe Street South, north of Harbour Road, described as Parts 2 and 3, Plan 40R-2244 and Part 1, Plan 40R-21631, subject to appropriate provisions being included in the zoning by-law. **(OPA 222)**

2.3.6.35 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 280 units per hectare (114 u/ac.) shall be permitted on lands designated Residential in the form of High Density II Residential development comprised of a mix of low, medium and high-rise buildings in the context of the lands generally located on the west side of Ritson Road South, north of Olive Avenue, municipally known as 300 to 334 Ritson Road South and 222 to 252 Olive Avenue. **(OPA 223)**

2.3.6.36 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 2,218 units per hectare (897 u/ac.) shall be permitted on lands designated Downtown Oshawa Urban Growth Centre generally located at the northeast corner of Charles Street and Athol Street East, and municipally known as 13, 15 and 29 Charles Street, subject to appropriate provisions being included in the zoning by-law. **(OPA 224)**

2.3.6.37 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 1,622 units per hectare (656 u/ac.) shall be permitted on lands designated Downtown Oshawa Urban Growth Centre generally located south of King Street East and north of Athol Street East, between Mary Street South and Charles Street, and municipally known as 111 and 117 King Street East and 0 Athol Street East, subject to appropriate provisions being included in the zoning by-law. **(OPA 225)**

2.3.6.38 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 1,900 units per hectare (769 u/ac.) shall be permitted on lands designated Downtown Oshawa Urban Growth Centre generally located at the northeast corner of King Street West and McMillan

Drive, and municipally known as 88 King Street West, subject to appropriate provisions being included in the zoning by-law. **(OPA 226)**

2.3.6.39 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 211 units per hectare (85 u/ac.) and a maximum height of six (6) storeys shall be permitted on lands designated Residential generally located south of Nevis Avenue, consisting of the Christine Crescent road allowance and lands municipally known as 419 to 451 Christine Crescent. **(OPA 230)**

2.3.6.40 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 527 units per hectare (213.1 u/ac.) shall be permitted on lands designated Residential within the Downtown Main Central Area, generally located on the south side of Albany Street between Albert Street and Front Street, and municipally known as 63 Albany Street, subject to appropriate provisions being included in the zoning by-law. **(OPA 231)**

2.3.6.41 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 303 units per hectare (122.3 u/ac.) shall be permitted on lands designated Residential generally located south of Taunton Road East between Benson Street and Townline Road North, and municipally known as 1251 Taunton Road East, subject to appropriate provisions being included in the zoning by-law. **(OPA 234)**

2.4 Industrial

2.4.1 General

2.4.1.1 It is the intent of this Plan to ensure that Oshawa's position as a major industrial centre in the Region of Durham and in the Province is maintained and enhanced through retention and expansion of existing industries and through the stimulation of new industrial growth. In this regard, the City shall continue to encourage Oshawa's traditional industrial strength and will seek to achieve greater diversification in the industrial base by encouraging new industry to locate in the City.

2.4.1.2 Industrial areas, as designated on Schedule "A", are intended for uses whose nature and/or business needs may require access to highway, rail and/or shipping facilities, separation from sensitive land uses, or which benefit from locating in proximity to similar uses. A classification of industrial areas is provided in Table 3. The provisions of Table 3 shall serve as a general guideline in the *development* of industrial areas and in the preparation of zoning by-laws.

Areas designated as Industrial shall generally be used for manufacturing, warehousing and storage, assembly, processing including reclaiming and recycling, research and *development* facilities, corporate offices, utility functions and transportation terminals, subject to the relevant policies of this Plan. In addition, subject to the inclusion of appropriate provisions in the zoning by-law, the following land uses may also be permitted in appropriate locations in areas designated as Industrial: industrially oriented sales, service and office operations such as truck and machinery operations, equipment repair, merchandise service shops and building or contracting yards; community and recreational uses such as facilities for day care and recreation that are municipally owned and operated; vehicle fuel stations; and, on a limited basis in accordance with Policy 2.4.1.6, certain commercial, community and recreational uses such as banks, offices other than corporate or industrially oriented offices, restaurants, banquet facilities, personal service and retail uses, fraternal organizations and athletic clubs provided that such uses are compatible with industrial uses in the area.

Uses deemed by the City to be potentially *sensitive uses* may only be permitted in industrial areas in accordance with Policy 2.4.1.7.

Aggregate-related industrial uses, such as asphalt plants, ready-mix concrete plants and aggregate transfer stations, may also be permitted in appropriate locations within areas designated as Industrial, in accordance with Policies 2.9.1.5 and 2.9.2.2.

(OPA 179)

Table 3: Classification of Industrial Areas

Industrial Type	Uses*	Locational Criteria
Prestige Industrial	Corporate offices, business parks, light industrial uses including light manufacturing, processing of semi-manufactured goods, assembly of manufactured goods, warehousing, wholesale distribution centres, industrially oriented offices, data processing centres, commercial or technical schools or training centres, research and development facilities and other similar types of industrial uses. In addition, fraternal and athletic clubs and commercial uses such as offices other than corporate offices or industrially oriented offices, banks and restaurants may be permitted subject to the inclusion of appropriate provisions in the zoning by-law.	Generally located along Provincial Highways and in key strategic areas of the City. Office buildings and business parks: generally located along freeways, Regional Corridors and Local Corridors, adjacent to Type “A” arterial roads.
Select Industrial	Prestige Industrial uses as well as uses such as banquet halls and places of assembly, truck and light machinery rental, sales and servicing, automotive repair and servicing shops and certain specialized commercial uses including plumbing, electrical and building supply shops. In addition, vehicle service stations, accessory sales outlets, merchandise service shops and recreational uses may be permitted subject to the inclusion of appropriate provisions in the zoning by-law.	Generally located along Provincial Highways, along arterial roads and in areas which are characterized by a mix of industrial and commercial uses.
General Industrial	Light, medium, and heavy industrial uses including manufacturing, processing and assembly, automobile and truck assembly and manufacturing, metal stamping, warehousing, wholesale distribution centres, cleaning or dyeing plants, underground bulk liquid storage, building or contracting yards, industrially oriented offices, transport terminals including railway yards, recycling depots and recycling operations. In addition, accessory sales outlets, recreational uses, truck and machinery rental, sales and servicing, equipment repair and servicing shops may be permitted.	Generally located in industrial areas containing similar or related types of industrial uses and in isolated, older industrial areas throughout the City. Office buildings and business parks: generally located along freeways, Regional Corridors and Local Corridors, adjacent to Type “A” arterial roads.

Industrial Type	Uses*	Locational Criteria
Special Industrial	Industrial uses including manufacturing, processing assembly, warehousing, cleaning or dyeing plants, bulk liquid and material storage facilities, concrete and paving establishments, building or contracting yards, industrially oriented offices, transport terminals including railway yards, recycling depots, recycling operations, salvage and automotive wrecking yards and incinerating plants. In addition, accessory sales outlets, recreational uses, truck and machinery rental, sales and servicing, equipment repair and servicing shops may be permitted.	Generally located on lands east and northeast of the Oshawa Harbour. Generally located on lands at 1050 and 1123 Farewell Street and in the interior of the industrial area north of Harbour Road.

*Note: Commercial, community and recreational uses such as banks, offices other than corporate offices or industrially oriented offices, restaurants, banquet facilities, personal service and retail uses, fraternal organizations and athletic clubs, and uses deemed by the City to be potentially *sensitive uses*, shall be subject to the relevant provisions of Policies 2.4.1.2, 2.4.1.6 and 2.4.1.7 of this Plan. **(OPA 26, 59, 179)**

2.4.1.3 Certain areas designated as Industrial are also identified on Schedule "A" as *Regeneration Areas*. Lands identified as *Regeneration Areas* and having an underlying Industrial designation shall remain subject to the policies of this Plan for areas designated as Industrial pending further planning studies by the City, the Region or proponent of *development* to determine appropriate land use alternatives, in accordance with the provisions of Policy 2.4.2.5.

For the purposes of this Plan, a "*Regeneration Area*" means an area identified, through a *comprehensive review* in accordance with Policy 9.1.2, as an area in transition, with lands and/or buildings that are underutilized, derelict, vacant, in need of revitalization or which would be more appropriately and efficiently used for non-industrial land uses.

(OPA 179)

2.4.1.4 Accessory sales outlets may be permitted in areas designated as Industrial subject to the inclusion of appropriate provisions in the zoning by-law and the following:

(a) Such uses are smaller in scale than the primary use and are located on the same lot as the primary use;
(b) The floor space of such uses is detailed in the zoning by-law; and
(c) The nature of the sales outlet does not detrimentally affect adjacent land uses.

2.4.1.5 Hotels and motels may be permitted in areas designated as Industrial on lands which abut, are adjacent to, or are in proximity to Highway 401, Highway 407 or a service road which also abuts Highways 401 or 407 subject to the following:

(a) The *development* is desirable and compatible with surrounding land uses;
(b) The *development* will not create undue traffic problems; and
(c) The inclusion of appropriate provisions in the zoning by-law.

(OPA 179)

2.4.1.6 Commercial, community and recreational uses such as banks, offices other than corporate or industrially oriented offices, restaurants, banquet facilities, personal service and retail uses, fraternal organizations and athletic clubs may be permitted on a limited basis as a minor component of the aggregate *gross floor area* of existing *development* in Industrial areas, provided that such uses:

(a1) Primarily serve the needs of businesses and employees of the immediate designated Industrial area, in the case of personal service and retail uses;

(b1) Do not collectively exceed a cumulative *gross floor area* of approximately ten percent (10%) of the aggregate *gross floor area*

within the immediate designated Industrial area, excluding offices within multi-storey office buildings, subject to the inclusion of appropriate provisions in the zoning by-law;

(c1) Do not collectively occupy more than approximately twenty-five percent (25%) of the total *gross floor area* of any multi-unit industrial mall, in the case of banks, offices on the ground floor, restaurants, personal service and retail uses, and athletic clubs;

(d1) Are limited to no more than one of each type of use on a particular *development* site, in the case of banks, offices other than in a multi-storey office building or on a floor above the ground floor of a multi-unit industrial mall, restaurants, banquet facilities, personal service uses, retail uses, fraternal organizations and athletic clubs; and

(e1) Do not exceed a *gross floor area* in excess of 500 square metres (5,382 sq. ft.), in the case of any individual bank, restaurant, personal service or retail use.

For the purposes of this Policy, the immediate designated Industrial area shall mean whichever one of the following particular Industrial areas shown on Schedule “A”, as relevant:

(a2) Stevenson Industrial Area, generally bounded by Lake Ontario to the south, the Oshawa/Whitby boundary to the west, Highway 401 to the north, and the Oxford Street road allowance to the east;

(b2) Farewell/Harbour Industrial Area, generally bounded by Lake Ontario to the south, Simcoe Street South to the west, Highway 401 to the north, and the Second Marsh/Harmony Creek corridor to the east;

(c2) Colonel Sam Business Park, generally bounded by Lake Ontario to the south, the Second Marsh/Harmony Creek corridor to the west, and Highway 401 to the north and east;

(d2) Thornton’s Corners Industrial Area, generally bounded by Highway 401 to the south, the Oshawa/Whitby boundary to the west, the Canadian Pacific Railway mainline to the north, and the Canadian Pacific GM spur line to the east;

(e2) Northwood Business Park, generally bounded by Taunton Road West to the south, the Oshawa/Whitby boundary to the west, Highway 407 to the north, and the west branch of the Oshawa Creek corridor to the east;

(f2) West Windfield’s Industrial Area, generally bounded by the Hydro One Networks Inc. transmission corridor to the south, the Thornton Road North/Highway 407 interchange to the west, Highway 407 to the north, and the Simcoe Street North/Highway 407 interchange to the east;

(g2) East Windfields Industrial Area, generally bounded by the TransCanada pipeline corridor to the south, the Bridle Road road allowance to the west, Highway 407 to the north, and the east branch of the Oshawa Creek corridor to the east;

(h2) [not in use]; **(OPA 227)**

(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 **(OPA 217)**

(j2) Any one particular industrial area that is also identified as a *Regeneration Area*.

(OPA 179)

2.4.1.7 Residential uses including nursing and retirement homes, elementary and secondary schools and places of worship shall not be permitted in areas designated as Industrial. Other uses deemed by the City to be *sensitive uses*, including certain institutional uses, and certain recreational and community uses other than municipally-owned and operated community facilities, cultural and health facilities and day care facilities, may be permitted subject to compatibility in appropriate locations and/or contexts within industrial areas, either as an exception through an amendment to this Plan and/or the zoning by-law or through the inclusion of appropriate provisions in the zoning by-law.

"*Sensitive uses*" are uses where routine or normal activities occurring at reasonably expected times would experience one of more adverse effects from odour, noise, dust or other contaminants generated by a nearby industrial use. The City may require a *development* proponent to submit an appropriate study to determine potential adverse effects either generated by, or affecting, proposed or existing *development*, including studies in accordance with the policies under Section 5.11 of this Plan, as applicable.

(OPA 179)

2.4.1.8 Major retail uses consisting of large-scale retail operations and commercial facilities having a gross leasable area of 2,000 square metres (21,528 sq. ft.) or greater shall not be permitted in industrial areas.

(OPA 179)

2.4.1.9 The City shall encourage the *development* of industrial areas in a number of locations in order to ensure the provision of an adequate supply of industrial land in appropriate locations and in a range of parcel sizes to satisfy the needs of a wide range of industrial uses and operations.

(OPA 179)

2.4.2 **Planning Criteria** **(OPA 179)**

2.4.2.1 Within the Major Urban Area, lands designated for Industrial purposes shall be developed in a manner that significantly contributes to achieving the employment forecasts identified in Policy 1.9, to ensure that employment growth remains balanced. Accordingly, at least fifty percent (50%) of all forecast employment is to be accommodated on lands designated for Industrial purposes within the Major Urban Area.

2.4.2.2 The City shall ensure that an adequate supply of vacant, serviced land is maintained within areas designated as Industrial to achieve the employment forecasts in Policy 1.9 and provide sufficient market choice, generally equivalent to a five year supply of vacant, developable land designated as Industrial and consisting of a range of parcel sizes, in particular large parcels.

2.4.2.3 Prior to allowing *development* proposals to proceed within *Greenfield* areas designated as Industrial, the City shall be satisfied that the following matters to be considered have been adequately addressed:

(a) The provisions of the Oshawa Creek and Black/Harmony/Farewell *watershed plans*, where applicable, and any necessary updates thereto;

(b) The orderly and sequential *development* of lands;

(c) The availability and feasibility of extending full municipal water and sanitary sewerage systems;

(d) An assessment of how the proposed *development* will affect the natural, built and cultural environments;

(e) The application, where appropriate, of Low Impact *Development* (LID) technologies and conveyance methods pursuant to Policy 5.6.10, and the need to undertake stormwater management studies and plans, pursuant to Policy 5.6.12;

(f) The transportation needs for all modes, including transit, cycling and pedestrian transportation;

(g) The incorporation of site design and urban design standards that create attractive, safe and accessible places, support transit, walking and cycling and achieve an appropriate transition to adjacent areas;

(h) A fiscal impact analysis of the proposed *development*, where deemed necessary by the City, in relation to the municipal services and facilities required to support the *development* and the financial capability of the City to provide such services. A qualified professional acceptable to the applicant and the City shall be retained to undertake such a study and the expense shall be borne by the applicant. The

City may also retain, in accordance with Policy 9.15.1, a qualified consultant to peer review the study;

(i) An assessment of potential land use conflicts between existing sensitive and *agricultural uses* and the proposed *development*, and the recommended means to alleviate the identified conflict; and

(j) The provisions of Policy 2.4.5.18, in the case of *development* proposed on lands designated as Industrial fronting Simcoe Street North, north of the Highway 407 corridor and south of the community of Columbus, to ensure the sensitive transition of new *development* with the existing historic community of Columbus. **(OPA 216)**

2.4.2.4 During the review of *development* proposals for lands designated as Industrial within *Greenfield* areas, the proponent shall demonstrate that the proposed *development* will result in a minimum *gross density* of 27 jobs per hectare (10.93 jobs/ac.). Notwithstanding the foregoing, where a *development* proposal for lands designated as Industrial within *Greenfield* areas will not result in a minimum *gross density* of 27 jobs per hectare (10.93 jobs/ac.), the proponent shall demonstrate that a minimum of 20 new jobs will be created as a result of the *development*.

2.4.2.5 Areas designated as Industrial, including lands within *Regeneration Areas*, shall only be redesignated to another designation or used for a purpose that does not conform to the types of uses intended for areas designated as Industrial pursuant to the following:

(a) A planning study involving a municipal *comprehensive review* pursuant to the provisions of the Growth Plan for the Greater Golden Horseshoe, where the lands are not identified as a *Regeneration Area* on Schedule “A”, or

(b) A planning study involving a *comprehensive review* pursuant to the provisions of the Provincial Policy Statement, where the lands are within a *Regeneration Area* identified on Schedule “A”.

2.4.2.6 Decisions of City Council to refuse applications, or non-decisions of City Council on applications, for the redesignation of industrial areas to another designation or to permit an otherwise non-conforming use in an Industrial area shall not be subject to appeal to the Local Planning Appeal Tribunal, pursuant to the Planning Act.

2.4.3 Land Use Relationships

2.4.3.1 The City shall encourage the *development* of a number of industrial areas containing similar or related types of industrial uses and developed to similar design standards in order to ensure that a variety of industrial sites are available for respective types of industrial uses and to minimize conflicts

between industrial uses with incompatible physical and functional characteristics. **(OPA 179)**

2.4.3.2 The City shall encourage the *development* of industrial areas in locations accessible to existing and proposed transportation terminal facilities and major components of the regional transportation and servicing system.

2.4.3.3 Industrial areas that are readily visible from Highway 401 and the future easterly extension of Highway 407 shall generally be developed with prestige industrial uses at relatively higher employment densities. Further, such areas shall be developed with extensive landscaping and visually aesthetic buildings, featuring articulated, high-quality highway and street facades, in order to provide an attractive appearance that reflects or takes advantage of such visibility and exposure. In addition, all uses within such areas shall generally be conducted within enclosed buildings. **(OPA 179)**

2.4.3.4 *Development* along Regional Corridors in areas having an underlying Industrial land use designation shall generally be developed for higher density prestige industrial or select industrial uses and such areas shall be developed in accordance with Policy 2.1.6.2 of this Plan. In addition, all uses within such areas shall generally be conducted within enclosed buildings. **(OPA 179)**

2.4.3.5 Those industries benefitting most from the facilities provided by the Oshawa Harbour, the Regional water pollution control plant and the Oshawa Executive Airport shall be encouraged to locate in the industrial areas adjacent to these facilities. **(OPA 179)**

2.4.3.6 Industrial areas shall be planned and developed in such a manner that non-noxious industries are located at the boundary of the industrial area with other land uses.

2.4.3.7 In locating individual industrial uses relative to adjacent land uses, consideration shall be given to the potential adverse effects of industrial land use activities such as noise, vibration, smoke, particulate matter, odour, toxic matter, fire and explosive hazards, lighting, heat, electrical and electromagnetic interference, visual disruption to scenic vistas and loss of privacy.

2.4.4 Design Criteria

2.4.4.1 Industrial areas shall be developed with proper landscaping and well-designed buildings. In particular, landscaping and screening shall be required in order to minimize any detrimental effects associated with outdoor uses, open storage areas and industrial uses emanating noise, light and undesirable visual effects.

2.4.4.2 Industrial areas shall be designed to discourage the penetration of industrial traffic into or through residential areas. Truck traffic shall be encouraged to use the appropriate collector and arterial road system.

2.4.4.3 The number, location, spacing and design of vehicular access points from the road system to industrial areas shall be regulated and shall be subject to the approval of the authorities having jurisdiction. In addition, access driveways and internal driving aisles on industrial sites shall be accessible at all times and shall be designed such that all vehicle movements are accommodated off the public roads.

2.4.4.4 Provisions shall be made for convenient, safe, accessible and attractive walking, cycling and transit facilities/amenities in the design of industrial areas and in the design of individual sites. Where the nature of uses permits, *development* in industrial areas shall reflect compact, transit-supportive built form with buildings sited and massed to reinforce the public realm. Buildings and primary building entrances for visitors should be oriented toward the street, with direct walkway access to sidewalks and with sheltered, safe and secure bicycle parking in proximity to primary visitor and employee entrances.

(OPA 179)

2.4.4.5 The type, design and location of signs related to industrial uses shall be regulated and shall be subject to the approval of the authorities having jurisdiction.

2.4.4.6 Off-street parking, loading and service areas for industrial uses shall be provided to ensure accessibility at all times and shall be designed to ensure that all vehicular movements are accommodated on the site and off the public roads. Wherever possible, the amount of surface parking should be minimized, including the use of landscaped islands (of sufficient size to promote long-term, healthy tree growth) to divide large parking areas and separate parking areas from loading and service areas. **(OPA 179)**

2.4.4.7 The *development* of industrial areas shall generally proceed by registered plans of subdivision. However, the division of land by consent for industrial purposes may be permitted subject to an agreement, where applicable, between the owner and the City and/or the Region, being registered on title of the subject lands.

2.4.4.8 No industrial use shall be permitted which, from its operation or materials used therein, is declared to be obnoxious under the provisions of any statutes or regulations.

2.4.4.9 The permissible levels of direct emissions of potential air and water pollutants from industrial uses shall be subject to the approval of the Ministry of the Environment, Conservation and Parks and shall be subject to any standards contained in Provincial laws or regulations. **(OPA 179)**

2.4.4.10 Consideration shall be given to reducing light pollution, light trespass, glare, over-lighting and “uplight”. **(OPA 179)**

2.4.4.11 Consideration shall be given to the application, where appropriate, of Low Impact *Development* (LID) technologies and conveyance methods pursuant to Policies 5.6.10 and 5.6.12 of this Plan, as well as to the application of green infrastructure and green building design. **(OPA 179)**

2.4.5 **Site Specific Policies**

2.4.5.1 Industrial *development* for lands located immediately north of Phillip Murray Avenue, between Stevenson Road South and Park Road South, shall have regard for the following considerations:

(a) A buffer strip shall be provided for lands abutting Park Road South and Phillip Murray Avenue in order to provide an adequate separation distance between the industrial area and adjacent existing or proposed residential areas. Such a buffer strip shall be formed of either an earth berm and/or existing vegetation in a natural state; and

(b) There shall be a gradation of industrial uses in such a manner that more intensive uses are located in the innermost location of the industrial area.

(OPA 179)

2.4.5.2 In considering *development* for the lands known as the Beaton Farm and located south of Wentworth Street and east of the Oshawa Second Marsh, provision shall be made for:

(a) An adequate buffer along the western boundary of the Beaton Farm to protect the Oshawa Second Marsh in consultation with the Ministry of Natural Resources and Forestry;

(b) An appropriate area along the Lake Ontario shoreline for open space and recreational uses;

(c) Internal drainage and erosion control measures to the satisfaction of the Ministry of Natural Resources and Forestry and the Ministry of the Environment, Conservation and Parks;

(d) No *development* on *Hazard Lands* as determined by the Central Lake Ontario Conservation Authority in consultation with the Ministry of Natural Resources and Forestry;

(e) Uses which will minimize adverse visual, noise, lighting, air and water quality impacts on the Oshawa Second Marsh and adverse impacts on Darlington Provincial Park; and

(f) The input of the Ministry of Natural Resources and Forestry.

In addition, the implementation of any *development* on this site shall be subject to a site specific zoning by-law.

(OPA 179)

2.4.5.3 Notwithstanding any policies of this Plan, a trade centre for the exhibition of manufactured goods and similar activities and a flea market are permitted to operate in a building on lands located in Part of Lot 6, Broken Front Concession, on the east side of Wilson Road South, south of the Canadian National Railway right-of-way and north of the building municipally known as 727 Wilson Road South in the City of Oshawa. **(OPA 27, 179)**

2.4.5.4 Notwithstanding any policies of this Plan to the contrary, a flea market may be developed on lands described as Parts 1 and 2, Plan 40R-10069, Part of Lot 5, Sheet 16B, East Whitby Municipal Plan, Registered Plan Number 357, City of Oshawa. **(OPA 29, 179)**

2.4.5.5 Notwithstanding any policies of this Plan to the contrary, an automotive sales and service use may be permitted, as an exception, on lands located at the existing southeast corner of Bloor Street West and Thornton Road South and described as Part 4, Plan 40R-10122, subject to any relevant policies of this Plan and the inclusion of appropriate policies in the zoning by-law.

(OPA 18, 179)

2.4.5.6 [deleted] **(OPA 33, 179, 194)**

2.4.5.7 Notwithstanding any provision of this Plan to the contrary, bulk liquid storage tank farms may be permitted on lands located at the northwest corner of Harbour Road and Farewell Street, east of Montgomery Creek, subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 26)**

2.4.5.7(i) In order to minimize the impacts of industrial uses on the existing residential uses within the lands designated Industrial by Amendment 33 to the Oshawa Official Plan, building orientation, site amenities, landscaping, limitations on uses and outdoor storage, and appropriate separation distances shall be considered during the *development* application review process.

For industrial *development* proposals which are located within 90 metres of an existing residence, the applicant shall be required to submit additional information at the time of application which characterizes the nature of the proposed industrial activity.

Where the City of Oshawa determines on the basis of this characterization that there is potential that the industrial operation will adversely impact existing residences, the City shall require the *development* proponent to submit a detailed study which measures the specific anticipated off-site impact and recommends mitigation measures including appropriate separation distances. Where required to meet provincial standards, such

recommendations shall be implemented through the development approval process to the satisfaction of the City of Oshawa. **(OPA 33, 179)**

2.4.5.7(ii) The lands described as Part 1 of Plan 40R-9626 located on Stevenson Road North have been identified as a former waste disposal site. Prior to any future *development* of this site, the following provisions shall be complied with:

(a) Written approval has been received from the Ministry of the Environment, Conservation and Parks that the development satisfies the provision of the Environmental Protection Act;

(b) Studies have been carried out to the satisfaction of the municipality and the Ministry of the Environment, Conservation and Parks that show the development of the site is compatible and can safely take place; and

(c) Notwithstanding the land use designations on Schedule "A", development will not be allowed to proceed on lands identified by studies as containing waste until, the requirements of the Ministry of the Environment, Conservation and Parks and the municipality are met.

(OPA 33, 179)

2.4.5.8 Industrial *development* along the east and northeast sides of the Oshawa Harbour shall be subject to applicable environmental controls to minimize negative environmental impacts on lands in the vicinity of the proposed *development*. The City may take into consideration the urban design of the *development*, provided it applies its discretion flexibly and does not interfere with the operational requirements of the Port. In exercising its discretion, the City will use as its paramount criterion that the Port is a functioning industrial use. **(OPA 42, 179)**

2.4.5.9 *Development* of lakefront wharfage on the east side of Oshawa Harbour fronting onto Lake Ontario shall take into account the following considerations:

(a) Aesthetics, particularly in relation to the entrance way to the Oshawa Harbour, provided such considerations are flexibly applied and do not interfere with the operational requirements of the Port;

(b) Undertaking applicable environmental studies to ensure that there will be no unacceptable adverse impacts on the Second Marsh and associated barrier beach; and

(c) Obtaining any necessary approvals of the relevant Federal and Provincial agencies.

(OPA 42)

2.4.5.10 Notwithstanding any policy of this Plan to the contrary, a convenience store may be permitted on lands municipally known as 646, 650 and 660 Taunton Road West in recognition of the existing use, subject to any relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law. **(OPA 179)**

2.4.5.11 *Development* on certain lands designated as Industrial and located between Branches 1 and 6 of the Harmony Creek, south of Highway 401 and Bloor Street East and east of Farewell Street, shall be subject to the relevant policies of this Plan and the following:

(a) The lands shall be zoned to permit prestige industrial uses on lands which are above the future 100 year storm floodline as determined by the Central Lake Ontario Conservation Authority and the City;

(b) Prior to any *development* proceeding, appropriate engineering and environmental studies shall be prepared to the satisfaction of the Central Lake Ontario Conservation Authority and the City, in accordance with Policies 5.1.10 and 5.8.7 of this Plan, to address floodplain and stormwater management issues and any potential environmental impacts of the proposed *development* on the Harmony Creek and Second Marsh;

(c) Appropriate arrangements shall be made for the provision of adequate sanitary, water, storm and/or transportation services and facilities to serve the *development*; and

(d) Site plan approval, including an appropriate site plan agreement, shall be required.

Until such time as the provisions of sub-sections (b), (c) and (d) above have been addressed, the zoning of the lands shall be subject to a holding ("h") symbol in accordance with Policy 9.3.4 of this Plan. Prior to the removal of the holding ("h") symbol, permitted uses shall be restricted to open space uses without buildings.

(OPA 48, 179)

2.4.5.12 Notwithstanding any other policies of this Plan to the contrary, a retail warehouse with a minimum *gross floor area* of 2,000 square metres (21,528 sq. ft.) shall be permitted in addition to any other permitted use in two Industrially designated areas as follows:

(a1) On lands along the north side of Champlain Avenue between the Oshawa/Whitby boundary and the St. Lawrence and Hudson spur line and on lands along the south side of the Consumers Drive extension, west of Thornton Road South for an aggregate total of 16,260 square metres (175,000 sq. ft.), including any retail warehouse floor space permitted by Section 2.4.4.12; **(OPA 142)**

(b1) On lands along the south side of Bloor Street West between Stevenson Road South and the St. Lawrence and Hudson spur line for an aggregate total of 12,080 square metres (130,000 sq. ft.);

(c1) The cumulative *development* of retail floor space on these lands shall be permitted over time as follows:

(i) 2003, up to 4,646 square metres (50,000 sq. ft.)
(ii) 2006, up to 13,940 square metres (150,000 sq. ft.)
(iii) 2011, up to 28,340 square metres (305,000 sq. ft.)

The *development* of retail warehouse uses in these areas shall be subject to the following:

(a2) The submission of a transportation impact study prepared to the satisfaction of the City and the Region of Durham that, amongst other matters, verifies that the arterial road network can support the retail warehouse uses, identifies cumulative impacts on the Regional road system and recommends mitigating measures;

(b2) The retail warehouse uses being zoned in an appropriate category in the zoning by-law;

(c2) Demonstration that the proposed retail warehouse uses will be compatible with adjacent industrial uses; and

(d2) Confirmation from the Ministry of Transportation that the land upon which the proposed retail warehouse use is to be located is not required for highway purposes.

(OPA 71, 179)

2.4.5.13 Notwithstanding any other policies of this Plan to the contrary, an automobile sales and service establishment may be permitted as an exception at the northwest corner of Champlain Avenue and Thornton Road South, subject to any relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law.

(OPA 82, 169, 175, 179)

2.4.5.14 Notwithstanding any other policies of this Plan, the established residential subdivision located in Lot 17, Concession V, Registered Plans 498, 520 and 553, is a permitted use in this Plan. **(OPA 179)**

2.4.5.15 Notwithstanding any other policies of this Plan to the contrary, an automobile sales and service establishment may be permitted as an exception on an approximately 1.2 hectare (2.97 ac.) site at the northeast corner of Taunton Road West and Stevenson Road North, subject to any relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law.

(OPA 124, 179)

2.4.5.16 Notwithstanding any other policies of this Plan to the contrary, the lands designated as Industrial north of Taunton Road West, between the Goodman Creek and the Oshawa Creek, and generally south of the Trans-Northern pipeline corridor, may be developed on a site-by-site basis for major retail uses having a minimum gross leasable area of 2,000 square metres (21,530 sq. ft.), subject to the inclusion of appropriate policies in the zoning by-law and any other relevant provisions of this Plan, and provided that:

(a1) Such uses are compatible with their surroundings;

(b1) A transportation impact study is submitted by the proponent which analyses, to the satisfaction of the City and the Region of Durham, the transportation implications of the proposed *development* upon adjacent roads and details any design measures required to resolve any potential transportation issues; and

(c1) A retail impact study is submitted by the proponent which analyses, to the satisfaction of the City, that there is sufficient market demand.

Further, such retail uses shall be developed in accordance with good design principles and consideration shall be given to the following:

(a2) Promoting public transit ridership through comprehensive transit-supportive design;

(b2) Sensitive urban design oriented toward pedestrians and the public realm, with an emphasis on creating attractive, vibrant streetscapes framed by active building facades and featuring convenient, direct pedestrian access to main building entrances from the sidewalk;

(c2) The incorporation of safe, attractive and convenient pedestrian and cycling linkages internally and externally and to the public transit system;

(d2) A more compact urban form which emphasizes massing along the streetscape and at corner locations, to create a defined, well-articulated street wall;

(e2) Urban design schemes which include the massing of built form in relation to surrounding land uses, common internal vehicular and pedestrian circulation, integration of the location and design of structures, and the integration of parking areas and access points with those of adjacent land uses;

(f2) Landscaping as an integral part of all *developments*;

(g2) Integration of walkways and open space;

(h2) Potential public transit routes and a sufficient balance of off-street parking in accordance with acceptable design principles and in consideration of the proportion of people anticipated to travel by different means of transportation; and

(i2) The type and design of signs related to activities in all areas in order to avoid conflicts with traffic signals and signs, and related to the aesthetics of the *environment*.

(OPA 162, 179)

2.4.5.17 Notwithstanding any policy of this Plan to the contrary, a flea market shall be a permitted use at 155 First Avenue subject to any relevant policies of this Plan and the inclusion of appropriate provisions in the Zoning By-law.

(OPA 172, 179)

2.4.5.18 Notwithstanding any other policies of this Plan to the contrary, the uses permitted on lands designated as Industrial fronting Simcoe Street North in Oshawa, north of the Highway 407 corridor and south of the community of Columbus, shall be limited to offices, cultural uses, recreational and community uses and hotel uses that are compatible with and sensitive to the heritage character of Columbus, and can be designed in a manner that is respectful of this character. Further, through the diligent application of site planning techniques – with particular attention to buffers, building orientation, scale and intensity of *development* – the permitted uses shall exhibit a high quality of urban design, in consideration of this location as a gateway to the historic community of Columbus. **(OPA 179)**

2.4.5.19 Notwithstanding any other policy of this Plan to the contrary, hotels and motels may be permitted on areas designated as Industrial on lands located on the north side of Taunton Road West between the Goodman Creek and Oshawa Creek south of the TransNorthern Pipeline, or which are adjacent to the north side of Winchester Road East between Bridle Road and Ritson Road North and the south side of Winchester Road East between Bridle Road and the branch of the Oshawa Creek, north of the TransCanada pipeline, subject to the following:

(a) The development is desirable and compatible with surrounding land uses;
(b) The development will not create undue traffic problems; and
(c) The inclusion of appropriate provisions in the zoning by-law.

(OPA 179, 182)

2.4.5.20 Notwithstanding any policy of this Plan to the contrary, a hospital shall be a permitted use centered around the northwest and northeast corners of the intersection of Conlin Road West and Thornton Road North subject to any relevant policies of this Plan and the inclusion of appropriate provisions in the Zoning By-law. **(OPA 194)**

2.4.5.21 Notwithstanding any policy of this Plan to the contrary, the lands within the North Kedron Industrial Area, generally located on the east side of Ritson Road North, south and west of Highway 407 East, and north of Nancy Diamond Boulevard, may only be developed for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities but shall exclude institutional and commercial uses, including retail and office uses not associated with the primary employment uses listed above, as well as public service facilities. In this regard, public service facilities means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services. For greater clarity, public service facilities does not mean physical structures (facilities or corridors) that form the foundation for development, including sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, active transportation systems, oil and gas pipelines and associated facilities, and municipal growth-related operations and maintenance facilities. **(OPA 227)**

2.5 Institutional

2.5.1 General

2.5.1.1 It is the intent of this Plan to provide for major institutional and community uses that are properly located and designed in order to adequately meet the needs of the population.

2.5.1.2 Areas designated as Institutional on Schedule "A" shall be predominantly used for public, quasi-public and private institutional establishments of a city-wide or regional significance, such as colleges, hospitals, large religious institutions and accessory uses. Areas designated as Institutional to accommodate such establishments shall only be permitted within the Major Urban Area. **(OPA 179)**

2.5.1.3 Community uses, such as schools, places of worship, nursing homes, day care centres, libraries, and other minor institutional uses, may be permitted in areas designated as Institutional or as Residential. Community uses may also be permitted in other areas in accordance with Policies 2.2.1.4, 2.4.1.2, 2.4.1.7, 2.6.1.5 and 2.7.2.1. Areas for community uses shall be designated, wherever applicable, in Part II Plans. **(OPA 179)**

2.5.1.4 Notwithstanding any other policies of this Plan, municipal works depots and facilities related to the protection and safety of the municipality, such as police and fire stations, may be permitted in any land use designation on Schedule "A", subject to any regulatory requirements and provided that they are compatible with, and have minimal impacts on, their surroundings. Such facilities may be considered in areas designated as Prime Agricultural, as a site specific exception, provided:

(a) There are no reasonable alternative locations which avoid areas designated as Prime Agricultural;
(b) They are directed to lower priority agricultural lands;
(c) They are located adjacent to an arterial road;
(d) They do not disrupt the agricultural community;
(e) They are located in accordance with the Provincial *minimum distance separation formulae*; and
(f) They are pursuant to a demonstrated need in the local community.

In addition, within the Oak Ridges Moraine, such uses may only be permitted in areas designated as Open Space and Recreation ORM – Countryside or Hamlet ORM – Rural Settlement Area, subject to fulfilling the specific requirements of the Oak Ridges Moraine Conservation Plan. Within the Greenbelt Protected Countryside Area, such uses may only be permitted outside of areas designated as Prime Agricultural, subject to fulfilling the specific requirements of the Greenbelt Plan.

(OPA 179)

2.5.2 Land Use Relationships

2.5.2.1 Institutional uses shall be directed to locations that are visible and accessible to residents of the City and the Region, preferably within walking distance or in proximity to existing and future potential transit routes. **(OPA 179)**

2.5.2.2 Institutional uses shall be located in such a manner as to minimize adverse audio, visual or other impacts on adjacent land uses.

2.5.2.3 The location and design of institutional uses and related parking and loading areas shall be such that the potential vehicular traffic generated by such uses is discouraged from penetrating residential neighbourhoods.

2.5.2.4 When institutional uses are proposed to be developed adjacent to residential areas, consideration shall be given but not limited to the following:

(a) Structures, traffic, parking and service areas being screened and buffered such that noise, light and undesirable visual effects emanating from the institutional uses are minimized;

(b) Traffic, parking and service areas being oriented away from adjacent residential areas; and

(c) Provision of an adequate separation distance in order to minimize any deleterious effects related to noise, traffic and shade.

2.5.2.5 The City shall, in co-operation with local school boards, ensure that adequate lands are set aside to meet school requirements.

2.5.2.6 Wherever appropriate, schools shall be located adjacent to neighbourhood or community parks which are of sufficient size to enable the joint use and *development* of space and facilities.

2.5.3 Design Criteria

2.5.3.1 Wherever possible, vehicular access to schools shall be provided from collector roads. Pedestrian and cyclist access to school sites shall generally be provided by sidewalks and may also be provided by walkway linkages or other walking and cycling facilities, such as multi-use paths. Schools should be oriented such that the location of the pedestrian/cyclist access and service areas minimize the number of pedestrians and cyclists requiring to cross arterial roads. **(OPA 179)**

2.5.3.2 The type and design of signs related to institutional uses shall be regulated in order to avoid conflicts with traffic signals and signs, and shall be subject to the approval of the authorities having jurisdiction.

2.5.3.3 Adequate off-street parking, loading and service areas shall be provided and designed to:

(a) Ensure accessibility at all times;

(b) Ensure that all traffic movements are accommodated on the site and off the public roads;

(c) Accommodate safe and convenient walkways and linkages for internal pedestrian and cyclist circulation; and

(d) Accommodate pedestrian and cycling connections to adjacent sites, where appropriate, and to the public realm.

(OPA 179)

2.5.3.4 Consideration shall be given to the provision of parking and access for the disabled in the design of institutional *developments*.

2.5.3.5 Where noise, vibration or odour-*sensitive uses* such as day care centres, schools and health care facilities are proposed to be located in proximity to existing or proposed institutional, commercial or industrial uses, the Oshawa Executive Airport, railways, highways or arterial roads, regard shall be had for Policy 2.4.1.7, where applicable, and the relevant policies of Section 5.11. **(OPA 68, 179)**

2.5.3.6 Consideration shall be given to reducing light pollution, light trespass, glare, over-lighting and “uplight”. **(OPA 179)**

2.5.3.7 Consideration shall be given to the application, where appropriate, of Low Impact *Development* (LID) technologies and conveyance methods pursuant to Policies 5.6.10 and 5.6.12 of this Plan, as well as to the application of green infrastructure and green building design. **(OPA 179)**

2.5.4 Site Specific Policies

2.5.4.1 The policies of this Subsection apply to the following lands:

Lands bounded by Hospital Court on the north, the private road Parkwood Court and part of the former Alma Street road allowance on the south, Simcoe Street North on the east and Golf Street on the west inclusive of portions of the Hospital Court road allowance and the former Alma Street road allowance;

Certain lands along the north side of the former Alexandra Street road allowance comprising approximately one hectare (2.47 ac.) in area and described as Part 2, Part 3, Part 4, Part 7, Part 14 and Part 15, Plan 40R-15878; and

A portion of 270 Simcoe Street North being Part of Lot 15, Registered Plan Number 134, and being approximately 0.8 hectares (2.0 ac.) in area.

(a) The lands designated as Institutional relating to the Lakeridge Health Corporation hospital include the extent of land required for future *development* of the hospital as determined by detailed master planning.

(b) It is the policy of Council that no further encroachment into Alexandra Park or the Parkwood Estate will be permitted as further expansion of the hospital occurs.

(c) To prevent further encroachment, it is the policy of Council that the proposed parking structure to be located west of Hospital Court on lands subject to this Subsection, be designed so that its layout and structural capacity can accommodate a potential expansion to provide for an additional 500 parking spaces to an approximate total of 1800 parking spaces.

(d) It is the policy of Council that a traffic circulation and parking needs study accompany any request or application to expand:

(i) The cancer treatment centre, beyond a *gross floor area* of 8,919 square metres (96,000 sq. ft.);
(ii) The Lakeridge Health Corporation hospital, exclusive of the cancer treatment centre, beyond a *gross floor area* of 75,500 square metres (812,675 sq. ft.).

(e) In the event that the traffic circulation and parking needs study pursuant to Subsection (d) of the policies applicable to these lands indicates a need for a higher parking standard than required by the applicable by-law, the by-law shall be amended to require that parking standard.

(OPA 32, 85)

2.5.4.2 Notwithstanding any other policies of this Plan to the contrary, a self-serve storage facility and an on-site security dwelling unit associated with the self-serve storage facility shall be permitted on certain lands designated as Institutional at the southeast corner of Shankel Road and Clarence Biesenthal Drive on the Kingsway College campus. **(OPA 140, 179)**

2.6 Open Space and Recreation

2.6.1 General

2.6.1.1 It is the intent of this Plan to provide an open space and recreation system which serves the City in relation to recreation and environmental protection, including the protection and enhancement of Greenland areas as a continuous, interconnected system of natural and/or recreational open spaces that weaves through the City from the Oak Ridges Moraine to Lake Ontario. **(OPA 179)**

2.6.1.2 The City shall prepare a comprehensive plan for a parkland, open space and recreational system.

2.6.1.3 Areas designated as Open Space and Recreation on Schedule "A" generally include components of the *Natural Heritage System*, valley lands, conservation areas, marshes, scenic vistas, the Lake Ontario waterfront, parts of the Oak Ridges Moraine and other natural environments, and recreational resources including Regional and City level parks. Community and neighbourhood parks and minor open spaces are not necessarily designated as Open Space and Recreation on Schedule "A" but are subject to the policies of this Section. **(OPA 179)**

2.6.1.4 Areas designated as Open Space and Recreation within the Major Urban Area shall be predominantly used for recreation, conservation, reforestation, cemeteries, allotment gardens, community gardens, nursery gardening, existing golf courses and campgrounds. Such uses shall be subject to the provisions of Policy 2.6.1.6, shall have regard for the natural *environment* shall be compatible with their surroundings and shall be subject to the inclusion of appropriate provisions in the zoning by-law. Where appropriate, areas designated as Open Space and Recreation shall provide opportunities for physical activity, such as walking and cycling, including connections in support of the City's active transportation network. **(OPA 78, 179)**

2.6.1.5 Areas designated as Open Space and Recreation which are beyond the Major Urban Area shall be predominantly used for conservation, reforestation, allotment gardens, community gardens and nursery gardening as well as *agricultural*, *agricultural-related*, and *secondary agricultural uses* in accordance with Section 2.8 of this Plan. In addition, non-agricultural uses, including agri-business uses (such as farm implement dealerships), *major recreational uses*, commercial kennels, landscape industry uses, cemeteries, day care centres, nursing homes, schools, fairgrounds and limited *non-farm residential* uses in accordance with the relevant policies of Section 2.7.4 may be considered as an exception subject to the policies of this Plan, particularly those under Section 2.6.1.9, and the Greenbelt Plan, as applicable, in areas designated as Open Space and Recreation which are beyond the Major Urban Area. Such uses shall be subject to the provisions of Policy 2.6.1.6, shall have regard for the natural *environment*, shall be

compatible with their surroundings and be subject to the inclusion of appropriate provisions in the zoning by-law.

(OPA 78, 179)

2.6.1.6 Uses permitted in areas designated as Open Space and Recreation that are within or in proximity to components of the *Natural Heritage System* shall be subject to the relevant policies of Section 5.0 of this Plan. **(OPA 179)**

2.6.1.7 Where *development* or *site alteration* other than buildings and structures for *agricultural*, *agricultural-related* and *secondary agricultural uses* is proposed within areas designated as Open Space and Recreation and located within either the Greenbelt Natural Heritage System, the *Natural Heritage System*, or both, the requirements of Policy 5.4.13 of this Plan shall be addressed to the satisfaction of the City. **(OPA 179)**

2.6.1.8 Agricultural, Agricultural-Related and Secondary Agricultural Uses
(OPA 179)

2.6.1.8.1 In areas designated as Open Space and Recreation, any severance applications for *agricultural uses*, *agricultural-related uses* and *secondary agricultural uses* shall be considered in accordance with the relevant policies of Sections 2.8 and 9.9 of this Plan.

2.6.1.9 Non-Agricultural Uses **(OPA 179)**

2.6.1.9.1 The development of non-agricultural uses in areas designated as Open Space and Recreation shall:

(a) Be compatible with surrounding land uses and on-site conditions in compliance with Provincial Land Use Compatibility guidelines, particularly with respect to issues of noise, odour and dust which must be addressed;

(b) Where possible, minimize the use of productive agricultural lands, including Canada Land Inventory Classes 1, 2 and 3 soils;

(c) Incorporate appropriate separation distances from farm operations in accordance with Provincial *Minimum Distance Separation formulae*;

(d) Be located on a public road which has been assumed for public use and is fully maintained year round, including winter snow and ice control, by the City or the Region;

(e) Demonstrate that the use fills a local need in the community and is appropriate for the location;

(f) Be subject to the inclusion of appropriate provisions in the zoning by-law;

(g) Be encouraged to locate on existing parcels of appropriate size for the proposed use;

(h) Maintain or, where possible, enhance the amount and functions of natural self-sustaining vegetation on the site and the connectivity between adjacent *key natural heritage* or *key hydrologic features*;

(i) Avoid the use of outdoor lighting that causes light trespass, glare, over-lighting and/or "uplight";

(j) Where applicable, meet the requirements of the Oak Ridges Moraine Conservation Plan and/or the Greenbelt Plan;

(k) Not adversely impact the ability of surrounding agricultural operations to carry on normal farm practices;

(l) Be serviced with an individual private waste disposal system and an individual private drilled well which meet Provincial and Regional standards, if the development is beyond the Major Urban Area; and

(m) Address the relevant requirements of Section 5.0 of this Plan, including Policies 5.4.13 and 5.4.14, to the satisfaction of the City, if the use is located within either the Greenbelt Natural Heritage System, the Natural Heritage System, or both.

2.6.1.9.2 *Agri-business* uses of an industrial nature, that support and directly serve agriculture, and require locations in proximity to farm operations, may locate in areas designated as Open Space and Recreation, provided that such uses:

(a) Do not abut any designated Rural Settlement areas;

(b) Are organized, operated and located in a manner that is compatible with adjacent farm operations and surrounding uses;

(c) Are generally limited to one operation of one particular type on any particular property; and

(d) Address the requirements of Policy 2.6.1.9.1.

Agri-business uses of an industrial nature include farm machinery service and sales establishments and feed mills.

Lot creation for *agri-business* uses of an industrial nature may be considered, provided the lot is of an adequate size for the proposed use, and provided that the new lot does not result in the creation of a non-viable farm parcel.

2.6.1.9.3 *Agri-business* uses of a commercial nature, such as farm markets, auction barns and feed stores, that support and directly service agriculture, shall be

encouraged to locate within Urban Area designations and, on a limited basis and scale, the Hamlet of Raglan. However, such uses may be permitted in areas designated as Open Space and Recreation by amendment to this Plan, provided that such uses:

(a) Are organized, operated and located in a manner that is compatible with adjacent farm operations and surrounding uses;

(b) Are generally limited to one operation of one particular type on any particular property; and

(c) Address the requirements of Policy 2.6.1.9.1.

2.6.1.9.4 The establishment of new *major recreational uses* or cemeteries, or expansions of existing *major recreational uses* or cemeteries may be permitted in areas designated as Open Space and Recreation within and beyond the Major Urban Area by an amendment to this Plan, in accordance with the requirements of Policy 2.6.1.9.1 and the following:

(a) A hydrogeological study addressing the protection of water resources and demonstrating that applicable standards on quality and quantity of groundwater resources are satisfied;

(b) Ensure no negative effects on the *Natural Heritage System* including *key natural heritage features* and *key hydrologic features*, and minimize impacts on groundwater resources , natural heritage and hydrologic features outside of the *Natural Heritage System* and other environmentally sensitive features;

(c) A Best Management Practices report that includes a water budget and addresses design, construction and operating considerations, including traffic and parking, minimization of the application of pesticides and fertilizers and a demonstration of how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets;

(d) That new natural self-sustaining vegetation be located in areas that maximize the ecological value of the site by appropriate placement in consultation with the Conservation Authority;

(e) That appropriate provision has been made for future roads; and

(f) Any other matter identified by the City.

(OPA 78, 115)

Major recreational uses are recreational uses that require large-scale modification of terrain, vegetation or both and usually also require large-scale buildings or structures, including but not limited to the following: golf courses;

serviced playing fields; serviced camp grounds; and downhill ski establishments.

2.6.1.9.5 Outside of designated Urban Areas, accessory clubhouses and other accessory and associated uses shall be of a scale to ensure that they remain secondary to the primary use of the *major recreational use*. In this regard, the *development* of such accessory and associated uses shall be subject to the inclusion of appropriate provisions in the zoning by-law.

2.6.1.9.6 Commercial kennels may be permitted on existing lots of record in areas designated as Open Space and Recreation and Open Space and Recreation ORM – Countryside, provided that such uses:

(a) Are not located in Open Space and Recreation areas within the Major Urban Area boundary;

(b) Do not abut any designated Rural Settlement areas;

(c) Are organized, operated and located in a manner that is compatible with adjacent farm operations and surrounding uses; and

(d) Address the requirements of Policy 2.6.1.9.1.

Severances for commercial kennels shall not be supported.

2.6.1.9.7 Landscape industry uses, which consist of businesses associated with horticulture, are encouraged to locate in areas designated as Industrial. However, *small-scale landscape industry uses* may be permitted on existing lots of record in areas designated as Open Space and Recreation and Open Space and Recreation ORM – Countryside, in accordance with the requirements of Policy 2.6.1.9.1, as applicable, and provided that:

(a) The use does not require large-scale modification of terrain, vegetation or both, or large-scale buildings and structures;

(b) The buildings and structures will be planned, designed and constructed so as not to adversely affect the rural character of the area;

(c) There are no negative impacts on the ecological integrity of the Oak Ridges Moraine or the *Natural Heritage System;*

(d) The use is organized, operated and located in a manner that is compatible with adjacent farm operations and surrounding uses; and

(e) The use does not abut any designated Rural Settlement areas.

In addition, severances for *small-scale landscape industry uses* shall not be supported.

For the purposes of this policy, *small-scale landscape industry uses* means establishments having a *development* site area generally less than 4,050 square metres (43,594 sq. ft.) and primarily engaged in providing landscape care and maintenance services and/or installing trees, shrubs, plants, lawns or gardens, and walkways, retaining walls, decks, fences, ponds and similar structures.

Large-scale landscaping operations, which may entail the mixing of paper bio-solids or sewage sludge for the purpose of manufacturing a product, the manufacturing of garden supplies, on-site retailing, large-scale buildings and structures, do not qualify under this policy of the Plan, and are not permitted.

2.6.1.10 Lake Ontario Waterfront (OPA 179)

2.6.1.10.1 Open Space and Recreation areas which are located along the Lake Ontario shoreline shall generally be used for recreation and conservation purposes, including the Waterfront Trail.

2.6.1.10.2 The City shall recognize the Second Marsh as a *significant wetland* resource and shall co-operate with other levels of government and their respective agencies in the protection and management of the Second Marsh as a conservation, educational and recreational open space area.

2.6.1.10.3 Prior to *development* or redevelopment of lands adjacent to or within areas designated as Open Space and Recreation which are located along the Lake Ontario shoreline, the City may require the landowner(s) to enter into a site plan agreement concerning but not limited to such matters as the following:

(a) The dedication of lands for public access and the provision of landscaping and urban design measures in order to integrate such areas with the Open Space and Recreation areas and to protect property from the adverse effects of natural processes;

(b) The provision and upgrading of municipal services and transportation facilities; and

(c) The staging of *development*.

2.6.1.10.4 Any *development* or *site alteration* of lands within areas designated as Open Space and Recreation which are located along the Lake Ontario shoreline shall address the requirements of Section 5.7.2 of this Plan, as applicable, to the satisfaction of the City.

2.6.2 **Design Criteria**

2.6.2.1 The City shall develop an integrated parkland and open space system with appropriate linkages between individual parks and open spaces wherever possible.

2.6.2.2 The classification of parks in terms of type, function, facilities, area standards, approximate size and service radius is provided in Table 4. The provisions of Table 4 shall serve as a guideline for the acquisition, spatial distribution and *development* of respective parks and recreation facilities. **(OPA 179)**

2.6.2.3 The size, location and function of parks and open space areas may be detailed in Part II Plans, Community Improvement Plans, *development* plans or other documents as appropriate.

2.6.2.4 Where parks are to be developed adjacent to existing and proposed residential areas, appropriate measures may be required to minimize adverse audio and visual effects associated with recreation activity areas and parking areas.

2.6.2.5 Community and neighbourhood parks shall generally be located as central as possible to their respective service areas and shall, wherever possible, be safely accessible to pedestrians and cyclists via active transportation facilities such as multi-use paths, walkways, sidewalks and bike paths, and be located in areas which do not require pedestrians to cross arterial roads in order to reach such parks. **(OPA 179)**

2.6.2.6 The boundaries between public open space and recreation areas and private property shall be clearly defined in accordance with City requirements.

2.6.2.7 The City may enter into agreements with other levels of government, institutions, agencies or private property owners to utilize land for parks and open space purposes.

2.6.2.8 In the *development* of recreation areas and facilities, regard shall be had for the provision of parking areas which are appropriate to the type and scale of recreation *development*.

2.6.2.9 Consideration shall be given to the *development* of safe and accessible walking and cycling connections, such as pedestrian walkways and bicycle paths, and open space linkages between parks, open space areas and adjacent land uses. The detailed locations of these connections and linkages and consideration for any associated parking areas for the users of these facilities shall generally be determined in the processing of *development* proposals. **(OPA 179)**

2.6.2.10 Where areas designated as Open Space and Recreation are privately owned, such areas shall not necessarily be free and open to the public nor shall they necessarily be acquired by the City.

Table 4: Classification of Parks

Park Type	Function	Facilities	Minimum Area Per 1,000 Population	Approximate Size
Neighbourhood	Neighbourhood parks are intended to serve the immediate park and recreational needs of people in a neighbourhood planning area through the provision of active and passive recreational opportunities. Facilities and capacity are designed to serve a population base up to 5,000 people. Neighbourhood parks are not intended to normally attract significant numbers of park users residing beyond the local neighborhood planning unit. Neighbourhood parks also include tot lots, parkettes and other small parks and open space areas.	Facilities provided may include (but not be limited to) the following: (a) Area for instructional activities, (b) Playground apparatus, (c) Sports fields, (d) Tennis and other ball courts, (e) Landscaped areas, walkways, benches, tables, fountains as ancillary items, (f) Parking areas, (g) Access to water for allotment gardens and community gardens (e.g., taps, rain barrels).	0.8 ha (2 ac.)	Minimum size of 1.8 ha (4.5 ac.) except for tot lots, parkettes and other small parks and open space areas within the Downtown Oshawa Urban Growth Centre. Maximum size of 4 ha (10 ac.). Maximum service radius is 180 m to 0.8 km (590 ft. to 0.5 mi.)

Park Type	Function	Facilities	Minimum Area Per 1,000 Population	Approximate Size
Community	Community parks are intended to provide a range of outdoor and indoor recreational opportunities to a population base of approximately 20,000 persons. Community parks are primarily intended to accommodate active sports and recreational activities but may also include areas for passive recreation.	Facilities provided may include (but not be limited to) the following: (a) Lighted sport, recreation or entertainment facilities including arenas and community centres, (b) Major and intermediate sports fields, (c) Tennis and other ball courts, (d) Playground apparatus, (e) Landscaped areas for passive activities, (f) Areas of unstructured use, (g) Parking areas, (h) Lighting, benches, picnic tables, restrooms, changerooms, walkways, landscaping and property identification as ancillary elements, (i) Access to water for allotment gardens and community gardens (e.g., taps, rain barrels).	0.6 ha (1.5 ac.)	Minimum size of 8 ha (20 ac.) Maximum size of 12 ha (30 ac.)

Park Type	Function	Facilities	Minimum Area Per 1,000 Population	Approximate Size
City	City parks are intended to serve residents throughout the City of Oshawa through the provision of major park and recreational opportunities or cultural facilities, that perform a distinctive function on a City-wide basis. City parks may also be established to preserve natural features such as scenic vistas, creek valleys, the lakefront and other areas.	Facilities provided may include (but not be limited to) the following: (a) Civic sports centres, (b) Cultural or entertainment centres, (c) Historical sites, (d) Sports fields, (e) Tennis and other court sports, (f) Landscaped areas for passive use, (g) Areas of unstructured use, (h) Parking areas, (i) Lighting, benches, picnic tables, restrooms, changerooms, walkways and decorative fountains, (j) Access to water for allotment gardens and community gardens (e.g., taps, rain barrels).	2.43 ha (6 ac.)	Minimum size of 12 ha (30 ac.) for sports and other recreational areas. The size of passive natural City parks may vary and be sufficient to contain significant or unique physical features.

Park Type	Function	Facilities	Minimum Area Per 1,000 Population	Approximate Size
Regional	Regional parks are intended to serve residents throughout the Region and may be based upon *significant* natural features or provide major recreational opportunities that serve the regional population.	Facilities provided may include (but not be limited to) the following: (a) Natural and landscaped areas for passive use, (b) Areas of unstructured use, (c) Areas for hiking, skiing, boating, sailing, fishing, and other recreational pursuits, (d) Overnight camping facilities, (e) Parking areas, (f) Lighting, benches, picnic tables, restrooms, changerooms, walkways, boating and sailing facilities and other support facilities, (g) Access to water for allotment gardens and community gardens (e.g., taps, rain barrels).	Not applicable	The size of regional parks shall be sufficient to contain significant or unique physical features, or major recreational facilitates and related support facilities.

(OPA 11, 179)

2.6.3 Acquisition Policies

2.6.3.1 The City may acquire lands for parks, recreation and open space purposes and any other lands necessary to achieve an integrated and continuous parkland and open space system through any of the following measures:

(a) The land dedication and cash-in-lieu provisions of the Planning Act;
(b) Subsidies for open space acquisition from other levels of government or agencies;
(c) Funds allocated in the capital budget;
(d) Donations, gifts, contributions or bequests of individuals or corporations; and
(e) Expropriation.

2.6.3.2 As a condition of *development* or redevelopment, the City shall require a suitable dedication of land for park or other public recreational purposes in accordance with the provisions of the Planning Act. In this regard, the City may require, as a condition of *development* or redevelopment, the conveyance of land for park and other recreation purposes at a rate of up to one hectare for every 300 dwelling units (121.41 u/ac.) proposed. **(OPA 11)**

The City may, at its sole discretion, waive the land conveyance requirement and may require cash-in-lieu of parkland, or a combination of land and cash. **(OPA 185)**

However, where the City requires, at its sole discretion, cash-in-lieu of parkland, or a combination of land and cash, in circumstances where the alternative parkland requirement is applied, the payment of cash-in-lieu of parkland shall be calculated by using a rate of up to one hectare for every 500 dwelling units (227 u/ac.) proposed. **(OPA 185)**

2.6.3.3 Acceptance by the City of any proposed conveyance of land for park and open space purposes shall be dependent upon the intended function, size, location and physical features of the subject land.

2.6.3.4 Parkland and open space lands shall be conveyed to the City in a satisfactory physical condition bearing the full depth of its original topsoil, being free of construction debris, unconsolidated fill or other refuse, and being fenced to the satisfaction of the City. Where it has been determined by the City that lands to be conveyed to the City for parkland and open space purposes have been physically disturbed either by the dumping of construction debris, unconsolidated fill or other refuse, or by the stripping of topsoil, or by any other means, the proponent shall be responsible for restoring the subject property to a condition satisfactory to the City.

2.6.3.5 The deposition of fill, removal of topsoil or vegetation, or other alteration of the topography of parkland and open space to be conveyed to the City shall

not be permitted without the approval of the City, and the Conservation Authority where applicable. **(OPA 179)**

2.6.3.6 Unique physical features shall be preserved wherever possible on parkland or open space lands to be conveyed to the City. Specific protective measures to ensure their preservation and protection may be required.

2.6.3.7 Where *development* or redevelopment is proposed on a site, part of which consists of *Hazard Lands* in accordance with Section 5.8, such areas shall not normally be acceptable as a conveyance for park purposes and the provisions of Policy 5.8.6 of this Plan shall apply. **(OPA 179)**

2.6.4 **Site Specific Policies**

2.6.4.1 Notwithstanding any other policies of this Plan to the contrary, the creation of a 0.74 hectare (1.8 ac.) *non-farm residential* lot, and the construction of a single detached dwelling thereon, may be permitted as an exception on lands located on the east side of Stevenson Road North, between Raglan Road West and Hambly Road, immediately south of the Hydro One Networks Inc. easement and immediately north of the existing single detached dwelling municipally known as 290 Hambly Road and located at the northeast corner of Stevenson Road North and Hambly Road. **(OPA 21, 179)**

2.6.4.2 Notwithstanding any other policies of this Plan to the contrary, the creation of a 0.9 hectare (2.2 ac.) *non-farm residential* lot containing a single detached dwelling is permitted as an exception on lands municipally known as 55 Snow Ridge Court. **(OPA 46, 179)**

2.6.4.3 Notwithstanding Schedule “A” of this plan to the contrary, the lands municipally known as 1600, 1610 and 1620 Simcoe Street North are designated as Residential. **(OPA 53, 121)**

2.6.4.4 Notwithstanding any other policies of this plan to the contrary, the creation of two 0.8 hectare (2 ac.) *non-farm residential* lots is permitted on the south side of Coates Road, between Registered Plan 40M-1775 and 27 Coates Road West. **(OPA 84, 179)**

2.6.4.5 Notwithstanding any other policies of this Plan to the contrary, the lands municipally known as 3622 Simcoe Street North may be used for a golf course and related activities. **(OPA 88, 179)**

2.6.4.6 Notwithstanding any other policies of this Plan to the contrary, the lands comprising the northerly portion of the Civic Recreation Complex site and known municipally as 99 Thornton Road South, may be used for university purposes, save and except for a campus pub. **(OPA 141, 179)**

2.6.5 Open Space and Recreation ORM – Natural Linkage (OPA 115)

2.6.5.1 Areas designated as Open Space and Recreation ORM – Natural Linkage on Schedule "A-1" include lands designated as Natural Linkage Areas in the Oak Ridges Moraine Conservation Plan.

2.6.5.2 The intent of the Open Space and Recreation ORM – Natural Linkage designation is to maintain, and where possible improve or restore, the ecological integrity of the Moraine, and to maintain and, where possible, improve or restore the open space linkages between *key natural heritage* and *key hydrologic features*, creek valleys and stream corridors. **(OPA 179)**

2.6.5.3 Areas designated as Open Space and Recreation – ORM Natural Linkage shall be predominantly used for *agricultural* and *secondary agricultural uses* in accordance with Section 2.8.3 and any other relevant policies of this Plan. In addition, *low intensity recreational uses*, fish, wildlife and forest management, conservation projects, flood and erosion control projects, allotment gardens, community gardens, nursery gardening, unserviced campgrounds and stables in accordance with the relevant policies of this Plan and the Oak Ridges Moraine Conservation Plan may be permitted in areas designated as Open Space and Recreation ORM – Natural Linkage. **(OPA 179)**

2.6.5.4 Small-scale structures accessory to *low intensity recreational uses*, such as trails, boardwalks, foot bridges, fences, docks and picnic facilities, are permitted only if the applicant demonstrates that any adverse effects on the ecological integrity of the area will be kept to a minimum by:

(a) Keeping disturbed areas to a minimum; and

(b) Avoiding the most sensitive portions of the site, such as steep slopes, organic soils and significant portions of the habitat of *endangered*, *rare* or *threatened species*.

(OPA 179)

2.6.5.5 *Development* or *site alteration* in areas designated as Open Space and Recreation ORM – Natural Linkage, shall be subject to the relevant policies of Section 5.13 of this Plan and the relevant provisions in the zoning by-law. **(OPA 179)**

2.6.5.6 Where areas designated as Open Space and Recreation ORM – Natural Linkage are privately owned, such areas shall not necessarily be free and open to the public nor shall they necessarily be acquired by the City.

2.6.5.7 Site Specific Policies (OPA 115)

2.6.5.7.1 Notwithstanding any other policies of this Plan to the contrary, on lands designated as Open Space and Recreation ORM – Natural Linkage and symbolically shown on Schedule "A-1", located on the west side of Simcoe

Street North, north of the CP Rail line, in part of Lot 11, Concession IX, former Township of East Whitby, the Existing Estate Residential Subdivision, Plan 40M-1775, shall be permitted to continue. **(OPA 179)**

Development and *site alteration* on such lands shall be subject to the relevant policies of Sections 2.7.3 and Section 5.13 of this Plan and the relevant provisions in the zoning by-law. **(OPA 115, 179)**

2.6.6 **Open Space and Recreation ORM – Countryside (OPA 115)**

2.6.6.1 Areas designated as Open Space and Recreation ORM – Countryside on Schedule "A-1" include lands designated as Countryside Areas in the Oak Ridges Moraine Conservation Plan.

2.6.6.2 The intent of the Open Space and Recreation ORM – Countryside designation is to provide an agricultural and open space system and to maintain, and where possible improve or restore, the ecological integrity of the Moraine.

2.6.6.3 Areas designated as Open Space and Recreation ORM-Countryside shall be predominantly used for *agricultural*, *agricultural-related* and *secondary agricultural uses* in accordance with Section 2.8.4 and any other relevant policies of this Plan. In addition, *low intensity recreational uses* subject to the provisions of Policy 2.6.5.4, uses pursuant to Policy 2.5.1.4, fish, wildlife and forest management, conservation projects, flood and erosion control projects, allotment gardens, community gardens, nursery gardening, unserviced campgrounds, and stables in accordance with the relevant policies of this Plan and the Oak Ridges Moraine Conservation Plan may be permitted in areas designated as Open Space and Recreation ORM – Countryside. Farm implement dealerships and community institutional uses may be permitted provided that such uses conform to the provisions in 2.6.1.9.1 (a) to (m) of this Plan and the provisions of Section 13 (3)(5) and (40) of the Oak Ridges Moraine Conservation Plan. **(OPA 179)**

2.6.6.4 Notwithstanding any other policies in this Plan to the contrary, the *development* of new *major recreational uses* such as golf courses, downhill ski establishments, serviced campgrounds and serviced playing fields and small-scale commercial, industrial and institutional uses, within the Open Space and Recreation ORM – Countryside designation, shall require an amendment to this Plan and are subject to the provisions of Section 38 and Section 40 of the Oak Ridges Moraine Conservation Plan. Any proposed golf courses shall also be subject to the provisions of Policy 2.6.1.9.4 (a) to (e) of this plan. **(OPA 179)**

2.6.6.5 *Development* or *site alteration* in areas designated as Open Space and Recreation – ORM Countryside, shall be subject to the relevant policies of Section 5.13 of this Plan and the relevant provisions in the zoning by-law. **(OPA 179)**

2.6.6.6 Where areas designated as Open Space and Recreation ORM –Countryside are privately owned, such areas shall not necessarily be free and open to the public nor shall they necessarily be acquired by the City. **(OPA 179)**

2.6.6.7 The creation of new land parcels in areas designated as Open Space and Recreation ORM – Countryside may be permitted in accordance with the relevant policies of Section 9.9.11 of this Plan. **(OPA 179)**

2.6.6.8 Site Specific Policies **(OPA 115)**

2.6.6.8.1 Notwithstanding any other policies of this Plan to the contrary, on lands designated as Open Space and Recreation ORM – Countryside on Schedule "A-1" and located on the east side of Simcoe Street North, south of the CP Rail Line in part of Lots 10 and 11, Concession IX and part of the road allowance between Lots 10 and 11, Concession IX, in the former Township of East Whitby, the existing industrial use on the lands shall be permitted to continue provided that the *gross floor area* devoted to industrial and warehouse uses combined shall not exceed 7,300 square metres (78,579 sq. ft.). **(OPA 179)**

All *development* and *site alteration* on this site shall be undertaken in accordance with the relevant policies of Section 5.13 of this Plan. The maximum size of the industrial component and the uses of the lands shall be specified in the zoning by-law. **(OPA 179)**

When considering any further *development* or change in use of the lands through an amendment to the zoning by-law, the City shall ensure that the *development* is planned in accordance with all applicable provisions of the Oak Ridges Moraine Conservation Plan, including that any proposed *development* must demonstrate that the conversion will bring the use into closer conformity with the Oak Ridges Moraine Conservation Plan and will not adversely affect the ecological integrity of the area.

(OPA 115)

2.6.6.8.2 Notwithstanding any other policies of this Plan to the contrary, on lands designated as Open Space and Recreation ORM – Countryside and symbolically shown on Schedule "A-1", located on the west side of Simcoe Street North, north of Raglan, in part of Lot 12, Concession IX, former Township of East Whitby, the Existing Estate Residential Subdivision, Plan 40M-1374, shall be permitted to continue. **(OPA 179)**

Development and *site alteration* on such lands shall be subject to the relevant policies of Sections 2.7.3 and 5.13 of this Plan and the relevant provisions in the zoning by-law.

(OPA 115, 179)

2.6.6.8.3 Notwithstanding any other policies of this Plan to the contrary, on lands designated as Open Space and Recreation ORM – Countryside situated at

5055 Simcoe Street North, a retail store, including accessory storage buildings, may be permitted as an exception provided the maximum *gross floor area* shall not exceed 450 square metres (4,844 sq. ft.). **(OPA 115, 179)**

2.6.6.8.4 Notwithstanding any other policies of this Plan to the contrary, on lands designated as Open Space and Recreation ORM – Countryside and located at 15 Raglan Road East, the existing uses consisting of a convenience store, the sale of arts and crafts, a restaurant, a retail bakery and other limited commercial uses which serve the surrounding agricultural area and the Hamlet of Raglan, may be permitted as exceptions, subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 115, 179)**

2.6.6.8.5 Notwithstanding any other policies of this Plan to the contrary, on lands designated Open Space and Recreation ORM-Countryside, and located at 53 Snow Ridge Court, the existing banquet hall facility may be permitted as an exception, subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 115, 179)**

2.6.6.8.6 Notwithstanding any other policies of this Plan to the contrary, on certain lands designated Open Space and Recreation ORM – Countryside, located at 1037 Howden Road East, a professional office for the practice of psychology may be permitted as an exception provided it occurs in conjunction with a therapeutic farm, subject to the inclusion of appropriate provisions in the zoning by-law, including siting restrictions which restricts the location of the office to the north central part of the site to the satisfaction of the City. **(OPA 155, 179)**

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2.7 Rural Settlements

2.7.1 General

2.7.1.1 It is the intent of this Plan to preserve the character of the rural areas which are located outside the Major Urban Area by discouraging the *development* of new *non-farm residential development* and by concentrating the non-farm rural population and rural service uses in the Hamlet of Raglan. **(OPA 179)**

2.7.1.2 Rural Settlements consist of areas designated as Existing Estate Residential Subdivision and Hamlet ORM – Rural Settlement Area and are designated on Schedule "A-1", and areas designated as Estate Residential on Schedule "A". **(OPA 179)**

2.7.1.3 *Development* in Rural Settlements shall occur with careful consideration to the natural, built and cultural *environments*. **(OPA 179)**

2.7.1.4 Proposals for *development* or *site alteration* on sites in Rural Settlements within or in proximity to components of the *Natural Heritage System* shall be subject to the relevant policies of Section 5.0 of this Plan, particularly Policies 5.3.5, 5.4.9, 5.5.2 and 5.12.2, as applicable. **(OPA 179)**

2.7.2 Hamlet of Raglan **(OPA 179)**

2.7.2.1 Hamlet ORM – Rural Settlement Area **(OPA 115)**

The Hamlet of Raglan is designated as Hamlet ORM – Rural Settlement Area on Schedule "A-1", signifying that the hamlet is entirely within the Oak Ridges Moraine Conservation Plan Area. Areas designated as Hamlet ORM – Rural Settlement Area shall be predominantly used for single detached residences. Limited small-scale commercial and industrial uses serving the Hamlet and the surrounding agricultural area, *home occupation* uses, parks, recreational uses, fraternal organizations and community uses, such as places of worship and schools, may be permitted in areas designated as Hamlet ORM – Rural Settlement Area subject to the inclusion of appropriate provisions in the zoning by-law. Within the area designated as Hamlet ORM – Rural Settlement Area, residential *development* shall be limited to internal infilling, consisting of residential *development* that is adjacent to existing similar *development* as of November 15, 2001. Any infilling within the Hamlet ORM – Rural Settlement Area designation, shall be required to demonstrate the availability of adequate water and sewage servicing capacity.

All *development* or *site alteration* in Raglan shall be undertaken in accordance with the relevant policies of Sections 2.7.2 and 5.13 of this Plan. **(OPA 115, 179)**

2.7.2.2 *Development* within the Hamlet of Raglan may be permitted provided the following conditions are met:

(a) The *development* shall be serviced with a private drilled well with an adequate supply of potable water and a private waste disposal system where soil conditions are satisfactory for its effective operation which complies with the standards of the Ministry of the Environment, Conservation and Parks and the Durham Regional Health Unit;

(b) There will not be any adverse impacts on the supply of water or the soil and groundwater conditions of adjacent properties; and

(c) Any technical studies required by the City, the Region or other appropriate agency conclude that the *development* on individual private services is sustainable.

(OPA 179)

2.7.2.3 Every consent application or application for subdivision approval for infill development within Hamlet of Raglan shall be accompanied by a detailed engineering report, based on test drilling, which confirms an adequate supply of potable water and soil conditions satisfactory for the effective operation of a private waste disposal system and demonstrates that there is an adequate separation between the water table and septic tile fields. **(OPA 179)**

2.7.2.4 The City, in co-operation with the Region and the Ministry of the Environment, Conservation and Parks, shall monitor growth in Hamlet of Raglan in order to assess possible adverse effects upon ground water quality or the operation of private waste disposal systems. If such adverse effects occur and cannot be rectified, the City shall take measures such as *development* staging or denying further *development* approvals. **(OPA 179)**

2.7.2.5 *Development* within the Hamlet of Raglan shall have regard for the preservation of the community's character, cultural attributes and cultural *heritage resources*. Accordingly, the following principles shall guide *development* in the hamlet:

(a) Simplicity of form;
(b) Predominance of residential uses;
(c) Larger lots that accommodate private services;
(d) Almost exclusively single detached dwelling form;
(e) Few facilities; and
(f) Views and vistas of the countryside.

(OPA 179)

2.7.3 Estate Residential

2.7.3.1 Areas designated on Schedule "A" as Estate Residential and shown symbolically on Schedule "A-1" as Existing Estate Residential Subdivision,

shall be used for large lot residential *development* occurring by registered plan of subdivision. The exact limits of each Estate Residential subdivision shall be defined in the zoning by-law. No new Estate Residential subdivisions shall be permitted. **(OPA 78, 179)**

2.7.3.2 Once an Estate Residential subdivision has been registered, no severance for an additional lot or lots shall be supported by the City. **(OPA 179)**

2.7.3.3 Individual lots within an Estate Residential *development* shall be:

(a) Serviced with a private drilled well and a private waste disposal system which complies with the standards of the Ministry of the Environment, Conservation and Parks and as administered by the Durham Regional Health Unit; and

(b) Serviced by an internal road system with no lots having direct access onto arterial roads.

(OPA 179)

2.7.3.4 Site Specific Policies **(OPA 179)**

2.7.3.4.1 Notwithstanding any other policies of this Plan to the contrary, *development* of the Estate Residential subdivision [Subdivision Plan 18T-8400 (S-O-2007-01)] located at the southwest corner of Ritson Road North and Columbus Road East, in part of Lot 9, Concession 6, former Township of East Whitby, shall: **(OPA 115)**

(a) Contain lot sizes generally from 0.6 hectares (1.5 ac.) to 1.0 hectares (2.5 ac.);

(b) Not exceed 15 lots in size;

(c) Be designed to be compatible with the surrounding landscape;

(d) Not have any adverse impacts on *key natural heritage features* and/or *key hydrologic features*;

(e) Maintain the character of the natural *environment* and preserves visual and physical public access to significant scenic vistas and physical landforms;

(f) Not unduly restrict the use of adjacent properties for agriculture, conservation and recreation, forest production or mineral extraction;

(g) Not create undue adverse effects on lands identified as part of the *Natural Heritage System* in accordance with Section 5.0 of this Plan;

(h) Not require the undue expansion or extension of services and not place a financial burden on the City;

(i) Front on and be accessible from a public highway with at least two access points from an internal road system. Such a public highway must be assumed for public use as a highway and be fully maintained year round including winter snow and ice control by the City of Oshawa or the Region of Durham, excluding a Provincial Highway or Type A arterial road;

(j) Comply with the Provincial *minimum distance separation formulae*; and

(k) Be individually serviced with drilled wells and private sewerage disposal systems which comply with applicable standards.

(OPA 78, 179)

2.7.4 **Non-Farm Residential**

2.7.4.1 *Non-farm residential* refers to a single family residential dwelling unrelated to a farm operation.

2.7.4.2 The *development* of new *non-farm residential* uses shall be discouraged. However, limited *non-farm residential* dwellings may be allowed as follows:

(a) In the form of infilling within areas designated as Open Space and Recreation beyond the Major Urban Area subject to being recognized in the zoning by-law, and provided that the infill *development* is not located in *key natural heritage* or *key hydrologic features* and any associated minimum *Vegetation Protection Zone*; or

(b) In areas designated as Prime Agricultural, Prime Agricultural ORM – Countryside or Open Space and Recreation ORM – Countryside, through the severance of a habitable farm dwelling rendered surplus as a result of being on a farm that is acquired by a farmer for the purposes of expanding an existing farming enterprise, in accordance with the provisions of Policy 2.8.2.4 or Policy 2.8.2.5 of this Plan.

(OPA 195)

(OPA 179)

2.7.4.3 For the purposes of this Section, infilling shall refer to situations where one or more *non-farm residential* dwellings are to be located between two buildings located on the same side of a public road and within an existing distinct node or cluster of *non-farm residential* dwellings in such a manner as to not contribute to strip or ribbon *development* and subject to such a node or cluster being identified in the zoning by-law. The establishment of new residential clusters shall not be permitted. **(OPA 179)**

2.7.4.4 *Non-farm residential* infill *development* may be permitted provided:

(a) The infill *development* fronts onto a public highway which has been assumed for public use as a highway and is fully maintained year round including winter snow and ice control by the City of Oshawa or the Region of Durham; however, the infill *development* shall not be located adjacent to a Provincial highway or a Type A arterial road;

(b) It is demonstrated that surrounding agricultural operations have the ability to carry on normal farm practices; and

(c) The infill *development* does not result in the creation of more than three new lots, or would extend or promote strip or ribbon *development*.

(OPA 179)

2.7.4.5 *Non-farm residential* uses shall be serviced with a private drilled well and a private waste disposal system which complies with the standards of the Ministry of the Environment, Conservation and Parks and the Durham Regional Health Unit. Such uses shall also comply with the Provincial *minimum distance separation formulae*. **(OPA 179)**

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2.8 Prime Agricultural (OPA 179)

2.8.1 General

2.8.1.1 It is the intent of this Plan to preserve quality farmland in order to protect a non-renewable resource, encourage agricultural operations and support community food security. Accordingly, lands designated as Prime Agricultural on Schedule "A" 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. **(OPA 179)**

2.8.1.2 For the purposes of this Plan:

(a) "*Agricultural uses*" means the growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; horse riding and boarding stables, sod farms, maple syrup production; and associated on-farm buildings and structures.

(b) "*Agricultural-related uses*" means those farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation, and do not include farm implement dealerships.

(c) "*Minimum distance separation formulae*" means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

(d) "*Prime agricultural land*" means land that includes Canada Land Inventory Classes 1, 2 and 3 soils.

(e) "*Secondary agricultural uses*" means uses secondary to the principal use of the property, including but not limited to, *home occupation* uses, *home industry* uses, and uses that produce value-added agricultural products from the farm operation on the property.

(f) "*Home industry*" means a business that is accessory to a single detached dwelling or agricultural operation that may be carried on in whole or in part in an accessory building, and provides a service such as carpentry, metalworking, welding, electrical work or blacksmithing, primarily to the farming community, but excludes an automobile or truck repair or paint shop, or furniture stripping.

(g) "*Farm vacation home*" means a *bed and breakfast establishment* that is located on a farm and, in addition to providing sleeping accommodation, includes participation in farm activities, meals, services, facilities and amenities for the exclusive use of guests. **(OPA 179)**

2.8.1.3 Areas designated as Prime Agricultural consist of areas where *prime agricultural lands* predominate. They also include areas of lesser agricultural significance (Canada Land Inventory Classes 4 to 7 soils) and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. **(OPA 179)**

2.8.1.4 Marginal agricultural lands, lands comprising the *Natural Heritage System* and *woodlands* within areas designated as Prime Agricultural shall be considered as significant elements of the agricultural land base. **(OPA 179)**

2.8.1.5 Areas designated as Prime Agricultural on Schedule "A" shall be used predominantly for *agricultural*, *agricultural-related* and *secondary agricultural uses*. The establishment of non-agricultural uses in Prime Agricultural areas shall be strictly limited to forest, fish and wildlife management, conservation, infrastructure, mineral aggregate extraction as an interim use pursuant to Policy 2.9.1.8, uses pursuant to Policy 2.5.1.4, and existing uses, in accordance with the policies of this Plan, and the Oak Ridges Moraine Conservation Plan and Greenbelt Plan where applicable. **(OPA 179)**

2.8.1.6 *Agricultural-related uses* such as grain drying and storage for farm produce may be permitted, provided such uses are small in scale and exclusively devoted to the farm operation. The City shall not support severances for *agricultural–related uses*. **(OPA 179)**

2.8.1.7 Uses accessory to the principal *agricultural use* of the property are permitted subject to the relevant policies of this Plan, including small-scale *home occupation* uses and *home industry* uses, and kennels, provided such uses do not alter the principal use of the property for agriculture.

In addition, small-scale uses secondary to the *agricultural use* that produce value-added agricultural products, such as cottage wineries, and agri-tourism uses, such as *bed and breakfast establishments*, *farm vacation homes*, and farm tours, are permitted as *secondary agricultural uses*, provided such uses comply with the following criteria:

(a1) Are generally limited to one for each existing farm operation;

(b1) Are directly related to, or exclusively devoted to the existing farm operation and do not alter the principal use of the property for agriculture;

(c1) Are operated and located in a manner that is compatible with adjacent farm operations and surrounding uses; and

(d1) The provisions of Policy 2.8.1.8, where applicable.

Subject to the relevant policies of this Plan, including compliance with the foregoing criteria, and the inclusion of appropriate provisions in the zoning

by-law which serve to regulate their size and scale, the following additional types of *secondary agricultural uses* may also be permitted:

(a2) Uses that produce value-added agricultural products from the existing farm operation property and which also utilize agricultural or other products from other farm operations; and

(b2) Farm-gate sales and retail stands for the sale of agricultural products from the existing farm operation on which the stand is situated, which may also sell agricultural products from other farm operations.

(OPA 179)

2.8.1.8 New *secondary agricultural uses*, other than *home occupation* uses, *bed and breakfast establishments*, farm-gate sales and retail stands as described in Policy 2.8.1.7(b2), and *farm vacation homes* will only be permitted where a site specific zoning by-law amendment to permit the use has been passed in accordance with the policies of this Plan. **(OPA 179)**

2.8.1.9 The City shall not support severances for accessory and *secondary agricultural uses*. **(OPA 179)**

2.8.1.10 Cemeteries, and new and expanding *major recreational uses*, shall not be permitted in Prime Agricultural areas. **(OPA 179)**

2.8.1.11 Uses permitted in areas designated as Prime Agricultural that are within or in proximity to components of the *Natural Heritage System* shall be subject to the relevant policies of Section 5.0 of this Plan. **(OPA 179)**

2.8.1.12 *Development* within Prime Agricultural areas shall be on the basis of individual private drilled wells and private sewage disposal systems, unless otherwise specified in this Plan. **(OPA 179)**

2.8.1.13 New land uses and lot creation, as permitted by the policies of this Plan, and new or expanding livestock facilities in the areas designated as Prime Agricultural shall comply with the Provincial *minimum distance separation formulae*. **(OPA 179)**

2.8.1.14 <u>Site Specific Policies</u> **(OPA 155)**

2.8.1.14.1 Notwithstanding any other policies of this Plan to the contrary, on certain land designated Prime Agricultural, located at 1037 Howden Road East, *low intensity recreational uses* may be permitted as an exception provided they occur in conjunction with a therapeutic farm, subject to the inclusion of appropriate provisions in the zoning by-law, including siting restrictions which restricts the location of *low intensity recreational uses* to the north central part of the site to the satisfaction of the City. **(OPA 179)**

2.8.1.14.2 Notwithstanding any other policies of this Plan to the contrary, on certain lands designated Prime Agricultural ORM-Countryside, namely a portion of

the lands currently known as 4405 Ritson Road North, and to be consolidated with 571 Raglan Road East, the creation of a 0.96 hectare (2.37 ac.) non-farm residential lot containing a single detached dwelling is permitted as an exception, subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 192)**

2.8.2 **Farm Related Residential**

2.8.2.1 In areas designated as Prime Agricultural, a second farm-related dwelling on the existing farm parcel for persons employed on the farm may be permitted where the size and nature of the operation warrants additional employment, provided that a severance to create a separate parcel is not required. **(OPA 78, 179)**

2.8.2.2 The *development* of new *non-farm residential* dwellings shall not be permitted in areas designated as Prime Agricultural except in accordance with Policy 2.8.2.3. **(OPA 179)**

2.8.2.3 Notwithstanding the provisions of Policy 2.8.1.5, a single family residential dwelling may be permitted on an existing lot of record subject to the following:

(a) Inclusion of appropriate provisions in the zoning by-law;

(b) The lot having frontage on a public highway which has been assumed for public use as a highway and is fully maintained year round including winter snow and ice control by the City of Oshawa or the Region; and

(c) The lot was in existence on December 16, 2004, if the lot is within the Greenbelt Protected Countryside Area and a single detached dwelling was previously identified as a permitted use on the site in the zoning by-law.

(OPA 179)

2.8.2.4 Notwithstanding the provisions of Policies 2.8.1.5 and 5.4.15, severance of a habitable farm dwelling rendered surplus as a result of being on a farm that is acquired by a farmer for the purposes of expanding an existing farming enterprise may be permitted, by amendment to this Plan, provided that:

(a) The dwelling is not needed for a farm employee;

(b) Within the Greenbelt Protected Countryside Area, the dwelling was in existence as of December 16, 2004; and

(c) Where the farm dwelling is rendered surplus as a result of consolidation with an abutting farm, the farms are merged into a single parcel and the retained farm parcel is zoned to prohibit any further

severances and the establishment of any residential dwelling.
(OPA 179, 195)

2.8.2.5 Notwithstanding the provisions of Policies 2.8.1.5 and 5.4.15, severance of a habitable farm dwelling rendered surplus as a result of being on a farm that is acquired by a farmer for the purposes of expanding an existing farming enterprise may be permitted, by amendment to this Plan, provided that:

(a) The dwelling is not needed for a farm employee;

(b) Within the Greenbelt Protected Countryside Area, the dwelling was in existence as of December 16, 2004; and

(c) Where the farm dwelling is rendered surplus as a result of a farmer acquiring a non-abutting farm, the farm parcel to be acquired is to be of a size which is viable for farming operations and shall be zoned to prohibit any further severances and establishment of any residential dwelling.

(OPA 195)

2.8.2.6 To maintain viable sized farming operations and minimize the fragmentation of lands designated as Prime Agricultural, the creation of new land parcels for *agricultural uses* shall not be less than 40 hectares (99 ac.) in area.
(OPA 78, 179)

2.8.2.7 The City shall not support the severance of land for farm retirement or intra-family purposes. **(OPA 179)**

2.8.2.8 A severance involving the minor adjustment of lot lines for purposes such as easements, rights-of-way, correction to titles, building or servicing encroachments on abutting lots, conveyances between existing lots of record that do not result in the creation of a new lot(s) may be considered, provided that non-viable farm parcels are not created, agricultural land is not fragmented and agricultural activities are not adversely affected. Consistent with the intent of Policy 5.4.15, this policy is not intended to permit a separate lot for a residential dwelling, or the consideration of *non-farm residential* lots that are surplus to a farm operation in accordance with Policy 2.8.2.4 or Policy 2.8.2.5. Nor is this policy intended to permit any other building lot that would otherwise require an amendment to this Plan. **(OPA 179, 195)**

2.8.3 **Prime Agricultural ORM – Natural Linkage** **(OPA 115, 179)**

2.8.3.1 Areas designated as Prime Agricultural ORM – Natural Linkage on Schedule “A-1” are *prime agricultural lands* that are designated as Natural Linkage Areas within the Oak Ridges Moraine Conservation Plan. **(OPA 179)**

2.8.3.2 The intent of the Prime Agricultural ORM – Natural Linkage designation is to maintain and where possible, improve or restore, the ecological integrity of the Moraine and to maintain, and where possible improve or restore, the

open space linkages between *key natural heritage features* and *key hydrologic features* and stream corridors. **(OPA 179)**

2.8.3.3 Areas designated as Prime Agricultural ORM – Natural Linkage on Schedule "A-1" shall be used predominantly for *agricultural* and *secondary agricultural uses*. Areas designated as Prime Agricultural ORM – Natural Linkage may also be used for fish, wildlife and forest management, conservation projects, flood and erosion control projects, and *low intensity recreation uses*.

(OPA 179)

2.8.3.4 *Development* of a second dwelling that is temporary, mobile or a portable unit, may be permitted if the applicant demonstrates that the dwelling:

(a) Is required to house additional employees due to the size and nature of the operation;

(b) Does not require a consent under Section 50 or 53 of the Planning Act;

(c) Will not adversely affect the ecological integrity of the Oak Ridges Moraine;

(d) The severance of such accessory dwelling shall not be permitted; and

(e) That adequate water and sewage capacity is available on-site or will be provided through other means, in accordance with applicable Ministry of the Environment, Conservation and Parks guidelines.

(OPA 179)

2.8.3.5 All farm and non-farm *development* in the areas designated as Prime Agricultural ORM – Natural Linkage shall comply with the Provincial *Minimum Distance Separation Formulae*. **(OPA 179)**

2.8.3.6 *Development* or *site alteration* in areas designated as Prime Agricultural ORM – Natural Linkage shall be subject to the relevant policies of Section 5.13 of this Plan. **(OPA 179)**

2.8.4 **Prime Agricultural ORM – Countryside** **(OPA 115, 179)**

2.8.4.1 Areas designated as Prime Agricultural ORM – Countryside on Schedule "A-1" are *prime agricultural lands* that are designated as Countryside Areas within the Oak Ridges Moraine Conservation Plan.

(OPA 179)

2.8.4.2 The intent of the Prime Agricultural ORM – Countryside designation is to encourage *agricultural uses* and maintain, and where possible improve or restore, the ecological integrity of the Oak Ridges Moraine. **(OPA 179)**

2.8.4.3 Areas designated as Prime Agricultural ORM – Countryside on Schedule "A-1" shall be used predominantly for *agricultural*, *agricultural-related and secondary agricultural uses*. Areas designated as Prime Agricultural ORM – Countryside may also be used for fish, wildlife and forest management, conservation projects, flood and erosion control projects, uses pursuant to Policy 2.5.1.4 and *low intensity recreation uses*. **(OPA 179)**

2.8.4.4 *Development* of a second dwelling that is temporary, mobile or a portable unit, may be permitted if the applicant demonstrates that the dwelling:

(a) Is required to house additional employees due to the size and nature of the operation;

(b) Does not require a consent under Section 50 or 53 of the Planning Act;

(c) Will not adversely affect the ecological integrity of the Oak Ridges Moraine;

(d) The severance of such accessory dwelling shall not be permitted; and

(e) That adequate water and sewage capacity is available on-site or will be provided through other means, in accordance with applicable Ministry of the Environment, Conservation and Parks guidelines.

(OPA 179)

2.8.4.5 All farm and non-farm *development* in the areas designated as Prime Agricultural ORM – Countryside shall comply with the Provincial *Minimum Distance Separation Formulae*. **(OPA 179)**

2.8.4.6 All *development* and *site alteration* in areas designated as Prime Agricultural ORM – Countryside shall be subject to the relevant policies of Section 5.13 of this Plan. **(OPA 179)**

2.8.4.7 The creation of new land parcels in areas designated as Prime Agricultural ORM – Countryside may be permitted in accordance with the relevant policies of Section 9.9.11 of this Plan. **(OPA 179)**

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2.9 *Mineral Aggregates*

2.9.1 General

2.9.1.1 It is the intent of this Plan to ensure the orderly and efficient extraction of mineral aggregate resources while minimizing the negative environmental, social and aesthetic impacts of mineral aggregate extraction. **(OPA 179)**

2.9.1.2 For the purposes of this Plan the following definitions apply:

(a) *Mineral aggregates* shall mean sand, gravel, clay, stone, shale, limestone, dolostone, sandstone, marble, granite, earth, rock or other material prescribed under the Aggregate Resources Act, suitable for construction, industrial, manufacturing and maintenance purposes, but does not include metalliferous minerals, fossil fuels, or non-aggregate industrial minerals or other material prescribed under the Mining Act; **(OPA 78)**

(b) "*Mineral aggregate operation*" shall mean:

(i) An operation, including a pit or quarry operation other than *wayside pits and quarries*, conducted under a license or permit under the Aggregate Resources Act; and,

(ii) Associated facilities used in the extraction, transportation, beneficiation, processing or recycling of *mineral aggregate* or the production of related by-products;

(c) *Wayside pits and quarries* refer to a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract or road reconstruction and not located on the road right-of-way.

(OPA 179)

2.9.1.3 Areas designated for Mineral Aggregate Extraction purposes on Schedule "A" may be used for mineral aggregate extraction and uses accessory to *mineral aggregate operations* involving the extraction of *mineral aggregates*, such as crushing, screening, washing and stockpiling of *mineral aggregates* provided such uses are compatible with adjacent land uses. In addition, *agricultural, agricultural-related* and *secondary agricultural uses* in accordance with the policies of Section 2.8 of this Plan, conservation, forestation and reforestation shall be permitted in areas designated as Mineral Aggregate Extraction. **(OPA 78, 179)**

2.9.1.4 Notwithstanding the provisions of Policy 2.9.1.2 of this Plan, upon termination of the mineral aggregate extraction, areas designated for Mineral Aggregate Extraction purposes shall be used only for those uses which are permitted within the immediately surrounding land use designation limited to Open Space and Recreation or Prime Agricultural uses in accordance with the

policies of Sections 2.6 and 2.8 respectively of this Plan, and the applicable Mineral Aggregate Extraction designation shall be deleted and substituted by an appropriate land use designation without an amendment to this Plan. **(OPA 78, 179)**

2.9.1.5 Aggregate-related industrial uses such as asphalt plants, ready-mix concrete plants, aggregate transfer stations and similar related uses shall only be permitted by amendment to this Plan except where such uses are set up temporarily for construction projects or where such uses are permitted in areas designated as Industrial or within active licensed Mineral Aggregate Extraction areas, including areas designated Mineral Aggregate Extraction – ORM on Schedule "A-1". Such aggregate- related uses shall be adequately buffered to protect adjacent land uses and shall meet industrial pollution control standards and any other applicable standards. **(OPA 78)**

Notwithstanding the above, portable asphalt plants and portable concrete plants used by or for a public authority, shall be permitted for a temporary period in any designation, except for within *key natural heritage* or *key hydrologic features* and areas designated as Residential, without requiring an official plan amendment or an amendment to the zoning by-law. **(OPA 179)**

2.9.1.6 No new pit or quarry operation, and notwithstanding Policy 9.3.2, no expansion to an existing pit or quarry operation shall be permitted beyond the applicable Mineral Aggregate Extraction ORM areas designated on Schedule "A-1", other than by amendment to this Plan in accordance with Policy 2.9.2.2, and by amendment to the zoning by-law. **(OPA 179)**

2.9.1.7 Notwithstanding any other policies to the contrary in this Plan, *wayside pits and quarries* shall be permitted in accordance with the Aggregate Resources Act in any land use designation without an amendment to this Plan or an amendment to the zoning by-law, except for as follows:

(a) Outside of the Oak Ridges Moraine or Greenbelt Protected Countryside Area, *wayside pits and quarries* proposed in proximity to those components of the *Natural Heritage System* indicated in Policy 5.4.4 of this Plan and any associated buffer may be permitted by amendment to this Plan and to the zoning by-law;

(b) Within the Oak Ridges Moraine, *wayside pits and quarries* proposed in proximity to components of the *Natural Heritage System* indicated in Policy 5.4.4 of this Plan and any associated buffer may be permitted in accordance with Policy 2.9.3.5 by amendment to this Plan and by amendment to the zoning by-law; and

(c) Within the Greenbelt Natural Heritage System, or in proximity to components of the *Natural Heritage System* identified in Policy 5.4.4 of this Plan located in the Greenbelt Protected Countryside Area and

any associated buffer, *wayside pits and quarries* may be permitted in accordance with Policy 2.9.4.3 by amendment to this Plan and by amendment to the zoning by-law.

In addition, prior to permitting *wayside pits and quarries* in urban areas or areas designated as Estate Residential on Schedule "A", as Hamlet ORM – Rural Settlement Area or Existing Estate Residential Subdivision on Schedule "A-1" or shown as *Hazard Lands* on Schedule "D", "D-1" a rezoning shall be required. The rehabilitation of *wayside pits and quarries* shall be undertaken in accordance with Policy 2.9.1.8. **(OPA 78, 179)**

2.9.1.8 In areas designated as Prime Agricultural, extraction of *mineral aggregates* may be permitted as an interim use in accordance with Policy 2.9.1.6 of this Plan, provided that rehabilitation of the site will be carried out, whereby substantially the same areas and same average soil quality for agriculture are restored. Complete agricultural rehabilitation is not required, if it is demonstrated that:

(a) There is a substantial quantity of aggregate below the water table warranting extraction below the water table, or the depth of planned extraction in a quarry makes restoration of pre-existing agricultural capability unfeasible;

(b) Other alternatives have been considered by the applicant and found unsuitable. Other alternatives include resources in areas of Canada Land Inventory Classes 4 to 7 soils, resources on lands committed to future urban uses, and resources on *prime agricultural lands* where rehabilitation to agriculture is possible. Where no alternatives are found, *prime agricultural lands* shall be protected with priority given in the following order: to the protection of Canada Land Inventory Class 1, 2 and 3 soils; and

(c) In those areas remaining above the water table following extraction, agricultural rehabilitation will be maximized.

(OPA 179)

2.9.1.9 *Development* within areas designated as Mineral Aggregate Extraction shall be on the basis of individual private drilled wells and private sewage disposal systems, unless otherwise specified in this Plan. **(OPA 179)**

2.9.2 Land Use Relationships

2.9.2.1 The City shall co-operate with the authorities having jurisdiction to ensure the rehabilitation of mineral aggregate areas and *wayside pits and quarries* on a progressive basis during mineral aggregate extraction and on an ultimate basis upon completion of extraction. Rehabilitation plans shall be reviewed in conjunction with an Environmental Impact Study as required pursuant to Policy 5.5.2 of this Plan.

Progressive rehabilitation shall be undertaken in a timely manner, in accordance with the approved site plan for a licence issued under the Aggregate Resources Act. In addition, the site shall be restored to either the same soil capability as pre-excavation, or as set out in Policy 2.9.1.8, or to a vegetative state using native species.

Ultimate rehabilitation of areas upon termination of the mineral aggregate extraction shall take surrounding land use and approved land use designations into consideration. Further, ultimate rehabilitation of mineral aggregate extraction areas within the Greenbelt Natural Heritage System and/or within the Greenbelt Protected Countryside Area shall be subject to the relevant provisions of the Greenbelt Plan.

In addition to site-by-site rehabilitation programs, as specified in the Aggregate Resources Act, rehabilitation plans shall be considered in conjunction with adjacent and/or groups of operations in an area, in order to provide for more comprehensive rehabilitation planning.

(OPA 179)

2.9.2.2 In considering applications to amend this Plan and/or the Durham Regional Official Plan to designate a new or expanded area for Mineral Aggregate Extraction purposes or to permit aggregate-related industrial uses outside of an Industrial area, or in considering proposals for a new or expanded pit or quarry operation in areas designated as Prime Agricultural as an interim use or for aggregate-related industrial uses in appropriate areas designated as Industrial, City and/or the Region shall require the following:

(a) A study that assesses the hydrogeological impact of the proposed Mineral Aggregate Extraction use and/or the aggregate-related industrial use on water resources, Provincially *significant wetlands*, coldwater streams or aquifer recharge areas;

(b) An assessment of the following potential impacts:

(i) The magnitude of the operation in terms of noise, lighting, dust, visual impacts, and other potential nuisances;

(ii) The impact on the *Natural Heritage System* and/or natural heritage and hydrologic features located outside of the *Natural Heritage System*, and any associated buffer, in accordance with the requirements of Section 5.5 of this Plan;

(iii) The volume of truck traffic and haul routes;

(iv) The impact, including cumulative impacts, on existing adjacent land uses that may be affected by the proposal as well as on residents in the vicinity, taking into account the other potential impacts identified in this Policy;

(v) Impacts on cultural *heritage resources*;

(vi) The financial implications to the City; and

(vii) Impacts involving such other matters as deemed necessary;

(c) Identification of measures to appropriately mitigate potential impacts to the fullest extent possible, which at a minimum shall be held to applicable provincial standards and guidelines;

(d) Details with respect to the following:

(i) The nature of the proposed rehabilitation work including, to the extent possible, plans for progressive and ultimate rehabilitation, and, where possible, intended use and ownership of the land after aggregate extraction has ceased; and

(ii) The proposed stormwater management;

(e) Site plans and reports as required by the Aggregate Resources Act and regulations and standards thereto;

(f) Where the proposal is within the Greenbelt Natural Heritage System and/or affects components of the *Natural Heritage System* within the Greenbelt Protected Countryside Area, a report demonstrating how:

(i) The connectivity between *key natural heritage* and *key hydrologic features* will be maintained before, during and after extraction;

(ii) The operator could immediately replace any habitat that would be lost from the site with equivalent habitat on another part of the site or no adjacent lands; and

(iii) Both ground and surface water features and functions will be protected or enhanced;

(g) The location, true shape, topography, contours, dimensions, area and description of the lands associated with the proposed Mineral Aggregate Extraction use and/or the aggregate-related industrial use;

(h) The use of all land and the location and use of all buildings and structures lying within a distance of 150 metres (490 ft.) of any of the boundaries of the lands set aside for the purposes of the operation;

(i) The pattern, quality and estimated quantity of the mineral aggregate resources within the property;

(j) The location, height, dimensions and use of all existing or proposed buildings or structures;

(k) Existing and anticipated final grades of excavation, contours where necessary and excavation setbacks;

(l) Proposed entrances, exits and routes to be used by gravel trucks;

(m) To the extent possible, plans showing the ultimate area of aggregate extraction, progressive and ultimate road plan, any water diversion or storage facilities, location of stockpiles for stripping and products, tree screening and berming;

(n) The extent of adjacent property holdings intended for future mineral aggregate extraction;

(o) Additional information such as wildlife, vegetation or soil studies which may be required due to special concerns related to a specific site; and

(p) Any other information as deemed necessary by the City and/or the Region.

(OPA 78, 179)

2.9.2.3 Measures to mitigate impacts on adjacent existing land uses that may be affected by mineral aggregate extraction, such as setbacks, screening, berms, location of machinery, and hours of operation, shall be established as conditions of the licence or site plan under the Aggregate Resources Act.

(OPA 179)

2.9.2.4 High Potential Mineral Aggregate Resource Areas are generally shown on Schedule “D-2”. These areas comprise potential reserves of *mineral aggregates* as identified by the Province. Such areas are not considered as land use designations and are shown for the purpose of presenting geological information only. In this regard, no information on Schedule “D-2” pertaining to mineral aggregate extraction shall entitle an owner to use any lands for mineral aggregate extraction purposes or obligate the City to support an amendment to this Plan to allow mineral aggregate extraction.

(OPA 78, 179)

2.9.2.5 The City may permit *development* unrelated to mineral aggregate extraction in High Potential Mineral Aggregate Resource Areas shown on Schedule “D-2” in accordance with the relevant policies of this Plan. In considering *development* proposals adjacent to or within such areas, consideration shall be given to the potential of future mineral aggregate extraction in the area. The establishment of land uses which could preclude or hinder existing or future aggregate extraction in such areas shall not be permitted unless it is demonstrated that:

(a) The extraction of the resource would not be feasible;

(b) The proposed land uses would serve a greater long-term public benefit; and

(c) Issues of public health, public safety and environmental impact are addressed.

For the purposes of this policy, areas adjacent to High Potential Mineral Aggregate Resource Areas are determined to be within 300 metres (3,229 sq. ft.) of the resource.

(OPA 179)

2.9.2.6 The City shall pass zoning by-laws to permit mineral aggregate extraction only within areas designated for Mineral Aggregate Extraction purposes or in Prime Agricultural Areas in accordance with Policy 2.9.1.8 of this Plan. Once the extraction of *mineral aggregates* has been completed, these areas shall be zoned in accordance with Policy 2.9.1.4 of this Plan.

(OPA 78, 179)

2.9.3 Mineral Aggregate Extraction – ORM **(OPA 115)**

2.9.3.1 Areas designated as Mineral Aggregate Extraction – ORM on Schedule "A-1" may be used for *mineral aggregate operations* involving the extraction of *mineral aggregates*, aggregate-related industrial uses in accordance with Policy 2.9.1.5 within active licensed Mineral Aggregate Extraction areas, and uses accessory to mineral aggregate extraction such as crushing, screening, washing and stockpiling of *mineral aggregates* provided such uses are compatible with adjacent land uses. In addition, *agricultural* and *secondary agricultural uses* in accordance with the policies of Section 2.8.4 of this Plan, conservation, forestation and reforestation shall be permitted in areas designated as Mineral Aggregate Extraction – ORM. **(OPA 179)**

2.9.3.2 Any application to designate a new or expanded area as Mineral Aggregate Extraction – ORM or to permit an aggregate-related industrial use within the Oak Ridges Moraine shall be subject to the relevant provisions of Policy 2.9.2.2 of this Plan as well as Section 35 of the Oak Ridges Moraine Conservation Plan.

In the event of a conflict between the provisions in Policy 2.9.2.2 and those policies in the Oak Ridges Moraine Conservation Plan as they apply to *mineral aggregate operations* and *wayside pits and quarries*, the policies in the Oak Ridges Moraine Conservation Plan shall prevail. Also, at no time shall the provisions in Policy 2.9.2.2 of this Plan be more restrictive than the policies of the Oak Ridges Moraine Conservation Plan.

(OPA 179)

2.9.3.3 An application to designate a new or expanded area as Mineral Aggregate Extraction – ORM or to permit an aggregate-related industrial use within the Oak Ridges Moraine shall not be approved unless the applicant demonstrates that:

(a) The quantity and quality of groundwater and surface water will be maintained and, where possible, improved or restored;

(b) The health, diversity, size and connectivity of *key natural heritage features* on the site or on adjacent land, will be maintained and, where possible, improved or restored;

(c) There will be no extraction within 1.5 metres (3.3 ft.) of the water table if the proposed Mineral Aggregate Extraction – ORM area is in a Natural Linkage Area identified in the Oak Ridges Moraine Conservation Plan;

(d) The extraction of *mineral aggregates* from the site will be completed as quickly as possible if the area proposed to be designated as Mineral Aggregate Extraction – ORM is in a Natural Linkage Area identified in the Oak Ridges Moraine Conservation Plan; and

(e) The entire site will be rehabilitated as quickly as possible and, in the case of land designated as Prime Agricultural ORM – Countryside (*prime agricultural lands* in the Countryside Area identified in the Oak Ridges Moraine Conservation Plan), by restoring the land so that the average soil quality of each area is substantially returned to its previous level and, in all other cases, by establishing or restoring natural self-sustaining vegetation.

(OPA 179)

2.9.3.4 In order to maintain connectivity, when a *mineral aggregate operation*, an aggregate-related industrial use or a *wayside pit or quarry* is located in a Natural Linkage Area as identified in the Oak Ridges Moraine Conservation Plan, there shall at all times be an excluded area which may contain both undisturbed land and land whose rehabilitation is complete that:

(a) Is at least 1.25 kilometres wide;
(b) Lies outside the active or unrehabilitated portions of the area being used; and
(c) Connects parts of the Natural Linkage Area designation outside of the *mineral aggregate operation* or *wayside pit or quarry*.

(OPA 179)

2.9.3.5 No new or expanded Mineral Aggregate Extraction – ORM designation, *wayside pit or quarry* or aggregate-related industrial use shall be permitted within the Oak Ridges Moraine Area in those components of the *Natural Heritage System* identified in Policy 5.4.4 or in any associated buffer, such as a minimum *Vegetation Protection Zone* for *key natural heritage* and/or *key hydrologic features*.

Notwithstanding the above, within the Oak Ridges Moraine, a new or expanded Mineral Aggregate Extraction – ORM designation, *wayside pit or quarry* or aggregate-related industrial use may be approved in a component of the *Natural Heritage System* identified in Policy 5.4.4 or any associated buffer, if the environmental feature is occupied by young plantations or early

successional habitat, as defined by the Ministry of Natural Resources and Forestry, and the requirements of Section 35 of the Oak Ridges Moraine Conservation Plan are met.

(OPA 179)

2.9.3.6 If the conditions of a license issued under the Aggregates Resources Act are altered, or a new license is issued for a new or expanded aggregate extraction use, including a *wayside pit or quarry*, the proposal shall comply with criteria outlined in Section 5.13 of this Plan and Section 35 of the Oak Ridges Moraine Conservation Plan. **(OPA 179)**

2.9.3.7 The City shall co-operate with the authorities having jurisdiction to ensure the rehabilitation of mineral aggregate areas and *wayside pits and quarries* on a progressive basis during mineral aggregate extraction and on an ultimate basis upon completion of extraction. *Mineral aggregate operations* within the Oak Ridges Moraine boundary shall be rehabilitated in accordance with the relevant provisions of Section 35 and 36 of the Oak Ridges Moraine Conservation Plan and in a manner that will contribute to the connectivity of the natural features in the surrounding area and shall be subject to the provisions of Sections 35 (2) and (3) and Section 36 of the Oak Ridges Moraine Conservation Plan.

2.9.3.8 Once Mineral Aggregate Extraction areas have been rehabilitated, and are no longer licenced, the land use designation shall be amended to reflect the appropriate Oshawa Oak Ridges Moraine Conservation Plan designation without amendment to this Plan. The lands shall be subject to the land use policies of the Oak Ridges Moraine Conservation Plan designation as outlined in this Plan. **(OPA 179)**

2.9.4 Mineral Aggregate Extraction Within the Greenbelt Protected Countryside Area **(OPA 179)**

2.9.4.1 Areas designated for Mineral Aggregate Extraction within the Greenbelt Protected Countryside Area may be used in accordance with Policy 2.9.1.3 of this Plan. Aggregate-related industrial uses within the Greenbelt Protected Countryside Area shall only be permitted in accordance with Policy 2.9.1.5 of this Plan.

2.9.4.2 Any application to designate a new or expanded area as Mineral Aggregate Extraction or to permit an aggregate-related industrial use within the Greenbelt Protected Countryside Area shall be subject to the relevant provisions of Policy 2.9.2.2 of this Plan as well as Section 4.3.2 of the Greenbelt Plan.

In the event of a conflict between the provisions of Policy 2.9.2.2 and those policies in the Greenbelt Plan as they apply to *mineral aggregate operations* and *wayside pits and quarries*, the policies in the Greenbelt Plan shall

prevail. Also, at no time shall the provisions of Policy 2.9.2.2 of this Plan be more restrictive than the policies of the Greenbelt Plan.

2.9.4.3 No new Mineral Aggregate Extraction designation, *wayside pit or quarry* or aggregate-related industrial use shall be permitted within the Greenbelt Natural Heritage System or in those components of the *Natural Heritage System* identified in Policy 5.4.4 or in any associated buffer, such as a minimum *Vegetation Protection Zone* for *key natural heritage* and/or *key hydrologic features*, located in the Greenbelt Protected Countryside Area.

Notwithstanding the above, a new Mineral Aggregate Extraction designation, *wayside pit or quarry* or aggregate-related industrial use may be approved within the Greenbelt Natural Heritage System, or in a component of the *Natural Heritage System* identified in Policy 5.4.4 located in the Greenbelt Protected Countryside Area and any associated buffer, provided that:

(a) Lands identified as a *significant wetland* or *significant habitat* of *endangered species* or *threatened species* are not involved;

(b) The affected component of the *Natural Heritage System*, if it contains a *significant woodland*, is a woodlot occupied by young plantations or early successional habitat, as defined by the Ministry of Natural Resources and Forestry;

(c) The proponent demonstrates, to the satisfaction of the City and the Conservation Authority, how the water resources will be protected or enhanced if the subject site contains a *key natural heritage* and/or *key hydrologic feature* other than those referenced in (a) and (b) above;

(d) The relevant provisions of the Greenbelt Plan have been addressed; and

(e) It is demonstrated to the satisfaction of the City, in consultation with the Conservation Authority, that the relevant provisions of the Greenbelt Plan will be met by the operation.

In addition, expansions to existing operations may be permitted within the Greenbelt Natural Heritage System, or in a component of the *Natural Heritage System* located in the Greenbelt Protected Countryside Area and any associated buffer, including *key natural heritage* and/or *key hydrologic features* and associated *Vegetation Protection Zones*, provided the related decision is consistent with the Provincial Policy Statement.

2.10 Airport

2.10.1 General

2.10.1.1 It is the intent of this Plan to recognize the economic and recreational benefits of the Oshawa Executive Airport to the City and the Region. In this regard, the City shall co-operate with all levels of government and their appropriate agencies in promoting the *development* and modernization of the airport to its fullest potential, in consideration of the City's commitment to operate the Oshawa Executive Airport until at least 2033, while recognizing that potential extensions of Stevenson Road North and Beatrice Street East across the Oshawa Executive Airport lands to facilitate redevelopment of the airport lands for alternative land uses may be considered pursuant to Policy 3.2.22 of this Plan. **(OPA 179)**

2.10.1.2 The development of the airport shall generally be in accordance with the Airport Master Plan as approved by the City and Transport Canada and as may be amended. The Airport Master Plan may be detailed as necessary in development plans prepared by the City.

2.10.1.3 The area designated as Airport on Schedule "A" shall be predominantly used for aviation-related uses including industrial, commercial, transportation and institutional uses that utilize the airport facilities or that benefit from close proximity to such facilities. In addition, certain non-aviation uses that serve the airport area and recreational uses may be allowed subject to City and Transport Canada approval.

2.10.2 Land Use Relationships

2.10.2.1 The City shall have regard for the continued viability of the Oshawa Executive Airport in the consideration of any *development* or redevelopment of lands in the vicinity of the airport. **(OPA 179)**

2.10.2.2 The *development* or redevelopment of lands in the vicinity of the Oshawa Executive Airport shall comply with the following: **(OPA 179)**

(a) The provisions of the Noise Exposure Projection (NEP), as prepared by Transport Canada and the Ministry of Municipal Affairs and Housing publication "Land Use Policy Near Airports", or any succeeding publication;

(b) The height provisions of the Federal Aeronautics Act; and

(c) Any other applicable Provincial or Federal policies, guidelines, or regulations.

2.10.2.3 Prior to approving residential *development* or redevelopment or other noise-*sensitive uses* such as day care centres, schools and health care facilities in

areas that have a NEP value of 25 or greater, the City shall require the proponent to:

(a) Submit a detailed noise analysis prepared by a qualified expert outlining the required noise insulation features in the design of buildings;

(b) Satisfy the City that appropriate noise insulation features will be provided in the construction of buildings in accordance with Provincial and Federal standards; and

(c) Inform prospective tenants or purchasers of residential units that aircraft noise may interfere with certain activities. Such a warning provision shall be included in the applicable development agreement. **(OPA 68)**

2.10.2.4 New residential *development* or other noise-*sensitive uses* such as day care centres, schools and health care facilities shall not be permitted in areas that have a NEP value greater than 30. **(OPA 68)**

2.10.2.5 Minor additions to existing *development*, minor infilling of residential or other noise-*sensitive uses* such as day care centres, schools and health care facilities and the replacement of existing residential development may be considered where the NEP value is greater than 30, provided the long term functions of the airport are not adversely impacted. **(OPA 68)**

2.11 Recreational and Tourist Nodes and Marinas (OPA 42)

2.11.1 General

2.11.1.1 It is the intent of this Plan to develop Recreational and Tourist Nodes and Marinas to capitalize on the inherent recreational, natural and historic resources of Oshawa and to promote Oshawa as a destination centre for residents and visitors. Certain areas of Oshawa shall be planned to serve the function of tourist attractions and to provide major recreational activity centres.

2.11.1.2 Recreational Nodes, Tourist Nodes, and Marinas are symbolically designated on Schedule "A".

2.11.1.3 *Development* or *site alteration* within Recreational Nodes, Tourist Nodes or Marinas that are within or in proximity to components of the *Natural Heritage System* shall be subject to the relevant policies of Section 5.0 of this Plan. **(OPA 179)**

2.11.2 Site Specific Policies

2.11.2.1 The Recreational Node shown along the west side of the Oshawa Harbour shall be developed to provide a major recreational activity centre, including easy access to active transportation facilities such as trails and paths, and may include a waterpark, arts and crafts market, cultural heritage centre, natural and built shade structures, boating and docking facilities and other open space and recreation uses. Substantive *development* of this Recreational Node shall only be permitted following resolution of any adverse environmental effects in accordance with the relevant policies of Section 5.0 of this Plan or constraints associated with contaminated soils and floodplain issues. **(OPA 179)**

2.11.2.2 The Tourist Node shown along the west side of the Oshawa Harbour shall be developed to provide a destination centre for residents and visitors and may include a museum, restaurant, club, retail store, studio, hotel, professional offices, boating and docking facilities and other open space and recreation uses. Outdoor tourism attractions and facilities for day use activities may also be permitted. Substantive *development* of this Tourist Node shall only be permitted following resolution of any adverse environmental effects in accordance with the relevant policies of Section 5.0 of this Plan or constraints associated with contaminated soils and floodplain issues. **(OPA 179)**

2.11.2.3 The Marina Node shown on the north side of the Oshawa Harbour shall be developed to provide recreational boating facilities and may include a marina with associated boating and docking facilities and accessory uses such as a restaurant, specialty shops, and related sports, fishing, and charter activities, and/or public and private boat launches. Further expansion and

rehabilitation of the Marina Node shall only be permitted following resolution of any adverse environmental effects in accordance with the relevant policies of Section 5.0 of this Plan or constraints associated with contaminated soils and proximity to a former waste disposal site. **(OPA 179)**

2.12 Infrastructure and Utilities **(OPA 179)**

2.12.1 General

2.12.1.1 It is the intent of this Plan to provide adequate utilities, infrastructure and services to accommodate existing and future needs of the City and to support the City's long-term economic prosperity. **(OPA 179)**

2.12.1.2 For the purposes of this Plan, infrastructure refers to physical structures (facilities or corridors) that form the foundation for *development* or resource use. Infrastructure includes: sewage and water systems (including sewage treatment systems, water storage facilities, water wells, water supply and sanitary sewage pumping stations operated by public agencies), stormwater management facilities, waste management systems, electricity generation facilities and transmission and distribution systems operated by a public agency (including transformer stations), renewable energy systems, communications/telecommunications (including telephone exchanges), transit and transportation corridors and facilities (including recreational and utilitarian walking and cycling facilities), oil and gas pipelines and associated facilities. **(OPA 179)**

2.12.1.3 Areas designated as Utilities on Schedule "A" shall be used for water supply plants, water pollution control plants, and Hydro One Networks Inc./Ontario Power Generation Inc. major electric power transformer stations. **(OPA 179)**

2.12.1.4 Notwithstanding any other policies in this Plan, infrastructure and utilities, transmission lines and rights-of-way may be allowed in any land use designation, subject to any regulatory requirements, any relevant infrastructure-related provisions of the Oak Ridges Moraine Conservation Plan or the Greenbelt Plan, and the relevant policies in Section 5.0 of this Plan, particularly Policies 5.4.4 and 5.6.15, as applicable. **(OPA 36, 179)**

2.12.1.5 Notwithstanding any other policies of this Plan, municipal works depots may be allowed in any land use designation subject to the provisions of Policy 2.5.1.4 of this Plan and provided that they are recognized in the zoning by-law. **(OPA 179)**

2.12.1.6 Notwithstanding any other policies of this Plan to the contrary, broadband is recognized as an essential utility. The City recognizes the need for the continued growth and maintenance of broadband infrastructure to ensure fast, reliable and affordable high-speed internet access for all residents and businesses within the City of Oshawa. **(OPA 195)**

2.12.2 Land Use Relationships

2.12.2.1 In the location, design, and construction of utilities, the authority having jurisdiction shall have regard for any potential adverse effects on human and natural *environments* and shall have regard for the relevant policies of

Section 5.0 of this Plan. In addition, proponents shall give primary consideration to existing utility corridors in locating and designing new utilities. Consideration shall also be given to the application, where appropriate, of green infrastructure to complement infrastructure projects. **(OPA 179)**

2.12.2.2 Improvements to existing infrastructure located within the *Natural Heritage System* shall reduce, and where possible, eliminate impacts generated by existing infrastructure. Improvements to infrastructure through the use of appropriate technologies and mitigation measures, as well as opportunities to remove or decommission existing infrastructure, shall be investigated. **(OPA 179)**

2.12.2.3 Infrastructure projects shall demonstrate that there will not be any impediment to stream flow, fish movement or aquatic habitat. Wherever possible, improvements to existing infrastructure shall incorporate measures to eliminate any existing and/or future impediment to stream flow, fish movement or aquatic habitat. Where existing in-stream barriers exist, the City and the Conservation Authority will work collaboratively to determine an appropriate approach to deal with the existing barriers. **(OPA 179)**

2.12.2.4 All new infrastructure shall respect natural drainage patterns, and approval will require confirmation of appropriate minor/major systems, management of external drainage, and discharge to appropriate outlets. **(OPA 179)**

2.12.2.5 Environmental Management Plans for major infrastructure at the detailed design stage shall be required to address details of mitigation measures during construction. **(OPA 179)**

2.12.2.6 The City shall encourage the location of major hydro-electric power, oil, gas, communication and other transmission lines in such a manner as to minimize the possible adverse impacts of these facilities on nearby human activities, adjacent land uses including *agricultural uses* and cultural *heritage resources* and the *Natural Heritage System*. **(OPA 179)**

2.12.2.7 Open space and recreation uses such as active and passive recreation uses, agriculture, allotment gardens, community gardens, other utilities, and parking lots and outdoor storage areas that are accessory to abutting land uses may be permitted on lands under the jurisdiction of Hydro One Networks Inc. or Ontario Power Generation Incorporated. **(OPA 179)**

2.12.2.8 *Development* or redevelopment within areas of influence of sewage treatment facilities shall be in accordance with the policies of the Ministry of the Environment, Conservation and Parks. **(OPA 179)**

2.12.2.9 New municipal snow storage facilities shall not be located within 30 metres (98 ft.) of a water body, including *wetlands*. Exceptions may be permitted where water quality run-off is mitigated through buffers or treatment

demonstrating that there will be no negative impact to water quality in receiving streams and/or *wetlands*. Further, as opportunities arise, the City will consider undertaking improvements to existing municipal snow storage facilities located within 30 metres (98 ft.) of a water body and/or *wetland* that will mitigate or eliminate untreated runoff to the water body/*wetland*.

New and/or existing municipal snow storage facilities within High Volume Recharge Areas will be subject to the provisions of Policy 5.6.2.

(OPA 179)

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2.13 Special Study Areas (OPA 33)

2.13.1 General

2.13.1.1 Special Study Areas, when necessary, shall be designated on Schedule “A” to indicate areas that require further study after which appropriate designations shall be adopted by amendment to this Plan. **(OPA 179)**

2.13.1.2 Until such time as appropriate amendments to this Plan are adopted, the existing zoning by-law(s) that apply to the Special Study Areas may remain in force or be amended to an agricultural or other appropriate zoning category in accordance with the provisions of Policy 9.3.3 of this Plan. However, amendments to this Plan and/or zoning by-law(s) within Special Study Areas may be passed if, in the opinion of City Council, such amendments do not jeopardize the orderly *development* of the Special Study Area. **(OPA 179)**

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2.14 Special *Development* Area (OPA 42, 179)

2.14.1 General

2.14.1.1 Special *Development* Areas, as delineated on Schedule "A", identify areas with unique character or function. Such areas generally contain more than one land use designation and require additional policies beyond those specified in the land use designations. **(OPA 179)**

2.14.1.2 Lands within Special *Development* Areas shall be subject to the specific policies of the land use designations therein as well as the special policies that apply to the respective Special *Development* Area. **(OPA 179)**

2.14.2 Oshawa Harbour Special *Development* Area (OPA 179)

2.14.2.1 The City shall continue to encourage the economic *development* of the Oshawa Harbour Special *Development* Area and shall promote industrial, residential, commercial, cultural, tourist, recreational and other uses in accordance with the land uses shown on Schedule "A" to this Plan. **(OPA 179)**

2.14.2.2 The City shall encourage the relocation over time of existing land uses on the west side of Oshawa Harbour which are incompatible with the land uses shown on Schedule "A" to this Plan. Notwithstanding the foregoing, port and marine-related transportation, cargo handling and storage services and facilities located on the west wharf may continue on an occasional and overflow basis until such time as suitable replacement facilities have been established on the east side of the Harbour.

2.14.2.3 The City shall encourage the clean-up of environmentally contaminated land and water associated with the Oshawa Harbour in accordance with applicable Federal and Provincial policies.

2.14.2.4 It is the intent of this Plan to recognize the economic and recreational benefits of the Oshawa Harbour to the City and the Region. In this regard, the City shall encourage the modernization and expansion of the Oshawa Harbour and shall co-operate with all levels of government and their appropriate agencies to maximize the economic, industrial and recreational potential of the Oshawa Harbour. The City shall have regard for the continued economic viability of the Oshawa Harbour in the consideration of any *development* or redevelopment of lands in the vicinity of the harbour.

2.14.2.5 The City shall encourage public access along the west side of Oshawa Harbour where feasible.

2.14.2.6 Lands designated as Residential in the Oshawa Harbour Special *Development* Area shall be planned and developed in accordance with the relevant policies of this Plan, particularly Policy 2.14.2.7.1 and the policies under Sections 2.3, 5.7.2 and 6.4, with the objectives of achieving higher

density, intensive and compact built form. Residential and mixed-use *development* shall facilitate and complement higher order transit services, walking and cycling with an emphasis on pedestrian-oriented design that is focused upon and reinforces the public realm, the *Natural Heritage System*, and adjacent shoreline areas. *Development* in areas designated as Residential within the Oshawa Harbour Special *Development* Area shall be planned to support an overall long-term density target of at least 60 residential units per gross hectare (24.28 residential units/gross ac.) and a *Floor Space Index* of 2.0. **(OPA 179)**

2.14.2.7 Planning Criteria (OPA 179)

2.14.2.7.1 *Development* within the Oshawa Harbour Special *Development* Area shall be in accordance with up-to-date principles of good design, including adaptability over time, climate change resiliency, respect for, and integration with, natural features and functions, and long-term sustainability. *Development* within areas designated as Special Waterfront Area shall be in accordance with the policies of Section 2.15 of this Plan. *Development* outside of areas designated as Special Waterfront Area shall reflect an approach to urban design and infrastructure *development* that takes into account the following:

(a) The needs of pedestrians, cyclists and persons of all ages and abilities as a primary design consideration, to facilitate safe, attractive, convenient, well-connected and accessible active transportation within and between the public and private realms, including along the Lake Ontario Waterfront Trail;

(b) Ensuring that transit and active transportation are facilitated through a balanced approach to *Level of Service (LOS) measures* pursuant to Policy 3.1.1 for all transportation modes and through the appropriate siting and massing of built form in relation to surrounding land uses and the public realm;

(c) Design schemes which include common internal vehicular and pedestrian circulation, integration of the location and design of structures, and the integration of parking areas and access points with those of adjacent land uses;

(d) Incorporating landscaping and low impact *development* stormwater measures further to Policy 5.6.10 of this Plan as an integral part of all *developments*, including the use of appropriate landscaping to protect and augment edge conditions associated with components of the *Natural Heritage System*, and encouraging green infrastructure and green building design;

(e) Integrating walkways, parkland, community gardens, open space and the Lake Ontario Waterfront Trail along with the restoration,

enhancement and connectedness of any adjacent *Key Natural Heritage Features* and *Key Hydrologic Features* in a manner that complements these elements as an important component of the public and/or private realms;

(f) Discouraging open storage;

(g) Potential public transit routes and a sufficient balance of off-street parking in accordance with acceptable design principles;

(h) Appropriate forms of, and locations for, *residential intensification*, with particular regard to the policies in Section 6.4 of this Plan;

(i) Ensuring a more compact urban form that assists in achieving the population and employment forecasts in Policy 1.9 of this Plan;

(j) Ensuring that *development* is transit-supportive and emphasizes the importance of the public realm as a focus for safe, inclusive, high quality, pedestrian-oriented, human-scale urban design, generally through the application of design practices and/or zoning regulations such as:

(i) Siting buildings to frame the street and create a continuous street wall;

(ii) Providing quality facades along street-facing walls, including main building entrances;

(iii) Using a high proportion of glazing along street-facing facades, with transparent windows at ground level;

(iv) Incorporating elements for weather protection, such as colonnades, awnings and canopies, as well as natural and built shade structures;

(v) Implementing minimum and maximum building setbacks for substantial portions of buildings' street-facing facades to ensure a consistent street wall;

(vi) Implementing minimum built frontage requirements along streets;

(vii) Not locating parking, driveway aisles and service areas between the street and portions of street-facing building facades subject to minimum and maximum setbacks;

(viii) Providing a network of publicly accessible open spaces (e.g., outdoor gathering/sitting spaces) at a range of scales, that are integrated with and complement the public realm;

(ix) Ensuring that the middle and upper storeys of higher buildings are set back from lower storeys, particular along street-facing facades; and

(x) Ensuring the aesthetics of streetscapes, waterways and shorelines are cohesive and attractive, and that in addition to creating an aesthetically pleasing *environment* through well-planned design schemes and the incorporation of aesthetic features, opportunities for active transportation are further promoted through the provision of crosswalks, lighting and street furniture such as benches and waste receptacles, where appropriate;

(k) Ensuring that rooftop mechanical equipment is enclosed in a manner the blends with the architecture of the building, and where buildings are six storeys or higher, ensuring that rooftops are designed as architectural elements that enhance the appearance and presence of the building;

(l) Ensuring that new *development* generally fronts or flanks onto road rights-of-way, with reverse lotting only permitted where other design approaches are demonstrated, to the satisfaction of the City, not to be feasible;

(m) Ensuring that light pollution abatement measures are implemented;

(n) Ensuring that new *development* reflects an appropriate interface with adjacent *development*, particularly transitional areas between different land use designations; and

(o) Ensuring that new *development* does not adversely affect the *Natural Heritage System*, but rather enhances its functions, where possible.

2.14.2.7.2 The built form of *development* and redevelopment in the Oshawa Harbour Special *Development* Area should vary, based on the land use designations, and be compatible with, and complementary to, adjacent *development*. The built form should demonstrate a high degree of sensitivity where *development* interfaces with the *Natural Heritage System* and areas designated as Open Space and Recreation. Buildings adjacent to the intersection of Harbour Road and Simcoe Street South and along Simcoe Street South, south of Harbour Road, should generally be high- to mid-rise in height, with middle and upper storeys set back from lower storeys.

2.14.2.7.3 To assist in achieving the intended overall density *Floor Space Index* targets specified in Policy 2.14.2.6 for areas designated as Residential, three functional storeys shall be required for new *development* or redevelopment, and the floor area of the uppermost storey should generally be at least half the ground floor area.

Notwithstanding the foregoing minimum building height requirement, where larger *development* sites can appropriately accommodate multiple buildings, some buildings on the site may be permitted having a lesser number of

storeys than are otherwise required without amendment to this Plan, provided that:

(a) The zoning by-law includes regulations, such as a minimum vertical height requirement and/or a minimum ground floor ceiling height requirement, to ensure that in terms of external massing, the height of buildings is visually comparable to the height of ground-related multi-storey buildings;

(b) The proponent demonstrates to the satisfaction of the City that the *development* of the site under ultimate build-out conditions will achieve a density and *Floor Space Index* consistent with the applicable overall long-term density and *Floor Space Index* targets specified in Policy 2.14.2.6; and

(c) The *development* site is zoned to prohibit any severances which would preclude the ability to appropriately achieve on each of the retained and newly created parcels *development* having a density and *Floor Space Index* consistent with the applicable overall long-term density and *Floor Space Index* targets specified in Policy 2.14.2.6.

2.14.2.7.4 The review of *development* applications within areas designated as Residential in the Oshawa Harbour Special Development Area shall consider the ability of the site, proposed layout and built form to achieve on-site the overall long-term density and *Floor Space Index* targets specified in Policy 2.14.2.6. It is understood that the *development* of any individual property may involve a number of phases before it will achieve a density and *Floor Space Index* consistent with the overall long-term density and *Floor Space Index* targets. Accordingly, in instances where on-site *development* will be consistent with the overall long-term targets only through phasing, a comprehensive urban design study demonstrating to the City's satisfaction consistency with the overall long-term targets under ultimate build-out conditions may be required from the proponent.

Each phase of *development* undertaken by the proponent shall protect for the ability of the subject site to be developed in accordance with the comprehensive urban design study, and the amount of surface parking provided on-site in conjunction with a particular phase should generally not exceed minimum requirements (unless it is a pre-existing condition); in this regard, parking within structures, including underground parking, should be implemented wherever possible. *Development* of a site through phasing in accordance with a comprehensive urban design study shall be a requirement of any related Site Plan Agreement.

It is understood that a comprehensive urban design study may be revised from time-to-time in response to market changes; however, all such revisions shall continue to demonstrate, to the City's satisfaction, consistency with the

overall long-term density and *Floor Space Index* targets in a fashion that maintains the intent of this Plan and the Zoning By-law.

In instances where the ability for *development* on an individual site to meet the overall long-term density and *Floor Space Index* targets under ultimate build-out conditions in an appropriate manner is demonstrably constrained, a master block plan may be required by the City. A master block plan shall show the siting of a particular proposal within a broader surrounding context, the limits of which are to be identified by the City on a case-by-case basis. In this regard, the master block plan may involve an appropriate conceptualization of the future *development* of the subject lands and lands in the vicinity of the subject site, as well as show existing conditions and/or other concurrent proposals in the broader surrounding area. The City may use a master block plan as a mechanism by which to evaluate a proposal and surrounding lands in terms of current, proposed and ultimate build-out conditions and consistency with overall long-term density and *Floor Space Index* targets.

2.14.2.7.5 *Development* on the following lands within the Oshawa Harbour Special *Development* Area, namely:

(a) The former waste disposal site south of Harbour Road and west of Montgomery Creek;

(b) The west side of Oshawa Harbour;

(c) The lands at the southeast corner of Simcoe Street South and Harbour Road;

(d) The lands south of Harbour Road and immediately east of Montgomery Creek containing fill material from the Harbour and possibly from the former waste disposal site; and

(e) Those lands on the east side of Oshawa Harbour that have been used for dredgeate disposal,

shall comply with applicable Provincial regulations and guidelines concerning the use of contaminated lands and the relevant policies of Section 5.9 of this Plan.

2.15 Special Waterfront Area (OPA 42)

2.15.1 General

2.15.1.1 It is the intent of this Plan to ensure that waterfront lands with their locational characteristics and natural environmental and historic features be used in a manner which takes full advantage of such features and the associated land use opportunities.

2.15.2 Site Specific Policies

2.15.2.1 The lands designated as Special Waterfront Area are generally located between the Industrial area associated with the east side of the Oshawa Harbour and the Oshawa Second Marsh and include a large portion of the former Gifford Farm which in itself contains a significant topographical feature known as the Gifford Hill. These lands may be used for certain prestige industrial and office uses; cultural and community uses; and open space and recreation uses. In considering *development* for these lands, provision shall be made for:

(a) Protection of the Second Marsh ecosystem and associated environmental features;

(b) Uses and site designs which will minimize adverse visual, noise, lighting, air and water quality impacts on the Second Marsh;

(c) Generally maintaining the existing topography associated with the Gifford Hill, subject to such minimal regrading as is reasonably required for *development* of the lands;

(d) Applicable historical and archaeological assessments prior to any *development*;

(e) Provision of a 120 metre (394 ft.) wide open space buffer area along the west side of the Second Marsh;

(f) Emphasis on land uses that are compatible with the locational, topographical and environmental characteristics of the area and complement each other and adjacent uses; and

(g) Internal drainage and erosion control measures to the satisfaction of the Ministry of Natural Resources and Forestry. **(OPA 179)**

2.15.2.2 Prior to permitting *development* on the lands designated as Special Waterfront Area within 40 metres (131 ft.) of the Lake Ontario Shoreline, the owner must satisfy the City that:

(a) The relevant policies of Section 3.1 of the Provincial Policy Statement 2014, regarding lands subject to erosion hazards, is met; **(OPA 179)**

(b) *Development* will not have an adverse impact on the ecological function of the shoreline area; and

(c) *Development* will not significantly interfere with the view of Lake Ontario from the crest of Gifford Hill.

2.15.2.3 An urban design plan and related design guidelines have been prepared for the lands designated as Special Waterfront Area. The urban design plan and design guidelines address the matters outlined in Policy 2.15.2.1 and the following: **(OPA 179)**

(a) Topographic preservation and grading;
(b) Lighting;
(c) Noise and dust emission controls;
(d) Stormwater management facilities;
(e) Maintenance of the Second Marsh ecosystem and associated environmental features;
(f) Building height;
(g) Landscape treatment;
(h) Parking lot design;
(i) Quality of building design;
(j) Pedestrian and vehicle access and circulation; and
(k) Maintenance of existing trees wherever feasible.

In the event that an agreement has been entered into with the owner of lands designated as Special Waterfront Area for the *development* of a nature interpretive centre, consideration shall be given to site design and landscaping on adjacent lands to complement the interpretive centre

2.15.2.4 *Development* on lands designated as Special Waterfront Area shall proceed by plan of subdivision(s) and subsequent site plan approval, or by site plan approval alone if developed as a single parcel, having regard to the urban design plan and design guidelines.

2.15.2.5 In the event that a tribunal under the Canadian Environmental Act approves the construction of a Confined Disposal Facility extending to the cuspate, the City will rezone that portion of the beach and the Confined Disposal Facility extending to the cuspate, from Special Waterfront to Special Industrial. It is intended that all land use planning issues, including public participation and social impact, will be fully canvassed at the environmental hearing.

3.0 Transportation

3.1 General

3.1.1 It is the intent of this Plan to provide an integrated and balanced transportation system that affords ease of travel and multiple modal choices for all users within and through the City while minimizing economic costs and disruption to natural, cultural and social *environments*; supporting the retention of existing businesses; and attracting new investment and economy activity.

For the purposes of this Plan, a balanced transportation system is one where transit and active transportation are facilitated through a balanced approach to *Level of Service (LOS) measures*. "*Level of Service (LOS) measures*" mean rating systems used to evaluate various transportation modes and impacts. "*Level of Service*" refers to the speed, convenience, comfort and security of transportation facilities and services as experienced by users. *Level of Service (LOS)* ratings, typically from A (best) to F (worst), are widely used in transportation planning to evaluate problems and potential solutions. **(OPA 179)**

3.1.2 The transportation policies of this Plan primarily focus on the roads, public transit, bicycle and pedestrian transportation facilities which serve City residents and are under the City's jurisdiction. This Plan provides further policies related to other components of the transportation system which are part of the Regional, Provincial or Federal transportation network.

3.1.3 Use of existing transportation infrastructure is to be optimized in priority to adding new infrastructure. To assist in the optimization of existing infrastructure and promote environmental and financial sustainability, the implementation of technologies and practices such as Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), transit-oriented design (TOD) and Employee Trip Reduction programs is supported. **(OPA 179)**

3.1.4 Uses adjacent to Highways 401 and 407 and to arterial road corridors in the City which may jeopardize the implementation of such corridors shall not be permitted in the absence of appropriate mitigation and design measures. **(OPA 179)**

3.2 Roads System

3.2.1 The roads system is comprised of Provincial Highways, Type "A", Type "B" and Type "C" arterial roads, collector and local roads. Existing and Future Arterial and collector roads are designated on Schedule "B". The location of local roads is determined through the *development* approval process and is not designated on Schedule "B".

Modifications to Schedule “B” to alter the status of particular arterial and collector roads from “Future” to “Existing” may be undertaken without amendment to this Plan, to reflect the construction of particular arterial and collector roads as it occurs.

(OPA 179)

3.2.2 Provincial Highways shown on Schedule “B” form part of the Provincial transportation network and include Highway 401 and the proposed Provincial Highway 407 corridor. The construction, maintenance and design of such Provincial Highways are not subject to the requirements of this Plan. However, the City shall review any proposed major widenings, realignments or new construction of Provincial Highways and provide appropriate comments to the Province. **(OPA 179)**

3.2.3 Existing and future interchanges with Provincial Highways 401 and 407 are shown on Schedule “B”. However, this plan does not necessarily obligate the Ministry of Transportation to retain or construct such interchanges.

(OPA 78, 179)

3.2.4 Type “A”, “B” and “C” arterial roads are shown on Schedule “B” and are subject to the relevant policies of this Plan. The City shall review any proposed major widenings, realignments or new construction of Type “A”, Type “B” and Type “C” arterial roads under the jurisdiction of the Region of Durham and provide appropriate comments to the Region.

(OPA 33, 78, 179)

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. **(OPA 78, 179, 217)**

3.2.6 The intersection of local roads with arterial roads shall be discouraged. In addition, consideration may be given to various measures to reduce, where

appropriate, the number of local road intersections with arterial roads in developed areas.

3.2.7 Where new roads are proposed to intersect existing roads, they shall align with existing intersections wherever possible and the City may acquire lands to achieve this end.

3.2.8 Local and collector roads shall be designed to discourage through traffic from penetrating residential areas. Collector roads shall be designed to promote efficient traffic circulation at reduced speeds and to encourage the use of arterial roads by high volume, through traffic.

3.2.9 Consideration shall be given to appropriate measures to reduce or discourage excessive vehicular traffic on local streets in developed areas.

3.2.10 Direct access from residential uses to Type "C" arterial roads may be restricted and provided, wherever possible, via collector and local roads. In this regard, consideration shall be given during the redevelopment of existing residential areas to reducing the number of direct accesses from residential uses to Type "C" arterial roads. In addition, consideration shall be given, where appropriate, to reducing the number of driveways along Type "C" arterial roads in developed areas through the provision of common off-street parking and service areas.

3.2.11 The City, as a condition of *development* or redevelopment, may require the conveyance of lands to the extent of City typical road right-of-way widths as shown on Table 5. Additional lands in excess of typical right-of-way widths may be required for such works as walking and cycling facilities, intersection improvements, sight triangles, drainage, culverts, bridges and underpass construction. **(OPA 179)**

3.2.12 Provisions shall be made in all applications for approval of site plans, plans of subdivision, land severance and minor variances for the following:

(a) City and Regional typical road right-of-way requirements;
(b) The proper relationship of buildings to the typical physical characteristics of roads; and
(c) The provision of landscaping where necessary.

3.2.13 Consideration shall be given in the review of *development* applications adjacent to arterial roads to the Region of Durham's Arterial Corridor Guidelines. **(OPA 179)**

Table 5: Classification of Roads

Criteria	Road Classes				
	Type "A" Arterial	**Type "B" Arterial**	**Type "C" Arterial**	**Collector**	**Local**
General Function	Large volumes of traffic which consist of more than 10,000 Annual Average Daily Traffic (AADT)	Moderate volumes of traffic which consist of 5,000 to 40,000 AADT	Lower volumes of traffic which consist of 4,000 to 20,000 AADT	Moderate volumes of short distance traffic which consist of 4,000 to 15,000 AADT.	Light volumes of traffic moving between points of origin and the collector road system, which consist of 500 to 4,000 AADT
Typical Right-Of-Way	36 m to 45 m (118 to 148 ft.) 36 m for ultimate 2-4 lane cross-section 40 m for ultimate 4 lane cross-section with channelized right turn lanes at intersections 45 m for ultimate 6 lane cross-section 4-6 lanes within the Major Urban Area and 2-4 lanes outside the Major Urban Area	30 m to 36 m (98 to 118 ft.) 36 m for ultimate 4 lane cross-section 4 lanes within the Major Urban Area and 2-4 lanes outside the Major Urban Area	26 m to 30 m (85 to 100 ft.) Width dependent on transit facilities, on street parking and established *development* (i.e. downtown) 2-4 lane cross-section within the Major Urban Area	Urban: 20 m to 26 m (66 to 85 ft.) Rural: 30 m (98 ft.)	Urban: 20 m (66 ft.) Rural: 30 m (98 ft.)

Criteria	Road Classes				
	Type "A" Arterial	**Type "B" Arterial**	**Type "C" Arterial**	**Collector**	**Local**
Intersection and Access	Generally only intersect with freeways and other arterial roads to provide highest *Level of Service* and may accommodate high occupancy vehicle or bus lanes where required. Direct access to adjacent property to be controlled or not permitted. Generally private accesses shall be located a minimum of 200 m (656 ft.) apart in urban areas.	Generally intersect with other arterial and collector roads to provide a moderate *Level of Service* and may accommodate high occupancy vehicle and bus lanes where required. Direct access to adjacent property to be controlled or not permitted. Generally private accesses shall be located a minimum of 80 m (262 ft.) apart in urban areas.	Generally intersect with Type "B" and Type "C" arterial and collector roads. Access control will be limited; accordingly, higher density residential *development* shall have shared or combined access, and individual private access shall be limited to single detached dwelling unit frontages.	Generally intersect with Type "B" and Type "C" arterial, collector and local roads. Direct access to adjacent property will be permitted subject to acceptable crossing and stopping sight distances.	Generally intersect with collector, Type "C" arterial and local roads. Direct access to adjacent property to be permitted. Intersection of local roads with arterial Type "A" and Type "B" arterial roads is to be discouraged.

Criteria	Road Classes				
	Type "A" Arterial	**Type "B" Arterial**	**Type "C" Arterial**	**Collector**	**Local**
Cycling and Pedestrian Provisions	Appropriate, convenient and safe facilities on both sides with separation from traffic lanes preferred for pedestrians Cycling provisions shall be planned and provided for in accordance with the Regional Cycling Plan and/or the City's approved Active Transportation Master Plan, as appropriate	Appropriate, convenient and safe facilities on both sides for pedestrians Cycling provisions shall be planned and provided for in accordance with the Regional Cycling Plan and/or the City's approved Active Transportation Master Plan, as appropriate	Appropriate, convenient and safe facilities on both sides for pedestrians; however, may not be required on both sides in industrial areas Cycling provisions shall be planned and provided for in accordance with the Regional Cycling Plan and/or the City's approved Active Transportation Master Plan, as appropriate	Appropriate, convenient and safe facilities on both sides for pedestrians Cycling provisions shall be planned and provided for in accordance with the Regional Cycling Plan and/or the City's approved Active Transportation Master Plan, as appropriate	Appropriate, convenient and safe facilities on one side for pedestrians Cycling provisions shall be planned and provided for in accordance with the Regional Cycling Plan and/or the City's approved Active Transportation Master Plan, as appropriate

Criteria	Road Classes				
	Type "A" Arterial	**Type "B" Arterial**	**Type "C" Arterial**	**Collector**	**Local**
Minimum Intersection Spacing	Spacing of intersections shall generally be a minimum of 700 m (2,296 ft.) apart in a north-south direction and 300 m/500 m (984 ft./1,640 ft.) apart in an east-west direction	Spacing of major intersections generally shall be a minimum of 525 m (1,722 ft.) apart in a north-south direction and staggered 300 m/500 m (984 ft./1,640 ft.) in an east-west direction. Some minor intersections (T-type) mid-block may be permitted subject to possible future control; likewise, right-in/right-out intersections may be permitted.	Generally intersection spacing shall be a minimum of 300 m (984 ft.) apart. Some minor intersections with future control provisions may be permitted, if necessary, due to capacity and queuing considerations.	60 m (197 ft.)	3 way: 40 m (131 ft.) 4 way: 60 m (197 ft.)
Transit	May serve as Regional Transit Spines	May serve as Regional Transit Spines	May serve as local transit corridors and connectors to Regional Transit Spines	May serve as local transit corridors and connectors to Regional Transit Spines	May serve as local transit corridors and connectors to Regional Transit Spines when transit route service/function and/or operation is not alternatively well-served using collector and/or arterial roads.

(OPA 78, 179)

3.2.14 *Development* applications adjacent to arterial roads where access opportunities are limited shall be reviewed to ensure that pedestrian and bicycle connectivity and permeability to the arterial road is supported by:

(a) Ensuring that new *development* generally fronts or flanks onto road rights-of-way, with through-lotting or double fronting lots permitted where other design approaches are demonstrated, to the satisfaction of the City, not to be feasible;

(b) Limiting the span of noise attenuation walls or fencing, where applicable, adjacent to arterial roads through the use of alternative designs, such as orienting lots to have side yards flanking the arterial road rather than reverse lot frontages; and

(c) Establishing direct visual and pedestrian and bicycle connections such as sidewalks, walkways and multi-use paths from adjacent proposed land uses and/or local streets to the arterial road.

(OPA 179)

3.2.15 Grade separations and other structures related to the road system shall be designed and constructed having regard for their potential adverse audio and visual effects on adjacent residential properties.

3.2.16 The City shall generally support the phasing-out of on-street parking from arterial roads by encouraging the *development* of well-designed, off-street parking areas. Notwithstanding the foregoing, appropriately designed on-street parking on arterial roads in the Downtown Oshawa Urban Growth Centre, the Central Oshawa Transportation Hub, and adjacent to parks, trailheads, and public institutional uses such as libraries and community centres, may be considered in light of limited opportunities for off-road parking or as a means of achieving other relevant planning objectives, such as using on-street parking for traffic-calming or maximizing the use of parkland for greenspace; however, such consideration shall be balanced by the need to provide for the safe use of roads and boulevards by all users, including pedestrians, cyclists and transit. **(OPA 179)**

3.2.17 Adequate public and/or private parking facilities, including accessible barrier free parking, shall be encouraged in conjunction with all *development* projects. **(OPA 179)**

3.2.18 Consideration shall be given to landscaping and architectural aesthetics in the design and construction of roads and related structures.

3.2.19 To achieve a multi-modal transportation *environment*, the City supports a balanced approach to *Level of Service (LOS) measures* pursuant to

Policy 3.1.1 for all transportation modes and may be prepared to use a variety of techniques depending on the function of the road, including:

(a) Reduced lane widths;

(b) Provision of landscaped centre medians;

(c) Provision of on-street parking, including lay-bys;

(d) Provision of transit priority measures;

(e) Provision of more frequent intersections of local roads with Regional and other major roads to allow for the creation of a modified grid network in Main Central Areas and in Transportation Hubs, subject to site-specific conditions and accepted planning, urban design and traffic engineering principles;

(f) Use of alternative road geometries and materials at pedestrian crossing areas; and

(g) Elimination of channelized right-hand turning lanes.

(OPA 179)

3.2.20 In concert with Municipal Class Environmental Assessments for major road works, or significant *development* applications or plans, the City may require corridor plans to be developed to provide a vision for the design of arterial road corridors within the City over time. Accordingly, corridor plans shall address such issues as:

(a) The existing and planned transportation function of the corridor for vehicular and active modes of travel, where pedestrian/cyclist comfort and safety will be a primary consideration of streetscape design, including present and future mobility and access requirements;

(b) Adjacent land uses and access arrangements; and

(c) Streetscape design and the relationship of the adjacent built form to the public realm.

The *development* of key arterial corridors will be shaped by these corridor plans, which shall include implementation measures and an outline of financial commitments for activities such as planning, design, maintenance, planting, construction or reconstruction.

(OPA 179)

3.2.21 Approval of *development* applications or site plans that require road improvements that are subject in turn to a Municipal Class Environmental Assessment or a corridor plan shall be withheld pending completion of the

Municipal Class Environmental Assessment or corridor plan to the extent necessary for the City and/or the Region to appropriately assess the *development* application or site plan. **(OPA 179)**

3.2.22 In consideration of the City's commitment to operate the Oshawa Executive Airport until at least 2033, potential extensions of Stevenson Road North and Beatrice Street East across the Oshawa Executive Airport are not shown on Schedule "B". Modifications to Schedule "B" to show these extensions may be undertaken without amendment to this Plan at such time as a new airport in the City of Pickering is operating and in the event the City considers it appropriate to redevelop the Oshawa Executive Airport for alternative land uses. Any redevelopment of the Oshawa Executive Airport for alternative land uses shall be guided by a comprehensive Master Land Use and Urban Design Plan prepared by the City. **(OPA 78, 179)**

3.2.23 All transportation, infrastructure or utilities construction and improvements within the Oak Ridges Moraine Conservation Plan Area and the *Natural Heritage System* shall be planned, designed and constructed in a manner that will minimize potential impacts on the ecological integrity of the *Natural Heritage System* and significant landform features of the Moraine. **(OPA 115, 179)**

3.2.24 An application for a transportation, infrastructure or utilities use in areas designated as Open Space and Recreation ORM – Natural Linkage or Prime Agricultural ORM – Natural Linkage shall not be approved until the provisions of Section 41 of the Oak Ridges Moraine Conservation Plan are satisfactorily addressed. **(OPA 115, 179)**

3.2.25 For lands falling within the Greenbelt Protected Countryside Area, the location and construction of all transportation, infrastructure or utilities, and expansions, extensions, operations and maintenance thereof, are subject to the relevant infrastructure provisions of the Greenbelt Plan and of this Plan. **(OPA 179)**

3.3 Public Transit

3.3.1 The City shall encourage increased public transit usage and the transit-supportive design of *developments*. The City shall also support the planning, implementation and operation of an integrated transit priority network consisting of Regional transit spines, inter-regional commuter rail and freeway transit services, Transportation Hubs and Commuter Stations, as designated on Schedule "B-1". **(OPA 78, 179)**

3.3.2 Consideration shall be given, where warranted, to integrating walkways and crosswalks with transit stops and providing bike parking shelters and bike racks at Commuter Stations. Consideration shall also be given to designing and locating transit stops to appropriately address matters of safety,

convenience, accessibility, aesthetics and facilitating maintenance, as a means of encouraging increased levels of physical activity. **(OPA 179)**

3.3.3 To facilitate the provision and use of transit, *development* adjacent to a Commuter Station, including within a Transportation Hub, or a Transit Spine designated on Schedule "B-1" shall:

(a1) Be implemented in accordance with the relevant provisions of Policy 2.1.8.1 where the *development* site is adjacent to a Commuter Station, including within a Transportation Hub;

(b1) Be implemented in accordance with the relevant policies of Sections 2.1.5 and 2.1.6 where the *development* site is adjacent to a Transit Spine that coincides with a Regional or Local Corridor, including an Intensification Area; and

(c1) Provide for the following:

(i) A broad mix of uses whose nature lends themselves to more intensive, compact *development* at higher densities, which are complementary in terms of scale, design and context to the support of transit services, and which are compatible with surrounding stable, established *development*, where the *development* site is located outside of the Windfields Part II Plan area;

(ii) Over the long term, a broad mix of uses whose nature lends themselves to more intensive, compact *development* at higher densities, which are complementary in terms of scale, design and context to the support of transit services, and which are compatible with surrounding stable, established *development*, where the *development* site is located within the Windfields Part II Plan area;

(iii) New buildings to be oriented towards the street, including frontal quality entrances and/or or direct pedestrian access to main entrances, to reduce walking distances to transit facilities;

(iv) Facilities which support non-auto modes such as drop off facilities, bus bays, bus loops, bus shelters, bike parking shelters and bike racks, walkways, trails and other walking and cycling facilities, as well as road widenings, where appropriate, to facilitate the provision of active transportation facilities such as bike lanes and multi-use paths within road rights-of-way; and

(v) Limited surface parking, to be regulated through the Zoning By-law, and opportunities for the potential redevelopment of surface parking.

For the purposes of this Plan, *development* adjacent to a Commuter Station means:

(a2) *Development* within a Transportation Hub or area of influence surrounding a Commuter Station that is geographically defined on Schedule "B-1" (such as the Central Oshawa Transportation Hub); or

(b2) An area within an approximate 500 metre (1,640 ft.) distance (representing about a 10 minute walk) of a Commuter Station identified on Schedule "B-1" that is not otherwise separated from the station by a 400 series Provincial freeway where no bridge crossings are present in proximity to the Commuter Station. Such an area shall be applied in instances where:

(i) A Commuter Station is identified on Schedule "B-1" but there is no associated Transportation Hub or defined area of influence surrounding the station, or

(ii) The geographic area of a Transportation Hub is undefined and is only shown symbolically in association with the Commuter Station on Schedule "B-1".

When the boundaries of a Transportation Hub or area of influence surrounding a Commuter Station are geographically defined pursuant to a Master Land Use and Urban Design Plan undertaken in accordance with Policy 2.1.8.2, revisions to Schedule "B-1" to delineate the boundaries will not require an amendment to this Plan.

(OPA 179, OMB PL170051)

3.3.4 Within Oshawa, Highway 2 (King Street/Bond Street) from the Whitby/Oshawa boundary to the Oshawa/Clarington boundary and Simcoe Street between Bloor Street and Highway 407 are the most significant transit spines in the City. Lands adjacent to these spines should be developed over the long term to their fullest potential to achieve applicable overall *Floor Space Index* and density targets in accordance with the relevant policies of Section 2.1 of this Plan, although the City may, at its discretion, retain the character of established residential areas along the Highway 2 and Simcoe Street corridors, such as to retain the integrity of historic residential streetscapes. **(OPA 179)**

3.4 Walking and Cycling System **(OPA 179)**

3.4.1 The City will develop, in conjunction with the Region, a walking and cycling system that affords opportunity for active transportation including recreational and utilitarian travel in the City, in an *environment* and with infrastructure that supports and promotes walking and cycling activity by offering safe, accessible, connected, direct, comfortable, attractive and convenient routes and conditions for travel. **(OPA 179)**

3.4.2 In the design and *development* of a walking and cycling system, consideration should be given to the following:

(a) Grade separations at appropriate points in the transportation system;
(b) Design measures such as signage, separate bicycle lanes, multi-use paths, and special catch-basin covers;
(c) Additional road right-of-way widths; and
(d) Design measures to facilitate accessibility and maintenance.

(OPA 179)

3.4.3 Walking and cycling facilities may be permitted in any designation, provided that the functions and features of the Natural Heritage System and agricultural operations are not adversely affected. **(OPA 179)**

3.4.4 In developing a network of walking and cycling routes and linkages, the City shall give consideration to the following strategies:

(a) Preserving the continuity of corridors (e.g., abandoned railway rights-of-way and utility corridors);

(b) Planning routes on a cross-boundary basis to enhance interconnectivity where practical;

(c) Incorporating the existing system of parklands and municipal walking/cycling network components where practical;

(d) Restricting types of uses on walking and cycling facilities that are inappropriate, in terms of safety considerations and also where uses are inappropriate to the reasonable capacity of the site (notwithstanding the ability to continue existing walking/cycling facilities);

(e) Providing for multi-use walking and cycling systems which establish a safe network for both pedestrians and cyclists;

(f) Supporting and ensuring compatibility with agriculture; and

(g) Ensuring the protection of the features and functions of the *Natural Heritage System.*

(OPA 179)

3.4.5 The Michael Starr Trail is a primary component of the City's active transportation system connecting the Downtown Oshawa Urban Growth Centre to the Central Oshawa Transportation Hub. The trail section linking these two key destinations is a linear corridor intended to function as a high-quality landscaped pedestrian and cycling connection. From an urban design perspective, the corridor shall be considered a key component of the public realm. New *development* and redevelopment shall frame and

overlook the corridor to provide a consistent street wall of high-quality, active facades with direct access to building entrances from the corridor. **(OPA 179)**

3.5 Rail System

3.5.1 The rail system as shown on Schedules “B” and “B-1” is comprised of the Canadian National and the Canadian Pacific rail lines. In addition, the future extension of GO Transit rail service to Bowmanville north of Highway 401 through the City will form part of the rail system and the alignment and station locations supported by Council are shown on Schedules “A-2” and “B-1”, in accordance with the environmental assessment for the Oshawa to Bowmanville GO Transit service extension approved by the Province on March 28, 2011. **(OPA 179)**

3.5.2 The rail system shown on Schedules “B” and “B-1” forms part of the Provincial and Federal transportation networks. The construction, maintenance and design of the rail system is not subject to the requirements of this Plan other than when elements of the rail system traverse components of the *Natural Heritage System* that are the subject of Policy 5.4.4 of this Plan and any associated buffer, including a *Vegetation Protection Zone*, in which case the relevant provisions of Policy 5.4.4 shall apply. However, the City shall review any proposed major additions or changes to the rail system and provide appropriate comments to the authorities having jurisdiction. **(OPA 179)**

3.5.3 Notwithstanding and provision of this Plan, the commuter stations shown on Schedule “B-1” and any other facilities associated with the GO Transit system may be permitted within any land use designation shown on Schedule “A” ,provided that when GO Transit facilities encroach into components of the *Natural Heritage System* that are the subject of Policy 5.4.4 of this Plan and any associated buffer, including a *Vegetation Protection Zone*, such encroachment shall occur only if the need for the project has been demonstrated and there is no reasonable alternative, and the relevant policies of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and this Plan shall apply. **(OPA 179)**

3.5.4 The City shall encourage the removal of abandoned rail spur lines and rehabilitation of the affected lands in compatibility with adjacent land uses.

3.5.5 Sensitive land uses including, but not necessarily limited to, residential dwellings, nursing homes, homes for the aged, health care facilities, day care centres and schools, that are proposed within 300 metres (984 ft.) of a rail corridor or railway commuter station, shall be evaluated through a noise study with consideration given to the noise and safety standards of the Ministry of the Environment, Conservation and Parks and the affected rail company/transit authority. Such evaluation will include consultation with these agencies.

In the same fashion, where sensitive land uses are proposed within 75 metres (246 ft.) of a rail corridor or railway commuter station, a railway vibration study will be required. Furthermore, where sensitive land uses are proposed within 1,000 metres (3,281 ft.) of a railway yard, a railway noise and vibration study will be required.

Noise and vibration analyses shall be prepared by a qualified professional consultant to the satisfaction of the City and other authorities having jurisdiction, and shall be submitted by the proponent for review. The City may require the proponent to provide appropriate mitigative measures, which shall be generally implemented through the *development* approvals process and *development* agreements.

(OPA 179)

3.6 Transportation Demand Management (TDM) (OPA 179)

3.6.1 The policies in this Plan are structured to promote the implementation and use of alternative modes of transportation as viable modal choices, such as transit, walking and cycling. As such, they are a component of a comprehensive, multi-faceted Transportation Demand Management approach to reducing single occupant vehicle dependency that has been developed under the umbrella of an Integrated Transportation Master Plan and Active Transportation Master Plan for the City. These two documents serve to articulate an appropriate general approach to implementing an integrated, balanced transportation system that affords ease of travel and multiple modal choices for all users

3.6.2 In conjunction with the policies of this Plan, particularly those relating to urban design, urban design guidelines that are developed to further articulate these policies shall emphasize built form and design that supports the implementation and operation of an integrated network of transit services and active transportation facilities for pedestrians and cyclists.

3.6.3 Accommodations to facilitate the provision of convenient, safe and accessible transit, walking and cycling infrastructure, such as land requirements and the implementation of complementary urban design, shall be considered for all new *development*, where appropriate, and in newly developing areas from the onset, to encourage the use of transit and active modes of transportation as *development* occurs.

3.6.4 Employers within the City are encouraged to promote trip reduction programs to reduce the number of single-occupant vehicular trips made by employees to, from and during work.

3.7 Goods Movement (OPA 179)

3.7.1 Schedule “B-2” identifies Preferred Haul Routes through the City for the movement of goods by commercial vehicles. These routes link major generators of traffic and the siting of *development* involving large scale facilities for the shipment of goods by road, including transport terminals and inter-regional truck receiving depots, is encouraged, in proximity to these routes, in appropriate industrial designations.

3.8 Vehicle Drive-through Facilities (OPA 188)

3.8.1 Vehicle drive-through facilities are normally associated with restaurants, banks and other commercial uses and are permitted accessory to permitted uses subject to the provisions of this Plan, the Zoning By-law and the Council approved Urban Design Guidelines for Sites with Vehicle Drive-through Facilities. Vehicle drive-through facilities may be restricted, in the Zoning By-law in areas such as those that are intended to be transit supportive, pedestrian oriented and meet certain urban design considerations.

3.8.2 All development applications for vehicle drive-through facilities will be reviewed against the provisions of this Plan, the Zoning By-law and the Council approved Urban Design Guidelines for Sites with Vehicle Drive-through Facilities, to ensure matters such as but not limited to the following, are addressed:

(a) Compatibility with adjacent land uses including appropriate setbacks and landscaping;

(b) Safety for motorists, cyclists and pedestrians;

(c) Noise, odour and transportation impacts;

(d) Interface with the public realm; and

(e) Sufficient parking and vehicle queuing spaces to prevent queuing on any public street.

3.8.3 All development applications for vehicle drive-through facilities may require supporting studies such as but not limited to Traffic, Parking, Queuing and Noise in accordance with the relevant policies of Section 3.0 and Policies 5.11.1.1 and 5.11.1.2 of this Plan.

4.0 Community Improvement

4.1 General

4.1.1 The City shall support programs and policies which will improve physically deteriorated areas of the City and which will be socially and economically beneficial to specific areas and the entire City.

4.1.2 The City shall promote the improvement of residential, commercial, industrial, and other areas in order to reduce land use conflicts, improve physically deteriorated structures, rehabilitate contaminated lands, intensify certain arterial road corridors, provide or upgrade parkland, recreational and other community facilities, and to upgrade the municipal infrastructure such as roads, paths, trails and underground services to City standards.

(OPA 73, 145, 179)

4.2 Community Improvement Area Criteria

4.2.1 The delineation of the Community Improvement Area shown on Schedule "C" is based on the following criteria:

(a) Residential areas which require improvements to upgrade housing units, deficient neighbourhood parks and recreational facilities, deficient streets and sidewalks, deficient sewer and water services, and to alleviate land use conflicts;

(b) Commercial areas which require improvements to upgrade deteriorated buildings, aesthetic amenities, deficient streets and sidewalks, parking deficiencies, and deficient sewer and water services. Such areas may exhibit a large number of vacant buildings or other indicators of economic decline, and land use conflicts; and

(c) Industrial areas, including *Regeneration Areas*, which require improvements to upgrade deteriorated buildings, deficient streets and sidewalks, deficient sewer and water services, inadequate parking, access and loading facilities, landscaping and buffering, or to alleviate environmental problems such as noxious uses or pollution, vacant or obsolete industrial buildings and land use conflicts. **(OPA 179)**

4.2.2 The overall Community Improvement Area in the City is delineated on Schedule "C". The City shall, by by-law, designate specific Community Improvement Project Areas within the overall area delineated on Schedule "C".

4.2.3 The delineation of the Renaissance Community Improvement Area and the Urban Growth Centre Community Improvement Area, the Harbour Road Area Community Improvement Area and the Wentworth Street West

Community Improvement Area shown on Schedule "C-1" are based on the following criteria: **(OPA 73, 93, 122, 179, 186, 191)**

(a) The Downtown Oshawa Urban Growth Centre exhibits some indicators of economic decline such as marginal uses, deteriorated buildings and vacant property. Various improvements are required to redevelop vacant lands, upgrade deteriorated buildings, provide for the adaptive reuse of existing buildings and address related aesthetic improvements. Some properties may also require the rehabilitation of contaminated lands prior to *development*. **(OPA 73, 179)**

(b) The Major Urban Area which contains some contaminated lands resulting from previous uses. Such lands require rehabilitation prior to *development*. **(OPA 73, 179)**

(c) The Simcoe Street South corridor between John Street in the north and Bloor Street in the south. Various improvements are required to certain building facades, the streetscape and to develop or redevelop vacant and underutilized properties in the corridor to provide appropriate facades, streetscape and mixed use, commercial and residential intensification in this area, which serves as a gateway into the Downtown Oshawa Urban Growth Centre. Some properties in Sub-area C may also require the rehabilitation of contaminated lands prior to *development*. **(OPA 91, 179, 195)**

(d) The Simcoe Street North corridor generally between Oshawa Creek and a point approximately 300 metres (984 ft.) north of Britannia Avenue plus 1399 Simcoe Street North. Various improvements are required to redevelop vacant and underutilized properties in the corridor in order to provide appropriate *residential intensification*. Some properties may also require rehabilitation of contaminated land prior to *development*. **(OPA 145, 179)**

(e) Certain lands generally along the King Street West and Thornton Road South corridors near the Trent University campus. Various improvements are required to redevelop vacant and underutilized properties in these corridors in order to provide appropriate *residential intensification*. Some properties may also require the rehabilitation of contaminated land prior to *development*. **(OPA 151, 179)**

(f) The Harbour Road Area consisting of lands generally north of Harbour Road between Simcoe Street South and the Montgomery Creek and south of Wellington Avenue East exhibits some indicators of economic decline such as inefficient uses, underutilization and vacant property. Various improvements are required to redevelop vacant lands and convert inefficient uses to residential uses and mixed residential/commercial uses. Some properties may also require the rehabilitation of contaminated lands prior to development. **(OPA 186)**

(g) The Wentworth Street West Area, consisting of lands generally on the south side of Wentworth Street West, both east and west of Cedar Street, exhibits some indicators of economic decline such as, underutilization and vacant property. Various improvements are required to redevelop vacant lands, upgrade deteriorating buildings and aesthetically improve facades to improve existing commercial uses. Some properties may also require the rehabilitation of contaminated lands prior to development. **(OPA 191)**

4.2.4 The overall Renaissance Community Improvement Area, Urban Growth Centre Community Improvement Area, Harbour Road Area Community Improvement Area and Wentworth Street West Community Improvement Area in the City are delineated on Schedule "C-1". The City shall, by by-law, designate specific Renaissance Community Improvement Project Areas, Urban Growth Centre Community Improvement Project Areas, Harbour Road Area Community Improvement Project Areas and Wentworth Street West Community Improvement Project Areas within the overall area delineated on Schedule "C-1". **(OPA 73, 179, 186, 191)**

4.3 Sub-areas

4.3.1 The overall Community Improvement Area delineated on Schedule "C" is composed of sub-areas, as follows: **(OPA 26, 42, 122)**

Sub-area A
Generally bounded by Jarvis Street, Hillcroft Street, Oshawa Boulevard and Adelaide Avenue, this is an older mixed residential/industrial area. Improvements in this area are required to alleviate land use conflicts between residential and industrial areas and to upgrade substandard buildings and deficiencies in parks, community facilities and roads.

Sub-area B
This area is bounded by the Oshawa Creek, Adelaide Ave., Division Street and William Street. Although substantial improvements have been made in the area, improvements are required to alleviate land use conflicts and road deficiencies in this area. The area is also subject to redevelopment pressures for higher density residential and commercial uses.

Sub-area C
This area includes a large portion of the Downtown Oshawa Urban Growth Centre. Improvements are required to alleviate economic decline and land use conflicts, and to upgrade buildings requiring rehabilitation, deficient roads, deficient parking and aesthetics. **(OPA 179)**

Sub-area D
This area is located west of Oshawa Creek, between King Street West and Highway 401. Improvements are required to upgrade those buildings which

require rehabilitation, to improve facilities and appearance of park and recreation areas and to upgrade deficient roads.

Sub-area E

This area is located south of the Downtown Oshawa Urban Growth Centre between the Oshawa Creek and Simcoe Street. Improvements in this area are required to alleviate land use conflicts between residential and commercial uses. Improvements will also upgrade buildings which require rehabilitation, establish new recreational facilities in the existing parks, upgrade road deficiencies, alleviate a lack of off-street parking in the Simcoe Street commercial area, and establish community facilities in the high density residential sector. **(OPA 179)**

Sub-area F

This area is generally located south of the Downtown Oshawa Urban Growth Centre between Simcoe Street and Ritson Road. Although substantial improvements have been made in the area, improvements are required to alleviate land use conflicts among residential, commercial and industrial areas, and to upgrade buildings requiring rehabilitation, road deficiencies, a lack of off-street parking in the Simcoe Street commercial area, economic decline in the commercial area, and to rehabilitate or remove obsolete or vacant industrial buildings. **(OPA 179)**

Sub-area G

Located between Highway 401 and the Canadian National Railway mainline, this linear mixed use area comprises the Bloor Street corridor area. Improvements in this area are required to alleviate severe land use conflicts, to upgrade buildings requiring rehabilitation, deficiencies in parks and community facilities, and to alleviate economic decline and detrimental impacts from major road and rail transition facilities. **(OPA 179)**

Sub-area H

This medium-high density lower income residential area is generally bounded by the Oshawa Creek, Park Road, the Canadian National Railway mainline and Wentworth Street. Improvements in this area are required to upgrade parks and community facilities. **(OPA 179)**

Sub-area I

This area is generally bounded by the Oshawa Creek, the Canadian National Railway mainline, Ritson Road and Wentworth Street. Although substantial improvements have been made in the area, improvements are required to alleviate land use conflicts between residential and industrial uses, and to upgrade buildings requiring rehabilitation, deficiencies in parks, deficient roads and vacant lots. **(OPA 179)**

Sub-area J

This area is generally bounded by the CNR, Farewell Street, Harbour Road, Simcoe Street and Ritson Road and includes an industrial park and a

residential enclave. Improvements are required to alleviate land use conflicts between commercial and industrial uses and to address the lack of aesthetics and deficient roads.

Sub-area K

This area generally encompasses certain lands east of Farewell Street, south of Highway 401, and generally includes all of the Second Marsh and certain lands along Colonel Sam Drive. Improvements are required to address the need for aesthetic improvements in the area, to provide for a scenic drive and recreational trail system, and to implement the Second Marsh Management Plan. **(OPA 26, 179)**

Sub-area L

This area is generally bounded by Simcoe Street South, Harbour Road, the Second Marsh and Lake Ontario, and generally includes all of the Oshawa Harbour and the former Gifford Farm. Improvements are required to alleviate various environmental, economic and land use concerns at the Oshawa Harbour, and to facilitate trail *development*, including a portion of the Greater Toronto Area Waterfront Trail, and a potential nature interpretive centre on the former Gifford Farm. **(OPA 42, 179)**

4.3.2 The preparation of Community Improvement Plans and subsequent improvements to the sub-areas as shown on Schedule "C" shall generally be undertaken as per the following: **(OPA 26, 42)**

First Priority:	Sub-areas A, C, D, G, K, L
Second Priority:	Sub-area E
Third Priority:	Sub-areas B, F, H, I, J

4.3.3 The boundaries of the Sub-areas shown on Schedule "C", and the phasing described in Policy 4.3.2 shall be flexible and may be changed without requiring an amendment to this Plan. **(OPA 179)**

4.3.4 The overall Renaissance Community Improvement Area, Urban Growth Centre Community Improvement Area, the Harbour Road Area Community Improvement area and Wentworth Street West Community Improvement area delineated on Schedule "C-1" are composed of sub-areas as follows: **(OPA 73, 91, 186, 191)**

Urban Growth Centre Community Improvement Area

Sub-area A

This area is comprised of the Downtown Oshawa Urban Growth Centre as designated on Schedule "A" to this Plan. Improvements are required to alleviate economic decline including vacant lands and marginal uses, and to upgrade deteriorated buildings, including related aesthetic improvements. Some properties may also require the rehabilitation of contaminated lands. **(OPA 73, 179)**

Renaissance Community Improvement Area

Sub-area B
The area is comprised of all lands within the Major Urban Area excluding lands included within Sub-area A, Sub-area C, Sub-area D and Sub-area E . Some properties in Sub-area B require rehabilitation of contaminated lands. **(OPA 73, 91, 122, 145, 151)**

Sub-area C
This area is comprised of certain lands generally fronting onto Simcoe Street South between John Street and Bloor Street. Improvements are required to alleviate economic decline and upgrade certain building façades and the streetscape in this area which serves as a gateway into the Downtown Oshawa Urban Growth Centre. Some properties in Sub-area C may also require the rehabilitation of contaminated lands. **(OPA 91, 179)**

Sub-area D
This area is comprised of 1399 Simcoe Street North and certain lands generally along the Simcoe Street North corridor between the Oshawa Creek and a point approximately 300 metres (984 ft.) north of Britannia Avenue. Some of these properties require consolidation prior to *development* and intensification. Some properties in Sub-area D may also require the rehabilitation of contaminated lands. **(OPA 145, 179)**

Sub-area E
This area is comprised of certain lands along the King Street West and Thornton Road South corridors. Some of these properties require consolidation prior to *development* and intensification. Some of the properties in Sub-area E may also require the rehabilitation of contaminated lands. **(OPA 151, 179)**

Harbour Road Area Community Improvement Area

Sub-area F
This area is comprised of certain lands generally north of Harbour Road between Simcoe Street South and the Montgomery Creek and south of Wellington Avenue East. Various improvements are required to redevelop vacant lands and convert inefficient uses to residential uses and mixed residential/commercial uses. Some properties may also require the rehabilitation of contaminated lands prior to *development*. **(OPA 186)**

Wentworth Street West Community Improvement Area

Sub-area G
This area is comprised of certain lands generally on the south side of Wentworth Street West, both east and west of Cedar Street. Various improvements are required to redevelop vacant and underutilized lands upgrade deteriorating buildings and aesthetically improve facades and to

improve existing commercial uses. Some properties may also require the rehabilitation of contaminated lands prior to *development*. **(OPA 191)**

4.4 Community Improvement Plans

4.4.1 The City shall prepare Community Improvement Plans for Community Improvement Project Areas, Urban Growth Centre Community Improvement Project Areas, Renaissance Community Improvement Project Areas, Harbour Road Area Community Improvement Project Areas and Wentworth Street West Community Improvement Project Areas. Community Improvement Plans shall be prepared in conformity with this Plan and shall serve as the basis for community improvement upon their approval by the City. **(OPA 73, 179, 186, 191)**

4.4.2 The City shall encourage the participation of residents and property owners in the preparation of Community Improvement Plans through the establishment of citizen's committees, holding of public meetings and other methods as may be appropriate.

4.4.3 Community Improvement Plans may include provisions for actions such as the following: **(OPA 73, 91, 122, 179)**

(a) The acquisition of land for parks and open space or redevelopment of parks and open space;

(b) The provision of community or recreational facilities;

(c) The relocation of incompatible land uses;

(d) Aesthetic improvements such as landscaping, street furniture, and lighting, as well as natural and built shade structures;

(e) Land acquisition for community uses;

(f) The improvement of streets and sidewalks including facilities to encourage active transportation; the provision and improvement of off-road active transportation facilities such as multi-use paths and trails, to further facilitate active transportation; and, the provision or replacement of sewer, water and other services;

(g) The adaptive reuse of existing buildings;

(h) The provision of incentive programs for *development* within the Downtown Oshawa Urban Growth Centre , including *development* on contaminated lands;

(i) The provision of incentive programs for the *development* of contaminated lands within the Major Urban Area; **(OPA 91)**

(j) The provision of an incentive program for façade improvements along the Simcoe Street South corridor, between John Street and Bloor Street; **(OPA 91)**

(k) The provision of incentive programs for certain types of *residential intensification* and residential *development* at 1399 Simcoe Street North and along lands in the Simcoe Street North corridor generally between the Oshawa Creek and a point approximately 300 metres (984 ft.) north of Britannia Avenue; **(OPA 145)**

(l) The provision of incentive programs for certain types of *residential intensification* and residential *development* on certain lands along the King Street West and Thornton Road South corridors near the Trent University campus; and **(OPA 151)**

(m) The provision of incentive programs for certain types of residential intensification and development including residential uses and mixed residential/commercial uses on certain land on the north side of Harbour Road between Simcoe Street South and the Montgomery Creek and south of Wellington Avenue East; **(OPA 186)**

(n) The provision of incentive programs for certain types of development on certain land on the south side of Wentworth Street West, both east and west of Cedar Street; and **(OPA 191)**

(o) Any other improvements determined to be appropriate.

4.5 Property Standards and Maintenance

4.5.1 The City shall encourage the proper care and maintenance of all properties in order to:

(a) Conserve and safeguard the existing building stock, particularly buildings and structures designated or listed under the Ontario Heritage Act or identified by Heritage Oshawa as having cultural heritage value or interest;

(b) Ensure that minimum standards of safety and health are complied with; and

(c) Prevent visual blight in the form of deteriorating buildings, unkempt yards, derelict vehicles, accumulation of debris and unscreened open storage.

(OPA 179)

4.5.2 Under the provisions of the Building Code Act, Council shall adopt a by-law: (**OPA 216)**

(a) For prescribing standards for the maintenance and occupancy of property and prohibiting the occupancy or use of a property that does not conform to the standards;

(b) For requiring properties that do not conform to the standards to be repaired and maintained to conform to the standards, or for the site to be cleared of all buildings, structures, debris or refuse and left in a graded and levelled condition.

4.5.3 The City shall appoint a Property Standards Officer and establish a Property Standards Committee in order to administer the minimum maintenance and occupancy by-laws passed pursuant to the Building Code Act. **(OPA 216)**

4.5.4 The City shall enforce the Property Standards By-law and other appropriate by-laws or regulations pertaining to the maintenance of private property.

4.5.5 Complementary to the enforcement of minimum property standards on private properties, the City will undertake to maintain properly all City owned properties and structures, and to maintain in good repair municipal roads, active transportation facilities and other municipal facilities under its jurisdiction. **(OPA 179)**

4.5.6 The City shall encourage residents and property owners to rehabilitate and improve private properties where appropriate, including contaminated lands, and to utilize such funding as may be available through governmental programs for such improvements. **(OPA 73)**

4.5.7 The City may, by by-law, designate any area within the municipality as an area of demolition control.

4.6 Other Municipal Initiatives

4.6.1 The City may participate in community improvement cost-sharing programs with senior levels of government.

4.6.2 The City may acquire land in order to provide parkland, recreation or community facilities, to preserve and connect open spaces and/or the *Natural Heritage System*, to undertake improvements to utilities or streets to current City standards, or to implement any component of a Community Improvement Plan. **(OPA 179)**

4.6.3 The City shall continue to encourage the Business Improvement Area (BIA) program in the downtown area and shall encourage the establishment of BIA programs in other commercial areas of the City, as may be appropriate.

4.6.4 The City shall consult with the Region of Durham when Community Improvement Plans are being formulated in order to ensure that improvements to sewer, water and other services under the jurisdiction of the Region are coordinated with the municipal improvements undertaken through the implementation of the Community Improvement Plans. When Community Improvement Plans include improvements to municipal services under the jurisdiction of the Region of Durham, the City shall obtain the concurrence of Regional Council prior to the approval of the Community Improvement Plan.

4.6.5 The City shall conduct a study to examine opportunities to improve Simcoe Street between Bloor Street and Rossland Road as a gateway corridor. In this regard, this segment of Simcoe Street is envisioned to exhibit a range of land uses reflective of upscale, landmark *development* characterized by the highest quality design features, including signature buildings at major intersections and publicly accessible gathering spaces at a variety of scales. In terms of built form, the urban design focus shall be on creating a gateway corridor framed by distinctive and contextually-sensitive architecture while ensuring that appropriate massing, height, built form, landscaping and street elements act as visual landmarks to identify this primary City corridor and establish a quality image – and serve as a catalyst – for complementary *development* in the Downtown Oshawa Urban Growth Centre and the planned Central Oshawa Transportation Hub.

The visual attractiveness, sensitive design and distinctive image of the gateway corridor is of prime importance, and *development* related and scaled to the pedestrian is required on all lands along the corridor, in keeping with the objective of developing this corridor as a transit-supportive, pedestrian-friendly precinct.

(OPA 59, 179)

5.0 Environmental Management

5.1 General

5.1.1 It is the intent of this Plan to promote a high quality living *environment* for existing and future residents of the City in accordance with the following objectives:

(a) To protect, conserve and enhance natural resources and promote a healthy and sustainable natural *environment* for its valuable ecological functions and for the benefit of present and future residents;

(b) To promote an ecosystem-based watershed approach to planning communities which recognizes the dynamic nature and interconnectedness of the natural and human *environments*;

(c) To minimize and mitigate the impacts of *development* and *site alteration* on the natural *environment* and its functions to the greatest extent possible, in recognition of the need to balance economic and environmental interests;

(d) To protect people, property and the *environment* from natural and human generated hazards;

(e) To support the remediation and redevelopment of contaminated sites, including support through various programs and initiatives;

(f) To promote good community planning and high quality, flexible urban design that enhances public health, safety, resiliency and adaptability;

(g) To support food security for the City's residents; and

(h) To provide convenient access to fresh, locally grown produce and other healthy food from sources such as farmers' markets, community gardens, allotment gardens and food stores.

(OPA 68, 179)

5.1.2 For the purposes of this Plan:

(a) *Brownfield Site* means an undeveloped or previously developed property that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

(b) *Endangered Species* means a species that is listed or categorized as an "Endangered Species" on the Ontario Ministry of Natural Resources and Forestry official species at risk list, as updated and amended from time to time.

(c) *Environment* refers to any combination of natural and man-made features including air, soil, water, plant and animal life, social and cultural conditions, buildings and structures.

(d) *Fish Habitat* means spawning grounds and nursery, rearing, food supply and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

(e) *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.

(f) *Heritage Resources* refer to significant man-made features which are indicative of past human activities, events or achievements. Such resources include, but are not restricted to, archaeological sites, buildings, structures and artifacts of architectural or historical significance.

(g) *Highly Vulnerable Aquifers* refer to lands whose uppermost aquifer is most vulnerable to contamination as a result of surface activities or sources, due to the thickness and permeability of the rock and soil above the aquifer. Vulnerability is expressed as an intrinsic susceptibility index calculated using methods established by the Ministry of the Environment, Conservation and Parks. Lands with an index value of less than 30 are considered to be of high vulnerability.

Notwithstanding the foregoing, on the Oak Ridges Moraine, *highly vulnerable aquifers* refer to areas of high aquifer vulnerability as prescribed in the Oak Ridges Moraine Conservation Plan.

(h) *Key hydrologic features* are hydrologic features found within the *Natural Heritage System* and consist of:

(i) Permanent and intermittent streams;
(ii) *Wetlands*;
(iii) Lakes, and their littoral zones;
(iv) Kettle lakes, and their surface catchment areas;
(v) Seepage areas and springs; and
(vi) Aquifers and recharge areas.

(i) *Key natural heritage features* are natural heritage features found within the *Natural Heritage System* and consist of:

(i) *Significant* habitat of *endangered*, *threatened*, *special concern* and *rare species*;
(ii) *Fish habitat*;

(iii) *Wetlands*;
(iv) Areas of Natural and Scientific Interest (ANSIs), life science;
(v) *Significant* valleylands;
(vi) *Significant woodlands*;
(vii) *Significant wildlife habitat*;
(viii) Sand barrens, savannahs and tallgrass prairies; and
(ix) Alvars.

(j) *Landfill Sites* refer to any land, including former waste disposal areas, or buildings or structures in which waste is deposited or processed and any machinery or equipment or operation required for the treatment or disposal of waste (excluding waste transfer, recycling and composting facilities). For the purpose of this Plan, waste includes ashes, garbage, refuse, domestic waste, industrial waste or municipal refuse and such other wastes as designated under the Environmental Protection Act.

(k) *Landform Conservation Areas* means Category 1 and Category 2 landform conservation areas, as shown on maps entitled "*Landform Conservation Areas* of the Oak Ridges Moraine", numbered 1, 2, 3, and 4 of the Ministry of Natural Resources and Forestry.

(l) *Low Intensity Recreational Uses* are recreational uses that have minimal impact on the natural *environment*, and require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to the following:

(i) Non-motorized trail uses;
(ii) Natural heritage appreciation;
(iii) Unserviced camping on public and institutional land; and
(iv) Accessory uses.

(m) *Natural Heritage System* refers to a connected system of environmental components consisting of *key natural heritage features*, *key hydrologic features*, riparian corridors and areas identified for natural cover regeneration/restoration that will improve connectivity and habitat, and is shown on Schedules "D-1" and "F-1A". High volume recharge areas are also an important component of the *Natural Heritage System*, but for policy implementation, these have been mapped separately from the other components of the *Natural Heritage System* and are identified on Schedules "D-2" and "F-1B" to this Plan.

(n) *Rare Species* means a native species that is not currently at risk of becoming threatened but, because of its limited distribution, small population or specialized habitat needs, could be put at risk of becoming threatened through all or part of its Ontario range by changes in land use or increases in certain types of human activity.

(o) *Significant* means:

(i) In regard to *wetlands*, *coastal wetlands* and *areas of natural and scientific interest*, an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time;

(ii) In regard to wildlife habitat, means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations, which are ecologically important in terms of their features, functions, representation or amount, and contribute to the quality and diversity of the Greenlands System. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual life cycle; and areas that are important to migratory and non-migratory species;

(iii) In regard to *woodlands* off the Oak Ridges Moraine:

(a) Any *woodland* having an area equal to or greater than 0.5 hectares (1.24 ac.) in size; or

(b) Any *woodland* that intersects with another *key natural heritage feature*; or

(c) Any *woodland* older than 80 years; or,

(d) Any *woodland* which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history;

whereas in the Oak Ridges Moraine *significant woodlands* are further defined by the Province (Ministry of Natural Resources and Forestry) in the Oak Ridges Moraine Conservation Plan and the associated Technical Guidelines;

(iv) In regard to other features and areas included under the umbrella of *key natural heritage* or *key hydrologic features*, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of the *Natural Heritage System*; and

(v) In regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

(p) *Special Concern Species* means a species that is listed or categorized as a "*special concern species*" on the Ontario Ministry of Natural Resources and Forestry official species at risk list, as updated and amended from time to time.

(q) *Threatened Species* means a species that is listed or categorized as a "*special concern species*" on the Ontario Ministry of Natural Resources and Forestry official species at risk list, as updated and amended from time to time.

(r) *Vegetation Protection Zone* means a self-sustaining vegetated buffer area surrounding a *key natural heritage feature* or a *key hydrologic feature* within which only those land uses permitted within the feature itself are permitted.

(s) *Waste Disposal Assessment Areas* refer to certain former waste disposal areas and their possible areas of influence.

(t) *Watercourses* shall mean natural or man-made channels which accommodate runoff at any time of the year.

The limit of the *watercourse* is described as follows:

(a) For a meandering stream with defined bed and banks, the line that connects the outside curve of the bank at bankfull stage;

(b) For a non-meandering stream with defined bed and banks, the normal high water mark; or

(c) For an intermittent stream with no defined bed and bank, including headwater drainage features, the centre line of a channel or depression that concentrates flow.

(u) *Watershed Plan* means a plan used for managing human activities and natural resources in an area defined by watershed boundaries. *Watershed plans* shall include, but are not limited to, the following components:

(i) A water budget and conservation plan;
(ii) Land and water use and management strategies;
(iii) A framework for implementation;
(iv) An environmental monitoring plan;
(v) Requirements for the use of environmental management practices and programs;
(vi) Criteria for evaluating the protection of water quality and quantity, and hydrologic features and functions; and

(vii) Targets on a watershed or sub-watershed basis for the protection and restoration of riparian areas and the establishment of natural self-sustaining vegetation.

(v) *Wetland* means land such as a swamp, marsh, bog or fen, not including land that is being used for agricultural purposes and no longer exhibits *wetland* characteristics, that:

(i) Is seasonally or permanently covered by shallow water or has the water table close to or at the surface; and
(ii) Has hydric soils and vegetation dominated by hydrophytic or water-tolerant plants.

Coastal wetland means any *wetland* that is located along the Lake Ontario shoreline or any other *wetland* that is on a tributary to Lake Ontario and lies, either wholly or in part, downstream of a line located two kilometres upstream of the 1:00 year floodline (plus wave run-up) of Lake Ontario.

(w) *Woodlands* means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrogeological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of *woodland* products. *Woodlands* include treed areas, woodlots or forested areas, other than a cultivated fruit or nut orchard or a plantation established for the purpose of Christmas trees.

(OPA 179)

5.1.3 In the planning and *development* of the City, improvements in air, water and soil quality, water conservation and energy conservation shall be encouraged, and the City shall co-operate with other levels of government having jurisdiction in these areas. **(OPA 68, 179)**

5.1.4 In the planning and *development* of the City, the natural *environment*, which includes areas designated within the Oak Ridges Moraine and the Oshawa Harbour Special *Development* Area as well as the *Natural Heritage System* and lands designated Open Space and Recreation, shall be given paramount consideration in light of their ecological functions and scientific, educational and health values. **(OPA 179)**

5.1.5 In the planning and *development* of the City, the cumulative impact of *development* and climate change on the *environment* shall be taken into account by assessing matters such as, but not limited to, the capacity of the natural *environment* to accommodate *development*, particularly ground and surface water resources, the maintenance of connected natural systems, and

the impacts on environmental features and functions. Climate change adaptation, mitigation and ecological resiliency measures shall be considered and, where appropriate, incorporated in the planning and *development* of the City as a means to reduce the anticipated impacts of climate change. **(OPA 179)**

5.1.6 In the consideration of *development* applications, the impacts on surface water and groundwater resources shall be examined in order to protect, improve or restore such resources in sufficient quality and quantity to meet existing and future needs of the City's residents on a sustainable basis. **(OPA 179)**

5.1.7 The City shall discourage fragmented ownership of valleylands and any associated buffers. **(OPA 179)**

5.1.8 The City shall endeavour to conserve forest, soil, fish and wildlife resources within the City. **(OPA 179)**

5.1.9 The Oak Ridges Moraine, Lake Iroquois Beach and Lake Ontario shoreline are important landscape features, acting as large-scale wildlife corridors that support east-west movement, and connect with the north-south movement corridors in each of the City's watersheds. All effort shall be made to maintain and/or restore continuous corridor function within and between these features.

5.1.10 *Development* shall have regard to its effect on the natural *environment*. Measures shall be taken to protect, enhance and/or restore natural heritage and hydrologic features, including *key natural heritage* and *key hydrologic features*, specimen trees and scenic vistas.

In this regard, in the consideration of applications for *development* or *site alteration*, the City may require the proponent to submit to the satisfaction of the City the following:

(a) An analysis of existing environmental conditions and anticipated impacts for a proposed *development* site or for a wider area as deemed necessary by the City in consultation with appropriate agencies;

(b) An assessment of the financial implications on the City;

(c) Urban design alternatives depicting height, bulk, architectural treatment and landscaping;

(d) An indication of the manner in which such a *development* shall be integrated with adjacent land uses;

(e) Engineering reports and plans with respect to erosion control and/or storm drainage; and

(f) Other measures deemed to be appropriate.

(OPA 179)

5.1.11 The City supports incremental reduction of overall greenhouse gas emissions and other air pollutants generated by the municipality's own corporate activities and functions. Monitoring of the City's greenhouse gas emissions shall be undertaken in accordance with Policy 9.16 to gauge the impact of the City's efforts in this regard. **(OPA 179)**

5.1.12 Invasive species and the spread of invasive species represent a significant threat to watershed health. The City supports best management practices for controlling invasive species including:

(a) Ensuring native or non-invasive species plantings are used on all publicly owned lands;

(b) Ensuring vegetation plantings associated with *development* proposals use only native or non-invasive species plantings;

(c) Prior to *development*, site reconnaissance in the vicinity of the *development* envelope is undertaken to identify and delineate all on-site invasive species and a management/removal plan be prepared in consultation with the Conservation Authority; and

(d) Implementing best management practices for control/removal and management of invasive species.

(OPA 179)

5.1.13 To protect and enhance natural resources including the *Natural Heritage System*, promote a healthy, resilient ecosystem and sustainable natural *environment* and support the *development* of a livable and resilient City for the benefit of present and future residents, the City shall:

(a) Promote tree planting and tree preservation for the purposes of improving air quality, health and reducing energy use through shading and sheltering;

(b) Support alternative, renewable energy sources and green technology in appropriate contexts;

(c) Recognize the potential implications of climate change and will continue to investigate and implement mitigation and climate change adaptation measures where appropriate; and

(d) Promote more energy efficient buildings and infrastructure including retrofitting existing *development* to more energy efficient standards, and may consider programs under community improvement plans to assist the private sector to deliver energy efficient *development* projects.

(OPA 179)

5.1.14 Approvals under the Planning Act will not be required for a renewable energy undertaking as per Schedule K of the Green Energy and Green Economy Act, 2009. **(OPA 179)**

5.1.15 The use of various land securement tools is supported as a means of protecting and enhancing the City's natural *environment*. **(OPA 179)**

5.2 Watershed and Subwatershed Planning Approach (OPA 179)

5.2.1 The preparation and implementation of *watershed plans* and subwatershed plans is supported as an effective planning tool in the protection of the City's natural resources.

5.2.2 Consideration shall be given to the *watershed*/subwatershed plans prepared for Oshawa Creek and Black/Harmony/Farewell Creeks during the planning and *development* approval process. These plans provide the foundation to make environmentally sound decisions to maintain, improve and enhance the future health of the watersheds.

5.2.3 Where a *watershed plan* has not been completed for *built-up areas* or *Greenfield* areas designated for *development* on June 3, 2009, *development* may be considered where appropriate studies have been submitted to address the relevant components of a *watershed plan* that are necessary to assess the proposal to the satisfaction of the City, in consultation with the Region and Conservation Authority. Notwithstanding the foregoing, for an application to amend this Plan to designate a new or expanding Mineral Aggregate Extraction area, the policies of Section 2.9, other relevant policies of this Plan and the requirements of the Aggregate Resources Act shall satisfy this requirement.

5.2.4 To achieve healthy watersheds, the City supports the following minimum watershed targets: thirty percent (30%) forest cover; ten percent (10%) *wetlands* cover; ten percent (10%) interior forest cover; five percent (5%) deep interior forest; and seventy-five (75%) riparian cover along stream lengths. The total percentage of impervious surfaces shall not exceed ten percent (10%) on lands within either the Oak Ridges Moraine or the Greenbelt Protected Countryside Area, and for lands within the Oak Ridges Moraine the provisions of Policies 5.13.5.1 and 5.13.5.2 shall also apply.

5.2.5 A subwatershed Plan, including Terms of Reference, shall be prepared, to the satisfaction of the City and the Conservation Authority to inform the

preparation of a new Part II Plan or a planning study involving extensive undeveloped land areas. For the purpose of clarity, a Subwatershed Plan may be prepared concurrently with a new Part II Plan or a planning study but the Subwatershed Plan must be completed prior to Council adopting the Part II Plan or approving the planning study so as to meaningfully inform the preparation of the Part II Plan or the planning study. The policies contained within the Subwatershed Plan will provide guiding environmental and land use planning principles to be used in the *development* of the Part II Plan or planning study.

The Subwatershed Plan shall characterize existing subwatershed conditions, identify opportunities and constraints for *development*, assess impacts of *development* on the health of the subwatershed, and provide protective measures, restoration opportunities, mitigative methods and opportunities to manage impacts arising from *development*, including cumulative *development* impacts. Specifically, the plan shall:

(a) Identify, evaluate and model existing conditions including natural heritage features and functions, natural hazards, hydrogeology, fluvial geomorphology, hydrology and shall:

  (i) Confirm the extent of the *Natural Heritage System*;

  (ii) Determine natural heritage features/functions beyond the subwatershed to identify connections with the larger watershed *Natural Heritage System*;

  (iii) Identify natural heritage features/functions within the subwatershed outside of the *Natural Heritage System*;

  (iv) Identify significant groundwater resources and prepare a hydrogeologic impact assessment;

  (v) Confirm the extent of High Volume Recharge Areas and pre-*development* recharge rates;

  (vi) Conduct a water budget/balance to include detailed water balance on a catchment area basis for existing conditions;

  (vii) Delineate natural hazards; and

  (viii) Prepare or update existing hydraulic and hydrology work including hydrological modeling for existing and future stormwater runoff including any storm events that may be required by the City and/or Conservation Authorities, and prepare updated flood line mapping where required;

(b) Conduct an opportunities and constraints analysis to identify and address impacts of *development* on the *Natural Heritage System*, groundwater resources and surface water resources including:

(i) How natural ecological systems and processes, including groundwater and surface water resources, will be maintained and improved;

(ii) Identification of areas requiring additional buffers to protect the sensitivity of the feature/function;

(iii) Preparation of a water budget/balance for post *development* conditions;

(iv) Identification of opportunities to support infiltration and recharge at pre-*development* rates;

(v) Measure change in imperviousness and run-off, and prepare a stormwater management plan wherever feasible in accordance with Policy 5.6.12 of this Plan;

(vi) Identify areas requiring further detailed study prior to site *development*; and

(vii) Identify cumulative impacts to all the natural resources within, adjacent to, upstream and downstream of the study area as a result of the proposed *development*;

(c) Develop a strategy, including erosion and sedimentation control plans, to ensure subwatershed health is not negatively impacted by *development*, which can include protective measures, restoration opportunities and mitigation methods; and

(d) Assess and evaluate climate change adaptation measures.

5.3 Natural Heritage and Hydrologic Features (OPA 179)

5.3.1 *Key natural heritage* and *key hydrologic features* (excluding their related minimum *Vegetation Protection Zones*) are a component of the *Natural Heritage System* shown on Schedules “D-1” and “F-1A”. Known *key natural heritage* and *key hydrologic features* are shown on Schedule “F-1A”. These same features and their general minimum *Vegetation Protection Zones* are shown on Appendix “C” for lands within the Oak Ridges Moraine and Greenbelt Protected Countryside Area.

Other known natural heritage and hydrologic features that are not part of the *Natural Heritage System* are also shown on Schedule “D-1”.

Where features are not identified on Schedules “D-1”, “D-2”, F-1A” or “F-1B” or Appendix “C” and there is an indication that these features may exist, the features shall either be identified in accordance with criteria and/or technical guidance documents prepared by the Ministry of the Environment,

Conservation and Parks/Ministry of Natural Resources and Forestry or Conservation Authority, either through an appropriate study such as a *watershed plan* or through an Environmental Impact Study in accordance with Section 5.5 of this Plan prior to undertaking any *development* or *site alteration*.

(OPA 179)

5.3.2 *Development* and *site alteration* shall be prohibited within *key natural heritage* and *key hydrologic features* and their related minimum *Vegetation Protection Zone* as identified in accordance with Policy 5.3.5. Notwithstanding the foregoing, *development* and *site alteration* may be permitted in these features and zones for certain uses in accordance with Policy 5.4.4. **(OPA 179)**

5.3.3 The extent and the exact location of natural heritage and/or hydrologic features, including *key natural heritage* and/or *key hydrologic features*, shall be determined at the time of *development* application(s) in accordance with Section 5.5 of this Plan. **(OPA 179)**

5.3.4 For any proposal for *development* or *site alteration* in proximity to a natural heritage and/or hydrologic feature that is not part of the *Natural Heritage System,* an Environmental Impact Study shall be undertaken in accordance with Section 5.5 of this Plan to determine if the feature should be protected or if appropriate mitigation, or ecological compensation as a consideration secondary in preference to mitigation, can be provided to address any loss of the feature and/or function. **(OPA 179)**

5.3.5 Any proposal for *development* or *site alteration* in proximity to a *key natural heritage* and/or *key hydrologic feature* shall determine, through an Environmental Impact Study in accordance with Section 5.5 of this Plan, an appropriate related V*egetation Protection Zone*, of sufficient width to protect the feature and its functions from the impacts of the proposed change and associated activities. The minimum width of a *Vegetation Protection Zone* shall be as follows:

(a) Within the Major Urban Area or within areas designated either as Estate Residential or Hamlet ORM – Rural Settlement Area where the lands in question are in proximity to a *key natural heritage* and/or *key hydrologic feature*, an appropriate minimum width as determined through the Environmental Impact Study, provided that:

(i) For *watercourses* that function as permanent and/or intermittent streams, the minimum width requirement is determined in accordance with Policies 5.4.8 and 5.4.9 of this Plan;

(ii) For provincially significant features, the minimum width requirement shall be 30 metres (98 ft.);

(iii) For *wetlands* other than provincially *significant wetlands*, the minimum width requirement shall be 15 metres (49 ft.); and

(iv) For features other than those identified under subsections (i), (ii) or (iii) directly above that include wooded areas that are not provincially *significant woodlands*, the minimum width requirement is determined in accordance with Policy 5.12.2 of this Plan;

(b) Outside of the Major Urban Area or areas designated either as Estate Residential or Hamlet ORM – Rural Settlement Area where the lands in question are within 120 metres (394 ft.) of a *key natural heritage* and/or *key hydrologic feature*, an appropriate minimum width as determined through the Environmental Impact Study, provided that the minimum width is not less than the minimum *Vegetation Protection Zone* specified in Table 6.

(OPA 179)

5.3.6 Table 6 lists *key natural heritage features* and *key hydrologic features* found outside of the Major Urban Area or areas designated as Estate Residential or Hamlet ORM – Rural Settlement Area. The table identifies the Minimum Area of Influence and Minimum *Vegetation Protection Zone* associated with each feature. **(OPA 179)**

5.3.7 Where site specific studies, such as an Environmental Impact Study in accordance with Section 5.5 of this Plan, or updated information from the Province of Ontario or a Conservation Authority results in refinements to the boundary or extent of a natural heritage and/or hydrologic feature, including a provincially *significant* feature, or part of the *Natural Heritage System*, including a *key natural heritage* and/or *key hydrologic feature*, or any related buffer such as a *Vegetation Protection Zone*, such refinement shall not require an amendment to this Plan.

(OPA 179)

5.3.8 Where an evaluation pursuant to Policy 5.3.7 results in a greater minimum buffer, including a *Vegetation Protection Zone*, than is required by the policies of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or this Plan such as Policy 5.3.5, the greater standard shall be used, subject to the provisions of Policy 5.3.11. All *development* and *site alteration* shall be prohibited within the greater minimum buffer/*Vegetation Protection Zone* as established, except for the projects/uses identified in Policy 5.4.4 of this Plan in accordance with the provisions therein. **(OPA 179)**

5.3.9 The maintenance and enhancement of the size, diversity and connectivity of *key natural heritage* and *key hydrologic features* within the Lake Iroquois Beach (as shown on Schedule “D-2”) in accordance with the policies of Section 2.6 is encouraged. **(OPA 179)**

5.3.10 In the event that portions of *key natural heritage* or *key hydrologic features* are damaged or destroyed by unauthorized *development* or *site alteration*, these areas and the ecological features, functions and/or landform will continue to be subject to all relevant *key natural heritage* or *key hydrologic features* policies of this Plan, and the lands will be restored as part of any *development* approval process. **(OPA 179)**

5.3.11 Where regulations or standards of other agencies or levels of government exceed the standards related to *key natural heritage* or *key hydrologic features* in this Plan, the most restrictive provision or standard applies, unless doing so would conflict with any provisions of the Oak Ridges Moraine Conservation Plan or Greenbelt Plan intended to curb the imposition of more stringent requirements. **(OPA 179)**

5.4 Natural Heritage System (OPA 68, 179)

Reserved

5.4.1 The City's *Natural Heritage System* is shown on Schedules "D-1", "D-2", "F-1A" and "F-1B". The *Natural Heritage System* includes lands with the highest concentration of the most sensitive and/or significant natural heritage and hydrologic features and functions. Achieving a healthy, self-sustaining, connected *Natural Heritage System* is integral to ensuring a healthy and resilient watershed. Protection of this system is necessary to support ecological integrity including healthy terrestrial, wildlife, *wetland* and aquatic ecosystems.

Within the Greenbelt Protected Countryside Area, Schedules "D-2" and "F-1B" also show the extent of the Greenbelt Natural Heritage System as delineated by the Province for the City of Oshawa. While the City's *Natural Heritage System* overlaps much of the Greenbelt Natural Heritage System, certain policies within this Plan apply to lands identified as being within the Greenbelt Natural Heritage System but not necessarily within the City's *Natural Heritage System*.

(OPA 179)

5.4.2 A connected natural system is vital to the health of watersheds covering the City. The *Natural Heritage System* is an integral part of important Regional, inter-municipal and local wildlife corridors. The City is committed to supporting the connectivity and continuity of wildlife corridors and ensuring that the function of these corridors will be preserved, enhanced and restored.

All *development* or *site alteration* shall be designed to ensure that no building or other *site alterations* impede the movement of plants and animals City-wide within the *Natural Heritage System* and also through connecting lands within Prime Agricultural ORM – Natural Linkage and Open Space and Recreation ORM – Natural Linkage designations.

(OPA 179)

5.4.3 To achieve the City's watershed targets identified in Policy 5.2.4 of this Plan, the *Natural Heritage System* shall be protected. **(OPA 179)**

5.4.4 *Development* and *site alteration* shall be prohibited within the following components of the *Natural Heritage System:*

(a1) *Key natural heritage features* and *key hydrologic features*;

(b1) Riparian corridors; and

(c1) High Volume Recharge Areas (HVRAs) or portions thereof located within areas shown as *Natural Heritage System* on Schedule "D-2".

Notwithstanding the foregoing, *development* and *site alteration* may be permitted in these areas and/or any associated buffers for the following projects/uses, provided that if these areas and/or associated buffers are also identified as *Hazards Lands*, such *development* and *site alteration* will only be permitted to the extent that the policies under Section 5.8 allow:

(a2) Conservation projects, flood or erosion control projects and, within the Greenbelt Protected Countryside Area, stormwater management facilities in accordance with Policy 5.14.7.1;

(b2) Fish and wildlife management;

(c2) Forestry;

(d2) Infrastructure, including transportation and utilities but excluding stormwater management facilities except in accordance with Policy 5.14.7.1, subject to the policies of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and this Plan;

(e2) New *agricultural*, *agricultural-related* and *secondary agricultural uses* within the Greenbelt Protected Countryside Area in accordance with Policies 5.4.12 and 5.8.2;

(f2) Mineral aggregate extraction, subject to an application to amend this Plan and the Durham Regional Official Plan in accordance with Policy 2.9.2.2 and provided that the subject components of the *Natural Heritage System* are outside the Major Urban Area, to which end the proposal for mineral aggregate extraction shall also be in accordance with:

(i) Policy 2.9.4.3, if the subject components of the *Natural Heritage System* are located within the Greenbelt Protected Countryside Area; or
(ii) Policy 2.9.3.5, if the subject components of the *Natural Heritage System* are located within the Oak Ridges Moraine Boundary;

(g2) Existing uses, in accordance with Policies 5.13.9.2.1, 5.14.9.2.1, 5.14.9.3.1 and/or 9.3.2, as applicable; or

(h2) *Low intensity recreational uses* subject to the policies of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and this Plan.

Small-scale structures accessory to *low-intensity recreational uses*, such as trails, boardwalks, foot bridges, fences, docks and picnic facilities, are permitted only if the applicant demonstrates that the adverse effects on the ecological integrity of the area will be kept to a minimum by:

(a3) Keeping disturbed areas to a minimum; and

(b3) Avoiding the most sensitive portions of the site such as steep slopes, organic soils and *significant* portions of the habitat of *endangered*, *rare* or *threatened species*.

(OPA 179)

5.4.5 Where every possible alternative has been considered and no other option exists, *development* and *site alteration* may be considered on lands comprising a component of the *Natural Heritage System* identified for natural cover regeneration/restoration provided it can be demonstrated through an Environmental Impact Study, prepared in accordance with the policies of Section 5.5 of this Plan, that:

(a) The area of additional lands to be added to the *Natural Heritage System* will match or exceed the area of lands removed and the added lands will abut other portions of the *Natural Heritage System* on the subject lands; and/or

(b) Corridor connectivity will be enhanced/restored and protected.

(OPA 179)

5.4.6 High Volume Recharge Areas (HVRAs) are identified on Schedules “D-2” and “F-1B”. Removal or disruption to these areas will impact groundwater and surface water resources as well as those natural heritage features and habitat that rely on groundwater inputs and surface water quality and quantity. *Development* and *site alteration* within HVRAs (or parts thereof) located beyond the limits of the *Natural Heritage System* shown on Schedules “D-1” and “F-1A” may be permitted provided that a hydrogeological impact assessment is conducted which demonstrates, to the satisfaction of the City, in consultation with the Conservation Authority, that the proposed *development* and/or *site alteration* will result in no significant loss to recharge functions attributed to the HVRA. **(OPA 179)**

5.4.7 With the exception of riparian buffers, buffers such as *Vegetation Protection Zones* adjacent to *key natural heritage features* and *key hydrologic features* are not included as part of the *Natural Heritage System* shown on

Schedules “D-1” and “F-1A”. However, minimum *Vegetation Protection Zones* are shown on Appendix “C” in accordance with Policy 5.3.1 of this Plan. **(OPA 179)**

5.4.8 30 metre (98 ft.) wide buffers on either side of *watercourses* have been included as an integral part of the *Natural Heritage System* to delineate riparian corridors. Riparian corridors are fundamental components of the *Natural Heritage System* to achieve connectivity and the City’s watershed targets identified in Policy 5.2.4 of this Plan. The City supports restoration of riparian corridors to protect fish and aquatic resources, and riparian corridors shall be managed to achieve a naturalized, vegetated condition. **(OPA 179)**

5.4.9 Notwithstanding the inclusion of 30 metre (98 ft.) wide buffers along riparian corridors as part of the *Natural Heritage System* shown on Schedules “D-1” and “F-1A” of this Plan, a reduction in the buffer may be considered to a minimum width of 15 metres (322 ft.) on each side of a warm water stream within those parts of the *Natural Heritage System* located within the Major Urban Area or within lands designated either as Estate Residential or Hamlet ORM – Rural Settlement Area. Such consideration shall be pursuant to the submission of an appropriate study, such as an Environmental Impact Study, demonstrating to the satisfaction of the City and the Conservation Authority that there will be no negative effect on the feature and function, and/or the *Natural Heritage System*, and that the hazard and floodplain requirements can be met to the satisfaction of the Conservation Authority and the City.

A reduction in the width of a riparian buffer demonstrated through an appropriate study undertaken pursuant to this policy will not require an amendment to this Plan.

(OPA 179)

5.4.10 *Development* or *site alteration* in proximity to components of the *Natural Heritage System* may be permitted subject to submission of an Environmental Impact Study, prepared in accordance with the policies of Section 5.5 of this Plan, that demonstrates:

(a) How the features and functions of the *Natural Heritage System* will be protected from the impacts of the proposed *development* or *site alteration* and associated activities; and

(b) Appropriate buffers between the area of *development* or *site alteration* and the *Natural Heritage System* are identified, such as a minimum V*egetation Protection Zone* for *key natural heritage* and/or *key hydrologic features* in accordance with Policy 5.3.5 or an appropriate buffer from wooded areas in accordance with Policy 5.12.2.

Notwithstanding the foregoing, an Environmental Impact Study shall not be required for *development* or *site alteration* within a High Volume Recharge Area (or portion thereof) located beyond the limits of the *Natural Heritage*

System shown on Schedules "D-1" and "F-1A"; rather, a hydrogeological impact assessment in accordance with Policy 5.4.6 of this Plan shall be required to make an appropriate determination.

(OPA 179)

5.4.11 *Development* and *site alteration* shall be prohibited within buffers, including minimum *Vegetation Protection Zones*, established to protect the components of the *Natural Heritage System* identified in Policy 5.4.4 of this Plan. Notwithstanding the foregoing, *development* and *site alteration* may be permitted in these buffers for the projects/uses identified in Policy 5.4.4 in accordance with the provisions therein. **(OPA 179)**

5.4.12 Notwithstanding any other policy in this Plan to the contrary, new buildings and structures provided for *agricultural*, *agricultural-related* and *secondary agricultural uses* within the Greenbelt Natural Heritage System and/or within the *Natural Heritage System* inside the Greenbelt Protected Countryside Area must ensure a 30 metre (98 ft.) *Vegetation Protection Zone* from a *key natural heritage* or *key hydrologic feature*. This *Vegetation Protection Zone* may consist of natural self-sustaining vegetation or agricultural crops if the land is, and will continue to be, used for agricultural purposes. Best management practices, consistent with the Nutrient Management Act, the Pesticides Act and related regulations should also be pursued to protect and/or restore *key hydrologic features* and functions. **(OPA 179)**

5.4.13 Any proposal for *development* or *site alteration*, except buildings and structures for *agricultural*, *agricultural-related* and *secondary agricultural uses*, in areas within the Greenbelt Natural Heritage System, the *Natural Heritage System*, or both, as permitted by the policies of this Plan, shall demonstrate that:

(a) There will be no negative effects on *key natural heritage* or *key hydrologic features* or their functions;

(b) Connectivity between *key natural heritage* or *key hydrologic features* is maintained, or where possible, enhanced for the movement of native plants and animals across the landscape;

(c) The removal of other natural features not identified as *key natural heritage* or *key hydrologic features* should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible; and

(d) The disturbed area of any site does not exceed 25 percent (25%), and the impervious surface does not exceed 10 percent (10%), of the total developable area, except for *major recreational uses* and Mineral Aggregate Extraction areas. With respect to golf courses, the disturbed area shall not exceed 40 percent (40%) of the site.

Notwithstanding the foregoing, where the *Natural Heritage System* coincides with the *Landform Conservation Areas* shown on Schedule "F-2", the provisions of Policy 5.13.5.1 of this Plan regarding net developable area and impervious surfaces shall prevail in the event of a conflict with any provision of this policy.

(OPA 179)

5.4.14 Excepting buildings and structures permitted under the umbrella of *agricultural*, *agricultural-related* and *secondary agricultural uses* (e.g., *bed and breakfast establishments*), where non-agricultural uses are contemplated in areas within the Greenbelt Natural Heritage System, the *Natural Heritage System*, or both, as permitted by the policies of this Plan, applicants shall demonstrate that:

(a) At least 30 percent (30%) of the total developable area of the site will remain or be returned to natural self-sustaining vegetation. This does not apply to new or expanding areas for Mineral Aggregate Extraction;

(b) Connectivity along the system and between *key natural heritage* or *key hydrologic features* located within 240 metres (787 ft.) of each other is maintained or enhanced, or in the case of Mineral Aggregate Extraction, rehabilitated;

(c) Buildings or structures do not occupy more than twenty-five percent (25%) of the total developable area and are planned to optimize the compatibility of the *development* with the natural surroundings; and

(d) With the exception of recreational uses, the use is small in scale and serves the resource and agricultural sectors.

Notwithstanding the foregoing, where the *Natural Heritage System* coincides with lands designated as *Landform Conservation Areas* shown on Schedule "F-2", the provisions of Policy 5.13.5.1 of this Plan regarding net developable area and impervious surfaces shall prevail in the event of a conflict with any provision of this policy.

(OPA 179)

5.4.15 When opportunities for public ownership arise, all reasonable efforts will be made to support the acquisition and/or conveyance of lands within the *Natural Heritage System* for natural heritage conservation purposes. A severance to secure such lands for natural heritage conservation purposes may be permitted to adjust a property boundary or create a new lot, provided that the severed parcel is zoned to permit only natural heritage conservation uses. Consistent with other policies in this Plan, no new lot may be created for a residential dwelling in Prime Agricultural areas or where *development* would negatively impact a *key natural heritage* and/or a *key hydrologic feature*. **(OPA 179)**

5.4.16 Notwithstanding any other policy in this Plan, where *development* or redevelopment is proposed on a site, part of which consists of lands within the *Natural Heritage System* as shown on Schedules "D-1" and "F-1A", such lands shall not normally be acceptable as a conveyance for park purposes. Where such lands are determined to be acceptable to the City as parkland for the purpose of *low intensity recreational uses*, they shall be developed in accordance with the relevant provisions of Policy 5.4.4. **(OPA 179)**

Table 6: *Key Natural Heritage* and *Key Hydrologic Features* – Minimum Areas of Influence and Minimum *Vegetation Protection Zones*

Feature	**Minimum Area of Influence**	**Minimum *Vegetation Protection Zone***
Wetlands	All land within 120 metres of any part of feature	All land within 30 metres of any part of the feature, subject to any increase in *Vegetation Protection Zone* as determined through a natural heritage evaluation
Significant portions of habitat of *endangered*, *rare* and *threatened species*	All land within 120 metres of any part of feature	As determined by a natural heritage evaluation
Fish habitat	All land within 120 metres of any part of feature	All land within 30 metres of any part of the feature, subject to any increase in *Vegetation Protection Zone* as determined through a natural heritage evaluation
Significant valleylands	All land within 120 metres of stable top of bank	All land within 30 metres of stable top of bank, subject to any increase in *Vegetation Protection Zone* as determined through a natural heritage evaluation
Significant woodlands	All land within 120 metres of any part of feature	All land within 30 metres of the base of the outermost tree trunks within the *woodland*, subject to any increase in *Vegetation Protection Zone* as determined through a natural heritage evaluation
Significant wildlife habitat	All land within 120 metres of any part of feature	As determined by a natural heritage evaluation
Permanent and intermittent streams	All land within 120 metres of meander belt	All land within 30 metres of meander belt, subject to any increase in *Vegetation Protection Zone* as determined through a hydrological evaluation

Feature	Minimum Area of Influence	Minimum *Vegetation Protection Zone*
Areas of natural and scientific interest, life sciences	All land within 120 metres of any part of the feature	As determined by a natural heritage evaluation
Seepage areas and springs	All land within 120 metres of any part of feature	All land within 30 metres of any part of the feature, subject to any increase in *Vegetation Protection Zone* as determined through a hydrological evaluation
High Volume Recharge Areas (HVRAs) within the *Natural Heritage System*	All land within 120 metres of that part of the recharge area located within the *Natural Heritage System* as shown on Schedules "D-1" and "F-1A"	As determined by a hydrological evaluation

(OPA 179)

5.5 Environmental Impact Studies (OPA 179)

5.5.1 The purpose of an Environmental Impact Study is generally to determine the potential for *development* or *site alteration* to adversely affect the *Natural Heritage System* and its connectivity or natural heritage and/or hydrologic features that are not part of the *Natural Heritage System.* Environmental Impact Studies shall serve to determine the extent to which the type or magnitude of *development* or *site alteration* is compatible with the environmental conditions and to identify measures to appropriately mitigate any resulting negative environmental effects, such that *development* or *site alteration* does not negatively compromise environmental features and/or functions.

5.5.2 An Environmental Impact Study shall be required as part of a complete application for any proposal for *development* or *site alteration*:

(a) Where natural heritage and/or hydrologic features, including potential *key natural heritage* and or *key hydrologic features*, are not identified on Schedules "D-1" or "F-1A", yet there is an indication that natural features may exist adjacent to and/or within the area of the proposal;

(b) Where the proposal is in proximity to any component of the *Natural Heritage System*, with the following provisos:

(i) When the component is a High Volume Recharge Area (or portion thereof) located beyond the limits of the *Natural Heritage System* shown on Schedules "D-1" and "F-1A", as described in Policy 5.4.6 of this Plan, a hydrogeological impact

assessment rather than an Environmental Impact Study shall be required;

(ii) When the components are *key natural heritage* and/or *key hydrologic features* and the proposal is outside of the Major Urban Area or areas designated either as Estate Residential or Hamlet ORM – Rural Settlement Area, the requirement for an Environmental Impact Study shall apply to all proposals within 120 metres (394 ft.) of such features;

(c) Where the proposal is in proximity to a natural heritage and/or hydrologic feature that is not part of the *Natural Heritage System*; or

(d) Where the proposal is for a new or expanding *mineral aggregate operation*, as per Policy 5.5.8.

5.5.3 An Environmental Impact Study shall be prepared at the expense of the proponent, by a qualified professional to the satisfaction of the Conservation Authority and the City, in consultation with the Region and any other agency or interest group deemed appropriate by the City.

5.5.4 The City, in consultation with the Region, the Conservation Authority and the applicant, may select and retain a qualified environmental consultant to peer review the Environmental Impact Study at the proponent's expense.

5.5.5 The City, in consultation with the Region, the Conservation Authority and any other appropriate agency, shall identify the appropriate scope and study area for any Environmental Impact Study required to accompany proposals for *development* or *site alteration*. Such a study may apply to the subject area or a wider area where determined to be necessary by the City in consultation with other agencies, as appropriate.

5.5.6 Notwithstanding Policy 5.5.5, the City, in consultation with the Region, the Conservation Authority and any other appropriate agency, may adjust the scope of an Environmental Impact Study where appropriate studies and field work have been prepared and recently accepted by the City in conjunction with a previous *development* application or *development* approval for the subject lands, or where the City considers it appropriate. In such cases, the City may impose *vegetation protection zone* widths.

5.5.7 An Environmental Impact Study shall determine to the satisfaction of the Conservation Authority and the City the following:

(a) The type and degree of sensitivity of the environmental conditions and an evaluation of such conditions;

(b) The potential impacts of the proposal for *development* and/or *site alteration*, including cumulative impacts on the *environment*;

(c) The compatibility of the proposal for *development* and/or *site alteration* with the environmental features and/or functions;

(d) The need for and description of the mitigation, improvement and restoration measures and techniques, *development* staging and timing and other practices to be employed to cope with the sensitivity of the environmental conditions and to ensure that the proposed *development* or *site alteration* will have no adverse effects on the *Natural Heritage System*, on natural heritage and/or hydrologic features and functions that are not part of the *Natural Heritage System*, or the related ecological functions;

(e) The location, amount and type of *development* or *site alteration*;

(f) The location and extent of the environmental features and functions which should be preserved, by identifying/delineating the limits of all environmental features on the site proposed for *development* or *site alteration* as well as the associated environmental functions;

(g) The adequacy of the minimum *Vegetation Protection Zone* specified in Table 6 where it applies and, if determined not to be sufficient, the minimum dimensions required to provide a *Vegetation Protection Zone* which:

(i) Is of sufficient width to protect the environmental feature and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after, construction;

(ii) Where possible, will restore or enhance the feature and/or its function; and

(iii) Will maintain natural self-sustaining vegetation;

(h) Recommendations for appropriate buffers between the area of *development* or *site alteration* and the *Natural Heritage System*, such as a recommended minimum *Vegetation Protection Zone* in accordance with Policy 5.3.5 where *key natural heritage* and/or *key hydrologic features* are present;

(i) Whether a natural heritage and/or hydrologic feature that is not part of the *Natural Heritage System* but is within or in proximity to a proposal for *development* or *site alteration* should be protected or if appropriate mitigation, or ecological compensation as a consideration secondary in preference to mitigation, can be provided to address any loss of the feature and/or function, provided that where the feature is a wooded area, the feature shall be protected and an appropriate buffer established in accordance with Policy 5.12.2;

(j) The requirements of Policy 5.13.4.1 are appropriately addressed, if the proposal for *development* or *site alteration* is located within the Oak Ridges Moraine Boundary; and

(k) The significance of the environmental features and/or functions where said features and functions are the subject of an Environmental Impact Study conducted pursuant to subsections (a) or (c) of Policy 5.5.2.

5.5.8 For mineral aggregate extraction proposals, an Environmental Impact Study as required by the Aggregate Resources Act may be prepared by the proponent. Such study must address all relevant requirements of this Plan in addition to the requirements of the Aggregate Resources Act. In this circumstance, the City, in consultation with the Region, shall select and retain a qualified environmental consultant to peer review the study at the expense of the proponent.

5.5.9 Notwithstanding any other policy of this Plan, an environmental impact study shall not be required by the City for any undertaking which satisfies the provisions of the Environmental Assessment Act, except in cases where the Integration Provision of the Municipal Engineers Association Municipal Class Environmental Assessment is utilized.

5.6 Water Resources and Stormwater Management (OPA 68)

5.6.1 The City recognizes water as a vital component of a healthy watershed. The protection of this valuable resource, including both ground and surface water features, is necessary to ensure a sustainable, functioning hydrological and hydrogeological system consisting of sufficient water resources (quality, quantity and temperature) to support and protect: healthy aquatic and terrestrial ecosystems and ecological functions; clean drinking water for watershed residents; sustainable human use of groundwater resources for non-drinking water purposes; Lake Ontario as a drinking water source; and, human life, property and infrastructure from flooding and erosion hazards.

Ground and surface water features include:

(a) Groundwater recharge areas, including High Volume Recharge Areas (HVRAs) as shown on Schedules “D-2” and “F-1B”;

(b) Groundwater discharge areas including seeps, springs, and baseflow contribution zones (baseflow to streams);

(c) *Highly vulnerable aquifers*; and

(d) All *watercourses* including headwater drainage features, lakes, and *wetlands*.

(OPA 179)

5.6.2 The City recognizes the importance of High Volume Recharge Areas and sensitive headwater and groundwater recharge functions of the Oak Ridges Moraine and the Lake Iroquois Beach as shown on Schedules "D-2" and "F-1B". The City may require that appropriate studies be undertaken prior to approval of any *development* in these areas and that *development* incorporate appropriate mitigative measures or stormwater management design practices to maintain an adequate water budget and groundwater functions for these areas. Similar studies and mitigative measures may be required to ensure that the *development* will not adversely impact the groundwater through contamination.

New facilities where contaminants may be stored in large quantities including fuel, Dense Non-Aqueous Phase Liquids, pesticides, herbicides and road salt, and new municipal snow storage facilities shall not be permitted within High Volume Recharge Areas, sensitive headwater and groundwater recharge areas of the Oak Ridges Moraine or the Lake Iroquois Beach unless it is demonstrated to the satisfaction of the City and the Conservation Authority that there will be no negative impact to groundwater quality. Opportunities to retrofit existing facilities, including municipal snow storage facilities, to minimize potential impacts shall be encouraged.

(OPA 179)

5.6.3 The City supports natural *watercourses* that allow for natural stream flow patterns; support diverse aquatic habitat; limit sediment loadings; and protect human life, property and infrastructure from risks associated with flooding, erosion and slope instability. Accordingly, it is an objective of this Plan to discourage alterations to natural *watercourses*. In-stream work and/or minor adjustments to natural *watercourses*, or work to man-made *watercourses* when the opportunities and/or funding are available to implement more natural stream flow patterns, may be considered by the authority having jurisdiction where evidence can be provided that the functions of the *watercourse* will not be adversely affected and the principles of natural channel design and use of biological engineering techniques and technologies will be incorporated in the final design and construction, to the satisfaction of the Conservation Authority. **(OPA 179)**

5.6.4 New *development* within *watercourses*, *wetlands*, and lakes is generally prohibited with the exception of fish and wildlife management, conservation and flood or erosion control projects and *development* permitted in accordance with applicable Provincial and/or Federal legislation. **(OPA 179)**

5.6.5 Wherever possible, headwater drainage features shall generally be protected. Notwithstanding the foregoing, *development* may be considered in accordance with Policy 5.4.4, as applicable, and provided the necessary technical studies are completed to the satisfaction of the Municipality and the Conservation Authority that assesses the aquatic, hydrologic and geomorphic attributes of the feature and function including management options. **(OPA 179)**

5.6.6 *Development* shall not result in any downstream impacts such as increased flood levels, stream erosion, or reduction in baseflow. Where every management measure has been taken and downstream impacts persist, alternative stormwater controls may be considered by the City and the Conservation Authority. **(OPA 179)**

5.6.7 Diversion of water from an existing drainage catchment to another catchment is discouraged and every effort shall be made to maintain drainage patterns and watershed boundaries. **(OPA 179)**

5.6.8 The City shall encourage *development* that maintains hydrologic functions and minimizes direct alteration to groundwater flows. **(OPA 179)**

5.6.9 *Development* applications in proximity to significant groundwater discharge areas shall generally not be permitted unless accompanied by an Environmental Impact Study and/or a hydrogeological impact assessment demonstrating that groundwater quantity and quality will be protected, improved or restored. **(OPA 179)**

5.6.10 It is an objective of this Plan to promote groundwater infiltration through improved stormwater management design and green infrastructure, where appropriate. The City supports effective, low impact management of stormwater run-off, wherever feasible, to protect the ecological health of watersheds, improve resiliency in the face of climate change, and contribute to the protection of human life and property during storm events, including incorporation of a best management treatment train approach with increased emphasis on lot level/source, Low Impact *Development* (LID) technologies and conveyance methods in addition to traditional end-of-pipe methods. Alternative stormwater management designs and practices should be explored for all new *developments* to minimize and attenuate runoff volumes, peak flow rates to pre-*development* levels and appropriate temperatures of stormwater discharge to streams. Stormwater management measures that meet multiple objectives (e.g. water quantity, water quality, erosion control, water temperature, infiltration etc.), and meet or exceed stormwater *development* standards set by the Municipality and the Conservation Authority are expected. **(OPA 179)**

5.6.11 All *development* shall occur in accordance with the City's stormwater management policies, including the submission and approval of stormwater management studies and plans as may be required, prior to *development* approval, and the use of Urban Stormwater Management Practices, as appropriate, to address surface and groundwater quantity and quality. The requirements of Policy 5.6.2 may apply to areas outside of the High Volume Recharge Areas shown on Schedule "D-2" and "F-1B" as appropriate. **(OPA 179)**

5.6.12 Stormwater management studies and plans submitted as part of a *development* proposal or as part of the preparation of a subwatershed plan

or Part II Plan shall be based on the objectives of avoiding, minimizing and/or mitigating stormwater volume, contaminant loads and impacts to receiving *watercourses* in order to:

(a) Maintain groundwater quality and flow and stream baseflow;
(b) Protect water quality;
(c) Minimize the disruption of pre-existing (natural) drainage patterns wherever possible;
(d) Prevent increases in stream channel erosion;
(e) Prevent any increase in flood risk;
(f) Protect aquatic species and their habitat; and
(g) Maintain receiving *watercourse* thermal regime.

(OPA 179)

5.6.13 The general location of stormwater management facilities shall be determined, wherever feasible, during the preparation of Subwatershed Plans or, in the event that it is demonstrated to the satisfaction of the City and the Conservation Authority that this is not feasible, during the preparation of Part II Plans. **(OPA 179)**

5.6.14 Stormwater management facilities shall be designed to minimize any adverse impacts on *environment* the environment in order to protect, improve or restore the condition of a receiving *watercourse*. The detailed design and location of these facilities shall be determined through the preparation of detailed stormwater management studies. **(OPA 179)**

5.6.15 Stormwater management facilities may be permitted in any land use designation, and may be permitted in valleylands, subject to other relevant policies of the Official Plan and the approval of the City and Conservation Authority. Notwithstanding the foregoing, stormwater management facilities shall generally be located outside of the regulatory floodplain limits and shall not be permitted in those components of the *Natural Heritage System* that are the subject of Policy 5.4.4 of this Plan and any associated buffer, including a *Vegetation Protection Zone*, except as permitted in accordance with Policy 5.14.7.1. **(OPA 179)**

5.6.16 Stormwater management facilities conveyed to the City shall generally not be accepted as parkland dedication in accordance with the Planning Act.

5.6.17 Stormwater management facilities are a vital component of municipal infrastructure that can benefit from regular monitoring and management. Accordingly, the City will consider adopting and maintaining a Stormwater Performance Monitoring and Maintenance Plan that sets out a regular performance monitoring and maintenance plan; a retrofit plan for existing facilities; and, the identification and prioritization of untreated areas for future stormwater management improvements and upgrades. To support this program, a municipal account may be established, funded through dedicated fees collected through conditions of *development* approval and/or through

other appropriate mechanisms, to ensure dedicated funding is available to support the recommendations contained within the Stormwater Performance Monitoring and Maintenance Plan. **(OPA 179)**

5.6.18 Proposals for *development* (except *wetland* restoration projects and domestic usage and livestock operations) that require a Permit to Take Water under the Water Resources Act, or that have the potential to impact water quantity, shall be accompanied by a study verifying that there is sufficient water supply to support the proposed use and, on a cumulative, sustainable basis, confirm that there will not be an adverse impact on surrounding water users and the natural *environment*. **(OPA 179)**

5.6.19 On sites where there is an abandoned well or borehole, *development* shall only be considered if the proponent demonstrates, to the satisfaction of the City, that actions have been taken to decommission the well or borehole, in accordance with provincial requirements. **(OPA 179)**

5.6.20 **Aquifer Vulnerability** **(OPA 115)**

5.6.20.1 *Highly vulnerable aquifers* are shown on Schedule "F-3". Additional *highly vulnerable aquifers* and refinements to the location and boundaries of *highly vulnerable aquifers* shown on Schedule "F-3" may be identified through future studies such as source water protection plans or watershed studies. Updates to Schedule "F-3" to incorporate this new information will be undertaken when it becomes available, and such updates shall not require an amendment to this Plan.

Highly vulnerable aquifers shall be protected when considering new *development* or *site alteration*. Outside of the Major Urban Area, uses considered to be a high risk to groundwater, as identified in Table 7, shall be prohibited within *highly vulnerable aquifers*. Other uses not included in Table 7 may also be prohibited if deemed to be a risk to water resources. **(OPA 179)**

5.6.20.2 Within Urban Areas, an application to permit any of the high risk land uses identified in Table 7 within a *highly vulnerable aquifer* shall be accompanied by a contamination management plan that defines the approach to protect water resources. **(OPA 179)**

5.6.20.3 Existing land uses considered to be a high risk to groundwater that are located within *highly vulnerable aquifers*, are encouraged to implement best management practices. **(OPA 179)**

Table 7: Land Use Groups by Risk to Groundwater

Group	Uses
Group 1 – High Risk Land Uses	▪ Landfills, waste transfer stations & putrescible waste disposal ▪ Lagoons for sewage treatment ▪ Auto wrecking & salvage yards ▪ Commercial or industrial dry cleaning of textiles & textile products ▪ Foundries, non-ferrous metal smelting & refining & casting operations ▪ Metal finishing operations: - electroplating - electrocoating - galvanizing - painting - application of based enamel ▪ Vehicle stampings ▪ Wood & wood product preservation & treatment ▪ Storage of road salt ▪ Snow storage and disposal facilities ▪ Bulk liquid trucking ▪ Local inter-municipal passenger service terminals ▪ Warehousing, bulk storage or retail sale of: - oil, natural gas & petroleum products - household or industrial cleaning production - storage of animal manure & inorganic fertilizers - agricultural pesticides, herbicides, fungicides & chemicals (warehousing and bulk storage) - construction equipment - underground and above-ground storage tanks that are not equipped with an approved secondary containment device - pharmaceuticals & medicines - paints & varnishes - major electric appliances - plastics & synthetic resins - lighting fixtures - wet electrical equipment - steering & suspension parts - engine parts - motor vehicle wiring - jewelry & precious metals - reinforced fibreglass plastic - electronic components (semi-conductors, printed circuit board, cathode ray tubes) - unfinished fabricated metal products - wheels & brakes - leather products - soaps & toilet preparations ▪ Manufacturing of: - petroleum products or asphalt batching (including processing) - motor vehicles, trucks & bus bodies, aircraft & aircraft parts - trailers - rail cars - mobile homes - ships & boats - industrial chemicals - printing inks - adhesives - small electrical appliances - electric lamps - wet batteries - dry electrical industrial equipment - vehicle engines - cable & wire ▪ Generation and storage of hazardous waste or liquid industrial waste ▪ Airports ▪ Schedule 3 contaminants of Ont. Regulation 347 of the Environmental Protection Act

Group	Uses		
Group 2 – Moderate Risk Land Uses	▪ Golf courses ▪ Photo developing facilities ▪ Printing of newspapers, packing & books ▪ Repair of industrial machinery ▪ Repair of: - motor vehicles - aircraft - watercraft - rail vehicles - trucks	▪ Storage of: - plastic parts for vehicles - telephones - business machines - plastic products - paper & newsprint - stereo equipment - fax machines - dry batteries - glass & glass products	- furniture, caskets, cabinets & other wood products - radios & televisions - computing equipment - rubber products - photographic equipment
Group 3 – Low Risk Land Uses	▪ Funeral homes & cemeteries ▪ Medical, health & other laboratories ▪ Storage, repair yards & facilities for contractors ▪ Asphalt paving & roofing contractor yards ▪ Lawn care contractors ▪ Machinery, equipment rental yards ▪ Retail sale of agricultural pesticides & herbicides	▪ Repair (including welding) of: - photographic equipment - watches - electronic equipment - appliances - furniture - jewelry - electronic motors - small motors - vending machines - computer equipment	▪ Manufacturing of: - textiles (including dyeing) - vehicle fabric accessories - dairy - processed foods & meats - soft drinks & alcohol - baked goods - canned goods - frozen foods ▪ Pathogenic Land Uses or storage of Pathogenic contaminants in excess of specified quantities

(OPA 179)

5.7 Landscape Resources (OPA 68)

5.7.1 Oak Ridges Moraine

5.7.1.1 The southern boundary of the Oak Ridges Moraine is generally shown on Schedules “A”, “A-1”, “A-2”, “B”, “B-1”, “B-2”, “D-1”, “D-2”, “F-1A”, “F-1B”, “F-2” and “F-3” and shall be specifically determined through the review of *development* applications. The City recognizes that the Oak Ridges Moraine is a significant landform that requires management and protection. *Development* proposals within the Oak Ridges Moraine shall be accompanied by studies required to address applicable Provincial policies for the Oak Ridges Moraine, or demonstrate that the application meets the intent of the policies as determined by the City. **(OPA 179)**

5.7.1.2 The City shall endeavour to preserve the rural character, natural resources and environmental features of the Oak Ridges Moraine.

5.7.2 Lake Ontario Waterfront

5.7.2.1 The City recognizes that the Lake Ontario waterfront is an important ecologically sensitive area and encourages the protection, enhancement and restoration of the existing natural shoreline and the restoration and enhancement of altered shorelines where feasible. **(OPA 179)**

5.7.2.2 The City shall, where feasible, promote and undertake initiatives to provide public access to and along City-owned waterfront lands having regard to the protection of ecological and environmental features of the shoreline.

5.7.2.3 Proponents of *development* in the vicinity of the Lake Ontario waterfront shall consider views and vistas of Lake Ontario in their designs, as well as public access to the waterfront. **(OPA 179)**

5.7.2.4 The City shall acquire waterfront lands including *Hazard Lands* subject to shoreline erosion hazards where feasible and subject to the availability of funding, and shall integrate such lands with other City-owned lands in accordance with any Council approved program for the acquisition of lands. **(OPA 179)**

5.7.2.5 Further to the requirements of Section 5.5 of this Plan, any Environmental Impact Study that is required for a *development* proposal along the Lake Ontario waterfront shall also address the following:

(a) Impact on the shoreline, creeks, *wetlands* and near-shore *wildlife habitat* and aquatic and terrestrial characteristics;

(b) Opportunities for the appropriate portions of the subject lands to be included in a natural corridor system along the waterfront and creek valleys;

(c) Impact on *lake* water quality; and

(d) The acceptability of soil quality (as determined by the Provincial or Federal authority having jurisdiction) if the *development* involves lakefilling.

(OPA 179)

5.7.2.6 Lands within 1 kilometre of the Lake Ontario shoreline are identified as important ecological areas containing environmental features and functions such as:

(a) *Coastal wetlands*;
(b) Migratory stopover sites;
(c) Beach/bluff communities;
(d) Shoreline processes including dynamic beaches;
(e) Habitat for *endangered*, *threatened*, and/or *special concern species*; and
(f) A regional wildlife movement corridor offering unique habitat and movement opportunities.

New *development* within 1 kilometre of the Lake Ontario shoreline shall incorporate site design criteria which mitigates *development* impact on: migratory species; resident species; important environmental features and functions; nearshore drinking water intakes, and wildlife movement corridors. Where *development* currently exists, the City shall encourage education, restoration, rehabilitation and retrofit efforts to enhance environmental features and functions.

(OPA 179)

5.8 *Hazard Lands*

5.8.1 *Hazard Lands* are generally shown on Schedule “D-1” and Part II Plans. Additions or reductions to *Hazard Lands* from those shown on Schedule “D-1” may be shown in Part II Plans or identified during the review of *development* applications without amendment to this Plan. The extent and exact location of *Hazard Lands* shall be determined in the zoning by-law in accordance with detailed floodline, soil and contour mapping , and, when available, the results of detailed studies, in consultation with the Conservation Authority. In the absence of such mapping or studies, the City in consultation with the Ministry of Natural Resources and Forestry and the Conservation Authority shall use such *Hazard Lands* shown on Schedule “D-1” as general guidelines in the preparation of the zoning by-law and in the approval of plans of subdivision. As more detailed mapping or studies become available, the zoning by-law shall be amended forthwith.

(OPA 179)

5.8.2 *Hazard Lands* shall be used primarily for the preservation and conservation of land and/or the *environment*, and shall be managed in such a manner as

to complement adjacent land uses and protect such uses from any physical hazards or their effects. Where *Hazard Lands* coincide with those components of the *Natural Heritage System* that are the subject of Policy 5.4.4 of this Plan, the use of such *Hazard Lands* shall be permitted in accordance with Policy 5.4.4 and the relevant policies of Section 5.8. Elsewhere, uses permitted shall generally be limited to agriculture, conservation, horticultural nurseries, forestry, wildlife management, public or private parks and other outdoor recreational activities, or other uses, including public works, transmission and utility lines and municipal uses, compatible with the types of hazard identified. **(OPA 68, 179)**

No buildings or structures shall be permitted on *Hazard Lands* within flood plains as delineated by the regulatory flood line as defined by the Conservation Authority or within flood or erosion areas as defined by the Ministry of Natural Resources and Forestry along the Lake Ontario shoreline except where such buildings or structures are intended for flood or erosion control, or are normally associated with a flood plain or landscape stabilization, or are integral to permitted uses and are approved by the City, Conservation Authority and/or the Ministry of Natural Resources and Forestry. Buildings or structures permitted on other types of *Hazard Lands* shall be compatible with the types of hazard identified and shall be determined in the zoning by-law by the City in consultation with the appropriate authorities. *Development* and *site alteration* shall not be permitted within:

(a) The dynamic beach hazard;

(b) Areas that would be rendered inaccessible to people and vehicles in times of flooding hazard, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the *development* and the natural hazard; and

(c) A floodway regardless of whether the area of inundation contains high points of land not subject to flooding.

However, *development* and *site alteration* may be considered in certain areas identified in (a), (b) and (c) above, in accordance with relevant Provincial policies and regulations. **(OPA 78, 179)**

5.8.3 The erection of buildings or structures in accordance with Policy 5.8.2 of this Plan, or the placement or removal of fill of any kind, whether originating on the site or elsewhere, in *Hazard Lands* along creek valleys, or alterations to a *watercourse*, shall be subject to the approved planning and regulatory documents of the Central Lake Ontario Conservation Authority or the Kawartha Conservation Authority with respect to matters within their jurisdiction and to the policies of this Plan, particularly Policy 5.8.7 and,

where the *Hazard Lands* in question coincide with the *Natural Heritage System*, Policy 5.4.10. **(OPA 179)**

5.8.4 The zoning by-law shall generally contain building and lot setbacks related to *Hazard Lands*. Such setbacks shall be determined by the City in consultation with the Conservation Authority and shall be related to areas regulated by the Conservation Authority under Section 28 of the Conservation Authorities Act, the severity of any potentially hazardous or sensitive conditions and the top of bank. **(OPA 179)**

5.8.5 Where *Hazard Lands* are under private ownership, it shall not be construed that these lands shall be free and open to the general public or that they shall be acquired by the City or any other public agency.

5.8.6 Where *development* or redevelopment is proposed on a site, part of which consists of *Hazard Lands*, such *Hazard Lands* shall not normally be acceptable as a conveyance for park purposes. Where *Hazard Lands* are determined to be acceptable to the City for park purposes they shall be developed in accordance with Policy 5.4.16, as applicable, and where such lands contain an open *watercourse*, adequate space shall be provided for maintenance and operation of the *watercourse* and erosion control treatment if required. **(OPA 179)**

5.8.7 In considering an application for the erection of buildings or structures, or the placing or removal of fill of any kind on *Hazard Lands*, an application for the removal of the *development* constraints affecting lands shown as *Hazard Lands* or an application for the alteration of a *watercourse*, consideration shall be given to the following:

(a) The existing environmental or physical hazards;

(b) The potential impacts of these hazards on the proposed *development*;

(c) The potential impact of any proposed *development* on the *Hazard Lands*; and

(d) The proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices.

5.8.8 The City may review the flood plains within its jurisdiction for possible designation as a special policy area for flood plain management purposes in accordance with Provincial policies or guidelines.

5.8.9 New *development* and redevelopment within the Two Zone Flood Plain Management Policy Area, as shown on Schedule “D-1” for the Goodman and Oshawa Creeks, shall be consistent with the Central Lake Ontario Conservation Authority’s Two Zone Flood Plain Management Policies, as may be updated from time to time. **(OPA 179)**

5.8.10 Prior to approval of a proposed intensification project including *development* within the Two Zone Floodplain Management Policy Area, the City, in consultation with the Conservation Authority, may require the proponent to complete, in addition to other municipal requirements, a thorough assessment to ensure flooding conditions will not be exacerbated for upstream and/or downstream properties. The assessment shall identify and recommend appropriate measures for implementation to address potential impacts. **(OPA 179)**

5.8.11 *Development* and *site alteration* will generally be directed away from both flooding and erosion hazards and corresponding access allowances associated with *watercourses* in accordance with policies established by the Conservation Authority and associated technical guidelines for natural hazards, as may be issued by the Ontario Ministry of Natural Resources and Forestry and updated from time to time. **(OPA 179)**

5.8.12 *Development* on, abutting or adjacent to lands affected by mine hazards: oil, gas and salt hazards; or former mineral mining operations, *mineral aggregate operations* or petroleum resource operations, may be permitted only if necessary measures to address and mitigate known hazards are implemented. **(OPA 179)**

5.8.13 Prior to approval of future urban boundary expansions, in addition to other municipal growth requirements, a thorough assessment shall be completed to ensure flooding conditions will not be exacerbated for upstream and/or downstream properties, including an assessment of cumulative impacts further to Policy 5.1.5 of this Plan. **(OPA 179)**

5.9 Contaminated Sites/Brownfields **(OPA 179)**

5.9.1 Proponents of *development* on lands previously used for industrial or noxious purposes shall demonstrate, to the satisfaction of the City and any other appropriate authority, that such sites are decommissioned to an appropriate standard, in accordance with the requirements of the Ministry of the Environment, Conservation and Parks, prior to the redevelopment of such sites.

5.9.2 Contaminated sites include *landfill sites*, *brownfield sites*, raw material storage areas, auto wreckers, former rail lines, automotive repair and service stations, dry cleaning plant or any other site or building that may have been used for such purpose and/or any site considered by the City, or any other government agency, to be potentially contaminated.

5.9.3 The City shall develop a protocol outlining the process that must be satisfied by the proponent, prior to *development* proceeding in areas where soil contamination is known or suspected, and which ensures that Regional and Provincial guidelines are satisfied.

5.10 *Landfill Sites* (OPA 68 – Deferred, 179)

5.10.1 Known *Waste Disposal Assessment Areas* are symbolically shown on Schedule "D-1" and have been determined in consultation with the Ministry of the Environment, Conservation and Parks. New *Landfill Sites* as well as known *Waste Disposal Assessment Areas* will be shown in Part II Plans where applicable or identified at any time in consultation with the Ministry of the Environment, Conservation and Parks without amendment to this Plan. The Ministry of the Environment, Conservation and Parks and the City may require the undertaking of any investigation considered necessary to identify those *Waste Disposal Assessment Areas* and *Landfill Sites* which pose or have potential to pose an environmental or health hazard and to determine the extent and exact location of such *Waste Disposal Assessment Areas* and *Landfill Sites* in relation to the severity of the existing or potential hazard.

(OPA 179)

5.10.2 The City shall amend its zoning by-law to rezone those *Waste Disposal Assessment Areas* and *Landfill Sites* identified in accordance with Policy 5.10.1 as posing, or having the potential to pose, an environmental or health hazard to an appropriate zoning category.

(OPA 179)

5.10.3 Prior to rezoning to amend the zoning provisions imposed in accordance with Policy 5.10.2 and to permit uses in accordance with the provisions of this Plan, the proponents shall submit to the Ministry of the Environment, Conservation and Parks and the City for their approval such engineering reports as may be required in respect of matters such as: potential gas migration, leachates, hydrogeology, structural stability and the safety and integrity of proposed structures. Upon receiving written approval from the Ministry of the Environment, Conservation and Parks that the lands within the holding zone are not affected by gases, leachates or toxic wastes from the former *Landfill Site* and that the lands within the subject zone are environmentally safe, the City shall consider rezoning the lands to an appropriate zoning category.

(OPA 179)

5.10.4 Notwithstanding the provisions of Policy 5.10.2, the City may zone to recognize existing uses or structures within those *Waste Disposal Assessment Areas* and *Landfill Sites* identified in accordance with Policy 5.10.1 as posing or having the potential to pose, an environmental or health hazard. Former *Landfill Sites* may be developed for passive or active recreation subject to the approval of the Minister of the Environment.

(OPA 179)

5.10.5 The *development* of lands and construction of roads and services adjacent to existing or former *Landfill Sites*, including former waste disposal areas located within those *Waste Disposal Assessment Areas* identified in accordance with Policy 5.10.1 as posing or having the potential to pose, an

environmental or health hazard, shall require Ministry of the Environment, Conservation and Parks and City approval. The proponents shall submit to the Ministry of the Environment, Conservation and Parks and to the City for their approval such engineering reports as may be required with respect to controlling any potential methane gas migration or leachate migration from the existing or former *Landfill Sites*, and the construction of structures, buildings, roads or services on such lands shall comply with such reports as endorsed by the Ministry of the Environment, Conservation and Parks and the City. **(OPA 179)**

5.10.6 The City may require that appropriate buffering be provided as a condition of *development* on lands adjacent to existing or former *Landfill Sites* in order to minimize any negative environmental effects emanating from the existing or former *Landfill Sites*. In addition, the phasing of *development* on lands adjacent to existing or former *Landfill Sites* shall be subject to the approval of the City and the Ministry of the Environment, Conservation and Parks. The zoning by-law may specify any necessary controls prescribed by any studies as may be required in accordance with Policies 5.10.3 and 5.10.5.
(OPA 179)

5.10.7 The establishment of new *Landfill Sites*, or the expansion, or increase in capacity of existing *Landfill Sites*, shall require an amendment to this Plan.
(OPA 179)

5.10.8 City Council, when considering *development* applications for new or expanding *Landfill Sites*, shall take into account the following:

(a) The principle of reduction, re-use and recycling of waste;

(b) Alternative solutions for waste disposal;

(c) The impact of the proposal on the *environment*, the health of surrounding residents, the transportation system and existing and planned surrounding land uses; and

(d) Financial implications to the City.

(OPA 179)

5.10.9 An application to amend this Plan in accordance with Policy 5.10.7 for a *Landfill Site* shall be accompanied by reports addressing the matters identified in Policy 5.10.8. **(OPA 179)**

5.10.10 Prior to considering an amendment to this Plan for the purpose of establishing a new or expanding *Landfill Site*, City Council shall, in consultation with the Region of Durham, select and retain a qualified consultant or consultants to conduct a peer review of the reports submitted in accordance with Policy 5.10.9. The proponent shall bear the costs of the peer review, which shall be reasonable. **(OPA 179)**

5.11 Other Hazards (OPA 68)

5.11.1 Noise and Vibration

5.11.1.1 Where proposed *development* has the potential to produce excessive noise which may adversely affect existing uses, the City may require, prior to *development* approval, the submission of a noise analysis dealing with matters such as the noise levels affecting nearby existing uses and the proposed methods which would be employed to reduced noise to an acceptable level.

5.11.1.2 Prior to the approval of proposed residential *development* including nursing homes and homes for the aged or other noise-*sensitive uses* such as day care centres, schools and health care facilities in proximity to existing or proposed institutional, commercial or industrial uses or other major noise-generating uses, or in proximity to highways, the City may require the proponent to submit a noise analysis to the satisfaction of the City and other authorities having jurisdiction. As part of this determination, regard shall be given to the noise and safety standards of the Ministry of the Environment, Conservation and Parks and other relevant agencies. The City may also require the proponent to provide appropriate noise mitigation measures including setbacks, screening and the design and location of buildings.

(OPA 179)

5.11.1.3 Notwithstanding the provisions of Policy 5.11.1.2, prior to the approval of proposed residential *development* including nursing homes and homes for the aged or other noise-*sensitive uses* such as day care centres, schools and health care facilities within 300 metres (984 ft.) of an arterial road, a rail corridor or a railway commuter station, or within 1,000 metres (3,281 ft.) of a railway yard, the City shall require the proponent to submit a noise analysis to the satisfaction of the City and other authorities having jurisdiction.

Where the noise-generating use is a rail corridor, railway commuter station or a railway yard, the noise analysis shall be undertaken in accordance with Policy 3.5.5 of this Plan. Where the noise generating use is an arterial road, regard shall be given through the analysis to the noise and safety standards of the Ministry of the Environment, Conservation and Parks and other relevant agencies.

The City may also require the proponent to provide appropriate noise mitigation measures including setbacks, screening and the design and location of buildings.

(OPA 179)

5.11.1.4 Prior to the approval of proposed residential *development* or other vibration-*sensitive uses* within 75 metres (246 ft.) of a rail corridor or a railway commuter station, or within 1,000 metres (3,281 ft.) of a railway yard, the City

shall require the proponent to submit a railway vibration study in accordance with Policy 3.5.5 of this Plan.

Prior to the approval of proposed residential *development* or other vibration-*sensitive uses* within 75 metres (246 ft.) of a vibration-generating activity other than a rail corridor, a railway commuter station or a railway yard, the City may require the proponent to submit an analysis of ground-borne vibration to the satisfaction of the City and other authorities having jurisdiction and may require the proponent to provide appropriate mitigative measures. As part of this determination regard shall be given to the noise and safety standards of the Ministry of the Environment, Conservation and Parks and other relevant agencies.

(OPA 179)

5.11.1.5 Any required mitigation measures identified in a noise or ground-borne vibration analysis undertaken in accordance with Policies 5.11.1.1, 5.11.1.2, 5.11.1.3 and 5.11.1.4 shall be generally implemented through the *development* approvals process and *development* agreements. **(OPA 179)**

5.11.1.6 Residential *development* and redevelopment including nursing homes and homes for the aged and other noise-*sensitive uses* such as day care centres, schools and health care facilities in the vicinity of the Oshawa Executive Airport shall have regard to the relevant policies of Section 2.10.

(OPA 179)

5.11.2 Odours

5.11.2.1 Where proposed *development* has the potential to produce odours which may adversely affect existing uses, the City may require, prior to *development* approval or as part of a *development* agreement, the submission of an analysis of odours which may affect nearby existing uses and the proposed methods which would be employed to reduce odour to an acceptable level.

5.11.2.2 Prior to the approval of proposed residential *development* and redevelopment including nursing homes and homes for the aged or other odour-*sensitive uses* such as day care centres, schools and health care facilities in proximity to existing or proposed odour-generating uses, the City may require the proponent to submit an analysis of the impacts of odour on the proposed use to the satisfaction of the City and the appropriate authorities having jurisdiction. The City may also require the proponent to provide appropriate mitigation measures to reduce odour to an acceptable level. **(OPA 179)**

5.11.3 Light Pollution **(OPA 179)**

5.11.3.1 Measures to appropriately mitigate light pollution in the form of light trespass/spillover, glare, over-lighting and uplight shall be undertaken to

conserve energy, contribute to an aesthetic night time image and protect the night sky for its scientific and educational value and natural interest, while ensuring lighting levels address the safety needs of the built *environment* and transportation network, including the needs of pedestrians and cyclists. Outdoor lighting shall also be directed away from *key natural heritage* and/or *key hydrologic features* and their associated *Vegetation Protection Zones*.

5.12 *Woodlands* and Tree Preservation (OPA 179)

5.12.1 The City, in consultation with the Conservation Authority and other agencies having jurisdiction, shall require an Environmental Impact Study to be undertaken in accordance with Policy 5.3.5 and Section 5.5 of this Plan to assess and, where appropriate, identify measures to mitigate the impact of *development* or *site alteration* on *significant woodlands*.

5.12.2 For any proposal for *development* or *site alteration* in proximity to a wooded area, an appropriate buffer for the wooded area shall be determined pursuant to an Environmental Impact Study in accordance with Section 5.5, provided that:

(a) Within the Major Urban Area or within areas designated either as Estate Residential or Hamlet ORM – Rural Settlement Area:

(i) The minimum buffer width shall be 10 metres (32 ft.) past the dripline of the wooded area, if the wooded area relates to part of the *Natural Heritage System* as shown on Schedules “D-1” and “F-1A” other than a riparian corridor, a *wetland*, or a provincially significant feature;

(ii) The minimum buffer width shall be 10 metres (32 ft.) past the dripline of the wooded area, if the wooded area comprises a known natural heritage feature outside of the *Natural Heritage System*;

(iii) The minimum buffer width shall be 30 metres (98 ft.) from the base of the outermost tree trunks if the wooded area relates to a provincially significant feature;

(iv) The minimum buffer width shall be 15 metres (49 ft.) from the dripline of any part of a wooded area associated with a *wetland* that is not a provincially *significant wetland*; or

(v) The minimum buffer width shall match the minimum buffer requirements for a riparian corridor in accordance with Policies 5.4.8 and 5.4.9, if the wooded area is within a riparian corridor;

(b) Outside of the Major Urban Area or areas designated either as Estate Residential or Hamlet ORM – Rural Settlement Area:

(i) The minimum buffer width shall be 10 metres (32 ft.) past the dripline of the wooded area, if the wooded area relates to a component of the *Natural Heritage System* as shown on Schedules "D-1" and "F-1A" other than a *key natural heritage feature*, a *key hydrologic feature* or a riparian corridor;

(ii) The minimum buffer width shall be 10 metres (32 ft.) past the dripline of the wooded area, if the wooded area comprises a known natural heritage feature outside of the *Natural Heritage System*;

(iii) The minimum buffer width shall be 30 metres (98 ft.) from the base of the outermost tree trunks if the wooded area relates to a *key natural heritage* or *key hydrologic feature* identified in Table 6 of this Plan; or

(iv) The minimum buffer width shall match the minimum buffer requirements for a riparian corridor in accordance with Policies 5.4.8 and 5.4.9, if the wooded area is within a riparian corridor.

Where the contextual conditions associated with the wooded area match more than one of the contextual conditions described above, the greater buffer requirement shall apply.

5.12.3 The City may pass by-laws restricting and regulating the cutting of trees. Notwithstanding the foregoing, a tree cutting by-law in accordance with Policy 5.13.9.4.1 shall be adopted for the Oak Ridges Moraine. **(OPA 179)**

5.12.4 For any *development* or *site alteration* where private or public trees are located within the property and/or a minimum of 5 metres (16 ft.) beyond the limit of the *development* site, the City may require the proponent to submit a Tree Inventory and Preservation Plan for trees 100 millimetres or greater in caliper indicating the following:

(a) Location including the grade/elevation at the base of the trunk;
(b) General location of smaller trees and shrub groupings;
(c) Species identification both botanical and common names;
(d) Size of tree: caliper, canopy spread and height;
(e) State of health/condition of tree;
(f) Existing trees proposed to be removed and the reason for removal;
(g) Existing trees proposed to be transplanted and their new locations;
(h) Existing trees proposed to be protected/retained;
(i) Dimensions and details of recommended tree protection and preservation measures for all trees to be retained; and
(j) Any other matters to tree protection and preservation identified by the City.

For existing trees proposed to be removed and/or damaged as a result of *development*, compensation planting may be required at a ratio of 1 tree for

every 100 millimetres of the impacted tree caliper up to a maximum of 5 trees and/or at the discretion of the City.

5.13 Oak Ridges Moraine **(OPA 115)**

5.13.1 The Oak Ridges Moraine is a significant landform requiring management and protection. Land uses and activities in the Oak Ridges Moraine are governed by the Provincial Oak Ridges Moraine Conservation Plan which is an ecologically based plan integrating environmental and land use planning.

Nothing in this Plan shall prevent the use of any land, buildings and structures, in accordance with Sections 6 to 9 of the Oak Ridges Moraine Conservation Plan.

5.13.2 The portion of the Oak Ridges Moraine Conservation Plan Area within the City of Oshawa is shown on Schedules "A", "A-1", "A-2", "B", "B-1", "B-2", "D-1", "D-2", "F-1A", "F-1B", "F-2" and "F-3" of the Oshawa Official Plan. The southern boundary of the Oak Ridges Moraine coincides with the boundary defined in the Oak Ridges Moraine Conservation Plan. These boundaries have been established by the Province. **(OPA 179)**

5.13.3 Every application for *development* or *site alteration* within the Oak Ridges Moraine Conservation Plan Area shall be subject to the relevant policies under Section 5.0 of this Plan, including provisions relating to *key natural heritage* and *key hydrologic features*, the *Natural Heritage System*, *Landform Conservation Areas* and Aquifer Vulnerability, as well as under Sections 2.6, 2.7 and 2.8, and shall also be subject to the *Development* Control provisions in Policy 5.13.9 and Table 6 of this Plan. **(OPA 179)**

5.13.4 **Key Natural Heritage and Hydrologically Sensitive Features in the Oak Ridges Moraine** **(OPA 179)**

5.13.4.1 Where *development* or *site alteration* is proposed within the Minimum Area of Influence, for a *key natural heritage* or *key hydrologic feature* identified in Table 6 under Section 5.3 of this Plan but outside the feature itself, the proponent of the *development* shall satisfy the municipality that the *development* or *site alteration* will not adversely affect the *key natural heritage* and *key hydrologic features* and connectivity between those features. In this regard, an Environmental Impact Study (EIS) shall be undertaken in accordance with Section 5.5 of this Plan. The EIS shall also include a natural heritage evaluation and/or a hydrological evaluation completed in accordance with Sections 23 and 26(4) of the Oak Ridges Moraine Conservation Plan to the satisfaction of the City and generally including the following:

(a) A description of the *key natural heritage* and *key hydrologic features* of the site;

(b) A description of the proposed *development* including a site plan;

(c) An identification of the planning, design and construction practices necessary to maintain, improve or restore the health, diversity, size and connectivity of the *key natural heritage* and *key hydrologic features* or of related ecological functions with other *key natural heritage* and *key hydrologic features*; and

(d) For *development* or *site alteration* within the Minimum Area of Influence of *key hydrologic features*, but outside the minimum *Vegetation Protection Zone* itself, the basis upon which the determination and specification mentioned in subsection is undertaken shall include, without limitation, an analysis of land use, soil type and soil class, using criteria established by the Government of Ontario, as amended from time to time.

(OPA 179)

5.13.4.2 In the Oak Ridges Moraine, no new lots may be created within or partially within those components of the *Natural Heritage System* indicated in Policy 5.4.4 of this Plan and/or any associated buffer, including a minimum *Vegetation Protection Zone*, except those specified in this Plan and only if there is enough net developable area on both the severed lot and the retained lot to accommodate the proposed uses, buildings, structures and accessory uses without encroachment into the aforementioned components of the *Natural Heritage System* and/or associated buffers.

This policy is not intended to prevent lot creation for the purpose of facilitating conservation land acquisition, pursuant to Policy 5.4.15.

(OPA 179)

5.13.5 Landform Conservation Areas

5.13.5.1 *Landform Conservation Areas* are shown on Schedule “F-2”. The intent of identifying *Landform Conservation Areas* is to maintain the significant natural landform features of the Oak Ridges Moraine. *Landform Conservation Areas* are identified as Category 1 or Category 2 Areas.

In areas identified as Category 1 Areas, the net developable area of the site shall be limited to twenty-five percent (25%) of the total area of the site. Impervious surfaces shall be limited to fifteen percent (15%) of the total area of site.

In areas identified as Category 2 Areas, the net developable area of the site shall be limited to fifty percent (50%) of the total area of the site. Impervious surfaces shall be limited to twenty percent (20%) of the total area of the site.

The above-noted policies do not apply to *mineral aggregate operations*. However, *mineral aggregate operations* are required to demonstrate that the

site will be rehabilitated to establish a landform character that is consistent with the landform patterns of adjacent lands and that the long-term ecological integrity of the site will be maintained, restored or improved.

All applications for development within *Landform Conservation Areas* shall include the identification of significant landform features, and existing and proposed grades. The applicant shall be required to demonstrate that the significant landform features will be maintained, the amount of *site alteration* is minimized and the provisions of Policy 5.13.5.1 have been satisfied. Applications for major *development* (as defined in the Oak Ridges Moraine Conservation Plan) shall be accompanied by a Landform Conservation Plan prepared in accordance with the Oak Ridges Moraine Conservation Plan, subject to the provisions of Section 30 (8), and (9) of the Oak Ridges Moraine Conservation Plan.

Further, applications for *development* or *site alteration* that do not constitute major development, with respect to land in a *landform conservation area* of either category, shall be subject to Section 30 (10) of the Oak Ridges Moraine Conservation Plan.

(OPA 179)

5.13.5.2 All *development* and *site alteration* in a subwatershed within the Oak Ridges Moraine shall be prohibited if it would cause the total percentage of the subwatershed area to have an impervious surface exceeding ten percent (10%). **(OPA 179)**

5.13.6 **Watershed Planning in the Oak Ridges Moraine (OPA 115, 179)**

5.13.6.1 Major *development* (as defined in the Oak Ridges Moraine Conservation Plan) within the Oak Ridges Moraine as shown on Schedule “A” shall be prohibited after April 23, 2007 unless a *watershed plan* prepared by the Region for the relevant watershed has been completed; the major *development* conforms with the *watershed plan* and a water budget and conservation plan demonstrating that the water supply required for the proposed major *development* is sustainable has been completed by the Region.

All major *development* applications which commenced prior to April 23, 2007 shall comply with the policies in Section 24 (8) of the Oak Ridges Moraine Conservation Plan. **(OPA 179)**

5.13.6.2 The City will incorporate, by amendment to this Plan, results of related environmental studies and monitoring related to *watershed plans* and Oak Ridges Moraine Conservation Plan studies as appropriate.

5.13.6.3 Any proposal to establish a wellhead protection area shall require an amendment to this Plan and all uses within the wellhead protection area shall

be required to comply with the provisions of Section 28 of the Oak Ridges Moraine Conservation Plan.

5.13.7 Stormwater Management in the Oak Ridges Moraine (OPA 115, 179)

5.13.7.1 An application for the construction of building(s) with a ground floor area of 500 square metres (5,382 sq. ft.) or more, the establishment of a *major recreational use* or for the creation of four or more lots, in the Oak Ridges Moraine as shown on Schedule "A" shall be accompanied by a stormwater management plan in accordance with Section 46 of the Oak Ridges Moraine Conservation Plan.

5.13.7.2 An application for *development* or *site alteration* shall demonstrate that planning, design and construction practices that protect water resources will be used in accordance with the relevant provisions of Section 45 of the Oak Ridges Moraine Conservation Plan to the satisfaction of the City.

5.13.8 Walking and Cycling System (OPA 115, 179)

5.13.8.1 The City encourages the establishment of a continuous and accessible recreational walking and cycling system within the Oak Ridges Moraine, in accordance with the strategies contained in Policy 3.4.4 of this Plan. Where areas identified for the establishment of a walking and cycling system are privately owned, such areas shall not necessarily be free and open to the public nor shall they necessarily be acquired by the City.

5.13.9 *Development* Control Within the Oak Ridges Moraine (OPA 115, 179)

5.13.9.1 The policies of Section 5.13.9 of this Plan shall apply to lands within the Oak Ridges Moraine in addition to any relevant policies of Section 9.0 of this Plan. However, in instances where Section 5.13.9 contains more detailed provisions than the policies of Section 9.0, such detailed provisions shall apply. No policies in Section 9.0 can be more restrictive towards *agricultural uses*, *mineral aggregate operations* and *wayside pits and quarries*.

5.13.9.2 Zoning By-law (OPA 115)

5.13.9.2.1 Notwithstanding any other policy in this Plan to the contrary, for lands within the Oak Ridges Moraine, as shown on Schedule "A", the zoning by-law shall:

(a) Permit the *development* of a single detached dwelling on a lot that existed on November 15, 2001, where a single detached dwelling was previously identified as a permitted use on the site in the zoning by-law and provided that the requirements of Policy 5.13.9.3.8 are addressed to the satisfaction of the City and the Conservation Authority;

(b) Recognize legally existing uses as of November 15, 2001 that conform to the relevant policies of this Plan and the Oak Ridges Moraine Conservation Plan;

(c) Permit the expansion of legally existing buildings and structures if the applicant demonstrates that:

(i) There will be no change in use; and
(ii) The expansion will not adversely affect the ecological integrity of the Plan Area;

(d) Permit the *development* of accessory buildings and structures related to an existing or new single detached dwelling or other existing or new permitted use, provided the existing or permitted use conforms with the permitted uses of the Oak Ridges Moraine Conservation Plan.

(OPA 179)

5.13.9.3 <u>Site Plan Control</u> **(OPA 115)**

5.13.9.3.1 *Development* and *site alteration* within the Oak Ridges Moraine Conservation Plan Area shall be subject to the site plan control policies of Section 9.4 of this Plan except as provided in Policy 5.13.9.3.2. **(OPA 179)**

5.13.9.3.2 Notwithstanding the provisions of Policy 9.4.4 to the contrary, within the Oak Ridges Moraine, as shown on Schedule "A", site plan control shall also be applied to the following uses:

(a) Low density residential *development* containing less than three dwelling units, including any accessory buildings or structures; and,

(b) Farm buildings and structures.

(OPA 179)

5.13.9.3.3 Applications for site plan approval within the Oak Ridges Moraine, as shown on Schedule "A", will be reviewed in accordance with the objectives of the Oak Ridges Moraine Conservation Plan in order to protect the ecological features and functions of the moraine ecosystem.

5.13.9.3.4 Where a contextual condition described under Policy 5.5.2 of this Plan applies, applications for site plan approval shall be accompanied by an Environmental Impact Study completed to the satisfaction of the City and the Conservation Authority, in accordance with Policies 5.5.7 and 5.13.4.1.

(OPA 179)

5.13.9.3.5 Through the site plan approval process, the City shall require the preservation, maintenance or establishment of buffers such as minimum *Vegetation Protection Zones* in order to mitigate the potential impact of the *development* and enhance the natural features and functions of the moraine ecosystem. **(OPA 179)**

5.13.9.3.6 Site plan control will be used to limit grading and the alteration of the natural landscape within the Oak Ridges Moraine to implement the policies of Section 5.13.5 *Landform Conservation Areas*. **(OPA 179)**

5.13.9.3.7 Conditions of site plan approval may require greater buffers (including *Vegetation Protection Zones*), landscaped open space, less lot coverage or other limitations that exceed the requirements of the zoning by-law in order to maintain, restore or enhance the ecological integrity of the Oak Ridges Moraine. **(OPA 179)**

5.13.9.3.8 Notwithstanding any policy of this Plan to the contrary, the construction of a new single detached dwelling on a lot that existed on November 15, 2001 shall be subject to the applicant demonstrating, to the extent possible, that the use, erection and location will not adversely affect the ecological integrity of the Oak Ridges Moraine Conservation Plan Area. **(OPA 179)**

5.13.9.4 *Site Alteration* and Tree Cutting By-laws **(OPA 115)**

5.13.9.4.1 The City shall adopt *site alteration* and tree cutting by-laws for the Oak Ridges Moraine in accordance with Sections 135 and 142 of the Municipal Act and the Oak Ridges Moraine Conservation Act, 2001.

5.13.9.5 Monitoring **(OPA 115)**

5.13.9.5.1 The City shall participate with the Province, Region and Conservation Authority in monitoring environmental conditions in the Oak Ridges Moraine as shown on Schedule “A”.

5.14 Greenbelt Protected Countryside Area **(OPA 179)**

5.14.1 The Provincial Greenbelt Plan establishes a broad area across southern Ontario where urbanization should not occur and serves to protect the agricultural land base and ecological features and functions occurring within this landscape. In Oshawa, the area identified for protection consists of the Oak Ridges Moraine Conservation Plan Area and the Greenbelt Protected Countryside Area. The policies of the Oak Ridges Moraine Conservation Plan are the policies of the Greenbelt Plan for the Oak Ridges Moraine Conservation Plan Area. The lands comprising the Greenbelt Protected Countryside Area are lands that are intended to enhance the spatial extent of agriculturally and environmentally protected lands covered by the Oak Ridges Moraine Conservation Plan while at the same time improving linkages between these areas and the surrounding major lake systems and watersheds.

5.14.2 The portion of the Greenbelt Protected Countryside Area of the Greenbelt Plan within the City of Oshawa is shown on Schedules “A”, “A-2”, “B”, “B-1”, “B-2”, “D-1”, “D-2”, “F-1A” and “F-1B” of the Oshawa Official Plan.

5.14.3 The land use designations comprising the Greenbelt Protected Countryside Area are shown on Schedule "A" and generally consist of lands designated for Prime Agricultural and Open Space and Recreation purposes. All proposals for *development* and/or *site alteration* within the Greenbelt Protected Countryside Area and designated Prime Agricultural or Open Space and Recreation on Schedule "A" shall meet the requirements of this Plan, the Zoning By-law and the Greenbelt Plan. Where there is a discrepancy between this Plan, the Zoning By-law and the Greenbelt Plan policies, the most restrictive policies shall prevail.

Within the Greenbelt Protected Countryside Area, Schedules "D-2" and "F-1B" also show the extent of the Greenbelt Natural Heritage System as delineated by the Province for the City of Oshawa. The Greenbelt Natural Heritage System is an overlay which identifies the geographical area to which certain policies of this Plan make reference and apply.

5.14.4 Every application for *development* or *site alteration* within the Greenbelt Protected Countryside Area shall be subject to relevant policies under Section 5.0 of this Plan, including policies relating to *key natural heritage* and *key hydrologic features*, the *Natural Heritage System*, and Aquifer Vulnerability, as well as under Sections 2.6 and 2.8.

5.14.5 **Lot Creation** **(OPA 179)**

5.14.5.1 In the Greenbelt Protected Countryside Area, no new lots may be created within or partially within those components of the *Natural Heritage System* indicated in Policy 5.4.4 of this Plan and/or any associated buffer, including a minimum *Vegetation Protection Zone*, except those specified in this Plan and only if there is enough net developable area on both the severed lot and the retained lot to accommodate the proposed uses, buildings, structures and accessory uses without encroachment into the aforementioned components of the *Natural Heritage System* and/or associated buffers.

This policy is not intended to prevent lot creation for the purpose of facilitating conservation land acquisition, pursuant to Policy 5.4.15.

5.14.6 **Watershed Planning in the Greenbelt Protected Countryside Area** **(OPA 179)**

5.14.6.1 The City will incorporate, by amendment to this Plan, results of related environmental studies and monitoring related to *watershed plans* and Greenbelt Plan studies as appropriate.

5.14.6.2 Any proposal to establish a wellhead protection area shall require an amendment to this Plan and all uses within the wellhead protection area shall be required to comply with all applicable regulations related to the protection of source water.

5.14.7 Stormwater Management in the Greenbelt Protected Countryside Area (OPA 179)

5.14.7.1 Stormwater management facilities are prohibited in those components of the *Natural Heritage System* that are the subject of Policy 5.4.4 of this Plan and any associated buffer, including a *Vegetation Protection Zone*, except where they coincide with those portions of the Greenbelt Protected Countryside Area traversed by major river valleys that connect the Oak Ridges Moraine to Lake Ontario. In these areas, naturalized stormwater management facilities are permitted provided that they are located a minimum of 30 metres (98 ft.) away from the edge of the river/stream and in the *Vegetation Protection Zone* of any abutting *key natural heritage* or *key hydrologic features*.

5.14.7.2 Applications for *development* and *site alteration* in the Greenbelt Protected Countryside Area shall be accompanied by a stormwater management plan which demonstrates that:

(a) Planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;

(b) Where appropriate, an integrated treatment approach shall be used to minimize stormwater management flows and structures through such measures as lot level controls and conveyance techniques such as grass swales; and

(c) Applicable recommendations, standards or targets within *watershed plans* and water budgets are complied with.

5.14.7.3 A stormwater management plan submitted pursuant to Policy 5.14.7.2 of this Plan shall be prepared in accordance with Policy 5.6.12 of this Plan.

5.14.8 Walking and Cycling System (OPA 179)

5.14.8.1 The City encourages the establishment of a continuous and accessible recreational walking and cycling system within the Greenbelt Protected Countryside Area, including connections to routes on the Oak Ridges Moraine, in accordance with the strategies contained in Policy 3.4.4 of this Plan. Where areas identified for the establishment of a walking and cycling system are privately owned, such areas shall not necessarily be free and open to the public nor shall they necessarily be acquired by the City.

5.14.9 *Development* Control Within the Greenbelt Protected Countryside Area (OPA 179)

5.14.9.1 The policies of Section 5.14.9 of this Plan shall apply to lands within the Greenbelt Protected Countryside Area in addition to any relevant policies of Section 9.0 of this Plan. However, in instances where Section 5.14.9 contains more detailed provisions than the policies of Section 9.0, such

detailed provisions shall apply. No policies in Section 9.0 can be more restrictive towards *agricultural uses*, *mineral aggregate operations* and *wayside pits and quarries*.

5.14.9.2 Zoning By-law (OPA 179)

5.14.9.2.1 Notwithstanding any other policy in this Plan to the contrary, for lands within the Greenbelt Protected Countryside Area, as shown on Schedule "A", the zoning by-law shall:

(a) Permit the *development* of a single detached dwelling on a lot that existed on December 16, 2004, where a single detached dwelling was previously identified as a permitted use on the site in the zoning by-law;

(b) Recognize legally existing uses as of December 16, 2004 that conform to the relevant policies of this Plan and the Greenbelt Plan;

(c) Permit the expansion of legally existing buildings and structures, accessory structures and uses, and/or conversions of legally existing uses which bring the use more into conformity with the Greenbelt Plan, if the applicant demonstrates that:

(i) New municipal services are not required; and
(ii) The use will not expand into those components of the *Natural Heritage System* that are the subject of Policy 5.4.4 of this Plan and any associated buffer, including a *Vegetation Protection Zone*, unless there is no alternative in which case expansion shall be limited in scope and kept within close geographical proximity to the existing structure.

5.14.9.3 Existing Uses (OPA 179)

5.14.9.3.1 Expansions to existing agricultural buildings and structures, residential dwellings, and accessory uses to both, may be considered within those components of the *Natural Heritage System* that are the subject of Policy 5.4.4 of this Plan and any associated buffer, including a *Vegetation Protection Zone*, if it is demonstrated that:

(a) There is no alternative and the expansion, alteration or establishment is directed away from the feature to the maximum extent possible; and

(b) The impact of the expansion or alteration on the feature and its functions is minimized to the maximum extent possible.

5.15 Cultural *Heritage Resources* (OPA 68)

5.15.1 The City shall encourage and support the identification and preservation of *heritage resources* in Oshawa including listing or designating properties,

buildings and other structures which are of cultural heritage value or interest in accordance with the Ontario Heritage Act.

(OPA 179)

5.15.2 The City has a municipal heritage committee known as Heritage Oshawa. The City shall: **(OPA 114)**

(a) Liaise with Heritage Oshawa when identifying, preserving and designating *heritage resources* in accordance with the Ontario Heritage Act.

(b) Encourage Heritage Oshawa to prepare and maintain a comprehensive inventory that lists properties, buildings and other structures which are considered to be of cultural heritage value or interest.

(c) Encourage Heritage Oshawa to promote public awareness and stewardship in heritage conservation.

5.15.3 All *development* or redevelopment shall have regard for cultural *heritage resources* and shall, wherever feasible, incorporate these resources into any site plan or design that may be prepared for such *development*. Alternatively, arrangements may be made to preserve the resource in an appropriate manner off-site.

5.15.4 The City may designate areas of the municipality as heritage conservation districts in accordance with the Ontario Heritage Act.

5.15.5 An archaeological assessment shall be required through the *development* review process in areas identified as having archaeological potential or known archaeological sites. In the event that significant archaeological resources are located on the site of any proposed *development*, such resources may be required to be preserved, removed, catalogued and/or analyzed as part of developing the affected site, to the satisfaction of the City and the Province.

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6.0 Housing

6.1 General

6.1.1 It is the intent of the Plan to monitor and identify the local housing needs of residents, including specialized housing needs such as, but not limited to, seniors' and students', and a diversified labour force, and plan for and encourage the provision of a range of residential accommodation by housing type, tenure, size, location and cost, in order to address these needs within a *complete community*. In areas outside of the Major Urban Area, housing choice shall largely be limited to single detached dwellings, consistent with the character of the area. **(OPA 24)**

For the purposes of this Plan, "*complete communities*" means communities where:

(a) People's needs for daily living are met without compromising the ability of future generations to meet their needs by providing convenient access to an appropriate mix of jobs, local services, a full range of housing (including *affordable housing*), schools, recreation, open space, and community infrastructure and alternative transportation options through transit-supportive *development*;

(b) There is an appropriate ratio of population to jobs;

(c) Decisions are based on integrating social, economic and environmental considerations; and

(d) People can live, work, study and play in a safe, vibrant, healthy and prosperous environment.

(OPA 179)

6.1.2 The City shall, in co-operation with the Region, endeavour to maintain the ability to accommodate residential growth within the Major Urban Area for a minimum of 10 years through intensification, redevelopment and if necessary, on lands designated and available for residential *development*, to meet the future housing requirements of the anticipated population growth within the City.

(OPA 24, 179)

6.1.3 The City shall encourage the preservation, rehabilitation and efficient use of the existing housing stock in residential areas. **(OPA 24)**

6.1.4 The City shall endeavour to maintain land with sufficient servicing capacity to provide a minimum three year supply of residential units available through a combination of draft approved and/or registered lots and blocks in plans of subdivision/condominium in new residential *developments,* on vacant

residentially zoned land, and through intensification and redevelopment. **(OPA 24, 179)**

6.1.5 The City shall prepare and adopt a Municipal Housing Statement and, at least every five years, review it and revise it as required. **(OPA 24, 179)**

6.1.6 The City shall plan for, in determining housing need and in view of seeking to encourage intensification in appropriate areas of the City within the Major Urban Area, the range of housing identified in the Municipal Housing Statement as well as the household forecasts and residential unit allocations identified in Policy 1.9 of this Plan and future *residential intensification* in the City pursuant to Policy 1.7. **(OPA 24, 179)**

6.1.7 The City shall encourage, in appropriate locations, the provision of live/work *developments* in order to:

(a) Foster the *development* of small businesses;

(b) Provide an innovative form of housing; and

(c) Increase the quality of life of residents by reducing commute times and providing opportunities for active transportation.

(OPA 179)

6.1.8 The City shall encourage, in appropriate locations, the provision of housing that will allow for residents to age in place. **(OPA 179)**

6.1.9 The City shall encourage, in appropriate locations, the provision of housing that includes innovative design features, construction techniques or tenure arrangements that are consistent with and/or advance the objectives of this Plan. **(OPA 179)**

6.2 *Affordable Housing* **(OPA 24)**

6.2.1 For the purposes of this Plan, *affordable housing* is defined as follows:

(a1) In the case of ownership housing, the least expensive of:

(i) Housing for which the purchase price results in annual accommodation costs which do not exceed thirty percent (30%) of gross annual household incomes for households of *low and moderate income*; or

(ii) Housing for which the purchase price is at least ten percent (10%) below the average purchase price of a resale unit in the Region; and

(b1) In the case of rental housing, the least expensive of:

(i) A unit for which the rent does not exceed thirty percent (30%) of gross annual household income for households of *low and moderate income*; or

(ii) A unit for which the rent is at or below the average market rent of a unit in the Region.

Households of *low and moderate income* are defined as follows:

(a2) In the case of ownership housing, households within the lowest sixty percent (60%) of the income distribution for the Region; or

(b2) In the case of rental housing, households within the lowest sixty percent (60%) of the income distribution for renter households for the Region.

(OPA 179)

6.2.2 The City shall plan for the provision of a minimum of twenty-five percent (25%) *affordable housing* or the findings of the Municipal Housing Statement, whichever is greater, resulting from new residential *development* and *residential intensification* through *non-residential conversion*, residential infill and *residential redevelopment*. A City-wide basis shall be used in achieving the minimum twenty-five percent (25%) *affordable housing* target. **(OPA 179)**

6.2.3 The City shall encourage, in co-operation with other levels of government, the provision of housing for individuals and families unable to afford adequate housing.

6.2.4 The City shall encourage the private sector to incorporate rent-geared-to-income dwelling units into multiple dwelling unit housing.

6.2.5 The City shall encourage the *development* of non-profit housing by co-operative and private non-profit housing corporations.

6.2.6 The location and *development* of assisted housing units shall have regard for the proximity of transit routes, schools, recreation facilities, open space and commercial areas and the availability of municipal services.

6.2.7 The location and *development* of senior citizens housing developments shall have regard for the proximity of transit routes, community facilities, open space and recreation facilities and commercial areas and the availability of municipal services. Preference for senior citizens housing *development* shall be given to sites within or in close proximity to Central Areas that afford the residents ease of access to diverse services and activity areas.

6.3 Rental Accommodation

6.3.1 The City shall encourage the provision of an adequate supply of rental accommodation.

6.3.2 In order to ensure an adequate supply of rental accommodation, the conversion of existing rental units to condominium tenure shall not normally be permitted when the rental vacancy rate in the City, as determined in the annual rental vacancy survey undertaken by the Canada Mortgage and Housing Corporation, is below three percent (3%) for the most recent survey year. **(OPA 179)**

6.4 *Residential Intensification* **(OPA 24)**

6.4.1 *Residential Intensification* means the creation of new residential units or accommodation in existing buildings or on previously developed land in appropriate locations within the Major Urban Area and generally includes *residential infill housing*, *residential redevelopment*, *non-residential conversion*, garden suites, pursuant to Section 39.1 of the Planning Act, *lodging housing* and *accessory apartments*. **(OPA 179)**

6.4.2 For the purposes of this Plan:

(a) *Residential infill housing* means new residential *development* involving one or more units on vacant or under-developed sites in a developed area.

(b) *Residential redevelopment* means the creation of new residential units on land previously used for residential or non-residential purposes in an established area, where demolition of the existing structure has occurred or is to take place, in accordance with Policy 2.4.2.5, where applicable, and other objectives of this Plan.

(c) *Non-residential conversion* means the conversion of existing non-residential uses to residential uses, in accordance with Policy 2.4.2.5, where applicable, and other objectives of this Plan.

(d) *Accessory apartment* shall mean a self-contained dwelling unit subservient to the main, principal or primary dwelling unit, within a single detached dwelling, semi-detached dwelling, duplex or street townhouse dwelling, or within a building accessory to a single detached dwelling, semi-detached dwelling, duplex or street townhouse dwelling. **(OPA 216)**

(e) *Lodging houses* are defined as a building containing three to ten lodging units, wherein each lodging unit is designed for sleeping and living accommodation, excluding a kitchen and bathroom. A rooming house or boarding house shall be considered to be a *lodging house*. **(OPA 179)**

6.4.3 The City shall encourage *residential intensification* as a sustainable option that endeavours to address the issue of *affordable housing*, make better use of existing municipal services and facilities, create more compact, transit-supportive, pedestrian-friendly and energy-efficient urban form, and help to promote active transportation. **(OPA 179)**

6.4.4 To ensure compatibility with the character of the surrounding neighbourhood and achieve an appropriate transition to adjacent uses, the design of new residential *development* in existing residential neighbourhoods shall:

(a) Generally respect existing lotting patterns, and preserve and connect open spaces;

(b) Generally respect the continuity of front, rear and side yard setbacks and the continuity of the existing streetscape;

(c) Minimize overshadowing and overlook on adjacent neighbourhoods;

(d) Preserve mature high quality trees and ensure replacement of the tree canopy wherever possible; and

(e) Respect the existing scale, massing, height, character and grades of the surrounding area.

(OPA 179)

6.4.5 The City shall focus *residential intensification* in appropriate areas within the Downtown Oshawa Urban Growth Centre, Main Central Areas and Sub-Central Areas, Transportation Hubs and Commuter Station areas, the Oshawa Harbour Special *Development* Area, Intensification Areas along Regional and Local Corridors and any other urban areas considered by the City in accordance with Policy 6.4.6, to be appropriate locations for *residential intensification*, in order to:

(a) Accommodate a significant portion of the City's future population growth and assist in achieving the City's annual *residential intensification* target set out in Policy 1.7;

(b) Provide for a diverse range and mix of housing types, taking into account *affordable housing* needs;

(c) Support efforts to develop active, vibrant neighbourhoods through the provision of a diverse and compatible mix of land uses, high quality public spaces, access to a variety of amenities in reasonable walking distance of residential areas, and *development* based on site design standards that create attractive, vibrant places and favour the needs of pedestrians and cyclists as a primary design consideration;

(d) Support transit, walking and cycling as feasible utilitarian and recreational travel options, such as through the implementation of

well-connected street networks and active transportation facilities; and,

(e) Contribute to the achievement of healthy, attractive, complete and sustainable communities.

The City shall zone to permit *residential intensification* in appropriate locations within these areas.

(OPA 179)

6.4.6 In addition to the specific areas identified in Policy 6.4.5, consideration may be given to proposals for *residential intensification* within other areas of the City, subject to addressing certain criteria. In the review of *development* proposals for *residential intensification* that require the zoning by-law to be amended, consideration shall be given to the following criteria, among other matters, in determining appropriateness of the proposed location for *residential intensification*:

(a) The existing housing stock and associated lot have the physical potential to accommodate identified forms of *residential intensification* in accordance with Ontario Building Code and zoning by-law regulations;

(b) Existing and/or proposed services and facilities in terms of both hard and soft services such as but not limited to water and sewer services, transportation, school, health, recreation, and social service facilities, can support new households;

(c) Potential demand for the units being produced can be demonstrated;

(d) Adequate off-street parking, as required by the zoning by-law, can be made available;

(e) Proximity to transit services ;

(f) The location and density of *residential intensification* conforms with the relevant policies of the Official Plan;

(g) Compatibility with surrounding land uses, including the need to protect the *Natural Heritage System* consistent with the policies of Section 5.0 of this Plan;

(h) The historical presence of *residential intensification*; and

(i) Conformity with the policies of Section 5.8 of this Plan where *Hazard Lands* are present.

An additional consideration shall be whether or not a proposed intensification project has the potential to exacerbate flooding conditions for upstream

and/or downstream properties. In this regard, the City may require an assessment to be undertaken in accordance with Policy 5.8.10 of this Plan. **(OPA 179)**

6.4.7 The zoning by-law shall set requirements relating to such matters as off-street parking and the limit of structural additions or changes to buildings in order to ensure that changes to a building undergoing *residential intensification* do not adversely influence the amenities and character of the area.

6.4.8 In order to encourage intensification in certain areas, the Zoning By-law shall contain minimum height and density requirements to assist in implementing the long term density and *Floor Space Index* targets for the Downtown Oshawa Urban Growth Centre, Main Central Areas and Sub-Central Areas, the Oshawa Harbour Special *Development* Area and Intensification Areas along Regional and Local Corridors. **(OPA 179)**

6.4.9 Notwithstanding the intensification objectives of this Plan, any intensification projects proposed within the Two Zone Flood Plain Management Policy Area for the Goodman and Oshawa Creeks shall only be permitted in accordance with Policy 5.8.9. **(OPA 179)**

6.4.10 The zoning by-law shall contain provisions for regulating *accessory apartment*s in the main building and in an accessory building, including regulations directing accessory apartments to locate outside of *Hazard* Lands, as determined by the Central Lake Ontario Conservation Authority. Notwithstanding any provision of this Plan to the contrary, a severance that has the effect of causing an accessory building containing an accessory apartment to be the main building on a lot shall not be permitted by this Plan. **(OPA 216)**

6.5 *Group Homes*

6.5.1 For the purposes of this Plan:

(a) *Group home* refers to a treatment care facility in a residential dwelling in which three to ten persons exclusive of staff, who by reason of their emotional, mental, social or physical condition or legal status require a group living arrangement for their well-being and who live under responsible supervision. The *group home* shall be licensed and/or approved for funding under Provincial Statutes.

(b) *Correctional group home* refers to a *group home* operated primarily for persons who have been placed on probation, released on parole, or admitted for correctional purposes.

6.5.2 *Group homes*, including *correctional group homes*, are permitted in all land use designations that allow residential uses subject to the policies of this

Plan and appropriate provisions in the zoning by-law. *Correctional group homes* shall have frontage on arterial roads shown on Schedule "B" and shall be subject to being shown in a special zoning category for that use. **(OPA 24, 179)**

6.5.3 The location of *group homes* shall have regard for access to a variety of amenities as well as the availability of the appropriate support services as may be required by the residents of the *group home*. **(OPA 179)**

6.6 Special Accommodation (OPA 179)

6.6.1 The City shall encourage the *development* and operation of sufficient nursing homes and special care units to meet the requirements of Oshawa residents.

6.6.2 The inclusion of special units and facilities, including parking areas and recreation opportunities, to accommodate persons with disabilities shall be encouraged in new residential projects. **(OPA 179)**

6.6.3 The City shall encourage the *development* or provision of temporary and permanent housing, as well as support services, for persons who are battered, homeless or with a disability. **(OPA 24, 179)**

6.7 Student Accommodation (OPA 144)

6.7.1 The City shall encourage a range of housing accommodation appropriate for the needs of the students enrolled in programs offered by the University of Ontario Institute of Technology, Trent University, Queen's University and Durham College. **(OPA 179)**

6.7.2 The City shall encourage the University of Ontario Institute of Technology, Trent University and Durham College to develop a student accommodation policy for the *development* of future on-campus housing to meet the needs of students.

6.7.3 The City shall encourage an appropriate supply of off-campus student accommodation in appropriate locations. **(OPA 179, 216)**

6.7.4 The City shall support, in accordance within Section 4.0 of this Plan, financial incentives for multi-unit residential *development* along the arterial road corridors near the main north campus of Durham College and the University of Ontario Institute of Technology, and near Trent University in Oshawa. **(OPA 179)**

6.8 Monitoring (OPA 24)

6.8.1 The City shall adopt procedures to monitor the adequacy of the supply of lands designated for residential use, review *development* application streamlining procedures including time frames, monitor the ongoing implementation of the student accommodation strategy, and monitor the

price and range of housing produced by type, lot size, density and tenure provided through new residential *development*, *residential intensification* and resale housing. The results of such monitoring will be reported in an annual housing monitoring report and improve public awareness and understanding of housing issues facing the City. **(OPA 179)**

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7.0 Economic Development

7.1 General

7.1.1 It is the intent of this Plan to develop the City to its fullest economic potential, while maintaining the quality of life, in order to promote the economic well-being of City residents and to provide employment opportunities.

7.1.2 It is the intent of this Plan to achieve greater diversification in the City's overall economic base while continuing to encourage and promote the *development* of the traditional industrial base of the City.

7.1.3 It is the intent of this Plan to promote the *development* of the City as a *complete community* having a balance of jobs and population. In this regard the City shall encourage and promote a target ratio of jobs to population of fifty percent (50%) (one job for every two residents), notwithstanding the employment forecasts in Policy 1.9, as a means of providing opportunities for a close live-work relationship. **(OPA 179)**

7.2 Development Policies

7.2.1 The City shall encourage the expansion and diversification of the City's economic base in order to maximize the number and type of employment opportunities and to stabilize the impacts of cyclical and long-term economic trends in various industrial and commercial sectors upon the City and its residents.

7.2.2 The City shall, in co-operation with the Region and other levels of government, prepare an economic development strategy. This economic development strategy shall serve as a basis for the promotion of economic development within the City.

7.2.3 The City may participate in any programs offered by other levels of government to improve employment opportunities or promote economic development.

7.2.4 The City shall encourage and promote the continued *development* of the Stevenson Industrial Park, Farewell Industrial Park, Champlain Industrial Park, Keith Ross Airport Industrial Park, the Oshawa Harbour and other industrial areas in the City.

7.2.5 The City may co-operate with other levels of government to develop a strategy and program to acquire and develop land for economic development purposes.

7.2.6 The City shall promote the Downtown Oshawa Urban Growth Centre as the City's premier entertainment district. **(OPA 114, 179)**

7.2.7 The City shall encourage the *development* of a multi-cultural centre in the Downtown Main Central Area to serve City and regional residents. **(OPA 78, 179)**

7.2.8 The City shall encourage the location or re-location of Regional, Provincial or Federal offices to the City. The Downtown Oshawa Urban Growth Centre shall be the preferred location for such governmental offices. **(OPA 179)**

7.2.9 The City shall encourage and promote the *development* of tourism within the City.

7.2.10 The City shall encourage the *development* of hotel and convention facilities within the City. In this regard, the Downtown Oshawa Urban Growth Centre shall be the preferred location for such facilities. **(OPA 179)**

7.2.11 The City shall promote the Downtown Main Central Area (particularly the Downtown Oshawa Urban Growth Centre), the Windfields Main Central Area, and Regional Corridors as locations generally well-suited to address the business and employee needs of *major office development*. **(OPA 179)**

7.2.12 The City shall encourage the *development* of a Regional Arts Centre in the Downtown Oshawa Urban Growth Centre to serve City and Regional residents. **(OPA 78, 179)**

7.2.13 The City shall encourage the preparation of an economic *development* and/or marketing strategy to promote economic *development* in Southeast Oshawa. In addition, the City shall encourage the preparation of an economic development and/or marketing strategy to promote economic development in Southeast Oshawa. **(OPA 26, 179)**

The City shall encourage and promote the development of the Southeast Oshawa Area as a mixed use area in accordance with this Plan and City Council's approved land use concept. **(OPA 59)**

7.2.14 In recognition of the importance of high quality freeway transportation routes to the economic well-being of the City and its ability to realize the population and employment forecasts identified in Policy 1.9 of this Plan, City Council shall encourage the expeditious widening of Highway 401 and the extension of Highway 407 and its transitway through the City to Highway 35/115, including the east and west Durham freeway and transitway connections linking to Highway 401, and the construction of planned interchanges. The land base required to accommodate the population and employment forecasts identified in Policy 1.9 capitalizes on the economic potential of the Highway 407 transportation corridor in particular.

(OPA 59, 179)

7.2.15 The City recognizes the long-term economic importance of designated Industrial areas and associated freeway infrastructure for industrial uses.

Subject to Policy 9.1.4 and a *comprehensive review* of this Plan, lands in the vicinity of Highway 407 should be designated for industrial purposes that rely on this freeway infrastructure once they are deemed to be within the Major Urban Area. **(OPA 179)**

7.2.16 The lands in the vicinity of the Harmony Road/Highway 401 interchange are strategically located at an eastern entrance point to the City and may have the potential to be developed as a major focal point/gateway into Oshawa. Anticipated future infrastructure improvements into this area such as the *development* of a full Highway 401/Harmony Road interchange, the proposed Highway 401 widening, the realignment and widening of Bloor Street East and the construction of the future Grandview GO Train Station site will all serve to significantly increase the accessibility and exposure of this area. Portions of this area are also impacted by flooding and are designated as Open Space and Recreation and are indicated as *Hazard Lands* by this Plan. The City shall co-operate with area property owners, other levels of government and the Central Lake Ontario Conservation Authority to investigate appropriate *development* opportunities in this key strategic area. Further to Policy 2.1.8.2 of this Plan, a Master Land Use and Urban Design Plan and implementing guidelines should be integrated as part of the City's investigation of appropriate *development* opportunities in this area, to ensure that developable lands are used for purposes and in a manner complementary to and supportive of transit services. **(OPA 59, 179)**

7.2.17 The City recognizes the important role of the Canadian Automotive Museum in promoting the history of the automotive industry in Oshawa from a tourism and heritage perspective. The City shall encourage any relocation or expansion of the Canadian Automotive Museum to take place in the Downtown Oshawa Urban Growth Centre. **(OPA 59, 179)**

7.2.18 The City recognizes that quality of life factors are important considerations when promoting and enhancing economic development in the City. These factors include, but are not limited to the following:

(a) The availability of local employment opportunities and commercial facilities;
(b) The availability of social, cultural and recreational facilities;
(c) The quality of the natural and physical *environment*;
(d) Community safety;
(e) The availability of health and medical facilities;
(f) The availability of educational facilities;
(g) The availability of multi-modal transportation choices; and
(h) The availability of healthy, affordable food.

In considering new *development* and redevelopment as provided for in this Plan, the City shall consider the implications upon quality of life factors to promote continued economic development.

(OPA 59, 179)

7.2.19 The City shall support and promote the rejuvenation, redevelopment and renewal of Central Areas, *Regeneration Areas* and undeveloped or previously developed sites that may be contaminated. **(OPA 179)**

7.2.20 The City shall encourage and support job opportunities in the agricultural sector for future generations. **(OPA 179)**

8.0 Part II Plans

8.1 General

8.1.1 Part II Plans shall be part of and prepared in conformity with this Plan for those Part II Planning Areas shown on Schedule "E" and described in Section 8.2. They shall include detailed land use designations to serve as a guide for *development* or redevelopment. The establishment of additional Part II Planning Areas shall require an amendment to this Plan. **(OPA 59)**

8.1.2 New Part II Plans implemented by the City after February 1, 2016 involving *Greenfield* areas shall include specific policies to achieve a minimum *gross density* of at least 50 residents and jobs combined per hectare for *Greenfield development* within the particular Part II Planning Area, although a higher *gross density* target for *Greenfield development* may be established for individual Part II Planning Areas. In support of this growth management objective, new Part II Plans shall prescribe minimum density requirements in *Greenfield* areas for different types of residential *development* and specific density targets for low-density, medium-density and high-density residential *development*. **(OPA 179)**

8.1.3 Where Part II Plans are to be prepared for areas identified as Part II Planning Areas on Schedule "E" to this Plan, the City shall:

(a) Consider the provisions of the Oshawa Creek and Black/Harmony/Farewell *watershed plans*, where applicable, and any necessary updates thereto, and ensure that a Subwatershed Plan is prepared in accordance with Policy 5.2.5; and

(b) Consider the following during the preparation of the Part II Plan:

(i) The orderly and sequential *development* of lands;

(ii) The availability and feasibility of extending full municipal water and sanitary sewerage systems;

(iii) An assessment of how the proposed *development* will affect the natural, built and cultural *environments*;

(iv) the need to determine the general location of stormwater management facilities, pursuant to Policies 5.6.12 and 5.6.13, in the event that the general location of such facilities has not already been determined through the preparation of a Subwatershed Plan;

(v) Transportation needs for all modes, including transit, cycling and pedestrian transportation, to achieve a multi-modal transportation network based on a balanced approach to *Level of Service measures* for all transportation modes;

(vi) The contribution of the Part II Planning Area to the achievement of the overall target of 50 residents and jobs combined per hectare (20.23 residents and jobs combined/ac.) for *Greenfield* areas, in accordance with Policy 1.8;

(vii) The provision of a range and mix of housing types, including *affordable housing*;

(viii) The provision of a diverse and compatible mix of land uses, to support vibrant neighbourhoods, providing high quality public open spaces with site design and urban design standards that create attractive, safe and vibrant places, support transit, walking and cycling and achieve an appropriate transition to adjacent areas;

(ix) A fiscal impact analysis of the proposed Part II Plan in relation to the municipal services and facilities required to support the area's *development* and the financial capability of the City to provide such services;

(x) An assessment of potential land use conflicts between existing *agricultural uses* and the urban area uses proposed in the Part II Plan, and the recommended means to alleviate the identified conflict; and

(xi) [deleted]

(OPA 179, OPA 217)

8.1.4 New Part II Plans prepared in accordance with Policies 2.3.5.1 and 2.3.5.2 for areas designated as Residential, or in accordance with Policy 2.1.3.1 for Main Central Areas, Sub-Central Areas and Community Central Areas, or parts thereof, shall indicate the following:

(a1) The vehicular, public transit and active transportation systems as well as the relationship between respective modes of transportation;

(b1) Policies for the integration of local transit services and walking and cycling facilities with the road network;

(c1) Urban design policies to promote transit-supportive land uses;

(d1) Design standards to promote pedestrian-oriented *development* and facilities that appropriately support transit, walking and cycling;

(e1) The appropriate contextual application of the density, intensification and mixed-use objectives of this Plan;

(f1) The location and size of various uses permitted within any Local Central Area designated on Schedule "A" in the same area pertaining to the Part II Plan being prepared, in accordance with Policy 2.1.3.3;

(g1) *Landfill Sites* and known *Waste Disposal Assessment Areas*, where applicable, in accordance with Policy 5.10.1;

(h1) The planned population and employment, which shall be in accordance with Policy 8.1.2 if the Part II Plan involves *Greenfield* areas; and

(i1) The minimum density requirements in *Greenfield* areas for different types of residential *development* and specific density targets for low-density, medium-density and high-density residential *development*, in accordance with Policy 8.1.2 if the Part II Plan involves *Greenfield* areas.

In addition, such Part II Plans may indicate, among other things, the following:

(a2) The general spatial distribution of gross leasable floor space for the retailing of goods and services; **(OPA 78)**

(b2) The general location and type of commercial, residential, institutional, industrial and mixed land uses;

(c2) The general location of respective residential land use densities;

(d2) For new residential *development* or redevelopment within *built-up areas*, minimum density requirements for different types of residential *development* and/or specific density targets for low-density, medium-density and high-density residential *development*;

(e2) The general location of community uses such as schools, places of worship, nursing homes and libraries;

(f2) The general location of open space and recreation areas as well as the location and function of parks; and

(g2) The general alignment and right-of-way of arterial and collector roads.

(OPA 179)

8.1.5 Part II Plan areas shall be developed to generally seventy-five percent (75%) of the area designated as Residential prior to the approval of *development* in adjacent Part II Plans that are prepared in accordance with Policy 8.1.3. **(OPA 179)**

8.1.6 During the review and update of the approved Secondary Plan for the Samac Planning Area in accordance with Policy 8.2.3 or an approved Part II Plan, consideration shall be given to opportunities to assist in achieving the targets established in Policies 1.7 and 1.8 of this Plan. **(OPA 179)**

8.2 Part II Planning Areas

8.2.1 Part II Plans shall be prepared for the City Centre Planning Area, Five Points Planning Area, East Bond Planning Area, Kingsway Planning Area and Lake Vista Planning Area in accordance with Section 2.1 and any other relevant policies of this Plan. **(OPA 59, 179)**

8.2.2 A Secondary Plan has been prepared and approved for the Samac Planning Area. This Secondary Plan shall be reviewed, updated and brought into conformity with this Plan and approved as a Part II Plan. **(OPA 33)**

8.2.3 A Part II Plan has been prepared for the Eastdale Planning Area and is contained in Section 8.3. **(OPA 13)**

8.2.4 A Part II Plan has been prepared for the Pinecrest Planning Area and is contained in Section 8.4.

8.2.5 A Part II Plan has been prepared for the Taunton Planning Area and is contained in Section 8.5. **(OPA 22, 36)**

8.2.6 A Part II Plan has been prepared for the Windfields Planning Area and is contained in Section 8.6. **(OPA 89)**

8.2.7 A Part II Plan shall be prepared for the Kedron Planning Area in accordance with Section 2.3 and any other relevant policies of this plan. The existing Kedron Community and certain lands to the north shall continue to be subject to the provisions of the Secondary Plan for the Samac Community pending its review and update as part of a conformity exercise in accordance with Policy 8.2.3 until such time as a Part II Plan is prepared for the Kedron Planning Area. **(OPA 78, 179)**

8.2.8 A Part II Plan has been prepared for the Columbus Planning Area and is contained in Section 8.8. **(OPA 217)**

8.3 Part II Plan for the Eastdale Planning Area (OPA 13)

8.3.1 General

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

8.3.1.2 The area outlined on the Eastdale Land Use and Road Plan, attached hereto and forming part of the Eastdale Part II Plan, constitutes the Eastdale Planning Area and shall be subject to the policies of the Eastdale Part II Plan. **(OPA 179)**

8.3.1.3 For the purposes of this Eastdale Part II Plan, references made to "Areas designated" shall mean areas designated on the Eastdale Land Use and Road Plan.

8.3.1.4 The Eastdale Planning Area consists of approximately 335 hectares (828 ac.) of land generally bounded by the former Lake Iroquois Shoreline on the north, the centreline of Townline Road North on the east, the south limit of Adelaide Avenue East on the south and the west limit of Harmony Road North on the west, as shown on the Eastdale Land Use and Road Plan.

8.3.1.5 The Eastdale Planning Area shall be developed in general accordance with the Eastdale Land Use and Road Plan and in conjunction with adjacent areas as predominantly residential neighbourhoods, including support facilities such as schools, parks and open space, a place of worship and commercial facilities relating to the needs of each neighbourhood. **(OPA 179)**

8.3.1.6 The Eastdale Planning Area will accommodate a planned population of approximately 9,500 persons.

8.3.1.7 The Eastdale Part II Plan refines and complements the policies of the Part I Plan. In instances where the Eastdale Part II Plan is silent on matters contained in the Part I Plan, the relevant policies of the Part I Plan, as may be amended from time to time, shall likewise apply to the Eastdale Planning Area. However, in instances where the Eastdale Part II Plan contains more detailed policies than the Part I Plan, such detailed provisions shall be applicable. Similarly, where a list of permitted uses provided in the Eastdale Part II Plan expands, contracts or further details uses listed in the Part I Plan, the uses listed in the Part II Plan shall be those permitted in the Eastdale Planning Area. **(OPA 179)**

8.3.2 Convenience Commercial Centre

8.3.2.1 The area designated as Convenience Commercial Centre shall be subject to the relevant provisions of Section 2.2.6 of the Part I Plan. **(OPA 114)**

8.3.3 **Residential**

8.3.3.1 Areas designated as Low Density Residential, Medium Density I Residential and High Density I Residential shall be predominantly used for residential dwellings in accordance with the relevant policies of Section 2.3 of the Part I Plan. **(OPA 30, 179)**

8.3.3.2 Other uses such as nursing homes, homes for the aged and libraries as well as convenience stores may be permitted in areas designated as Medium Density I and High Density I Residential provided that such uses are compatible with surrounding residential uses and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 30, 114)**

8.3.3.3 Parks, open space and recreation uses, *home occupation* uses and *group homes* may be permitted in areas designated as Low Density, Medium Density I and High Density I Residential provided that such uses are compatible with surrounding residential uses, and subject to compliance with the relevant policies of the Part I Plan and inclusion of appropriate provisions in the zoning by-law. **(OPA 30, 179)**

8.3.3.4 Day care centres may be permitted in areas designated as Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designation, provided that such uses are compatible with surrounding residential uses and subject to the inclusion of the appropriate provisions in the zoning by-law. **(OPA 114, 179)**

8.3.3.5 It is the intent of the City to encourage the *development* of large lot single family dwellings where schematically shown on the Eastdale Land Use and Road Plan.

8.3.3.6 Notwithstanding any other policy of the Eastdale Part II Plan to the contrary, an office for a naturopath/chiropractor may be permitted in conjunction with a dwelling unit as an exception on the lands municipally known as 924 Townline Road North, subject to the inclusion of appropriate provisions including floor space restrictions in the zoning by-law.

(OPA 98, 179)

8.3.3.7 Notwithstanding any other policy of the Oshawa Official Plan and this Part II Plan to the contrary, the calculation of net residential density may be averaged for the lands designated as Medium Density I Residential and bounded by Townline Road North on the east, Rossland Road East on the north, the Harmony Creek Valley on the west, and on the south by Kettering Drive over to the west limit of the Neighbourhood Park and the south boundary of the lands designated as Medium Density I Residential located between the Neighbourhood Park and the Harmony Creek Valley.

(OPA 138, 146, 179)

8.3.3.8 Notwithstanding any other policy of the Eastdale Part II Plan to the contrary, service office and professional office uses may be permitted as additional permitted uses within the Low Density Residential designation for lands at 707 Harmony Road North subject to appropriate provisions in the zoning by-law. **(OPA 177, 179)**

8.3.4 **Community Uses**

8.3.4.1 Areas designated as Community Use may be used for social, educational and religious land uses such as schools, places of worship, day care centres and nursery schools that, by nature of their activity, scale and design, are compatible with surrounding land uses. **(OPA 179)**

8.3.4.2 The anticipated uses for areas designated as Community Use are indicated on the Eastdale Land Use and Road Plan and include both public elementary and separate elementary schools and a place of worship. However, other community uses may be permitted in such areas without requiring an amendment to the Eastdale Part II Plan, provided that such uses are compatible with the surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 179)**

8.3.4.3 Notwithstanding the provisions of Policies 8.3.4.1 and 8.3.4.2, in the event that a site intended for a public or separate elementary school is not needed for that use or other community uses, such site may alternatively be used for Low Density Residential uses without requiring an amendment to the Eastdale Part II Plan. **(OPA 179)**

8.3.5 **Open Space and Recreation**

8.3.5.1 Areas designated as Open Space and Recreation include sites for Neighbourhood, Community and City Parks, lands for open space purposes, lands within the *Natural Heritage System* and lands having environmental or other constraints to *development*. **(OPA 179)**

8.3.5.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of Sections 2.6 and 5.0 of the Part I Plan. **(OPA 179)**

8.3.5.3 Neighbourhood, Community and City Parks indicated on the Eastdale Land Use and Road Plan shall be developed in accordance with Table 4 as referenced in Policy 2.6.2.2 of the Part I Plan, with a portion of the City Park to be developed for community level park purposes. **(OPA 179)**

8.3.5.4 The lands indicated as City Park on the Eastdale Land Use and Road Plan are for the most part owned by the City. It shall be the City's intent to negotiate with other land owners in order to acquire sufficient lands in the area for the *development* of a City park. **(OPA 114)**

8.3.5.5 The *development* of pedestrian walkways, off-road bicycle paths and open space linkages between parks, open space areas and adjacent land uses shall generally follow the routes indicated on the Eastdale Land Use and Road Plan as recreational trails. **(OPA 179)**

8.3.6 **Transportation**

8.3.6.1 The road system for the Eastdale Planning Area shall be comprised of Type "A" arterial roads, Type "B" arterial roads and collector roads as designated on the Eastdale Land Use and Road Plan. Local roads shall be determined through the *development* approval process and are not designated on the Eastdale Land Use and Road Plan.

8.3.6.2 The road system for the Eastdale Planning area shall be developed in accordance with the relevant policies of Section 3.0 of the Part I Plan. **(OPA 179)**

8.3.6.3 Prior to the granting of *development* approvals for lands abutting the Rossland Road East extension, consideration shall be given to ensuring the availability of adequate transportation service.

8.3.6.4 Residential areas which abut Type "A" or Type "B" arterial roads as designated on the Eastdale Land Use and Road Plan shall be developed with lots having frontage on a service road rather than with reverse frontage except where it is not technically or functionally feasible to do so.

8.3.7 **Environmental Management**

8.3.7.1 Areas indicated as *Natural Heritage System*, *Hazard Lands* and *Waste Disposal Assessment Area* on the Eastdale Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan. **(OPA 179)**

8.3.7.2 The boundaries of the *Natural Heritage System* are generally shown on the Eastdale Environmental Management Plan. The exact location and extent of natural heritage and/or hydrologic features, including *key natural heritage* and/or *key hydrologic features* within the *Natural Heritage System,* shall be determined through the design and review of *development* proposals in accordance with Section 5.5 and shall be detailed in any associated zoning by-law. **(OPA 179)**

8.3.7.3 The boundaries of *Hazard Lands* are generally shown on the Eastdale Environmental Management Plan. The exact location and extent of *Hazard Lands* shall be determined through the design and review of *development* proposals and detailed in the zoning by-law in accordance with detailed floodline, soil and contour mapping in consultation with the Central Lake Ontario Conservation Authority.

8.3.7.4 The boundaries of the *Waste Disposal Assessment Area* shown on the Eastdale Environmental Management Plan are located approximately 20 metres (66 ft.) outside the waste cell where there are intervening methane gas control and leachate collection systems in place. Where there is a leachate collection system but no intervening methane gas control system in place, the boundary is generally located a distance of 10 times the effective depth of the waste (where effective depth is the depth of waste above the water table) from the waste cell subject to a refinement to reflect ground water flow and topographic characteristics in the area. In the event that a new methane gas control system is installed or an existing control system is extended, the boundaries may be revised without requiring an amendment to the Eastdale Part II Plan, subject to approval by the Ministry of the Environment, Conservation and Parks and the City. **(OPA 179)**

8.3.7.5 The City may require that appropriate buffering and/or additional environmental measures and controls be provided as a condition of *development* on lands adjacent to the former *landfill site* in order to minimize any negative environmental effects emanating from the former *landfill site*. **(OPA 179)**

Note: Upon approval of the Part II Plan for the Eastdale Planning Area, the Ministry of Municipal Affairs and Housing concurrently approved the repealing of Amendment 5 to the Official Plan for the former Township of East Whitby Planning Area (Secondary Plan for Neighbourhoods 2 and 5 of the Eastdale Community), save and except the following Section 9.1.6.4 which remains in effect.

9.1.6.4 The future use of certain lands presently owned by Industrial Disposal (Oshawa) Limited and being used as an industrial waste site is to be open space. In the interim, the existing use shall be permitted to continue subject to the conditions imposed by the Ministry of the Environment, Conservation and Parks under The Environmental Protection Act and other pertinent legislation. In addition to the Open Space designation of the site, the following policies shall apply:

(i) Should landfill operations on the site be terminated, only passive uses on a grass cover shall be permitted. Construction of permanent buildings and/or structures with impermeable surfaces such as parking lots, tennis courts and other shall not be permitted.

(ii) The *development* of lands adjacent to the *landfill site* and construction of roads and services etc., shall be designed and constructed to eliminate any potential methane gas migration from the landfill. In this regard, Council shall require Ministry of the Environment, Conservation and Parks approval of pre-design reports

for any use adjacent to this *landfill site* and shall require construction of the works to comply with the approved reports.

(OPA 179)

8.3.7.6 *Development* shall have regard to its effect on the natural *environment*. Measures shall be taken to retain and enhance natural features having ecological, recreational or aesthetic value such as significant woodlots, specimen trees, scenic vistas and natural *watercourses*.

In this regard, in the consideration of applications for amendments to this Part II Plan or the zoning by-law or for the approval of plans of subdivision, the City shall require an Environmental Impact Study in accordance with the relevant policies of Section 5.5. The City may require the proponent to submit to the satisfaction of the City the following: **(OPA 179)**

(a) An analysis of existing environmental conditions and anticipated impacts for a proposed *development* site or for a wider area as deemed necessary by the City in consultation with appropriate agencies;

(b) An assessment of the financial implications on the City;

(c) Urban design alternatives depicting height, bulk, architectural treatment and landscaping;

(d) An indication of the manner in which such a *development* shall be integrated with adjacent land uses;

(e) Engineering reports and plans with respect to erosion control and/or storm drainage; and

(f) Other measures deemed to be appropriate.

8.3.7.7 *Development* proposals within the Eastdale Planning Area shall be designed and reviewed having regard for the preservation and integration of existing significant trees and other vegetation where possible and practicable, and may be required to address the requirements of Policy 5.12.4. **(OPA 179)**

8.3.8 **Implementation and Interpretation**

8.3.8.1 The Eastdale Part II Plan shall be subject to the relevant policies of Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation.

(OPA 179)

8.3.8.2 Notwithstanding any other policy of this Plan to the contrary the location of proposed roads shown on the Eastdale Land Use and Road Plan and Eastdale Environmental Management Plan shall be considered approximate. Minor adjustments to the location of these roads or land use boundaries defined by roads will be permitted without an amendment to this Plan.

(OPA 138, 179)

Schedule 'A'
Eastdale Land Use and Road Plan

Part II Plan for the
Eastdale Planning Area

0 50 100 200 300 Metres

January 2018

Development Services Department

Legend

Residential
- Low Density Residential
- Medium Density I Residential
- Large Lot Single Family Dwellings

Open Space and Recreation
- Open Space and Recreation
- Np Neighbourhood Park
- CmP Community Park
- CP City Park

Commercial
- C Convenience Commercial Centre

Community Use
- D Deferred Area

Transportation
- Type 'A' Arterial Road
- Type 'B' Arterial Road
- Type 'C' Arterial Road
- Collector Road
- Recreation Trail

- Planning Area Boundary
- Pedestrian Underpass

N

Schedule 'B'
Eastdale Environmental Management Plan
Part II Plan for the Eastdale Planning Area

0 50 100 200 300 Metres

Legend
- Planning Area Boundary
- Natural Heritage System
- Hazard Lands
- Waste Disposal Assessment Area
- Deferral Area

Development Services Department

January 2018

8.4 Part II Plan for the Pinecrest Planning Area (OPA 17)

8.4.1 General

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

8.4.1.2 The area outlined on the Pinecrest Land Use and Road Plan, attached hereto and forming part of the Pinecrest Part II Plan, constitutes the Pinecrest Planning Area and shall be subject to the policies of the Pinecrest Part II Plan. **(OPA 179)**

8.4.1.3 For the purposes of this Pinecrest Part II Plan, references made to "Areas designated" shall mean areas designated on the Pinecrest Land Use and Road Plan.

8.4.1.4 The Pinecrest Planning Area consists of approximately 270 hectares (667 ac.) of land generally bounded by Taunton Road East to the north, Wilson Road North to the west, Beatrice Street East between Wilson Road North and Harmony Road North and the northern boundary of the Eastdale Part II Planning Area and the top of the slope of the former Lake Iroquois shoreline between Harmony Road North and Townline Road North to the south, and Townline Road North to the east, as shown on the Pinecrest Land Use and Road Plan.

8.4.1.5 The Pinecrest Planning Area shall be developed in general accordance with the Pinecrest Land Use and Road Plan and in conjunction with the adjacent areas as predominantly residential neighbourhoods, including support facilities such as schools, parks and open space, places of worship and commercial facilities relating to the needs of each neighbourhood. **(OPA 179)**

8.4.1.6 Consideration shall be given in the review of *development* proposals to the provision of a high quality urban design including attention to architecture, massing, siting, streetscape design and the City's Landscaping Design Policies. Such requirements shall be implemented having regard for established engineering design principles.

8.4.1.7 The Pinecrest Planning Area is expected to accommodate a planned population of approximately 10,400 persons.

8.4.1.8 The Pinecrest Part II Plan refines and complements the policies of the Part I Plan. In instances where the Pinecrest Part II Plan is silent on matters contained in the Part I Plan, the relevant policies of the Part I Plan, as may be amended from time to time, shall likewise apply to the Pinecrest Planning Area. However, in instances where the Pinecrest Part II Plan contains more detailed policies than the Part I Plan, such detailed policies shall be

applicable. Similarly, where a list of permitted uses provided in the Pinecrest Part II Plan expands, contracts or further details uses listed in the Part I Plan, permitted uses shall be those listed in the Part II Plan. **(OPA 179)**

8.4.2 **Planned Commercial Centre**

8.4.2.1 The areas designated as Planned Commercial Centre are designated as Local Central Areas in the Part I Plan. The Planned Commercial Centre is the commercial component of the Local Central Area and shall be subject to the relevant policies of Sections 2.1 and 2.2 of the Part I Plan.

(OPA 100, 179)

8.4.2.2 The area designated as Planned Commercial Centre and located on the southeast corner of Taunton Road East and Grandview Street North shall be developed as a "Neighbourhood" shopping centre in accordance with Table 1: Classification of Shopping Centres as referenced in Policy 2.2.3.2 of the Part I Plan. This shopping centre shall generally range in size from 750 to 6,000 square metres (8,075 to 64,585 sq. ft.) of gross leasable floor space for the retailing of goods and services with a site area of 0.4 to 2.5 hectares (1 to 6.2 ac.). **(OPA 78, 100, 179)**

8.4.2.3 The area designated as Planned Commercial Centre and located on the south side of Taunton Road west of Harmony Creek, shall be developed as a "Neighbourhood" shopping centre in accordance with Table 1: Classification of Shopping Centres as referenced in Policy 2.2.3.2 of the Part I Plan. Notwithstanding anything in the Plan to the contrary, the shopping centre shall be permitted to have a maximum gross leasable floor space for the retailing of goods and services of 10,962 square metres (118,000 sq. ft.) with a site area of approximately 4.5 hectares (11.1 ac.).

(OPA 100, 127, 179, 209)

8.4.2.4 *Prior* to adopting an implementing zoning by-law to permit the proposed *development* of the areas designated as Planned Commercial Centre, the City may require the owner to prepare a retail analysis to determine the effect of such proposed *development* upon existing competing commercial uses or upon other Central Areas and/or a market study to determine the viability of the proposed additional retail, office and personal service floor space.

(OPA 100)

8.4.2.5 The area designated as Planned Commercial Centre and located at the southwest corner of Taunton Road East and the southerly extension of Clearbrook Drive, shall be developed as a "Neighbourhood" shopping centre in accordance with Table 1: Classification of Shopping Centres as referenced in Policy 2.2.3.2 of the Part I Plan. Notwithstanding anything in the Plan to the contrary, the shopping centre shall be permitted to have a maximum gross leasable floor space for the retailing of goods and services of 4,800 square metres (51,668 sq. ft.), including a supermarket up a maximum

gross floor area of 3,252 square metres (35,000 sq. ft.), with an overall site area of approximately 2.1 hectares (5.2 ac.). **(OPA 200)**

8.4.3 **Special Purpose Commercial**

8.4.3.1 The area designated as Special Purpose Commercial shall serve those specialized needs of residents on an occasional basis with services and facilities which generally require large parcels of land and exposure to traffic. The relevant policies of Policy 2.2 of the Part I Plan shall apply to the area designated as Special Purpose Commercial, with the exception that, notwithstanding the provisions of Section 2.2.4.1 of the Part I Plan, the City shall require common access points along Wilson Road North and Taunton Road East and shall not permit access points along local roads.

(OPA 179)

8.4.4 **Planned Commercial Strip**

8.4.4.1 The relevant policies of Section 2.2 of the Part I Plan shall apply to areas designated as Planned Commercial Strip. **(OPA 127, 179)**

8.4.5 **Convenience Commercial Centre**

8.4.5.1 The areas designated as Convenience Commercial Centre are intended to provide local convenience shopping facilities to the residents of the surrounding neighbourhood and may include limited office *development* and limited retail and personal service uses of a convenience nature. The relevant policies of Section 2.2 of the Part I Plan shall apply to the areas designated as Convenience Commercial Centre. **(OPA 179)**

8.4.5.2 The areas designated as Convenience Commercial Centre shall be subject to the relevant policies of Section 2.2.6 of the Part I Plan. **(OPA 114, 179)**

8.4.6 **Residential**

8.4.6.1 Areas designated as Low Density Residential, Medium Density I Residential and High Density I Residential shall be predominantly used for residential dwellings in accordance with the relevant policies of Section 2.3 of the Part I Plan. The respective residential designations shall be subject to the relevant provisions of Table 2 – Residential Density Classification in the Part I Plan, and in particular, are subject to the following density criteria:

Designation	Units per hectare of Net Residential Area
Low Density Residential	up to 30 (12 u/ac.)
Medium Density I Residential	30 to 60 (12 to 24 u/ac.)
Medium Density II Residential	60 to 85 (24 to 34 u/ac.)
High Density I Residential	85 to 150 (34 to 60 u/ac.)

(OPA 30, 179)

8.4.6.2 The residential densities designated on the Pinecrest Land Use and Road Plan are intended to provide a range of housing types in accordance with Policy 6.1.1 of the Part I Plan and the Provincial Policy Statement on Land Use Planning for Housing. **(OPA 179)**

8.4.6.3 Nursing homes, homes for the aged and libraries as well as convenience stores may be permitted in areas designated as Medium Density I and High Density I Residential provided that such uses are compatible with surrounding residential uses and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 30, 114)**

8.4.6.4 Parks, open space and recreation uses and *home occupation* uses may be permitted in areas designated as Low Density, Medium Density I and High Density I Residential provided that such uses are compatible with surrounding residential uses, and subject to compliance with the relevant policies of the Part I Plan and inclusion of appropriate provisions in the zoning by-law. **(OPA 30, 179)**

8.4.6.5 Day care centres may be permitted in areas designated as Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designation, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of the appropriate provisions in the zoning by-law. **(OPA 114, 179)**

8.4.6.6 *Group homes* shall be permitted in areas designated as Residential in accordance with Section 6.5 of the Part I Plan. **(OPA 179)**

8.4.6.7 It is the intent of the City to encourage the *development* of large lot single detached dwellings in areas as schematically shown on the Pinecrest Land Use and Road Plan, particularly where such areas abut creek valleys, woodlots or the top of the slope associated with the former Lake Iroquois shoreline.

8.4.6.8 In areas designated as Low Density Residential, the City will encourage the provision of new residential *development* of a similar type as abutting residential *development* existing as of the date of approval of this Part II Plan in order to ensure compatibility between new and existing *development*.

8.4.6.9 Consideration may be given in the subdivision approval process to requiring subdivision designs which facilitate the severance of excess lands on abutting existing residential lots where appropriate.

8.4.6.10 The following policies will apply to lands to be used for residential purposes within the Pinecrest Planning Area:

(a) Opportunities will be created for a broad range of residential accommodation by housing type, tenure, size, location and cost which are suitable for different income and age levels, and household

structures in order to meet the housing needs of the future residents of the Pinecrest Planning Area.

(b) Innovation will be encouraged in terms of housing types to ensure that *development* will create and foster continuing opportunities for *affordable housing*.

(c) The Pinecrest Planning Area will contribute to achieving an overall City-wide goal of providing a minimum of twenty-five percent (25%) *affordable housing*.

(d) *Development* will be monitored on a City-wide basis to determine if the affordability objectives of the Oshawa Official Plan are being achieved. Should the objectives not be met, the Pinecrest Part II Plan will be reviewed and may be revised to address this situation in the context of its role in the City's housing supply.

8.4.6.11 Notwithstanding any policy of the Pinecrest Part II Plan to the contrary, an insurance and financial services office may be permitted as an additional permitted use within the Low Density Residential designation for lands at 1231 Harmony Road North provided that the office use is restricted to the existing house. **(OPA 128, 179)**

8.4.6.12 Notwithstanding any other policies of this Part II Plan to the contrary, the following lands designated as Medium Density II Residential may be developed for residential purposes at the Medium Density I Residential density range in accordance with Section 2.3 of the Part I Plan and for uses in accordance with Policies 8.4.6.3 and 8.4.6.4 of this Part II Plan:

- Lands along the south side of Taunton Road East, west of Townline Road North, between the Planned Development Area and the Planned Commercial Strip area as shown on Schedule "A", Pinecrest Land Use and Road Plan.

  (OPA 179)

- Lands at the southeast corner of Taunton Road East and the southerly extension of Clearbrook Drive, as shown on Schedule "A", Pinecrest Land Use and Road Plan. **(OPA 200)**

8.4.6.13 Notwithstanding any other policy of the Pinecrest Part II Plan to the contrary, a commercial physiotherapy use may be permitted as an additional permitted use within a retirement home building within the High Density I Residential designation for lands at 1335 Benson Street subject to appropriate provisions in the zoning by-law. **(OPA 179, 183)**

8.4.6.14 Notwithstanding any other policy of the Pinecrest Part II Plan to the contrary, convenience stores and day care centres in a mixed commercial-residential *development* may be permitted in the area designated as Medium Density II

Residential subject to Policy 8.4.6.12 located at the southeast corner of Taunton Road East and the southerly extension of Clearbrook Drive, subject to the inclusion of appropriate provisions in the zoning by-law and provided that the combined *gross floor area* occupied by convenience stores and day care centres does not exceed 500 square metres (5,382 sq. ft.) and the *gross floor area* of any individual convenience store does not exceed 200 square metres (2,153 sq. ft.). **(OPA 200)**

8.4.6.15 Notwithstanding any other provision of this Plan to the contrary, a maximum net residential density of 303 units per hectare shall be permitted on lands designated High Density I Residential generally located south of Taunton Road East between Benson Street and Townline Road North, and municipally known as 1251 Taunton Road East, subject to appropriate provisions being included in the zoning by-law. **(OPA 234)**

8.4.7 Community Uses

8.4.7.1 Areas designated as Community Use may be used for social, educational and religious land uses such as schools, places of worship, day care centres, libraries and nursery schools that, by nature of their activity, scale and design, are compatible with 8.4 surrounding land uses. **(OPA 179)**

8.4.7.2 The anticipated uses for areas designated as Community Use are indicated on the Pinecrest Land Use and Road Plan and include public elementary and separate elementary schools and places of worship. However, other community uses may be permitted in such areas without requiring an amendment to the Pinecrest Part II Plan, provided that such uses are compatible with the surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 179)**

8.4.7.3 Notwithstanding the provisions of Policies 8.4.7.1 and 8.4.7.2, in the event that a site intended for a public or separate elementary school is not needed for that use or other community uses, such site may alternatively be used for Low Density Residential uses without requiring an amendment to the Pinecrest Part II Plan. **(OPA 179)**

8.4.7.4 Place of worship sites shown on the Pinecrest Land Use and Road Plan shall be a minimum of 0.6 hectares (1.5 ac.) in area, but may exceed 0.6 hectares (1.5 ac.) without requiring an amendment to this Plan.

(OPA 179)

8.4.8 Open Space and Recreation

8.4.8.1 Areas designated as Open Space and Recreation include sites for Neighbourhood Parks, lands for open space purposes, lands within the *Natural Heritage System* and lands having environmental or other constraints to *development*. **(OPA 179)**

8.4.8.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of Sections 2.6 and 5.0 of the Part I Plan. **(OPA 179)**

8.4.8.3 Neighbourhood Parks indicated on the Pinecrest Land Use and Road Plan shall be developed in accordance with Table 4 – Classification of Parks as referenced in Policy 2.6.2.2 of the Part I Plan. **(OPA 179)**

8.4.8.4 The Neighbourhood Park located between Wilson Road North and Harmony Road North may include lands associated with the former Lake Iroquois shoreline but such lands shall not be considered to be included in the dedication of parkland pursuant to the Planning Act.

8.4.8.5 In the event that the Trans-Northern Pipeline easement lands are conveyed to the City through the *development* approvals process, such lands shall not be considered to be included in the dedication of parkland pursuant to the Planning Act.

8.4.8.6 The *development* of pedestrian linkages, off-road bicycle paths, bridges and open space linkages between parks, open space areas and adjacent land uses shall generally follow the routes indicated on the Pinecrest Land Use and Road Plan as recreational trails. These routes are schematically indicated on the Pinecrest Land Use and Road Plan, however, the precise implementation and location of the routes are at the discretion of the City. The City may also require additional lands for recreational trails through the plan of subdivision approval process. Pedestrian underpasses shall be provided as shown on the Land Use and Road Plan at the time of construction/reconstruction of roads. **(OPA 179)**

8.4.8.7 In order to facilitate the *development* of an open space and park system, erosion control and the provision of scenic views, lands may be required to be conveyed to the City through the subdivision approval process. In this regard, the City may require the conveyance of a 7.6 metre (25 ft.) public access strip of land extending along the top of the former Lake Iroquois shoreline east of Harmony Road North and the top of the bank of Branch No. 3 of the Harmony Creek through the subdivision approval process where appropriate. Such conveyances shall not be considered to be included in the dedication of parkland pursuant to the Planning Act.

8.4.8.8 It is the City's intention to preserve the woodlot designated as Open Space and Recreation in the southeastern portion of the Pinecrest Planning Area.

8.4.8.9 The acquisition of lands by the City for parks, 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 Section 2.6.3 and any other relevant policies of the Part I Plan. **(OPA 179)**

8.4.9 **Utilities**

8.4.9.1 The area designated as Utilities shall be subject to the relevant policies of Section 2.12 of the Part I Plan. **(OPA 179)**

8.4.9.2 The area designated as Utilities shall be used by the Regional Municipality of Durham for the provision of municipal services. This site or a portion thereof may also be used for Open Space and Recreation uses in accordance with the relevant policies of Section 2.6 of the Part I Plan subject to the approval of the Regional Municipality of Durham. **(OPA 179)**

8.4.9.3 The Trans Northern Pipeline easement located between Wilson Road North and Harmony Road North shall not be incorporated into residential lots.

8.4.9.4 Prior to the approval of new residential *development* in proximity to the existing hydro distribution station on Townline Road North, the proponent may be required to complete a noise study to the satisfaction of the City of Oshawa, Ministry of the Environment, Conservation and Parks, Hydro One Networks Inc. and/or Ontario Power Generation Incorporated and to incorporate any noise attenuation features deemed necessary by the City of Oshawa, Ministry of the Environment, Conservation and Parks, Hydro One Networks Inc. and/or Ontario Power Generation Incorporated into the proposed *development*. **(OPA 179)**

8.4.10 **Planned *Development* Area**

8.4.10.1 The area indicated as a Planned *Development* Area shall be subject to an urban design study prior to any *development* approvals in order to provide a cohesive and integrated land use pattern. As such, the land use and collector road configurations within this area may be altered from that shown without requiring an amendment to this Plan provided that the mix of land uses and the City's design requirements for the collector road are retained.

8.4.11 **Transportation**

8.4.11.1 The road system for the Pinecrest Planning Area shall be comprised of Type "A" arterial roads, Type "B" arterial roads and collector roads as designated on the Pinecrest Land Use and Road Plan. Local roads shall be determined through the *development* approval process and are not designated on the Pinecrest Land Use and Road Plan.

8.4.11.2 The road system for the Pinecrest Planning Area shall be developed in accordance with the relevant policies of Section 3.0 of the Part I Plan. **(OPA 179)**

8.4.11.3 Residential areas which abut Type "A" or Type "B" arterial roads as designated on the Pinecrest Land Use and Road Plan shall be developed with lots having frontage on a service road rather than with reverse frontage except where it is not technically or functionally feasible to do so. However,

notwithstanding the foregoing, direct access to Type “B” arterial roads may be considered in some circumstances subject to the approval of the authorities having jurisdiction and, in particular, direct access from single detached housing on Beatrice Street East may be permitted provided that engineering design standards relative to sight lines and horizontal and vertical curvature are satisfied.

8.4.12 **Environmental Management**

8.4.12.1 Areas indicated as *Natural Heritage System* and *Hazard Lands* on the Pinecrest Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan.

(OPA 179)

8.4.12.2 The boundaries of the *Natural Heritage System* are generally shown on the Pinecrest Environmental Management Plan. The exact location and extent of natural heritage and/or hydrologic features, including *key natural heritage* and/or *key hydrologic features* within the *Natural Heritage System,* shall be determined through the design and review of *development* proposals in accordance with Section 5.5 and shall be detailed in any associated zoning by-law. **(OPA 179)**

8.4.12.3 The boundaries of *Hazard Lands* are generally shown on the Pinecrest Environmental Management Plan. The exact location and extent of *Hazard Lands* shall be determined through the design and review of *development* proposals and shall be detailed in the zoning by-law in accordance with detailed floodline, soil and contour mapping in consultation with the Central Lake Ontario Conservation Authority and the Ministry of Natural Resources and Forestry. **(OPA 179)**

8.4.12.4 The area shown as *Hazard Lands* on the Environmental Management Plan along Branch Number 2 of the Harmony Creek is intended to represent an existing small *watercourse*. In the event that the portion of this *watercourse* located north of the Trans-Northern Pipeline easement is proposed to be totally enclosed in an underground storm sewer, this *Hazard Lands* indication may be reduced in area or removed without requiring an amendment to this Part II Plan, subject to the provisions of Policy 5.8.7 of the Part I Plan and the approval of the authorities having jurisdiction. **(OPA 179)**

8.4.12.5 *Development* shall have regard to its effect on the natural *environment*. Measures shall be taken to retain and enhance natural features having ecological, recreational or aesthetic value such as significant woodlots, specimen trees, scenic vistas and natural *watercourses*.

In considering applications for amendments to this Part II Plan or the zoning by-law or for the approval of plans of subdivision, the City shall require an Environmental Impact Study in accordance with the relevant policies of

Section 5.5. The City may also require the proponent to submit to the satisfaction of the City the following: **(OPA 179)**

(a) An analysis of existing environmental conditions and anticipated impacts for a proposed *development* site or for a wider area as deemed necessary by the City in consultation with appropriate agencies;

(b) An assessment of the financial implications on the City;

(c) Urban design alternatives depicting such matters as conceptual design, height, massing, building orientation, parking layout and landscaping;

(d) An indication of the manner in which such a *development* shall be integrated with adjacent land uses;

(e) Engineering reports and plans with respect to erosion control and/or storm drainage; and

(f) Other measures deemed to be appropriate.

8.4.12.6 A suitable maintenance area may be required along the bottom or top of any steep slopes associated with the former Lake Iroquois shoreline.

8.4.12.7 Any facilities or measures required to implement stormwater management requirements shall be permitted in any land use designation on the Pinecrest Land Use and Road Plan but shall be subject to any relevant policies of Section 8.4.12 with respect to the *Natural Heritage System* and *Hazard Lands*. In addition, it should be noted that lands outside of the *Natural Heritage System* and *Hazard Lands* may be required for stormwater management facilities. **(OPA 179)**

8.4.12.8 *Development* proposals shall be designed in accordance with stormwater management practices regarding quantity and quality as required by the City of Oshawa, the Ministry of Natural Resources and Forestry and other authorities having jurisdiction. **(OPA 179)**

8.4.12.9 *Development* proposals within the Pinecrest Planning Area shall be designed and reviewed having regard for established engineering principles and constraints and for the preservation and integration of existing significant trees and other vegetation where possible and practicable.

8.4.12.10 No significant removal of trees or topsoil or significant grading shall be undertaken within the Pinecrest Planning Area without prior approval from the City. In this regard, the City may require the submission of an environmental analysis report including a Tree Inventory and Preservation Plan in accordance with Policy 5.12.4 by a qualified arborist prior to granting such approval. **(OPA 179)**

8.4.12.11 Prior to the *development* of lands adjacent or in proximity to an existing industrial use, the appropriate acoustic, soils, engineering or other technical studies shall be undertaken by a qualified consultant to determine the extent of any abatement measures, setbacks and/or buffers that may be required in accordance with applicable Ministry of the Environment, Conservation and Parks policies. **(OPA 179)**

8.4.12.12 *Development* of a site identified as a potentially contaminated site shall proceed by way of subdivision application. Furthermore, prior to draft approval of any subdivision application involving any such potentially contaminated site, a report shall be prepared by a qualified consultant on behalf of the owner characterizing the soils and recommending a remediation plan in accordance with Ministry of the Environment, Conservation and Parks policies.

For those sites identified as potentially contaminated, a qualified engineer shall be on site on behalf of the owner throughout the duration of excavation and soil handling activities to ensure that the site is cleaned up in accordance with Ministry of the Environment, Conservation and Parks policies.

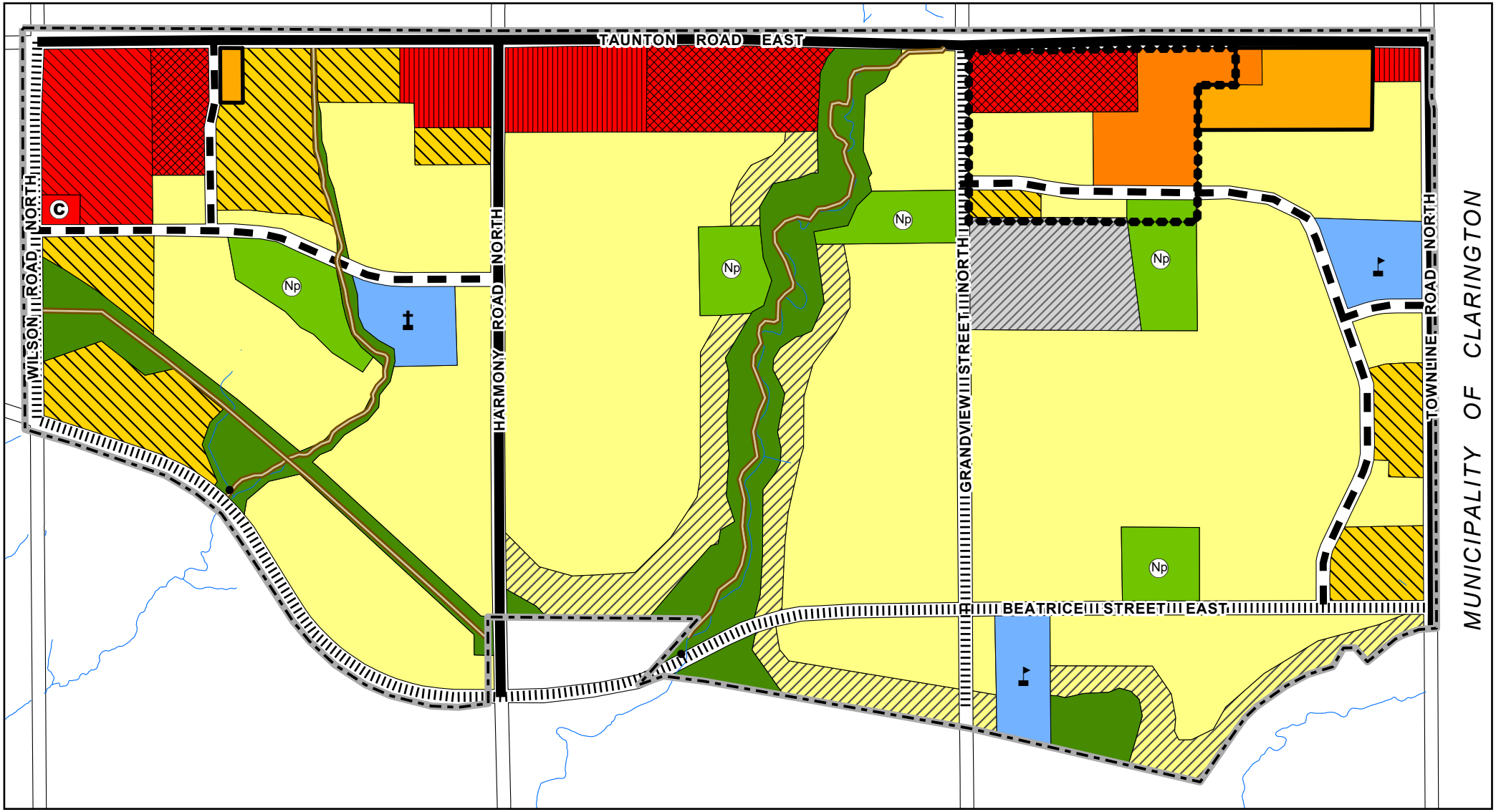
Prior to any *development* occurring, a qualified consultant shall undertake a verification sampling program and shall certify to the satisfaction of the Ministry of the Environment, Conservation and Parks and the that the site has been made suitable for the use proposed.

(OPA 179)

8.4.12.13 Lands within the Pinecrest Planning Area have been identified as having a high potential for the discovery of archaeological remains. Prior to *development*, an archaeological assessment and rescue excavation of significant archaeological resources may be required in consultation with the Ministry of Tourism, Culture and Sport. **(OPA 179)**

8.4.13 Implementation and Interpretation

8.4.13.1 The Pinecrest Part II Plan shall be subject to the relevant policies of Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation. **(OPA 179)**



Schedule 'A' Pinecrest Land Use and Road Plan

Part II Plan for the Pinecrest Planning Area

0 50 100 200 300 Meters

November 2025

Economic and Development Services

Legend

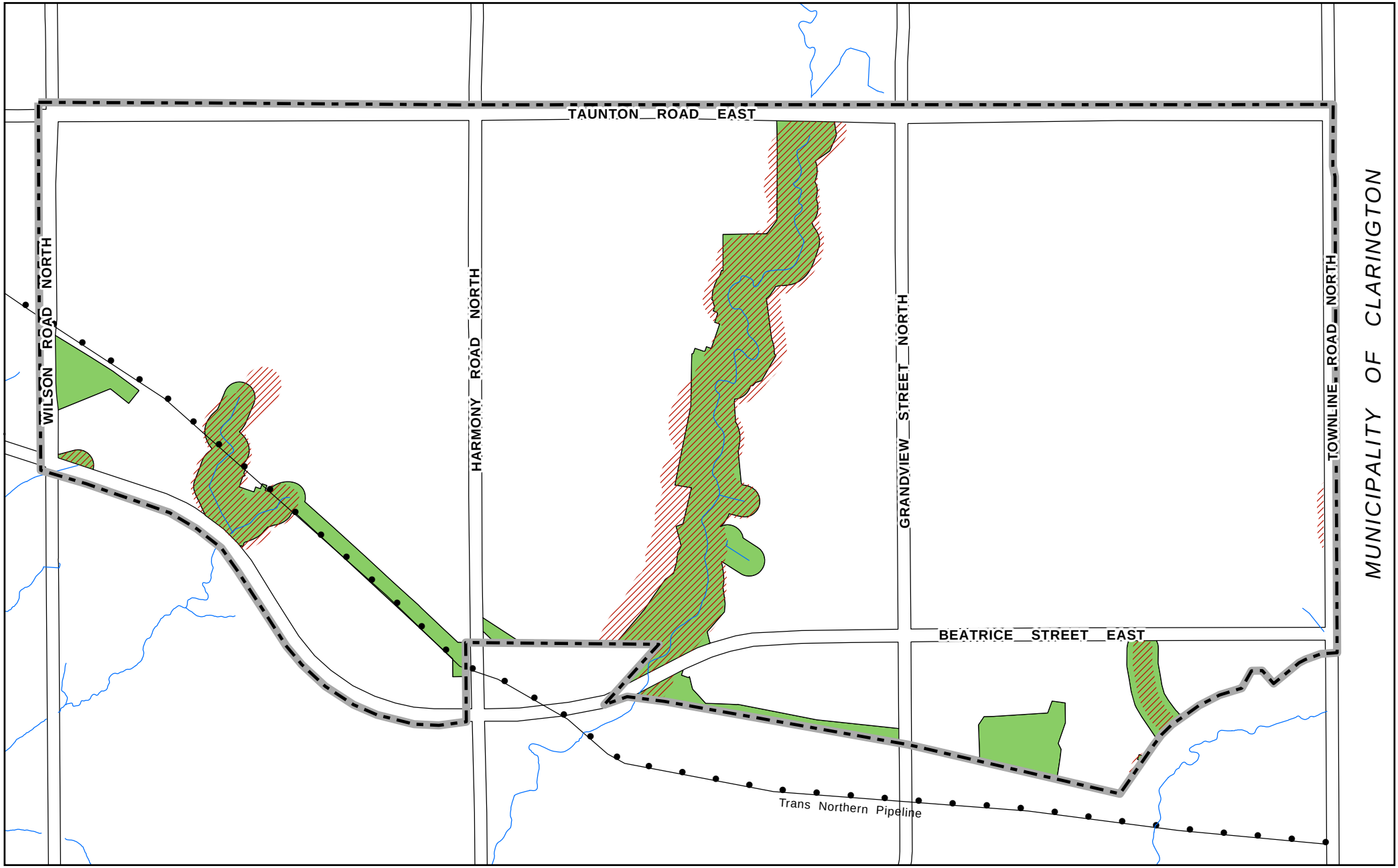
Residential
- Low Density Residential
- Medium Density I Residential
- Medium Density II Residential
- High Density I Residential
- Large Lot Single Detached Dwellings
- Subject to Policy 8.4.6.12 in the Pinecrest Part II Plan

Open Space and Recreation
- Neighbourhood Park
- Open Space and Recreation

Commercial
- Convenience Commercial Centre
- Special Purpose Commercial
- Planned Commercial Strip
- Planned Commercial Centre

Community Use
- Public Elementary School
- Separate Elementary School
- Utilities

Transportation
- Type A Arterial Road
- Type B Arterial Road
- Type C Arterial Road
- Collector Road
- Recreational Trail
- Pinecrest Planning Area Boundary
- Pedestrian Underpass
- Planned Development Area



Schedule 'B'
Pinecrest Environmental Management Plan

Part II Plan for the Pinecrest Planning Area

0 50 100 200 300 Meters

Development Services Department

January 2018

Legend

- Planning Area Boundary
- Hazard Lands
- Natural Heritage System

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8.5 Part II Plan for the Taunton Planning Area (OPA 36)

8.5.1 General Policies

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

8.5.1.2 The area outlined on the Schedule "A" – Taunton Land Use and Road Plan, attached hereto and forming part of the Taunton Part II Plan, constitutes the Taunton Planning Area and shall be subject to the policies of the Taunton Part II Plan. **(OPA 179)**

8.5.1.3 The Taunton Planning Area consists of approximately 482 hectares (1,200 ac.) of land bounded by Taunton Road East on the south, Wilson Road North on the west, Conlin Road East on the north, and Townline Road North on the east.

8.5.1.4 The Taunton Planning Area is anticipated to accommodate a planned population of approximately 20,000 persons.

8.5.1.5 The Taunton Planning Area shall be developed as a predominantly residential community with the necessary community support facilities such as schools, parks, open spaces and commercial facilities.

8.5.1.6 The Taunton Part II Plan was prepared on the basis of comprehensive land use planning, municipal servicing, stormwater management, environmental management, transportation and commercial studies.

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

8.5.1.8 The Taunton Planning Area shall be developed in general accordance with the Schedule "A" – Taunton Land Use and Road Plan and Schedule "B" – Taunton Environmental Management Plan.

8.5.1.9 The Taunton Part II Plan refines and complements the policies of the Part I Plan. Where the Taunton Part II Plan is silent on matters contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Taunton Planning Area. Where the Taunton Part II Plan contains more detailed policies than the Part I Plan, such detailed policies shall supersede. Similarly, where a list of permitted uses within a land use designation provided in the Taunton Part II Plan expands, contracts or further details permitted uses listed in the Part I Plan, the permitted uses shall be those contained in the Taunton Part II Plan. **(OPA 179)**

8.5.2 Community Structure

8.5.2.1 The Taunton Planning Area will be defined by two key structural elements which will combine to provide an identifiable community character. These structural elements will be the open space corridors and the street corridors. The open space corridors will be connected by a network of walking and cycling routes which provides the opportunity to link significant natural features such as valleylands and woodlots to parks, schools and stormwater management facilities. The street corridors will be based on a modified grid pattern for the arterial and collector road network. **(OPA 179)**

8.5.2.2 The community structure will be further reinforced by a major focal area located at the northeast corner of Taunton Road East and Harmony Road North: a Community Central Area comprised of commercial uses; a community park, one or two secondary schools, and residential uses. The Community Central Area will form the primary gateway to the Taunton Planning Area from the south. **(OPA 66, 118, 221)**

8.5.2.3 A secondary focal area for the Taunton Planning Area, will be created through the *development* of a Local Central Area at the southeast corner of Harmony Road North and Conlin Road East. The Local Central Area, centered on a neighbourhood shopping centre, will form the primary gateway to the community from the north. **(OPA 66)**

8.5.2.4 These two focal areas will be surrounded by neighbourhoods which incorporate community uses, schools, parks and open spaces as local focal areas. **(OPA 118)**

8.5.2.5 Harmony Road North will ultimately function as a main street linking the Community Central Area and the Local Central Area. *Development* along Harmony Road North should incorporate a high quality of urban design based on the principles of pedestrian-friendly, transit-oriented *development*. **(OPA 118, 179)**

8.5.2.6 Taunton Road East is an important regional and local transportation and activity corridor which will function as a main street. It is intended that Taunton Road East and adjacent lands be developed to integrate all forms of local and through traffic including pedestrians and cyclists; and to maintain a functional and livable streetscape.

8.5.2.7 Higher density land uses have been oriented to significant locations along Harmony Road North and Taunton Road East to encourage a pattern of transit-supportive land uses.

8.5.2.8 Walking and cycling routes will be located within the open space corridors and will also utilize the major street system where necessary to connect other natural features, residential, commercial and community uses, and adjacent communities. **(OPA 179)**

8.5.2.9 A high quality of urban design will be incorporated in all *development* within the Taunton Planning Area and urban design studies shall be required for *development* within Central Areas and along Type "A" arterial roads, in accordance with Section 8.5.14 of this Plan. **(OPA 179)**

8.5.3 Community Central Area

8.5.3.1 The Community Central Area, located on the east side of Harmony Road North, north of Taunton Road East, is intended to serve as a major community focal area, in accordance with the City's hierarchy of Central Areas.

8.5.3.2 *Development* within the Community Central Area shall be subject to the relevant policies of Section 2.1 of the Part I Plan. **(OPA 179)**

8.5.3.3 The Community Central Area shall contain a broad range of uses including:

(a) A department store with a maximum *gross floor area* of 19,974 square metres (215,005 sq. ft.) within which a maximum *gross floor area* of 5,110 square metres (55,000 sq. ft.) devoted to food store space is permitted; **(OPA 137)**

(b) A building containing a supermarket and other retail, personal service and office uses with a maximum *gross floor area* of 13,075 square metres (140,745 sq. ft.) of which a maximum *gross floor area* of 6,968 square metres (75,000 sq. ft.) may be used for supermarket floor space;

(c) A community park;

(d) One or two secondary schools; and **(OPA 221)**

(e) Residential uses.

(OPA 118, 137)

8.5.3.4 A high quality of urban design of both private and public lands, including roads, will be essential to the *development* of the Community Central Area. Prior to final approval of plans of subdivision, zoning by-laws or site plans within the Community Central Area, a comprehensive urban design study shall be prepared for approval by the City, in accordance with Section 8.5.14 of the Taunton Part II Plan. **(OPA 179)**

8.5.3.5 The policies of the Taunton Part II Plan shall be considered to represent the Part II Plan for the Community Central Area as required in Policy 2.1.3.1 of the Part I Plan. **(OPA 179)**

8.5.4 Planned Commercial Centre – Regional

8.5.4.1 The area designated as Planned Commercial Centre – Regional shall be developed as the commercial component of the Community Central Area and

shall be subject to the relevant policies of Sections 2.1 and 2.2 of the Part I Plan. **(OPA 179)**

8.5.4.2 The area designated as Planned Commercial Centre – Regional shall be developed in accordance with Table 1 –Policy 2.2.3.2 of the Part I Plan. Notwithstanding any provisions respecting floor space in the Part I Plan, the commercial component shall not exceed a maximum gross leaseable floor space of 70,000 square metres (753,500 sq. ft.) with a site area of approximately 27.2 hectares (67.2 ac.). **(OPA 118, 179)**

8.5.4.3 Prior to *development* of the permitted retail and permitted service uses, a comprehensive site plan shall be prepared to the satisfaction of the City which demonstrates the ultimate *development* of all lands designated as Planned Commercial Centre-Regional. **(OPA 118)**

8.5.4.4 Notwithstanding Policy 2.1.2.3 of the Part I Plan, additional market studies shall not be required prior to approval of an implementing zoning by-law for the proposed commercial uses, provided the *development* conforms to the policies of the Taunton Part II Plan. **(OPA 179)**

8.5.5 **Planned Commercial Centre – Neighbourhood**

8.5.5.1 Areas designated as Planned Commercial Centre – Neighbourhood in the Taunton Part II Plan are designated as Local Central Areas in the Part I Plan. The Planned Commercial Centres shall be subject to the relevant policies of Sections 2.1 and 2.2 of the Part I Plan. **(OPA 179)**

8.5.5.2 The area designated as Planned Commercial Centre-Neighbourhood located at the southeast corner of Harmony Road North and Conlin Road East shall be developed in accordance with Table 1 – Policy 2.2.3.2 of the Part I Plan. Notwithstanding any provisions respecting floor space in the Part I Plan, the commercial component of this Planned Commercial Centre – Neighbourhood shall not exceed a maximum gross leasable floor space of 7,400 square metres (80,000 sq. ft.), with a site area of approximately 2.4 to 3.2 hectares (6 to 8 ac.), and may contain a major food store. **(OPA 66, 179)**

8.5.5.3 The area designated a Planned Commercial Centre – Neighbourhood located at the northeast corner of Wilson Road North and Taunton Road East shall be developed in accordance with Table 1 – Policy 2.2.3.2 of the Part I Plan. Notwithstanding any provisions respecting floor space in the Part I Plan, the commercial uses in this Planned Commercial Centre – Neighbourhood shall not exceed a maximum gross leasable floor space of 11,148 square metres (120,000 sq. ft.), with a maximum site area of approximately 4.9 hectares (12 ac.). **(OPA 179)**

8.5.5.4 Notwithstanding Policy 2.1.2.3 of the Part I Plan, additional market studies shall not be required prior to the approval of an implementing zoning by-law

for the proposed commercial uses, provided the *development* conforms to the policies of the Taunton Part II Plan. **(OPA 179)**

8.5.6 **Planned Commercial Strip**

8.5.6.1 Areas designated as Planned Commercial Strip shall be subject to the relevant policies of Section 2.2 of the Part I Plan. **(OPA 179)**

8.5.6.2 In order to encourage the adequate provision of convenience commercial facilities, the maximum gross leasable floor space of individual components within a Planned Commercial Strip designation shall not exceed 223 square metres (2,400 sq. ft.).

8.5.6.3 The area designated as Planned Commercial Strip at the southwest corner of Conlin Road East and Townline Road North shall be developed in accordance with any applicable Federal or Provincial regulations or guidelines affecting the TransCanada Pipeline Limited easement.

8.5.6.4 The provisions of Policy 2.2.5.2 of the Part I Plan shall apply to the lands designated Planned Commercial Strip at 750, 766 Taunton Road East, and 784 Taunton Road East and the western part of 800 Taunton Road East and the provisions of Policy 8.5.6.2 of the Part II Plan shall not apply. **(OPA 93, 106, 179)**

8.5.6.5 The provisions of Policy 2.2.5.2 of the Part I Plan shall apply to the lands designated as Planned Commercial Strip at 1384 to 1464 Harmony Road North, north and south of the future collector road and the provisions of Policy 8.5.6.2 of the Part II Plan shall not apply. **(OPA 143, 179)**

8.5.7 **Convenience Commercial Centre**

8.5.7.1 Areas designated as Convenience Commercial Centre shall be subject to the relevant policies of Section 2.2 of the Part I Plan. **(OPA 179)**

8.5.7.2 The maximum gross leasable floorspace of an individual component within a Convenience Commercial Centre designation shall not exceed 223 square metres (2,400 sq. ft.). Notwithstanding the foregoing, the maximum gross leasable floorspace of a restaurant use shall not exceed 110 square metres (1,200 sq. ft.).

8.5.8 **Residential**

8.5.8.1 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 Section 2.3 of the Part I Plan and of the Taunton Part II Plan.

Notwithstanding the policies of Section 2.3.2 and Table 2 of the Part I Plan to the contrary, the policies of the Taunton Part II Plan shall apply with respect

to residential density classification until such time as Amendment 30 to the Part I Plan is approved following which, the policies of Section 2.3 and Table 2 of the Part I Plan and the Taunton Part II Plan shall apply.

(OPA 179)

8.5.8.2 The residential density criteria within the respective Residential land use classifications of the Taunton Part II Plan shall be as follows:

Classification	**Units per Hectare of Net Residential Area**
Low Density	up to 30 (12 u/ac.)
Medium Density I	30 to 60 (12 to 24 u/ac.)
Medium Density II	60 to 85 (24 to 34 u/ac.)
High Density I	85 to 150 (34 to 60 u/ac.)

8.5.8.3 For the purposes of the Taunton 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 Taunton 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 this 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 widenings. **(OPA 179)**

8.5.8.4 Notwithstanding the provisions of Policy 8.5.8.3 to the contrary, the calculation of net residential density may be averaged across net residential areas designated as Low Density Residential in the Taunton Part II Plan within the same plan of subdivision, provided that any multiple attached housing sites within areas designated as Low Density Residential in the plan of subdivision conform with the net residential density specified for areas designated as Low Density Residential on an individual site or lot basis.

(OPA 179)

8.5.8.5 The residential densities provided in the Taunton Part II Plan are intended to provide a range of housing types, in accordance with Policy 6.1.1 of the Part I Plan and the Provincial Policy Statement on Land Use Planning for Housing. **(OPA 179)**

8.5.8.6 Opportunities will be created for a broad range of residential accommodation by housing type, tenure, size, location and cost which are suitable for different income, age levels and household structures in order to meet the housing needs of the future residents of the Taunton Planning Area.

8.5.8.7 Innovative housing types will be encouraged to ensure that *development* will create and foster continuing opportunities for *affordable housing*.

8.5.8.8 The Taunton Planning Area will contribute to the achievement of an overall City-wide goal of providing a minimum twenty-five percent (25%) *affordable housing*. *Development* will be monitored on a City-wide basis to determine if the affordability objectives of the Part I Plan are being met and the Taunton Part II Plan will be reviewed and may be revised to address this situation, in the context of its role in the City's housing supply.

8.5.8.9 Residential *development* within the Community Central Area as identified on Schedule "A" – Taunton Land Use and Road Plan, shall be subject to the relevant policies of Sections 2.1 and 2.3 of the Part I Plan and Section 8.5.3 of the Taunton Part II Plan. **(OPA 179)**

8.5.8.10 *Group home* uses shall be permitted in accordance with the relevant policies of the Part I Plan. **(OPA 179)**

8.5.8.11 *Home occupation* uses shall be permitted in Residential designations, or integrated into residential *developments*, in accordance with the provisions of Policy 2.3.1.4 of the Part I Plan. **(OPA 179)**

8.5.8.12 Nursing homes, homes for the aged, day care centres, libraries and convenience stores may be permitted in areas designated as Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designation, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 179)**

8.5.8.13 Comprehensive *development* of lands in separate ownerships within a Residential designation will be encouraged through the *development* approval process in order to achieve well-designed and integrated *development*. The following shall be examined to ensure that individual proposals are properly integrated with adjacent lands:

(a) The distribution of residential lots and/or blocks;

(b) Public road connections, where relevant;

(c) Integration of internal circulation systems;

(d) Co-ordination of access points, where appropriate, in order to minimize the total number of access points to abutting roads;

(e) Integration of parking areas, where appropriate;

(f) Compatibility of building design and location, in order to achieve a consistent streetscape;

(g) Complementary landscaping; and,

(h) Co-ordination and integration of stormwater management for the area.

8.5.8.14 In the *development* approval process, consideration shall be given to requiring designs which facilitate the severance of excess lands on abutting existing residential lots, where appropriate.

8.5.8.15 For areas designated as Residential which are also identified on Schedule "B" – Taunton Environmental Management Plan as being within the *Natural Heritage System*, the following policies shall apply:

(a) Applications for *development* shall include an Environmental Impact Study, in accordance with Policy 8.5.13.6 of this Plan;

(b) *Development* shall provide opportunities for the retention of existing vegetation, where appropriate; and

(c) Area-specific zoning provisions may be established in the implementing zoning by-law or other siting approval mechanisms may be instituted which identify specific building envelopes for each lot in proximity to the *Natural Heritage System*. Such regulations are intended to reflect the delineation of vegetation to be retained and restrict the construction of buildings including accessory buildings and structures to those areas identified as having minimal impact on the *Natural Heritage System*.

(OPA 179)

8.5.8.16 In considering *development* applications within various Residential designations, *developments* will be sensitively integrated by using appropriate building heights, locations and setbacks or other means to reduce adverse impacts through such means as visual screening, landscaping, fencing and other forms of buffering.

8.5.8.17 The area designated as Medium Density II Residential at the southeast corner of Conlin Road East and Wilson Road North may only be developed subject to the following:

(a) The extent of the developable portion of the lands shall be identified and staked, to the satisfaction of the City, and the Conservation Authority; and,

(b) The permitted uses shall be limited to Medium Density II Residential uses and professional and medical offices.

8.5.9 Community Use

8.5.9.1 Areas designated as Community Use may be used for social, educational, cultural and religious land uses such as schools, places of worship, day care centres, libraries, and nursery schools that, by nature of their activity, scale and design, are compatible with surrounding land uses.

(OPA 179)

8.5.9.2 The anticipated uses for certain areas designated as Community Use are indicated on Schedule "A" – Taunton Land Use and Road Plan and include public elementary and separate elementary schools, public secondary schools and separate secondary schools. However, other community uses may be permitted in such areas without requiring an amendment to the Taunton Part II Plan, provided that such uses are compatible with the surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law.

8.5.9.3 Where a Community Use designation is not intended or required for a school, the maximum site area shall generally not exceed approximately 0.6 hectares (1.5 ac.).

8.5.9.4 Notwithstanding the provisions of Policies 8.5.9.1 and 8.5.9.2, in the event that a site intended for a public or separate elementary school is not needed for that use or other community uses, such site may alternatively be used for Low Density Residential uses without requiring an amendment to the Taunton Part II Plan. **(OPA 66, 179)**

8.5.9.5 The *development* of areas designated as Community Use and intended for school facilities shall have regard for the policies of Sections 2.5.2 and 2.5.3 of the Part I Plan, and the permitted uses shall include schools and accessory or incidental uses normally permitted by the School Board(s). **(OPA 179)**

8.5.9.6 Where schools are located adjacent, or in close proximity to public parks and open space, the City may require appropriate agreements between the School Board(s) and the City to allow for the integrated *development*, joint use and maintenance of land and facilities.

8.5.9.7 Notwithstanding Policies 8.5.9.1 and 8.5.9.2 of this Part II Plan, if the School Board(s) determine that a secondary school is not required at the southeast corner of Harmony Road North and Greenhill Avenue and the site is not needed for another community use, or that the school site can be reduced in area, such site may alternatively be developed for Medium Density II Residential uses along Harmony Road North and for Low Density Residential and Medium Density I Residential uses on the balance of the lands without requiring an Amendment to this Plan . **(OPA 179, 221)**

8.5.9.8 The City and the relevant School Board(s), in consultation with the developer, shall evaluate the potential for joint use and integration of facilities and develop a concept plan for the Community Park and secondary schools which reflects their prominent location within the Taunton Planning Area, and which evaluates the potential to reduce the total site area through the integration of facilities.

8.5.10 Open Space and Recreation

8.5.10.1 General

8.5.10.1.1 Areas designated as Open Space and Recreation include sites for a Community Park, Neighbourhood Parks, lands for open space purposes, lands within the *Natural Heritage System* and lands having environmental or other constraints to *development*. **(OPA 179)**

8.5.10.1.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of Sections 2.6 and 5.0 of the Part I Plan and Section 8.5.14 of the Taunton Part II Plan. **(OPA 179)**

8.5.10.1.3 The acquisition of lands by the City for parks, 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 Section 2.6 and other relevant policies of the Part I Plan and the Taunton Part II Plan. **(OPA 179)**

8.5.10.1.4 The City shall require that a width of 7.5 metres (25 ft.) be conveyed along both sides of the top-of-bank of the Harmony Creek between Taunton Road East on the south and the confluence of the two tributaries of Harmony Creek to the north. Such conveyance shall not be considered to be included in the dedication of parkland pursuant to the Planning Act.

8.5.10.1.5 For lands north of the confluence of the Harmony Creek tributaries, the City may require the conveyance of an area along one or both sides of the *Hazard Lands* or the *Natural Heritage System* wherever the area within the top-of-bank cannot provide for a safe walking and cycling route in accordance with Section 8.5.10.4. Such conveyance shall not be considered to be included in the dedication of parkland pursuant to the Planning Act. **(OPA 179)**

8.5.10.1.6 Minor adjustments may be permitted to the Open Space and Recreation designations associated with creek valleys during the *development* approval process without amendment to the Taunton Part II Plan.

8.5.10.2 Mountjoy Woodlot

8.5.10.2.1 The Mountjoy Woodlot, located on the north side of Coldstream Drive and east of Wilson Road North, is a prominent natural heritage feature. It is designated as Open Space and Recreation on Schedule “A” – Taunton Land Use and Road Plan and represents a forested area for passive recreation which will function as City-level parkland.

8.5.10.3 Community and Neighbourhood Parks

8.5.10.3.1 The Community Park is intended to satisfy the recreational needs of the Taunton Planning Area, as well as contribute to the recreational opportunities

of other nearby communities, and shall be developed in accordance with the policies of the Part I Plan. **(OPA 179)**

8.5.10.3.2 The Community Park is intended to contribute to the character of the Taunton Planning Area by providing a focus for higher order recreational and community uses in a central location.

8.5.10.3.3 The Community Park shall be integrated with the adjacent secondary school(s) and other adjacent lands proposed for open space purposes to encourage the complementary functioning of these land uses and associated facilities such as parking areas, play fields, trails and buildings. Any integration shall be determined in connection with the investigations and concept plan undertaken for surrounding lands pursuant to Policy 8.5.9.8 of the Taunton Part II Plan. **(OPA 179)**

8.5.10.3.4 The Community Park shall have a minimum site area of approximately 8.0 hectares (20 ac.) unless a smaller site is found to be acceptable pursuant to Policy 8.5.9.8 of the Taunton Part II Plan. **(OPA 179)**

8.5.10.3.5 The location of Neighbourhood Parks shall be coordinated, where feasible and appropriate, with the location of elementary schools, storm water management facilities, woodlots and other lands proposed for open space purposes. The complementary integration of these land uses and associated facilities such as parking areas, play fields and buildings shall be encouraged.

8.5.10.3.6 The Neighbourhood Park at the northwest corner of Coldstream Drive and the north/south collector road adjacent to Mountjoy Woodlot, and the Neighbourhood Park on Coldstream Drive, east of Grandview Street North, are approximately 3.6 hectares (9 ac.) in area so as to permit the provision of a higher level of recreational facilities and programming.

8.5.10.4 Walking and Cycling Routes and Linkages

8.5.10.4.1 Walking and cycling routes and linkages are intended to serve as components of the City's overall active transportation network, generally in the form of multi-use paths along off-road sections of the network, and provide connections between neighbourhood and community parks, open space areas, and adjacent land uses.

(OPA 179)

8.5.10.4.2 Walking and cycling routes shall generally follow the alignments indicated on Schedule "A", Taunton Land Use and Road Plan. The precise implementation and location of the walking and cycling routes shall be determined through the *development* approval process. **(OPA 179)**

8.5.10.4.3 Where feasible and appropriate, walking and cycling routes and linkages may be aligned to incorporate existing hedgerows. **(OPA 179)**

8.5.10.4.4 Walking and cycling routes may be accommodated within the open space system, community use facilities, road rights-of-way and storm water management facilities. **(OPA 179)**

8.5.10.4.5 Where, on Schedule "A" – Taunton Land Use and Road Plan, walking and cycling routes are indicated adjacent to arterial and collector roads, these network components may be accommodated within the planned rights-of-way and may comprise either:

(a) A separate pedestrian sidewalk and separate, dedicated bicycle pathway within the planned right-of-way; or

(b) A combined multi-use pathway for both pedestrian and bicycle usage within the planned right-of-way; or

(c) A sidewalk for pedestrian use, and a delineated bicycle lane or lined bicycle route within the paved portion of the planned right-of-way. **(OPA 179)**

8.5.10.4.6 The intersection of walking and cycling routes with collector or arterial roads will be designed to promote user safety, and where feasible and appropriate, may include grade separated crossings or intersections controlled through stop signs or traffic lights. Particular consideration shall be given to the provision of pedestrian underpasses as shown on Schedule "A" – Taunton Land Use and Road Plan at the time of construction or reconstruction of roads. **(OPA 179)**

8.5.10.4.7 The walking and cycling route situated south of the confluence of the two tributaries of the Harmony Creek, shall be located within the setback along the top-of-bank, as required in accordance with Policy 8.5.10.1.4 of the Taunton Part II Plan, except in locations where a pedestrian underpass is being constructed. **(OPA 179)**

8.5.10.4.8 Where off-road walking and cycling routes are accommodated within the *Natural Heritage System* as shown on Schedule "B" – Taunton Environmental Management Plan, the routes shall generally be located with consideration to environmental sensitivity; erosion-prone areas; existing vegetation; wildlife habitat; and user safety. **(OPA 179)**

8.5.10.4.9 Walking and cycling linkages shall be accommodated, where warranted, as connections within the street network through planned walkways between residential lots to connect local streets. Walking and cycling linkages are intended to provide easy access to on- and off-road walking and cycling routes, schools, parks, community uses, the open space system and, where appropriate, commercial uses. Walking and cycling linkages are not indicated on Schedule "A" – Taunton Land Use and Road Plan, and the precise location and implementation of the walking and cycling linkages shall be determined through the *development* approval process. **(OPA 179)**

8.5.11 Municipal Services

8.5.11.1 General

8.5.11.1.1 *Development* and redevelopment within the Taunton Planning Area shall be subject to Section 9.7 of the Part I Plan with respect to servicing.

8.5.11.1.2 *Development* shall be phased in accordance with the availability and provision of services.

8.5.11.1.3 Where feasible, electrical, cable, telephone and other utilities shall be required to be located underground, and the design and location of associated at-grade service boxes shall have regard to the pedestrian environment and vehicular sight-lines.

8.5.11.2 Stormwater Management

8.5.11.2.1 Stormwater management facilities shall be permitted in any land use designation on Schedule "A" – Taunton Land Use and Road Plan.

8.5.11.2.2 The City shall require the use of Best Management Practices, as defined by current practices of the Ministry of the Environment, Conservation and Parks, Ministry of Natural Resources and Forestry and City of Oshawa and/or a flood control facility or facilities in co-operation with the Central Lake Ontario Conservation Authority, in order to promote environmental objectives consistent with sound engineering practices which maintain or, where feasible and practical, enhance the condition of receiving *watercourses*.

(OPA 179)

8.5.11.2.3 The stormwater management facility symbols on Schedule "A" – Taunton Land Use and Road Plan are intended to identify the potential location for such facilities. The design and location of these facilities will be determined through detailed stormwater management engineering studies undertaken in conjunction with the *development* approval process, and consideration shall be given to the following:

(a) The City Council-endorsed recommendations of the Oshawa Creek Watershed Study and of the Harmony Creek Sub-Watershed Study;

(b) Where feasible, and where it can be demonstrated that it will not significantly impact water quantity and quality within the watershed, the possible integration with storm water management facilities outside the Taunton Planning Area;

(c) Erosion control and stabilization of the downstream *watercourse*; and

(d) Where practical and appropriate, infiltration Best Management Practices to encourage base flow enhancement within the watershed of the receiving *watercourse*.

Additional or fewer stormwater management facilities than those shown on Schedule "A" Taunton Land Use and Road Plan and relocation of stormwater management facilities may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of a stormwater management study prepared to the satisfaction of the authorities having jurisdiction, without requiring an amendment to this Part II Plan. **(OPA 179)**

8.5.11.2.4 If the City determines that a stormwater management facility proposed to be located within a Residential designation on Schedule "A" – Taunton Land Use and Road Plan is not required, a Low Density Residential designation shall apply without further amendment to the Taunton Part II Plan.

8.5.11.2.5 The location of stormwater management facilities shall be integrated, where feasible and appropriate, with the location of neighbourhood parks, woodlots and other lands proposed for open space purposes, to encourage the complementary co-existence of these uses. Where such facilities cannot be integrated with these uses the facility shall be designed to complement and integrate with the adjacent land uses.

8.5.11.2.6 Stormwater management facilities shall be designed in a manner which is safe, aesthetically pleasing, and appropriately landscaped to complement adjacent land uses.

8.5.11.2.7 Any stormwater management facilities which are to be dedicated to the City shall not be accepted as parkland dedication in accordance with the Planning Act.

8.5.12 Transportation

8.5.12.1 The road system for the Taunton Planning Area shall be comprised of Type "A", Type "B" and Type "C" arterial roads and collector roads, as designated on Schedule "A" – Taunton Land Use and Road Plan. Local roads are not designated in the Taunton Part II Plan and their location shall be determined through the *development* approvals process.

8.5.12.2 Type "A" and Type "B" arterial roads shall be subject to the relevant policies of Section 3.0 of the Part I Plan and the Durham Regional Official Plan, and shall be subject to the approval of the relevant agencies. Type "C" arterial roads shall be subject to the relevant provisions of the Durham Regional Official Plan with respect to Type "C" arterial roads. **(OPA 179)**

8.5.12.3 The alignment of the arterial and collector road system will generally reflect a grid road pattern, except where it is necessary to modify the grid configuration due to creek valleys, topography and other natural features or to ensure appropriate intersection spacing.

8.5.12.4 The alignment of arterial and collector road crossings of Harmony Creek as indicated on Schedule "A" – Taunton Land Use and Road Plan, are

considered to be flexible and will be more precisely defined during the *development* approvals process, through the preparation of detailed engineering and environmental studies. These studies shall identify creek crossing locations and recommend any necessary mitigative measures required during and after construction.

8.5.12.5 Where feasible and appropriate, consideration shall be given to the incorporation of existing hedgerows into the planned rights-of-way of roads.

8.5.13 **Environmental Management**

8.5.13.1 *Hazard Lands* and *Natural Heritage System* areas shown on Schedule "B" – Taunton Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan and the policies of the Taunton Part II Plan. **(OPA 179)**

8.5.13.2 Identification of areas as *Hazard Lands* along the Harmony Creek and Oshawa Creek are predicated on mapping of the floodline and/or top-of-bank, and any required setback thereto, available at the date of adoption of this Part II Plan. **(OPA 179)**

8.5.13.3 The exact location and extent of natural heritage and/or hydrologic features, including *key natural heritage* and/or *key hydrologic features* within the *Natural Heritage System* along the Harmony Creek and Oshawa Creek, shall be determined through the design and review of *development* proposals in accordance with Section 5.5 and shall be detailed in any associated zoning by-law. **(OPA 179)**

8.5.13.4 Areas shown as *Natural Heritage System* on Schedule "B" – Taunton Environmental Management Plan include wooded areas with the potential to contribute passive recreational opportunities. *Development* proposed in proximity to wooded areas within or outside of the *Natural Heritage System* shall be subject to the relevant policies of Section 5.12. Subject to addressing the policies of Section 5.12, as applicable, *development* adjacent to these wooded areas may be permitted in accordance with Schedule "A" – Taunton Land Use and Road Plan and shall be sensitively designed to maintain and incorporate, where feasible, the wooded areas into the *development*. **(OPA 179)**

8.5.13.5 The exact location and extent of *Hazard Lands* along the Harmony Creek and Oshawa Creek shall be determined through the design and review of *development* proposals and shall be included in the zoning by-law in accordance with detailed floodline, soil and contour mapping, in consultation with the City and appropriate agencies.

8.5.13.6 Applications for plans of subdivision or site plan approval which include, or are adjacent to, *Hazard Lands* and/or components of the *Natural Heritage System* as shown on Schedule "B" Taunton Environmental Management

Plan, shall be required to submit an Environmental Impact Study in accordance with the relevant policies of Section 5.5 and which may include undertaking one or more of the following, as determined by the City:

(a) A delineation of on-site existing environment features and functions and identification of those features appropriate for retention;

(b) The identification of potential environmental impacts resulting from the proposed *development*;

(c) Measures to be undertaken which will retain or enhance existing environmental features and conditions, or to mitigate potential negative impacts on these features and conditions that may result from *development*;

(d) An assessment of the proposed grading plan, its potential impacts on the lands, and potential mitigative measures to be undertaken during and after grading;

(e) An engineering analysis to address erosion and sediment control and/or surface and sub-surface drainage, both pre- and post-*development*, and its potential impacts;

(f) Mitigative measures to be undertaken during construction of the *development*; and

(g) A determination of the width of any buffer or setback required between the adjacent *development* and the *Hazard Lands* and/or the *Natural Heritage System*, and/or the confirmation of any buffer or setback that may be determined by the City, or other relevant agency.

(OPA 179)

8.5.13.7 The City shall encourage the retention of other existing vegetative features not shown on Schedule "B" – Taunton Environmental Management Plan such as specimen trees, tree stands and hedgerows. In this regard, the City may require the submission of a Tree Inventory and Preservation Plan in accordance with Policy 5.12.4 by a qualified arborist prior to granting *development* approval. These features may be retained and incorporated, where appropriate, into the design of roads, parks, site plans, and plans of subdivision. **(OPA 179)**

8.5.14 **Urban Design**

8.5.14.1 It is intended that various urban design principles shall apply in the Taunton Planning Area to promote the integration of the natural and built *environments*. These principles will create an identifiable community character with a living *environment* that is attractive, safe and convenient. This community character will be achieved by specific attention to building siting, massing, landscape and streetscape design. In order to achieve the

above, one or more urban design studies and implementing guidelines shall be prepared for the following areas within the Taunton Planning Area:

(a) The Community Central Area;
(b) The Harmony Road North corridor; and
(c) The Taunton Road East corridor.

In those areas where urban design studies are not required, a number of design principles are set out.

8.5.14.2 The urban design studies referenced in Policy 8.5.14.1 should address Sections 2.2.8 and 2.2.9 of the Part I Plan and implement the following principles for each study area. **(OPA 179)**

8.5.14.2.1 ***Community Central Area***

The Community Central Area on the east side of Harmony Road North, north of Taunton Road East, will develop as the primary mixed use focal area of the community. The design and placement of buildings should create a distinctive community character. The layout of all uses in this area should be integrated to ensure a functional and harmonious design and be at a pedestrian scale. The major elements of the Community Central Area are described in Policy 8.5.3.3 of the Taunton Part II Plan. **(OPA 66, 179)**

8.5.14.2.2 ***Harmony and Taunton Street Corridors***

The major street corridors are Harmony Road North and Taunton Road East. The major street corridors are defined by their rights-of-way and the adjacent commercial, residential and open space blocks and land uses in the Taunton Planning Area which abut them. The design of the major street corridors will have a significant influence upon the image of the community which will be addressed in urban design studies. For the Community Park/Secondary School complex and Low Density Residential areas the study shall apply to a minimum 45 metres (150 ft.) from the Harmony Road North road allowance.

The design of the major street corridors should address the following:

(a) Both sides of the street should be coordinated, provide interesting buildings, be pedestrian friendly and exhibit a high quality streetscape design;

(b) The location and distribution of all land uses and general building envelopes, establishing building setbacks which reinforce the street edge and minimize the visual impact of parking and loading areas from the street;

(c) The location of road intersections, the location and coordination of all access points and necessary road and signalization improvements;

(d) The incorporation of medians at major gateways;

(e) The distribution of transit routes and bus stops which minimize walking distances to destinations;

(f) Safe and convenient access to the City's walking and cycling network; and, **(OPA 179)**

(g) Road operating criteria including operating speed, traffic signal progression, right-of-way width requirements, access spacing, placement of raised medians and site access impact study needs.

8.5.14.3 Community Park/Secondary School Complex

A concept plan will be prepared for the Community Park/Secondary School complex. The Community Park/Secondary School complex should provide elements which contribute to its role as a primary community focus and a key destination linked to the City's walking and cycling network. Major buildings in this complex should be of a high quality design and be located to provide a visible public presence on Harmony Road North. The location of buildings in this complex should also provide convenient access to public transit. **(OPA 179)**

8.5.14.4 Comprehensive Site Plans

8.5.14.4.1 *Development* or redevelopment of lands within those areas for which urban design studies are to be prepared may occur prior to the preparation of such studies subject to the preparation of a comprehensive site plan.

8.5.14.4.2 The comprehensive site plan is intended to indicate the layout of buildings, parking, landscaped areas and access points, such that *development* on individual properties may be integrated with that of adjacent properties, in accordance with the relevant policies of the Taunton Part II Plan. **(OPA 179)**

8.5.14.5 Design Principles for *Development* Applications

Developments for which urban design studies are not required should implement the following design principles.

8.5.14.5.1 *Roads*

The road layout in plans of subdivision should be designed, where appropriate, to reduce the need for, or distance of, local vehicular trips, while being sensitive to the topography, creek valleys and other natural features. The road pattern should also contribute to the efficient provision of public transit services and 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. **(OPA 179)**

8.5.14.5.2 *Residential Areas*

Where residential areas are located at the intersection of arterial and arterial or arterial and collector roads, consideration shall be given to the establishment of entrance features to the community through building form and location, landscaping, and streetscape features.

Existing natural features including woodlots, hedgerows, valleylands and topographic features should be incorporated wherever feasible and appropriate into *developments*.

Existing views and vistas of features both within, and outward from, the Taunton Planning Area should be protected and enhanced through the placement of roads, buildings, and significant landscaping or public open spaces.

Residential *development* adjacent to arterial roads shall be encouraged to incorporate alternative subdivision, site and building design techniques which minimize or eliminate the need for reverse lot frontages and visual or acoustical buffers. Where buffers are required, their design shall:

(a) Maximize the usage of planting, grading and building orientation to provide the necessary buffering;

(b) Incorporate acoustical fences and walls that are unobtrusive and proportioned to the local setting; and

(c) Consider the long-term environmental functioning of the buffer.

8.5.14.5.3 *Community and Open Space Uses*

Community and Open Space use such as schools, parks and open spaces should be developed as attractive elements of the streetscape within the community through the incorporation of landscape, site plan and building elements. Community use buildings such as schools, places of worship and libraries, should be prominently sited to serve as landmarks at the termination of intersection of streets, and as orienting elements within the community. In particular, special attention should be given to the streetscape design along the edges of the community and open space uses located on all four corners of the intersection of Coldstream Drive and the north-south collector road. **(OPA 179)**

8.5.14.5.4 *Buildings*

The front facade of buildings, or a façade having a level of architectural articulation, fenestration, entrance treatment and mix of materials and elements equivalent to a frontal quality façade, shall face the public street to contribute to its animation and active use and promote greater surveillance and safety. **(OPA 179)**

The design of buildings should be encouraged to create a street facade which is not dominated by garages through such measures as incorporating the garage within the dwelling envelope, varying depths of garage projection, placing the garage beside or behind the dwelling, the sharing of driveways and possible laneway *development*.

The preservation or conservation of buildings of historical or architectural significance will be encouraged. Where appropriate and feasible, such buildings should be integrated into the design of neighbourhoods to promote their continued use. Alternatively, the relocation of such buildings elsewhere in the City shall be encouraged.

Consideration shall be given in the review of *development* proposals to the City's Landscaping Design Policies.

The area indicated as a Planned Development Area shall be subject to an urban design study prior to any development approvals in order to provide a cohesive and integrated land use pattern. As such, the land use configurations within this area may be altered from that shown without requiring an amendment to this Plan, provided that the mix of land uses is retained. **(OPA 66)**

8.5.15 Implementation and Interpretation

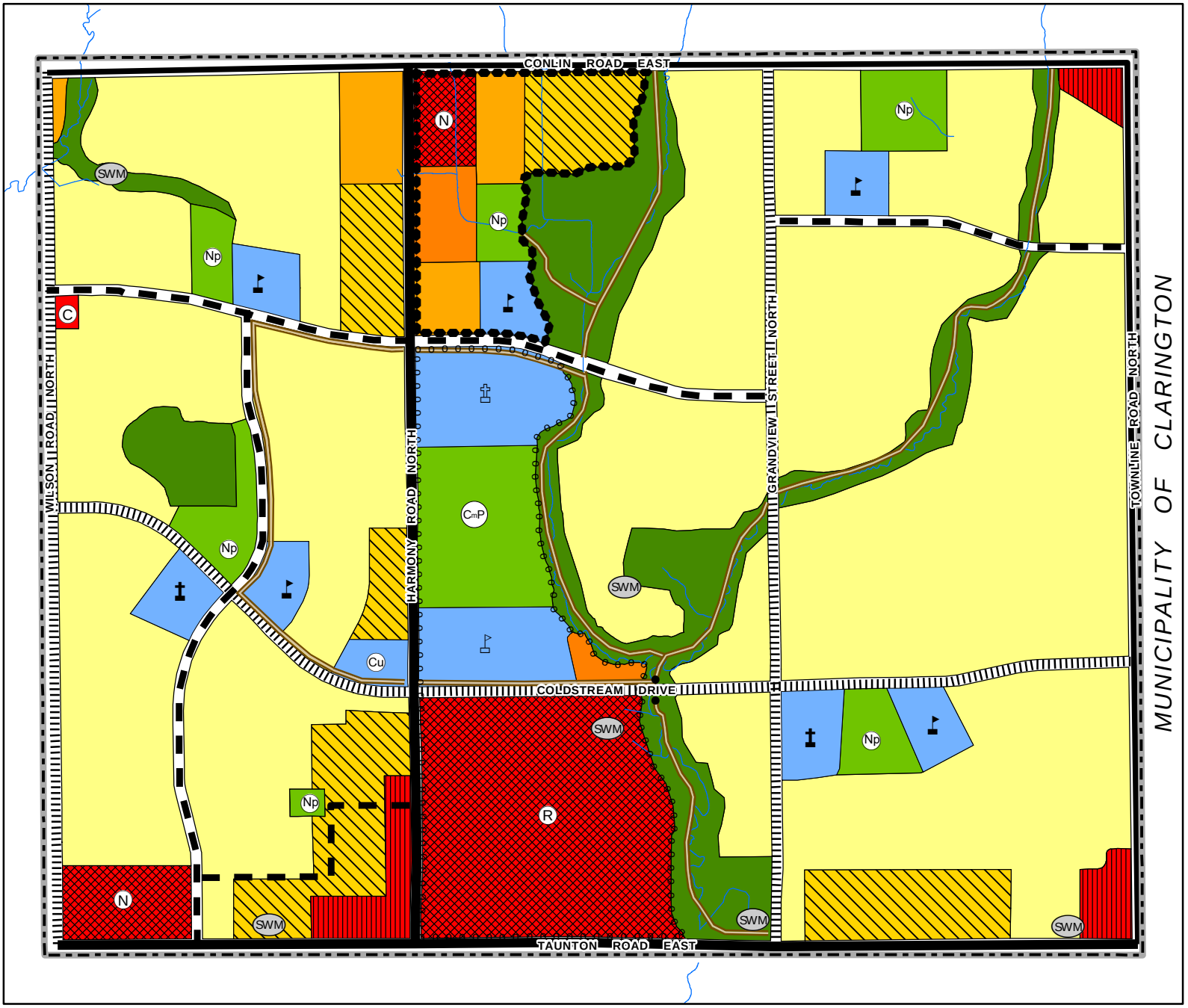
8.5.15.1 General

The Taunton Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan relating to Implementation and Interpretation.

Development on the lands affected by the Oshawa Executive Airport zoning regulations, shall comply with the requirements of the Federal Aeronautics Act. **(OPA 179)**

In order to encourage the continued use of the lands within the Taunton Planning Area for agricultural production, *agricultural uses* such as cash cropping or market gardening may be permitted in all land use designations as interim uses prior to *development* in accordance with the relevant land use designation of the Taunton Part II Plan.

Prior to the *development* of lands within the Taunton Planning Area an archaeological assessment will be conducted of lands having archaeological potential. 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 Tourism, Culture and Sport. **(OPA 179)**



Schedule 'A' Taunton Land Use and Road Plan

Part II Plan for the Taunton Planning Area

0 50 100 200 300 Meters

January 2018

Development Services Department

Legend

Residential
- Low Density Residential
- Medium Density I Residential
- Medium Density II Residential
- High Density I Residential

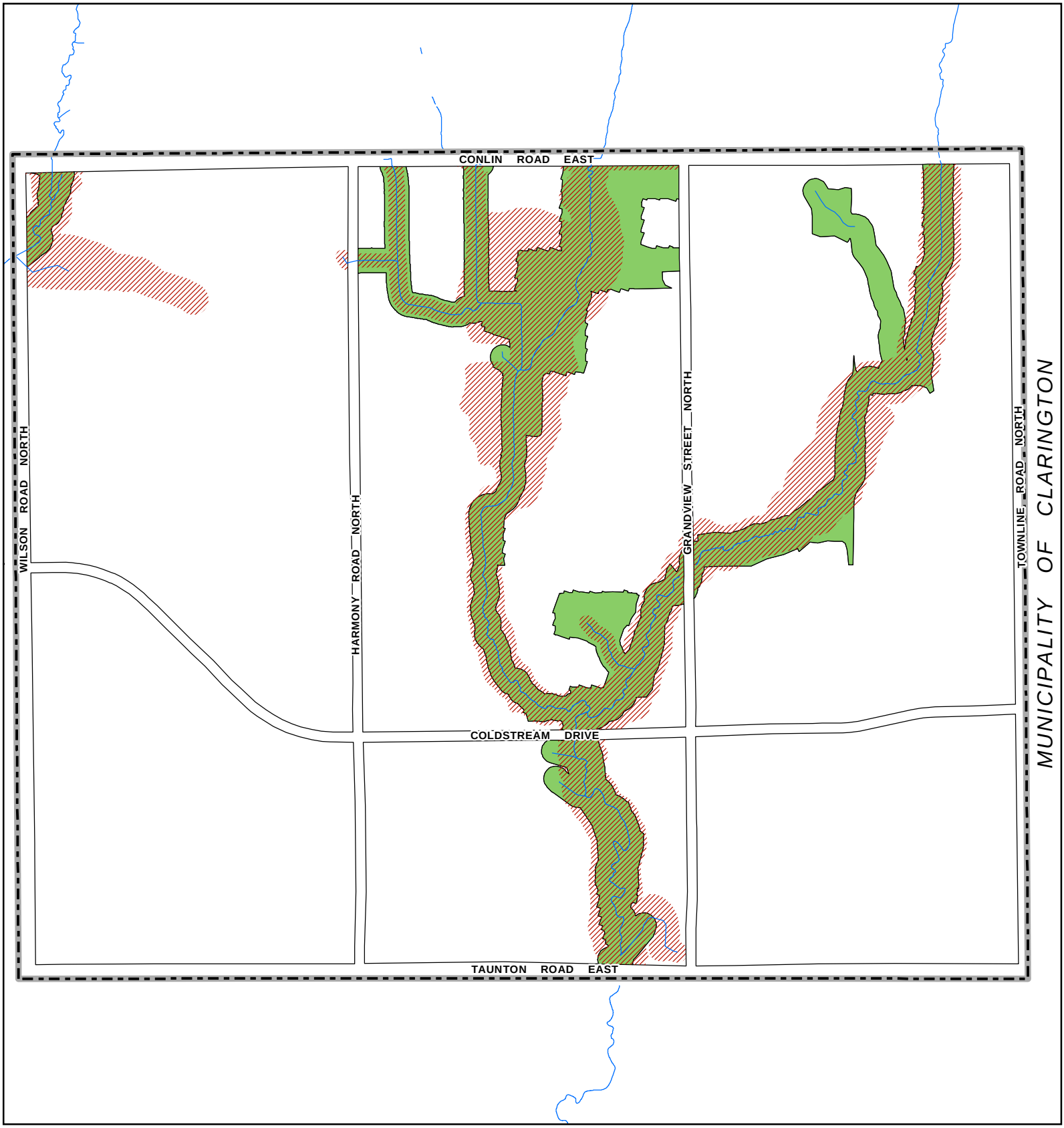
Commercial
- Planned Commercial Centre -Neighbourhood
- Planned Commercial Centre -Regional
- Planned Commercial Strip
- Convenience Commercial Centre

Open Space and Recreation
- Open Space and Recreation
- Neighbourhood Park
- Community Park

Community Use
- Community Use
- Public Elementary School
- Separate Elementary School
- Public Secondary School
- Separate Secondary School
- Community Central Area

Transportation
- Type 'A' Arterial Road
- Type 'B' Arterial Road
- Type 'C' Arterial Road
- Collector Road
- Recreational Trail
- Pedestrian Underpass

- Stormwater Management Facilities
- Planned Development Area
- Taunton Planning Area Boundary



Schedule 'B'
Taunton Environmental Management Plan
Part II Plan for the Taunton Planning Area

0 50 100 200 300 Meters

Legend

- Planning Area Boundary
- Hazard Lands
- Natural Heritage System

N

Development Services Department

January 2018

8.6 Part II Plan for the Windfields Planning Area (OPA 89)

8.6.1 General Policies

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

8.6.1.2 The area outlined on Schedule "A" – Windfields Land Use and Road Plan, attached hereto and forming part of the Windfields Part II Plan, constitutes the Windfields Planning Area and shall be subject to the policies of the Windfields Part II Plan. **(OPA 179)**

8.6.1.3 The Windfields Planning Area consists of approximately 525 hectares (1,297 ac.) of land generally bounded by the north limit of Conlin Road on the south, the west top-of-bank of the West Branch of the Oshawa Creek on the west, the south limit of the hydro corridor, and the lands designated as Industrial in the Part I Plan on the north and the east top-of-bank of the East Branch of the Oshawa Creek on the east. **(OPA 179)**

8.6.1.4 The Windfields Planning Area is anticipated to accommodate a planned population of approximately 13,000 people associated with areas designated as Residential. This planned population does not include the population generated by potential residential uses permitted in the areas designated as Planned Commercial Centre – Main or the future resident student population generated by the University of Ontario Institute of Technology and Durham College. **(OPA 179)**

8.6.1.5 The Windfields Planning Area shall be developed as a mixed use community, integrating major residential, commercial and institutional components along with the necessary community support facilities such as schools, parks, open space and other commercial and community facilities.

8.6.1.6 The Windfields Part II Plan was prepared on the basis of extensive public consultation and comprehensive land use planning, commercial, environmental management, stormwater management, transportation and municipal servicing studies.

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

8.6.1.8 The Windfields Planning Area shall be developed generally in accordance with Schedule "A" – Windfields Land Use and Road Plan and Schedule "B" – Windfields Environmental Management Plan.

8.6.1.9 The Windfields Part II Plan refines and complements the policies of the Part I Plan. The detailed policies in the Windfields Part II Plan shall supercede the policies in the Part I Plan. Where the Windfields Part II Plan is silent on

matters contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Windfields Planning Area. Where a list of permitted uses within a land use designation provided in the Windfields Part II Plan expands, contracts or further details permitted uses listed in the Part I Plan, the permitted uses shall be those contained in the Windfields Part II Plan.

(OPA 179)

8.6.2 Community Structure

8.6.2.1 The community structure for the Windfields Planning Area is founded on several principles that are intended to guide all *development* within the Windfields Planning Area. These principles are:

(a) A safe, liveable, family oriented community that is reflective of, and builds upon, the heritage and legacy of Windfields Farm;

(b) *Development* which is transit supportive through a range of densities and uses and the provision for, and integration of, transit facilities;

(c) A design emphasis on the interface and linkages between land uses, particularly between residential uses and the Windfields Main Central Area, the University of Ontario Institute of Technology campus and adjacent industrial areas;

(d) An active, diverse and pedestrian supportive Main Central Area serving the residents of North Oshawa;

(e) An attractive University campus which exhibits a high quality urban design and is integrated with the surrounding community and sensitive to the transition to abutting uses;

(f) The incorporation of landscape, active transportation and design elements into the design of the public realm including streets and other public spaces to achieve a high quality, vibrant and attractive streetscape, particularly in the Conlin Road and Simcoe Street North corridors;

(g) The integration of built form with the *Natural Heritage System* and other natural *environment* features to promote environmental integrity and sustainability; and

(h) A high quality and diverse residential community with attractive neighbourhoods and streetscapes.

(OPA 179)

8.6.2.2 The Windfields Planning Area is defined by two major structural elements that will significantly influence the community identity. These structural elements are the open space corridors and the street corridors. The open space corridors, generally reflecting existing valleys and *watercourses* within

the *Natural Heritage System,* will be linked to woodlots, parks, schools, stormwater management facilities, residential, commercial and institutional areas by a network of walking and cycling routes. The street corridors will be based on a modified grid pattern for the arterial and collector road pattern. They provide the vehicular linkages between the various land uses within the Planning Area and connect to the surrounding area. The street corridors are intended to form a positive element in the overall urban design theme of the Planning Area. **(OPA 179)**

8.6.2.3 Simcoe Street North will ultimately function as the main north/south street linking the Windfields Main Central Area and the University of Ontario Institute of Technology campus. Simcoe Street is identified as a Regional Transit Spine on Schedule "B-1" of the Part I Plan and, as such, forms a major transit corridor for the Planning Area, providing linkages to the north and south. It is intended that Simcoe Street North and adjacent lands be developed to integrate local and through traffic and transit, as well as pedestrians and cyclists, and to maintain a functional and liveable streetscape. *Development* along Simcoe Street North in the Planning Area shall incorporate a high quality of urban design and shall be transit-supportive. **(OPA 179)**

8.6.2.4 Conlin Road, abutting the Windfields Planning Area to the south, is an important east/west transportation and activity corridor. It is intended that Conlin Road and adjacent lands be developed in a manner sensitive to pedestrians and cyclists and allow for them to easily cross between the south and north campuses of Durham College/University of Ontario Institute of Technology. *Development* adjacent to Conlin Road shall incorporate a high quality of urban design. **(OPA 179)**

8.6.2.5 Britannia Avenue will be an important east/west transportation and activity corridor serving the residential areas and acting as the interface between the University of Ontario Institute of Technology and the residential area to the north. *Development* along Britannia Avenue in the Planning Area shall incorporate a high quality of urban design.

8.6.2.6 The community structure in the Planning Area will be further defined by two major focal areas: the Windfields Main Central Area comprising commercial, residential, open space and community uses; and the University of Ontario Institute of Technology campus. The Windfields Main Central Area will be developed as a City and Regional level focal area and be the primary northern gateway to the Major Urban Area of Oshawa. The University of Ontario Institute of Technology campus will be developed as a distinctive City and Regional level focal area.

8.6.2.7 The community shall provide a range of housing types and densities. Medium and high density residential land uses have generally been oriented to significant locations whether these be in the Windfields Main Central Area

or along Simcoe Street North or other arterial or collector roads to encourage a pattern of transit-supportive land uses. **(OPA 179)**

8.6.2.8 The off-road walking and cycling network will be located primarily within and along the edge of the valley system, in utility corridors, in other open space areas created through the land *development* process, and within the boulevards of road rights-of-way. The paved portion of streets is also intended to be used to accommodate appropriate cycling facilities as an integral part of the City's primary on-road cycling network to connect natural features, residential, commercial and community uses. **(OPA 179)**

8.6.2.9 A high quality of urban design will be incorporated into all *development* within the Windfields Planning Area and urban design studies shall be required for *development* within the Windfields Main Central Area, the University of Ontario Institute of Technology, along the Simcoe Street North corridor and for areas that coincide with the planned Windfields Transportation Hub, in accordance with Section 8.6.15 of this Plan. **(OPA 179)**

8.6.3 **Windfields Main Central Area**

8.6.3.1 The Windfields Main Central Area, located on both sides of Simcoe Street North, south of the Highway 407/Transitway corridor, is intended to serve as a regional commercial centre and a major City focal area, in accordance with the City's hierarchy of Central Areas. It will also serve as the major commercial centre for the Windfields Planning Area and contain part of the planned Windfields Transportation Hub centered on a future transitway station within the southwest quadrant of the Highway 407/Simcoe Street North interchange. **(OPA 179)**

8.6.3.2 *Development* within the Windfields Main Central Area shall be subject to the relevant policies of Section 2.1 of the Part I Plan.

8.6.3.3 The Windfields Main Central Area shall contain a broad range of uses, including medium and high density residential uses, and may also include:

(a) A major food store(s) and department store(s), and other retail, personal service and office uses;

(b) Automobile service stations and fuel bars, but only as uses accessory to a major retail store;

(c) Community uses;

(d) Parks and open space; and

(e) A commuter station in connection with a potential future Highway 407 Transitway and the Simcoe Street Regional Transit Spine.

(OPA 179)

8.6.3.4 These uses shall generally function in an integrated manner, be pedestrian supportive, be accessible by public transit and promote effective use of physical resources and municipal services.

8.6.3.5 A high quality of urban design of both public and private land, including roads, will be essential to the *development* of the Windfields Main Central Area. Prior to final *development* approvals within the Windfields Main Central Area, a comprehensive urban design study shall be prepared for approval by the City, in accordance with the urban design principles set out in Section 8.6.15 of this Plan. Where the planned Windfields Transportation Hub coincides with lands within the Windfields Main Central Area, this urban design study will address the relevant components of the Master Land Use and Urban Design Plan to be prepared for the Transportation Hub in accordance with Policy 2.1.8.2 of the Part I Plan. **(OPA 179)**

8.6.3.6 Notwithstanding the policies of Section 2.3.2 of the Part I Plan to the contrary, single detached dwellings shall not be permitted within the Windfields Main Central Area. All or a portion of the lands designated as Medium Density I Residential within the Windfields Main Central Area may be developed for Medium Density II Residential uses, subject to the satisfactory completion of the urban design study required by Section 8.6.15. **(OPA 179)**

8.6.3.7 All *development* in proximity to the TransCanada Pipeline and Enbridge Pipeline shall comply with the requirements of the agencies having jurisdiction.

8.6.3.8 The Windfields Part II Plan shall be deemed to be the Part II Plan for the Windfields Main Central Area as required in Policy 2.1.3.1 of the Part I Plan. **(OPA 179)**

8.6.4 **Planned Commercial Centre – Main**

8.6.4.1 The area designated as Planned Commercial Centre – Main shall be developed primarily as the commercial component of the Windfields Main Central Area and shall be subject to the relevant policies of Sections 2.1 and 2.2 of the Part I Plan. **(OPA 179)**

8.6.4.2 The area designated as Planned Commercial Centre – Main shall be developed in accordance with Table 1 – Policy 2.2.3.2 of the Part I Plan. Notwithstanding any provisions respecting floor space in the Part I Plan, the commercial component shall not exceed a maximum gross leasable floor space of 200,000 square metres (2,153,000 sq. ft.), with a site area of approximately 45 to 60 hectares (111 to 185 ac.). **(OPA 179)**

8.6.4.3 *Development* of the commercial uses of the Planned Commercial Centre – Main shall be phased. Prior to the passage of a zoning by-law to permit more than 2,500 square metres (26,910 sq. ft.) of gross leasable floor space

in the Planned Commercial Centre – Main, a retail impact study shall be prepared to the satisfaction of the City to justify its scale, and to ensure that the *development* does not unduly impact the planned function and viability of any other Central Areas shown on Schedule "A" of the Part I Plan.

8.6.4.4 Residential *development* is permitted in the Planned Commercial Centre – Main in accordance with Table 2 of the Part I Plan.

8.6.5 **Convenience Commercial Centre**

8.6.5.1 Areas designated as Convenience Commercial Centre on Schedule "A" – Windfields Land Use and Road Plan shall be subject to the relevant policies of Section 2.2 of the Part I Plan. **(OPA 179)**

8.6.6 **Residential**

8.6.6.1 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 the Windfields Part II Plan and Section 2.3 of the Part I Plan. **(OPA 179)**

8.6.6.2 For the purpose of the Windfields Part II Plan, gross residential density shall be calculated on the basis of gross residential area which shall include lots upon which residential *development* is permitted 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 this 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 of the entire developable portion of any individual site or lot upon which residential *development* is permitted, after the conveyance of any required road widenings. **(OPA 179)**

8.6.6.3 Notwithstanding any other policies of this 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" – Windfields Land Use and Road Plan, within the same plan of subdivision. **(OPA 179)**

8.6.6.4 The residential densities permitted in the Windfields Part II Plan are intended to provide a range of housing types, in accordance with Policy 6.1.1 of the Part I Plan and the Provincial Policy Statement. **(OPA 179)**

8.6.6.5 Opportunities will be created for a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income, age levels and household structures in order to meet the housing

needs of the future residents of the Windfields Planning Area and students attending the University of Ontario Institute of Technology.

8.6.6.6 Innovative housing types and housing types targeted at particular segments of the housing market will be encouraged to ensure that the community will create and foster continuing housing opportunities for all segments of the population.

8.6.6.7 Housing types and tenures are encouraged which provide *affordable housing* opportunities for households of *low and moderate income* and which contribute to the achievement of an overall City-wide goal of providing a minimum twenty-five percent (25%) *affordable housing*, in accordance with Policy 6.2.2 of the Part I Plan. **(OPA 179)**

8.6.6.8 Residential *development* in the Windfields Main Central Area as identified on Schedule "A" – Windfields Land Use and Road Plan, shall be subject to the relevant policies of Sections 2.1 and 2.3 of the Part I Plan and Section 8.6.3 of the Windfields Part II Plan. **(OPA 179)**

8.6.6.9 *Group home* uses shall be permitted in accordance with the relevant policies of the Part I Plan. **(OPA 179)**

8.6.6.10 *Home occupation* uses shall be permitted in Residential designations, or integrated into residential *developments*, in accordance with the provisions of Policy 2.3.1.4 of the Part I Plan. **(OPA 179)**

8.6.6.11 Nursing homes, homes for the aged, day care centres, libraries and convenience stores may be permitted in areas designated as 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. **(OPA 179)**

8.6.6.12 Where arterial roads are adjacent to residential areas then service roads, lot flankages, direct access and reverse lot frontage are permitted. Reverse lot frontage, in conjunction with enhanced landscaping, including berms, will be permitted in appropriate locations such as areas of projected high traffic volumes or noise.

8.6.6.13 Notwithstanding any other policy of this Plan to the contrary, for the lands designated Medium Density II Residential and located in draft plan of subdivision S-O-2011-02 between the two tributaries of the Oshawa Creek, Low Density Residential uses and Medium Density I Residential uses, in accordance with the relevant policies of this Plan, shall be additional permitted uses. **(OPA 157, 179)**

8.6.6.14 Notwithstanding any policies of this Part II Plan to the contrary, the following lands designated as Medium Density II Residential may be developed at the

Medium Density I Residential density range in accordance with Section 2.3 of the Part I Plan only in the form of townhouses or apartments:

- Lands along the west side of Thoroughbred Street; and
- Certain lands along the east side of Thoroughbred Street.

(OPA 173, 174, 179)

8.6.6.15 Notwithstanding any policy of this Part II Plan to the contrary, limited office and commercial uses may be permitted within the heritage house known as the Windfields Stone House at 2370 Simcoe Street North subject to the inclusion of appropriate provisions in the Zoning By-law. **(OPA 173, 179)**

8.6.7 **Institutional**

8.6.7.1 The area designated as Institutional on Schedule "A" – Windfields Land Use and Road Plan is the tableland portion of the University of Ontario Institute of Technology campus and shall be used for campus uses and related activities, including City and University recreational facilities and commercial uses serving students and City residents. Other lands within the University of Ontario Institute of Technology campus are designated as Open Space and Recreation on Schedule "A" – Windfields Land Use and Road Plan.

8.6.7.2 The campus shall develop in accordance with the policies of Section 2.5 of the Part I Plan and a campus master plan to be prepared prior to any substantial campus *development*. **(OPA 179)**

8.6.7.3 The campus master plan shall address the following matters:

(a) Overall distribution of land uses;

(b) Compatibility with, and linkages to, adjacent lands and land uses;

(c) The recognition and protection of cultural *heritage resources* on the site;

(d) Internal transportation routes and linkages to the external transportation system;

(e) Urban design considerations;

(f) Servicing considerations;

(g) Stormwater management considerations;

(h) Natural *environment* considerations; and

(i) Linkages to the Oshawa Creek Trail system to the south and the walking and cycling network in the remainder of the Planning Area.

(OPA 179)

8.6.7.4 An urban design study is required for the University of Ontario Institute of Technology campus in accordance with the policies of Section 8.6.15. This

Urban Design Study may form part of the Campus Master Plan.

(OPA 179)

8.6.8 **Community Use**

8.6.8.1 The general locations of Community Uses are indicated on Schedule "A" – Windfields Land Use and Road Plan either with a Community Use land use designation or with a CU symbol. 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 amendment to the Plan, provided the intent of the Plan is maintained.

8.6.8.2 Areas designated as Community Use on Schedule "A" – Windfields Land Use and Road Plan may be used for public and separate elementary schools respectively and a public secondary school. However, other community uses, such as religious institutions, day care centres, libraries and nursery schools, may be permitted in such areas without requiring an amendment to the Windfields 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.

8.6.8.3 Public and separate elementary schools shall generally be a minimum of 2.0 hectares (5.0 ac.) in size with approximately 137 metres (450 ft.) of road frontage on a collector road or an arterial road.

8.6.8.4 The public secondary school shall generally be 6.1 hectares (15 ac.) in size.

8.6.8.5 Notwithstanding Policy 8.6.8.2, in the event that a site designated as Community Use and intended for a public or separate elementary school is not needed for that use or other community uses, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Windfields Part II Plan. **(OPA 179)**

8.6.8.6 Notwithstanding Policy 8.6.8.2, in the event that the site designated as Community Use and identified for a secondary school is not required for the secondary school or other community uses, the site may alternatively be used for Low Density Residential uses, Medium Density I Residential uses, or Medium Density II Residential uses without requiring an amendment to the Windfields Part II Plan. **(OPA 179)**

8.6.8.7 The *development* of areas designated as Community Use and intended for school facilities shall have regard for the policies of Sections 2.5.2 and 2.5.3 of the Part I Plan and the permitted uses shall include accessory or incidental uses normally permitted by the School Board(s). **(OPA 179)**

8.6.8.8 Where schools are located adjacent or in proximity to public parks and open space, the City may enter into appropriate agreements with the School

Board(s) to allow for the integrated *development*, joint use and maintenance of land and facilities. **(OPA 179)**

8.6.8.9 Areas identified as Community Use with a CU symbol on Schedule "A" – Windfields Land Use and Road Plan may be used for community uses such as religious institutions, day care centres, libraries and nursery schools that, by the nature of their activity, scale and design, are compatible with surrounding land uses.

8.6.8.10 Where a Community Use is identified with a CU symbol on Schedule "A" – Windfields Land Use and Road Plan, the maximum site area shall generally not exceed 1.2 hectares (3.0 ac.) in size. The *development* of a Community Use identified with a CU symbol with a site area in excess of 1.2 hectares (3.0 ac.) shall be subject to an amendment to the Windfields Part II Plan and the zoning by-law. The documentation submitted in support of the amendment shall address traffic impacts on the surrounding road network, parking and other matters deemed appropriate by the City.

8.6.8.11 Notwithstanding the provisions of Policy 8.6.8.9, in the event that a site identified as a Community Use with a CU symbol, is not needed for a community use, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Windfields Part II Plan. **(OPA 179)**

8.6.8.12 Notwithstanding any policies of this Part II Plan to the contrary, in the event that the site identified as a Community Use with a CU symbol at the southwest comer of Thoroughbred Street and Dance Act Avenue is not needed for a community use, this site may alternatively be used at the Medium Density I Residential and Medium Density II Residential density ranges in the form of townhouses or apartments without requiring an amendment to the Windfields Part II Plan. **(OPA 173, 179)**

8.6.9 **Open Space and Recreation**

8.6.9.1 <u>General</u>

8.6.9.1.1 Areas designated as Open Space and Recreation include sites for a Neighbourhood Parks, lands for open space purposes, lands within the *Natural Heritage System*, and lands having environmental or other constraints to *development*. **(OPA 179, 197)**

8.6.9.1.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of Sections 2.6 and 5.0 of the Part I Plan and Section 8.6.12 of the Windfields Part II Plan. **(OPA 179)**

8.6.9.1.3 The acquisition of land by the City for parks, recreation and open space purposes and any other land necessary to achieve an integrated and continuous park and open space system shall be subject to the provisions of

the Planning Act, Section 2.6 and other relevant provisions of the Part I Plan and the Windfields Part II Plan.

8.6.9.1.4 The City shall require the conveyance of valleylands to the City, except where valleylands are in the ownership of the University of Ontario Institute of Technology. Such conveyance shall be at no cost to the City and shall not be included as part of the dedication of parkland pursuant to the Planning Act.

8.6.9.1.5 The City shall require an access allowance a minimum of 6 metres (19.7 ft.) and a maximum of 7.5 metres (25 ft.) in width for the purpose of access to *Hazard Lands* and/or those components of the *Natural Heritage System* identified in Policy 5.4.4 of this Plan as well as for the provision of walking and cycling facilities, to be conveyed as follows:

(a) Along the landward limit of the applicable erosion hazard limit;

(b) Directly outside the established limit of the *Natural Heritage System* and any associated buffer; and/or

(c) Within the outside edge of a buffer associated with the *Natural Heritage System*, provided that it is designed to the satisfaction of the Conservation Authority that there will be no negative environmental impacts.

Any required conveyance of land in this regard shall be at no cost to the City and shall not be included as part of the dedication of parkland pursuant to the Planning Act. This policy does not apply to land owned by the University of Ontario Institute of Technology.

(OPA 179)

8.6.9.1.6 Minor adjustments may be permitted to the Open Space and Recreation designations associated with creek valleys during the *development* approval process without amendment to the Windfields Part II Plan.

8.6.9.2 The Taylor Woods Woodlot

8.6.9.2.1 The Taylor Woods woodlot, located west of Simcoe Street North, north of Britannia Avenue West, is a prominent natural heritage feature. It is designated as Open Space and Recreation on Schedule "A" – Windfields Land Use and Road Plan and represents a forested area for passive recreation that will function as City-level open space.

8.6.9.2.2 The Taylor Woods woodlot shall be conveyed to the City as public open space and shall not be included as part of the dedication of parkland pursuant to the Planning Act.

8.6.9.2.3 The policies of Section 8.6.12 shall apply with respect to any *development* application for land adjacent to the Taylor Woods woodlot. **(OPA 179)**

8.6.9.2.4 The Taylor Woods woodlot shall be connected to the valley of the West Branch of the Oshawa Creek by an appropriate open space corridor sufficiently wide to achieve a functional corridor connection. The location and width of the open space corridor shall be determined to the mutual satisfaction of the landowner, the City and the Conservation Authority.

8.6.9.2.5 The corridor shall be conveyed to the City as public open space and shall not be included as part of the dedication of parkland pursuant to the Planning Act.

8.6.9.3 Neighbourhood Parks

8.6.9.3.1 The general location of Neighbourhood Parks are indicated on Schedule "A" – Windfields Land Use and Road Plan, however, the precise location of a park is 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 within such an area, without amendment to the Plan, provided the location is satisfactory to the City and the intent of the Plan is maintained.

8.6.9.3.2 Neighbourhood Parks shall generally be at least 1.8 hectares (4.5 ac.) in size, in accordance with Table 4 of the Part I Plan.

8.6.9.3.3 The location of Neighbourhood Parks shall be coordinated, where feasible and appropriate, with the location of elementary schools, stormwater management facilities, woodlots and other land proposed for open space purposes. The complementary integration of these land uses and associated facilities such as parking areas, play fields and buildings shall be encouraged.

(OPA 197)

8.6.9.4 Walking and Cycling Routes and Linkages

8.6.9.4.1 Walking and cycling routes and linkages are intended to serve as components of the City's overall active transportation network, generally in the form of multi-use paths along off-road sections of the network, and provide connections between parks, open space areas and adjacent land uses . **(OPA 179)**

8.6.9.4.2 Walking and cycling routes shall generally follow the alignments indicated on Schedule "A" – Windfields Land Use and Road Plan. The precise implementation and location of the walking and cycling routes shall be determined through the *development* approval process. **(OPA 179)**

8.6.9.4.3 Where feasible and appropriate, walking and cycling routes and linkages are encouraged to be aligned to incorporate existing hedgerows. **(OPA 179)**

8.6.9.4.4 Walking and cycling routes may be accommodated within parks, the open space system, community use facilities, utility rights-of-way and easements,

stormwater management facilities and, within road rights-of-way. Lands required for recreational trails shall be conveyed at no cost to the City, except where such trails are on lands owned by the University of Ontario Institute of Technology. **(OPA 179)**

8.6.9.4.5 The City may enter into an agreement with the University of Ontario Institute of Technology to implement a publicly accessible walking and cycling network through the campus which is integrated with the City's walking and cycling network outside the campus. **(OPA 179)**

8.6.9.4.6 Where, on Schedule "A" – Windfields Land Use and Road Plan, walking and cycling routes are indicated adjacent to arterial and/or collector roads, these network components may be accommodated within the planned rights-of-way and may comprise either:

(a) A separate pedestrian sidewalk and separate, dedicated bicycle pathway within the planned right-of-way; or

(b) A combined multi-use pathway for both pedestrian and bicycle usage within the planned right-of-way; or

(c) A sidewalk for pedestrian use and a delineated bicycle lane or lined bicycle route within the paved portion of the planned right-of-way. **(OPA 179)**

8.6.9.4.7 The intersection of walking and cycling routes with collector or arterial roads should generally be at road intersections to facilitate pedestrian and bicycle crossing and will be designed to promote user safety and, where feasible and appropriate, may include crossings or intersections controlled through stop signs or traffic signals. If feasible, consideration shall be given to the provision of pedestrian underpasses on the east and west branches of the Oshawa Creek, as shown on Schedule "A" – Windfields Land Use and Road Plan at the time of construction or reconstruction of roads. **(OPA 179)**

8.6.9.4.8 Where off-road walking and cycling routes are in proximity to the *Natural Heritage System* or *Hazard Lands* as shown on Schedule "B" – Windfields Environmental Management Plan, the routes shall generally be located with consideration to environmental sensitivity, erosion prone areas, existing vegetation, wildlife habitat and user safety. In this regard, walking and cycling routes should generally be outside of the established limit of *Hazard Lands* and the *Natural Heritage System* and any associated buffer, but may be located within *Hazard Lands* or the *Natural Heritage System* and any associated buffer provided that the route is designed to the satisfaction of the Conservation Authority that there will be no negative environmental impacts, in accordance with Policy 8.6.9.1.5. **(OPA 179)**

8.6.9.4.9 Walking and cycling linkages shall be provided, where warranted, as connections within the street network through planned walkways between

residential lots to connect local streets. Walking and cycling linkages are intended to provide easy access to on- and off-road walking and cycling routes, schools, parks, community uses, the open space system and, where appropriate, commercial uses. In particular, walking and cycling linkages shall be provided to facilitate pedestrian and cycling routes to all school sites and transit stops where a route using the road network would be excessively circuitous. Walking and cycling linkages are not indicated on Schedule "A" – Windfields Land Use and Road Plan and the precise location and implementation of the walking and cycling linkages shall be determined through the *development* approval process. **(OPA 179)**

8.6.10 **Municipal Services**

8.6.10.1 General

8.6.10.1.1 *Development* within the Windfields Planning Area shall be subject to Section 9.7 of the Part I Plan with respect to servicing.

8.6.10.1.2 *Development* shall be phased in accordance with the availability and provision of services.

8.6.10.1.3 Where feasible, electrical, cable, telephone and other utilities shall be located underground and in the design and location of associated at-grade service boxes regard shall be had for the pedestrian environment and vehicular sight-lines.

8.6.10.1.4 Where feasible, water and sewage trunk services shall be located above the top-of-bank, rather than being located within the creek valleys.

8.6.10.2 Master Environmental Servicing Plan

8.6.10.2.1 Prior to any *development* of land within the Windfields Planning Area, and as part of the *development* approval process, a Master Environmental Servicing Plan (MESP) shall be prepared. Given the size of the Planning Area and the likely timing of *development*, the MESP shall be prepared in two parts: one part covering the lands east of Simcoe Street North and one part covering the lands west of Simcoe Street North. However, if substantial *development* is proposed on the University of Ontario Institute of Technology campus lands south of Britannia Avenue West, considerably in advance of *development* north of Britannia Avenue West, the MESP for the lands west of Simcoe Street North may be phased to address, as a first phase, the lands south of Britannia Avenue West, subject to the requirements of Policy 8.6.10.2.2. Should the MESP be phased in this manner, a further phase shall be required for the lands north of Britannia Avenue West prior to *development* of these lands. Notwithstanding the foregoing, the development of a tennis centre, arena complex and outdoor sports fields may proceed on the University of Ontario Institute of Technology campus prior to

the preparation of an MESP provided the City is satisfied with respect to servicing, grading, layout and stormwater management. **(OPA 179)**

8.6.10.2.2 The proponent of any substantial *development* application within a subject area identified in Policy 8.6.10.2.1 shall complete a MESP for that area, to the satisfaction of the City of Oshawa, the Region of Durham and the Conservation Authority prior to *development* approvals. The MESP shall include all lands within the subject area and shall consider any other land, both inside and outside the Planning Area, necessary to adequately address the matters being dealt with in the MESP. **(OPA 179)**

8.6.10.2.3 The MESP shall address, but not necessarily be limited to, the following issues:

(a) Hydrogeology: The hydrogeology investigation will provide a sufficient level of understanding of the hydrogeological conditions and demonstrate that the hydrogeological functions of the site will be maintained in the post *development* condition.

(b) Stormwater Management: The stormwater management analysis will identify the general characteristics for stormwater management facilities, including pond sizing, location and type, as well as a preliminary design.

(c) Fluvial Geomorphology: The fluvial geomorphological analysis will provide the preliminary design of the modifications to the major tributaries to ensure adequate conveyance and tributary stability after *development*.

(d) Biology: The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the East and West Branches of Oshawa Creek and major tributaries, as well as to the implementation of stormwater management facilities and valley land 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 and storm drainage system, and the identification of overland flow routes.

(f) Transportation: The transportation investigation will determine the location of the arterial road crossings of the East and West Branches of the Oshawa Creek and their tributaries.

8.6.10.3 Stormwater Management

8.6.10.3.1 The City shall require the use of Urban Stormwater Management Practices, as defined by current practices of the Ministry of the Environment,

Conservation and Parks, the Ministry of Natural Resources and Forestry and the City of Oshawa in co-operation with the Central Lake Ontario Conservation Authority in order to promote environmental objectives consistent with sound engineering practices which maintain or, where feasible and practical, enhance the condition of the receiving *watercourses*.

(OPA 179)

8.6.10.3.2 Stormwater management facilities shall be permitted in any land use designation on Schedule "A" – Windfields Land Use and Road Plan.

8.6.10.3.3 The stormwater management facility symbols on Schedule "A" – Windfields Land Use and Road Plan are intended to identify the potential location for such facilities. The design, size and location of these facilities and the drainage areas they will serve will be determined as part of the MESP, and may be refined through subsequent stormwater management engineering studies undertaken in conjunction with the *development* approval process. Consideration shall be given to the following in the preparation of the MESP and subsequent stormwater management engineering studies:

(a) The City Council-endorsed recommendations of the Oshawa Creek Watershed Study;

(b) The potential integration with stormwater management facilities outside the Windfields Planning Area, where feasible and where it can be demonstrated that water quantity and quality will not be affected within the watershed;

(c) The potential reduction in the number of ponds, where feasible, while maintaining adequate stormwater management quality and quantity control;

(d) Erosion control and stabilization of the downstream *watercourse*;

(e) The use of Urban Stormwater Management Practices, where practical and appropriate, to encourage base flow enhancement within the watershed of the receiving *watercourse*;

(f) Pond safety; and

(g) Efficient operation and maintenance of the facility.

8.6.10.3.4 Where a study indicates that a stormwater management pond will serve an area with multiple landowners, a mechanism shall be established prior to final registration of any plan of subdivision to ensure that the costs and benefits of the pond are appropriately shared by the landowners, to the satisfaction of the City.

8.6.10.3.5 More or fewer stormwater management facilities than those shown on Schedule "A" – Windfields Land Use and Road Plan and the relocation of

stormwater management facilities may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of a stormwater management study prepared to the satisfaction of the City and the Conservation Authority without requiring an amendment to the Windfields Part II Plan. **(OPA 179)**

8.6.10.3.6 If the City determines that a stormwater management facility shown on Schedule "A" – Windfields Land Use and Road Plan is not required, the underlying land use designation shall apply without further amendment to the Windfields Part II Plan.

8.6.10.3.7 The location of stormwater management facilities shall be integrated, where feasible and appropriate, with the location of parks, woodlots, and other land proposed for open space purposes to encourage the complementary co-existence of these uses. Where such facilities cannot be integrated with these uses, the facility shall be designed to complement and integrate with the adjacent land uses.

8.6.10.3.8 Stormwater management facilities shall be designed such that they are safe, attractive and appropriately landscaped to complement adjacent land uses.

8.6.10.3.9 Any stormwater management facilities that are to be dedicated to the City shall be dedicated in conjunction with the *development* approval process. The dedication of such facilities shall be at no cost to the City and shall not be included as part of the parkland dedication in accordance with the Planning Act. The City may not necessarily accept ownership of stormwater management facilities which serve industrial, commercial and/or institutional land uses.

8.6.11 Transportation and Transit

8.6.11.1 The road system for the Windfields Planning Area shall be comprised of Type "B" and Type "C" arterial roads and collector roads, as designated on Schedule "A" – Windfields Land Use and Road Plan. Local roads are not designated in the Windfields Part II Plan. Their location shall be determined through the *development* approval process.

8.6.11.2 Type "B" and Type "C" arterial roads shall be subject to the relevant provisions of Section 3.0 of the Part I Plan and the Durham Region Official Plan and shall be subject to the approval of the relevant agencies.

8.6.11.3 The alignment of the arterial and collector road system as shown on Schedule "A" – Windfields Land Use and Road Plan generally reflects a grid road pattern, which has been modified due to creek valleys, topography and other natural features, to ensure appropriate intersection spacing or to connect to established arterial or collector road alignments outside the Planning Area. **(OPA 179)**

8.6.11.4 The alignment of the arterial roads, including the crossings of the Oshawa Creek as indicated on Schedule "A" – Windfields Land Use and Road Plan, will be more precisely defined through the MESP and/or functional alignment studies, and through the preparation of subsequent detailed engineering and environmental studies during the *development* approval process. If the functional alignment study of Britannia Avenue is conducted in phases, the first phase of the study will provide sufficient information on the alignment of Britannia Avenue westerly across Simcoe Street North to establish an intersection location that provides for traffic signal progression on Simcoe Street North.

8.6.11.5 A transportation analysis report shall be submitted for the following areas within the Windfields Planning Area, prior to the approval of substantial *development* within the respective area:

(a) The lands located east of Simcoe Street North and south of Britannia Avenue East;

(b) The lands located west of Simcoe Street North, south of Britannia Avenue West;

(c) The lands located east of Simcoe Street North, north of Britannia Avenue East; and

(d) The lands located west of Simcoe Street North, north of Britannia Avenue West.

8.6.11.6 The transportation analysis report shall address, but not necessarily be limited to, the following:

(a) Confirm the adequacy of the proposed road network required to accommodate the *development*;

(b) Identify necessary road improvements;

(c) Identify the required right-of-way width and number of lanes for arterial and collector roads, taking into account the needs of active transportation; **(OPA 179)**

(d) Identify intersection spacing and traffic control requirements;

(e) Identify turning movements, directions and volumes; and

(f) Propose network design, road design and intersection control strategies, such as roundabouts, as well as traffic management measures to discourage traffic infiltration and speeding, where appropriate.

8.6.11.7 Individual property access to Type "B" arterial roads may be restricted and may be required to co-ordinate with other *development* in order to ensure adequate vehicular and pedestrian safety. These requirements shall be determined during the *development* approval process.

8.6.11.8 Prior to any substantial *development* of the Windfields Main Central Area, a study shall be undertaken to determine the internal road network required to support the projected traffic volumes, including consideration of additional collector roads. **(OPA 179)**

8.6.11.9 In the ultimate design of the Simcoe Street North cross section, adequate provision shall be made for the Regional Transit Spine designated in the on Schedule "B-1" of the Part I Plan as well as for appropriate active transportation facilities. **(OPA 179)**

8.6.11.10 A commuter station is proposed for the southwest quadrant of the Highway 407/Simcoe Street North interchange to serve the Highway 407 Transitway and Simcoe Street Regional Transit Spine, generally as shown on Schedule "B-1" of the Part I Plan. The precise location of the proposed station, layout, parking and access shall be finalized through the Highway 407/Transitway Environmental Assessment process. Should further study indicate a more appropriate location for this facility elsewhere, either within the Windfields Main Central Area or outside the Windfields Planning Area, it may be relocated accordingly without an amendment to this Plan. The appropriate *development* of those portions of the Windfields Main Central Area that coincide with the planned Windfields Transportation Hub surrounding the commuter station shall be addressed as part of the comprehensive urban design study required for the Windfields Main Central Area in accordance with Policy 8.6.3.5. **(OPA 179)**

8.6.11.11 Where feasible and appropriate, consideration shall be given to the incorporation of existing hedgerows into the planned rights-of-way of roads.

8.6.12 **Environmental Management**

8.6.12.1 *Hazard Lands* and *Natural Heritage System* areas shown on Schedule "B" – Windfields Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan and the policies of the Windfields Part II Plan. **(OPA 179)**

8.6.12.2 Identification of areas as *Hazard Lands* along the Oshawa Creek and tributaries thereto are predicated on mapping of the floodline and/or top-of-bank and any required setback. **(OPA 179)**

8.6.12.3 The exact location and extent of natural heritage and/or hydrologic features, including *key natural heritage* and/or *key hydrologic features* within the *Natural Heritage System* along the Oshawa Creek and its tributaries, shall be determined and through the design and review of *development* proposals in

accordance with Section 5.5 and shall be detailed in any associated zoning by-law. **(OPA 179)**

8.6.12.4 Areas shown as *Natural Heritage System* on Schedule "B" – Windfields Environmental Management Plan include wooded areas with the potential to contribute passive recreational opportunities. *Development* proposed in proximity to wooded areas within or outside of the *Natural Heritage System* shall be subject to the relevant policies of Section 5.12. *Development* adjacent to these wooded areas may be permitted in accordance with Schedule "A" – Windfields Land Use and Road Plan and shall be sensitively designed to maintain and incorporate, where feasible, the wooded areas into the *development*. **(OPA 179)**

8.6.12.5 The exact location and extent of *Hazard Lands* along the Oshawa Creek and its tributaries shall be determined through the design and review of *development* proposals and shall be included in the zoning by-law in accordance with detailed floodline, soil and contour mapping, in conjunction with the City and appropriate agencies. **(OPA 179)**

8.6.12.6 *Development* applications for lands adjacent to *Hazard Lands* and/or components of the *Natural Heritage System* shall be required to be accompanied by an Environmental Impact Study in accordance with the relevant policies of Section 5.5 and which may include undertaking one or more of the following, as determined by the City:

(a) A delineation of on-site existing environmental features and functions and identification of those features appropriate for retention;

(b) The identification of potential environmental impacts resulting from the proposed *development*;

(c) Measures to be undertaken that will retain or enhance existing environmental features and conditions, or will mitigate potential negative impacts on these features and conditions that may result from the proposed *development*;

(d) An assessment of the proposed grading plan, its potential impacts on the land and potential mitigative measures to be undertaken during and after grading;

(e) An engineering analysis to address erosion and sedimentation control and/or surface and sub-surface drainage, both pre- and post-*development*, and its potential impacts;

(f) A slope stability assessment;

(g) Mitigation measures to be undertaken during construction of the *development*; and

(h) A determination of the width of any buffer or setback, if required, to adjacent *development*.

(OPA 179)

8.6.12.7 The City shall encourage, where appropriate, the retention of other existing vegetation not shown on Schedule "B" – Windfields Environmental Management Plan such as specimen trees, tree stands and hedgerows. In this regard, the City may require the submission of a Tree Inventory and Preservation Plan in accordance with Policy 5.12.4 by a qualified arborist prior to granting *development* approval. These features shall be considered during the *development* review process and may be retained and incorporated, where appropriate. **(OPA 179)**

8.6.13 **Heritage and Archaeological Features**

8.6.13.1 Windfields Farm has a rich thoroughbred horse racing and breeding heritage and legacy. This heritage and legacy is reflected in the architecture and colour scheme of the buildings, the manicured appearance of the land, the signage, the entrance gates and the paddock fences found on the farm. The Windfields Farm heritage and legacy shall be a recurring theme reflected throughout the Planning Area and shall form an important element of the overall urban design guidelines.

8.6.13.2 Consideration shall be given to the Heritage Impact Study Report for Windfields Farm prepared by Unterman McPhail Associates dated November 2002 in the preservation of *heritage resources*.

8.6.13.3 The retention and conservation of any buildings determined to be of architectural and/or historic merit on their original sites and the integration and adaptive reuse of these resources in conjunction with new *development* shall be encouraged.

8.6.13.4 Before any decisions are made on the preservation, conversion and public use of structures on Windfields Farm, the source of funds required for the long-term operation and maintenance of the structures shall be established.

8.6.13.5 Prior to the *development* of land within the Windfields Planning Area and as part of the *development* approval process, an archaeological assessment shall be conducted of land having archaeological potential. Any archaeological resources identified shall be preserved or removed, catalogued and analyzed prior to *development*, in consultation with the appropriate agencies.

8.6.14 **Fiscal Impact Study**

8.6.14.1 A fiscal impact study may be required of an applicant prior to the approval of a plan of subdivision or any application to amend the zoning by-law for major *development* in the Windfields Planning Area to identify the fiscal impact on

City and Regional taxpayers of the *development* and to demonstrate that the approvals being requested are not premature. A qualified professional acceptable to the applicant and the City shall be retained to undertake such a study and the expense shall be borne by the applicant. The City may retain, at its own expense, a qualified consultant to peer review the study. The fiscal impact study shall address, but not necessarily be limited to, the following:

(a) Capital and operating expenditure impacts;

(b) Property tax, development charges and other revenue impacts;

(c) Phasing of *development*; and

(d) Recommended means of mitigating any potential negative fiscal impact on the City and/or Region.

8.6.14.2 Where such an analysis demonstrates that the *development* approval being sought will result in a significant and material adverse effect on the City's and Region's financial situation, which cannot be addressed through the proposed mitigation measures, then the *development* may be deemed to be premature.

8.6.15 **Urban Design**

8.6.15.1 Various urban design principles shall be applied throughout the Windfields Planning Area to promote the integration of the natural and built environment, to carry forward the heritage and legacy of Windfields Farm and to create an identifiable community character that is attractive, safe and convenient. This community character will be achieved by specific attention to building design, siting and massing, and landscape and streetscape design.

8.6.15.2 The following urban design principles shall guide *development* within the Windfields Planning Area:

(a) Create an attractive and liveable community;

(b) Foster a sense of place through streetscape design;

(c) Foster community identity through architecture;

(d) Design with nature; and

(e) Provide roads, parks and open space as the connecting links between neighbourhoods.

8.6.15.3 *Development* within the Windfields Planning Area shall be guided by the Urban Design Guidelines contained in Appendix B – Windfields Planning Area Urban Design Guidelines to the Oshawa Official Plan. These Urban Design Guidelines shall provide a framework within which more detailed urban design studies and implementation guidelines will subsequently be prepared for specific areas. The Urban Design Guidelines also provide

design direction for the *development* of areas that have not been specifically identified for an urban design study.

8.6.15.4 The major street corridor and transit spine in the Windfields Planning Area is Simcoe Street North. The street corridor is defined by its right-of-way and the adjacent land uses. The design of the Simcoe Street North corridor will have a significant influence upon the image of the community which will be addressed in urban design studies.

8.6.15.5 Urban design studies and implementing guidelines shall be prepared for the following areas within the Windfields Planning Area:

(a) The Simcoe Street North corridor, south of Britannia Avenue; and
(b) The University of Ontario Institute of Technology campus.

8.6.15.6 One or more urban design studies and implementing guidelines shall be prepared for the following areas within the Windfields Planning Area:

(a) The Simcoe Street North corridor, north of Britannia Avenue;
(b) The Windfields Main Central Area; and
(c) Lands that coincide with the planned Windfields Transportation Hub, in accordance with the relevant policies of Section 2.1.8 of the Part I Plan.

Subject to the timing of *development* north of Britannia Avenue, the urban design studies and implementing guidelines for the Windfields Main Central Area and the Simcoe Street North corridor north of Britannia Avenue may be undertaken together or the Simcoe Street North urban design study may be phased to address the corridor between Britannia Avenue and the Windfields Main Central Area as a first phase.

(OPA 179)

8.6.15.7 The urban design studies should address Policy 2.1.2.3 and Sections 2.2.8 and 2.2.9 of the Part I Plan, implement the principles in Policies 8.6.2.1 and 8.6.15.2 and respond to the guidelines in Appendix B – Windfields Planning Area Urban Design Guidelines.

Where the Windfields Transportation Hub coincides with lands that are the subject of either the Simcoe Street North corridor north of Britannia Avenue or the Windfields Main Central Area, the components of the Master Land Use and Urban Design Plan identified in Policy 2.1.8.4 shall be addressed as part of the relevant urban design studies and implementing guidelines required in accordance with subsections (a) and (b) of Policy 8.6.15.6 of the Windfields Part II Plan.

(OPA 179)

8.6.15.8 The intent of the urban design study and implementing guidelines for the University of Ontario Institute of Technology may be achieved by the campus

master plan process in accordance with Policies 8.6.7.2 and 8.6.7.3.
(OPA 179)

8.6.16 **Implementation and Interpretation**

8.6.16.1 The Windfields Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan that relate to implementation and interpretation.

8.6.16.2 Comprehensive *development* of land in separate ownerships within the Windfields Planning Area will be encouraged through the *development* approval process in order to achieve well-designed and integrated *development*. The following shall be examined, where relevant, to ensure that individual proposals are properly integrated with adjacent lands:

(a) The distribution of lots and blocks;

(b) Public road and walking and cycling network connections;
(OPA 179)

(c) Integration of internal circulation systems;

(d) Co-ordination of access points in order to minimize the total number of access points to abutting roads;

(e) Integration of parking areas;

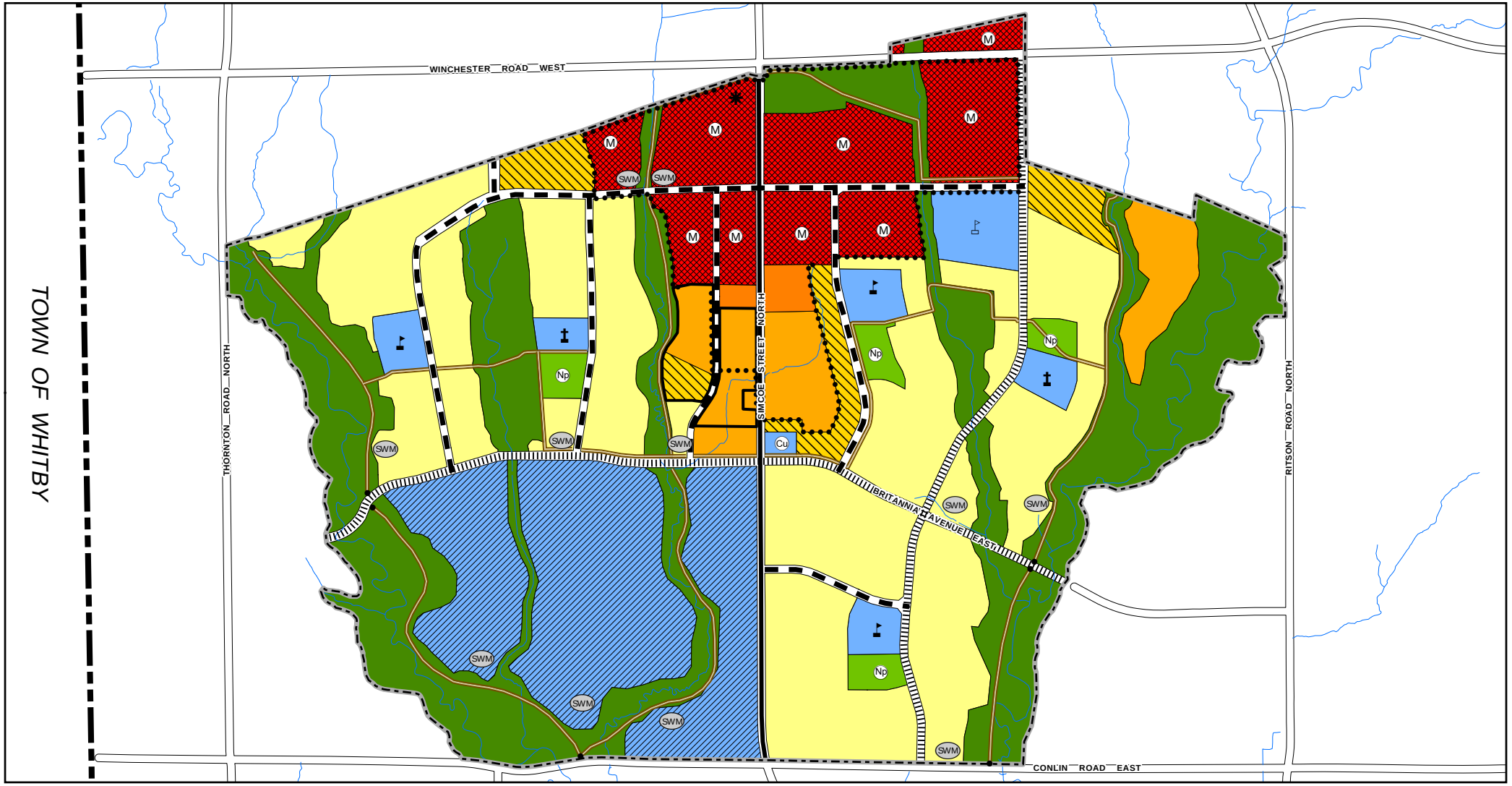
(f) Compatibility of building design and location;

(g) Complementary grading and landscaping; and

(h) Co-ordination and integration of site servicing and stormwater management for the area.

8.6.16.3 While the Windfields Planning Area contains several landowners, many of the community facilities and services as well as capital costs will only benefit the major landowner. However, in some instances there will be a shared benefit for certain community facilities and services and capital costs such as stormwater management facilities. Where shared community facilities and services and capital costs are involved, the City may require that there is a binding agreement in place between the benefiting landowners on appropriate cost sharing of the community facilities and services and capital costs prior to the *development* of land within the Planning Area, and as part of the *development* approval process.

8.6.16.4 *Development* on the lands affected by the Oshawa Airport zoning regulations, shall comply with the requirements of the Federal Aeronautics Act. **(OPA 114, 179)**



Schedule 'A' Windfields Land Use and Road Plan

Part II Plan for the Windfields Planning Area

0 100 200 400 600 Meters

March 2021

Development Services Department

Legend

Residential
- Low Density Residential
- Medium Density I Residential
- Medium Density II Residential
- High Density I Residential
- Subject to Policy 8.6.6.14. in the Windfields Part II Plan

Open Space and Recreation
- Neighbourhood Park
- Open Space and Recreation

Commercial
- Planned Commercial Centre - Main

Community Use
- Public Elementary School
- Public Secondary School
- Separate Elementary School

Institutional
- University of Ontario Institute of Technology

Transportation
- Type 'B' Arterial Road
- Type 'C' Arterial Road
- Collector Road
- Recreational Trail
- Transit Station
- Pedestrian Underpass
- Stormwater Management Facilities
- Main Central Area
- Windfields Planning Area Boundary

Schedule 'B'
Windfields Environmental Management Plan

Part II Plan for the Windfields Planning Area

0 100 200 400 600 Meters

Development Services Department

January 2018

Legend

- Planning Area Boundary
- Hazard Lands
- Natural Heritage System

N

8.7 Part II Plan for a Portion of the Kedron Planning Area (OPA 167)

8.7.1 General Policies

8.7.1.1 The Part II Plan for a portion of the Kedron Planning Area, hereinafter referred to as the "Kedron Part II Plan", forms part of the Oshawa Official Plan, hereafter referred to as the "Part I Plan".

8.7.1.2 The area shown on Schedule "A" – Kedron Land Use and Road Plan, attached hereto and forming part of the Kedron Part II Plan, constitutes a portion of the Kedron Part II Plan and shall be subject to the policies of the Kedron Part II Plan. **(OPA 179)**

8.7.1.3 The Kedron Part II Plan is consistent with the Provincial Policy Statement and conforms with the Provincial Growth Plan for the Greater Golden Horseshoe and advances the goals of the Oshawa Strategic Plan.

8.7.1.4 The Kedron Part II Plan consists of approximately 463 hectares (1,145 ac.) of land generally bounded by Conlin Road East to the south, Ritson Road North to the west, Townline Road North to the east and a proposed east-west Type "C" arterial and collector road to the north.

8.7.1.5 The Kedron Part II Plan is anticipated to accommodate a planned population of approximately 22,000 people.

8.7.1.6 The Kedron 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 Kedron 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.

8.7.1.7 The Kedron Part II Plan will be developed as a stimulating, vibrant, identifiable and liveable place. 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 8.7.12 of this Part II Plan.

8.7.1.8 The Kedron 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. Specifically, the Part II Plan encourages:

(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 walking and cycling routes and linkages, and appropriate associated facilities, to minimize the reliance on the automobile and to improve accessibility;

(d) The use of green infrastructure technologies and best practices in sustainable *development* including site and building design; and

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

8.7.1.9 The Kedron Part II Plan will meet or exceed a target of 50 residents and jobs combined per gross hectare (20.23 residents and jobs combined/gross ac.) at full build-out. **(OPA 179)**

8.7.1.10 The Kedron Part II Plan was prepared as 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.

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

8.7.1.12 For the purposes of the Kedron Part II Plan, references made to “Areas designated” shall mean the areas designated on Schedule “A” – Kedron Land Use and Road Plan.

8.7.1.13 The Kedron Part II Plan shall be developed generally in accordance with Schedule “A” – Kedron Land Use and Road Plan, Schedule “B” – Kedron Transportation Plan and Schedule “C” – Kedron Environmental Management Plan.

8.7.1.14 The Kedron Part II Plan refines and complements the policies of the Part I Plan. The detailed policies in the Kedron Part II Plan shall supercede the policies in the Part I Plan. Where the Kedron Part II Plan is silent on matters contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Kedron Part II Plan. Where a list of permitted uses within a land use designation provided in the Kedron Part II Plan expands, contracts or further details permitted uses listed in the Part I Plan, the permitted uses shall be those contained in the Kedron Part II Plan. **(OPA 179)**

8.7.2 Community Structure

8.7.2.1 The community structure for the Kedron Part II Plan is based on several principles that are intended to guide all *development* in the Kedron Part II Plan area. These principles are:

(a) Establish a compact urban structure and sustainable neighbourhood design, with a mix of uses and transit-supportive densities;

(b) Develop a balanced multi-modal transportation network, which facilitates active modes of transportation (such as cycling and walking) and public transit;

(c) Provide attractive streets with an emphasis on well designed and pedestrian-oriented streetscapes and a significant tree canopy;

(d) Establish an open space framework to physically link neighbourhoods, serve as active and passive recreation areas and contribute to the overall character of the community;

(e) Provide economic *development* opportunities and opportunities for residents to live and work in the same community;

(f) Provide effective interfaces between different land uses, especially between residential and existing *agricultural uses* and between residential and future industrial uses north of the Kedron Part II Plan, to facilitate compatibility of land uses and a high quality urban *environment*;

(g) Incorporate heritage features in a sensitive manner; and

(h) Protect and enhance natural systems, and sensitively ensure that built form is compatible with the objective of protecting the *Natural Heritage System* and other natural environment features to promote environmental integrity and sustainability. **(OPA 179)**

8.7.2.2 The structure of the Kedron Part II Plan is defined by natural heritage and hydrologic features within the *Natural Heritage System*, topography, utility corridors, open space corridors and arterial road corridors. The topography and natural landforms in the Kedron Part II Plan contribute to defining the structure of the community, including the alignment of roads and location of land uses within the Kedron Part II Plan. The location of the north-south hydro corridor and the easements for the oil and natural gas pipelines contribute to defining the structure of the community, including the location of land uses as well as connections within the community. **(OPA 179)**

8.7.2.3 The open space corridors along the existing valleys and *watercourses* within the *Natural Heritage System* may be linked to woodlots, parks, schools and community uses, stormwater management facilities, and residential and commercial areas by on- and off-road walking and cycling facilities as appropriate, including facilities along routes identified on Schedule “B” – Kedron Transportation Plan. **(OPA 179)**

8.7.2.4 The arterial and collector road corridors are based on a modified grid pattern. Their design and arrangement will facilitate the movement of pedestrians, cyclists and motorists between the various land uses within the Kedron Part II Plan and connect to the surrounding area.

8.7.2.5 Harmony Road North will be the primary focus for the Kedron Part II Plan. It is the main north/south corridor that links the Kedron Part II Plan to the Highway 407 East Extension to the north and the *Built-up Area* of the City to the south. Harmony Road North is a Type "A" arterial road, 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 Kedron Part II Plan. Harmony Road North is also identified as a Preferred Haul Route on Schedule "B-2" of the Part I Plan. It is intended that Harmony Road North and adjacent lands be developed to accommodate local and through traffic and transit, optimize safety, convenience and access for pedestrians and cyclists and create a functional, attractive and liveable streetscape, built to a pedestrian scale with a strong interface with the public right-of-way. **(OPA 179)**

8.7.2.6 Harmony Road North is identified as a Regional Corridor on Schedule "A-2" of the Part I Plan and is intended to have an overall long term density target of 60 units per gross hectare (24 u/ac.) and a *Floor Space Index* of 2.5 for suitable portions of the Regional Corridor, in accordance with Policies 2.1.5.2 and 2.1.5.3 of the Part I Plan. *Development* applications along Harmony Road North in the Kedron Part II Plan shall be required to comply with a Master Urban Design Plan for Harmony Road North prepared in accordance with Section 8.7.12.3 of this Part II Plan. Furthermore, *development* applications may require a Site Development Phasing Plan, in accordance with Section 8.7.14 of this Part II Plan, demonstrating how the proposed *development* will contribute toward compliance with the Regional targets under ultimate build-out conditions. **(OPA 179)**

The *Floor Space Index* is the ratio of building floor area to land area, measured across all properties fronting onto the Regional Corridor within the affected area.

8.7.2.7 Conlin Road East, abutting the Taunton Planning Area to the south, is a Type "B" arterial road, is identified as a Local Corridor on Schedule "A-2" of the Part I Plan and is an important east-west multi-modal transportation corridor. It is intended that Conlin Road East, and the lands adjacent to it, be developed to sensitively and harmoniously integrate vehicular traffic, transit, pedestrians and cyclists. Conlin Road East will provide the primary east-west connection to the University of Ontario Institute of Technology and Durham College from the Kedron Part II Plan for all modes of travel. *Development* along Conlin Road East in the Kedron Part II Plan shall comply with Policy 2.1.5.4 of the Part I Plan and the Master Urban Design Plan for Conlin Road East, prepared in accordance with Section 8.7.12.3 of this Part II Plan. **(OPA 179)**

8.7.2.8 The extension of Britannia Avenue East through the Kedron Part II Plan will be an important east-west multi-modal transportation connection between the Kedron Part II Plan and the Windfields Planning Area, providing a connection to Simcoe Street North, south of the Windfields Main Central Area.

8.7.2.9 The Type "C" arterial road and collector road that defines the northern boundary of the Kedron Part II Plan is an important interface feature. The land uses and built form that front onto this road in the Kedron Part II Plan shall provide a sensitive transition to any future land uses to the north, as will the public realm roadway design. *Development* applications along this Type "C" arterial road shall comply with the corresponding Master Urban Design Plan prepared in accordance with Section 8.7.12.3 of this Part II Plan.

8.7.2.10 The community structure in the Kedron Part II Plan will feature two additional focal areas through the *development* of Mixed Use Nodes at the intersections of Conlin Road East and Harmony Road North, and Conlin Road East and Ritson Road North. Both of these Mixed Use Nodes shall also be designed to create a sense of entrance and arrival, oriented towards the public realm, contributing to community image and identity. They shall be designed as compact, pedestrian-oriented and transit-supportive neighbourhood shopping centres and mixed use areas. The Mixed Use Node at Conlin Road East and Harmony Road North shall be designed to complement the Local Central Area designated in the Taunton Planning Area at the southeast corner of Harmony Road North and Conlin Road East.

8.7.2.11 The Kedron Part II Plan is structured to provide a range of housing types and densities. Medium and high density residential land uses are located within walking distance of transit corridors to encourage transit use.

8.7.2.12 The network of walking and cycling routes shown on Schedule "B" – Kedron Transportation Plan is intended to facilitate walking and cycling for recreational and utilitarian purposes, and offer a viable, efficient transportation alternative to the private automobile for trips within and to areas outside of the Kedron Part II Plan.

8.7.3 Mixed Use

8.7.3.1 General

8.7.3.1.1 Areas designated as Mixed Use on Schedule "A" – Kedron Land Use and Road Plan are intended to be developed for a combination of residential, commercial, office, institutional and community uses. Generally, the term "mixed use" can refer either to mixed use *development* (e.g. buildings that include 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. zones or designations) containing a mix of uses. "Single use" buildings refer to

buildings that contain only residential, commercial, office, institutional or community uses, excluding accessory uses.

8.7.3.1.2 Mixed Use areas provide opportunities for a mix of residential and non-residential uses at higher densities through future intensification and evolution of the community.

8.7.3.1.3 Notwithstanding any other policies in this section to the contrary, there shall be no minimum density requirement for residential units within mixed use buildings. **(OPA 179)**

8.7.3.1.4 Three Mixed Use land use designations are provided in the Kedron Part II Plan: Mixed Use Node, Mixed Use I and Mixed Use II.

8.7.3.1.5 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 8.7.12 of this Part II Plan.

8.7.3.1.6 Single detached dwellings, semi-detached dwellings and duplexes shall not be permitted within areas designated as Mixed Use.

8.7.3.1.7 A minimum ground floor ceiling height for all single use apartment buildings 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.

8.7.3.2 Mixed Use Node

8.7.3.2.1 Areas designated as Mixed Use Node are shown on Schedule “A” – Kedron Land Use and Road Plan at the northwest corner of Conlin Road East and Harmony Road North and at the northeast corner of Conlin Road East and Ritson Road North.

8.7.3.2.2 The areas designated as Mixed Use Node 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 8.7.3 of this Part II Plan. **(OPA 179)**

8.7.3.2.3 While the areas designated as Mixed Use Node shall be the primary focus for commercial uses in the Kedron Part II Plan, they 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 or over the longer term.

8.7.3.2.4 The areas designated as Mixed Use Node are intended to serve as a local community focal area. The commercial component of either Mixed Use

Node shall not exceed a maximum *gross floor area* of 7,432 square metres (80,000 sq. ft.) and may contain a supermarket.

8.7.3.2.5 The minimum height of any mixed use or single use residential building in an area designated as Mixed Use Node shall be 3 storeys. The maximum height of all buildings shall be 8 storeys.

8.7.3.2.6 *Development* of the lands designated as Mixed Use Node shall comply with the Master Urban Design Plan prepared for the relevant road corridor and shall be subject to the relevant urban design policies of Section 8.7.12 of this Part II Plan, including the requirements for the preparation of a site plan and urban design guidelines detailing the intended layout and design of the site, in accordance with Section 8.7.12.3.7 of this Part II Plan.

(OPA 179)

8.7.3.2.7 The *development* of the lands designated as Mixed Use Node at the northwest corner of Conlin Road East and Harmony Road North and at the northeast corner of Conlin Road East and Ritson Road North may also require the submission of a Site *Development* Phasing Plan in accordance with Section 8.7.14 of this Part II Plan to demonstrate how phasing will achieve the intended long term build-out of the site.

8.7.3.2.8 The *development* of the Mixed Use Node on the northeast corner of Conlin Road East and Ritson Road North shall be subject to Policy 8.7.9.15 of this Part II Plan. **(OPA 179, 202)**

8.7.3.3 Mixed Use I

8.7.3.3.1 Areas designated as Mixed Use I are shown on Schedule "A" – Kedron Land Use and Road Plan.

8.7.3.3.2 The areas designated as Mixed Use I shall be developed with predominantly Medium Density I and Medium Density II Residential uses. Limited office, community uses, personal service and/or retail uses may be permitted in accordance with Policies 8.7.3.3.5 and 8.7.3.3.6 of this Part II Plan. For greater clarity, limited office, community uses, personal service and/or retail uses are permitted, but are not required, on sites designated Mixed Use I in this Part II Plan. **(OPA 179)**

8.7.3.3.3 Areas designated as Mixed Use I may be developed with a combination of single use medium density residential buildings (including townhouses, stacked townhouses and low to mid-rise apartment buildings) and single use commercial or community use buildings or as mixed use buildings that would include office, personal service and/or retail uses in combination with residential uses.

8.7.3.3.4 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of areas designated as Mixed Use I shall have a density range of

45 to 85 units per hectare (18 to 34 u/ac.), subject to Policy 8.7.3.1.3 of this Part II Plan. **(OPA 179)**

8.7.3.3.5 The area designated as Mixed Use I located abutting the future Britannia Avenue East extension, east of Grandview Street North shall have a maximum combined *gross floor area* for office, personal service and/or retail uses of 1,858 square metres (20,000 sq. ft.).

8.7.3.3.6 The area designated as Mixed Use I located at the southwest corner of the future Britannia Avenue East extension and Harmony Road North shall have a maximum combined *gross floor area* for office, personal service and/or retail uses of 1,533 square metres (16,500 sq. ft.).

8.7.3.3.7 The area designated as Mixed Use I located on the west side of Harmony Road North, south of the future northerly east-west Type "C" arterial road shall be subject to Policy 8.7.3.4.5 of this Part II Plan. **(OPA 179)**

8.7.3.3.8 The minimum height of any mixed use or single use residential building in an area designated as Mixed Use I shall be 3 storeys. The maximum height of all buildings shall be 6 storeys.

8.7.3.4 Mixed Use II

8.7.3.4.1 Areas designated as Mixed Use II are shown on Schedule "A" – Kedron Land Use and Road Plan.

8.7.3.4.2 Areas designated as Mixed Use II shall be developed with predominantly High Density I Residential uses. Limited office, community uses, personal service and/or retail uses may be permitted in accordance with Policy 8.7.3.4.5 of this Part II Plan as appropriate. **(OPA 179)**

8.7.3.4.3 Areas designated as Mixed Use II may be developed with a combination of single use high density residential buildings (apartment buildings) and single use commercial or community use buildings or as mixed use buildings that would include limited office, community use, personal service and/or retail uses in combination of residential uses.

8.7.3.4.4 The residential component of areas designated as Mixed Use II shall have a density range of 85 to 150 units per hectare (34 to 60 u/ac.), subject to Policy 8.7.3.1.3 of this Part II Plan. **(OPA 179)**

8.7.3.4.5 The areas designated as Mixed Use II located at the intersection of Harmony Road North and the future northerly Type "C" arterial road shall have a combined maximum *gross floor area* for office, personal service and/or retail uses of 3,250 square metres (35,000 sq. ft.), with an allocation of 1,625 square metres (17,500 sq. ft.) for the area on the east side of Harmony Road North and an allocation of 1,625 square metres (17,500 sq. ft.) for the area on the west side of Harmony Road North. The allocation for the lands

on the west side of Harmony Road North shall incorporate the area designated as Mixed Use I.

8.7.3.4.6 The minimum height of any mixed use or single use residential buildings in an area designated as Mixed Use II shall be 3 storeys. The maximum height of all buildings shall be 8 storeys.

8.7.4 **Residential**

8.7.4.1 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.

(OPA 179)

8.7.4.2 The *development* of lands on the east side of Ritson Road North, south of Britannia Avenue East, shall be subject to Policy 8.7.9.13 of this Part II Plan. **(OPA 179)**

8.7.4.3 For the purposes of the Kedron 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 Kedron 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 this 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. **(OPA 179)**

8.7.4.4 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.). **(OPA 179)**

8.7.4.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, single detached dwellings shall not be permitted in areas designated as Medium Density I Residential, except as follows: **(OPA 179)**

(a) A maximum of 48 single detached dwellings shall be permitted in the Medium Density I Residential designation situated within the area bounded by Harmony Road North to the east, the designated north-south collector road located directly west of Harmony Road North to the west, the designated east-west Type “C” Arterial Road forming the northerly boundary of the Kedron Part II Plan to the north, and the Open Space corridor containing the TransCanada Pipeline to the south. **(OPA 199)**

8.7.4.6 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" – Kedron Land Use and Road Plan, within the same plan of subdivision.

(OPA 179)

8.7.4.7 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 except that where properties front onto Harmony Road North, the minimum building height shall be 3 storeys and the maximum building height in all areas shall be 6 storeys. **(OPA 179)**

8.7.4.8 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 High Density I shall be 3 storeys and the maximum building height shall be 8 storeys.

(OPA 179)

8.7.4.9 Notwithstanding any other policies of this Part II Plan to the contrary, the following lands designated as Medium Density II Residential may be developed at the Medium Density I Residential density range in accordance with Section 2.3 of the Part I Plan and Section 8.7.4.5 of this Part II Plan:

(OPA 179)

- Lands along the east side of Ritson Road North;
- Lands at the southeast corner of Britannia Avenue East and Wilson Road North; and
- Lands on the east and west sides of Harmony Road North, between Britannia Avenue East and Conlin Road East.

8.7.4.10 Certain lands designated as Residential on Schedule "A" – Kedron Land Use and Road Plan, may be constrained by road alignments, the *Natural Heritage System*, stormwater management facilities and/or utility corridors. 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, stormwater management facility sizing and/or buffers to within the *Natural Heritage System* features is available. If *development* is not feasible due to such constraints, Schedule "A" – Kedron Land Use and Road Plan may be flexibly interpreted such that the road segment in question is considered to abut the *Natural Heritage System*, utility corridor or stormwater management facility, without requiring an amendment to the Kedron Part II Plan. **(OPA 179)**

8.7.4.11 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 Kedron Part II Plan and allow opportunities for residents to age in the community.

8.7.4.12 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.

8.7.4.13 *Group homes* shall be permitted in accordance with the policies of Section 6.5 of the Part I Plan. **(OPA 179)**

8.7.4.14 *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. **(OPA 179)**

8.7.4.15 Nursing homes, homes for the aged, retirement homes, day care centres, libraries and convenience stores may be permitted in areas designated as 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. **(OPA 179)**

8.7.4.16 Reverse lot frontages shall not be permitted except where when other design approaches are not considered by the City to be technically or functionally feasible and in such instances, shall be minimized to the greatest extent possible to promote a highly visible, connected, safe and attractive public realm along, and in priority order, arterial, collector and local roads.

8.7.4.17 *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 to ensure compatibility with adjacent land uses, particularly adjacent lands designated as Open Space and Recreation, lands in a lower residential density category, or lands designated for mixed use purposes. *Development* shall comply with the relevant policies of Section 8.7.12 of this Part II Plan. **(OPA 179)**

8.7.5 **Community Use**

8.7.5.1 Areas designated as Community Use on Schedule "A" – Kedron Land Use and Road Plan may be used for social, educational, cultural and religious land uses such as schools, places of worship, day care centres, libraries and nursery schools that, by nature of their activity, scale and design, are compatible with surrounding land uses.

8.7.5.2 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 amendment to the Plan, provided the intent of the Plan is maintained. Where a Community Use is shifted from the location shown on Schedule "A" – Kedron 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 Policies 8.7.5.8, 8.7.5.9 or 8.7.5.10 of this Part II Plan for the relevant community use. **(OPA 179)**

8.7.5.3 Public and separate elementary schools and public secondary schools are shown on Schedule "A" – Kedron 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 Kedron 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.

8.7.5.4 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 facilities.

8.7.5.5 The Kedron Part II Plan includes six public elementary schools based on a student allocation of approximately 600 students per school.

8.7.5.6 Unless otherwise agreed to by the Durham District School Board, 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.

8.7.5.7 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 2.4 hectare (6 ac.) separate elementary school sites, 3.2 hectare (8 ac.) public elementary school sites and a 6.0 hectare (15 ac.) public secondary school sites.

8.7.5.8 Where a Community Use is identified with a "Cu" symbol on Schedule "A" – Kedron 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 Kedron 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.

8.7.5.9 In the event that a site designated as Community Use and intended for a public or separate elementary school or a 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.).

8.7.5.10 Notwithstanding Policy 8.7.5.3 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 Kedron Part II Plan. **(OPA 179)**

8.7.5.11 Notwithstanding Policy 8.7.5.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public secondary school is not required for the 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 Kedron Part II Plan. **(OPA 179)**

8.7.5.12 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 Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Kedron 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.

8.7.5.13 Proposals for the *development* of Community Use sites shall optimize the integration of walking, cycling and transit connections and demonstrate a flexible design that can be adjusted as the needs of the community evolve over time.

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

8.7.6 Open Space and Recreation

8.7.6.1 General

8.7.6.1.1 Areas designated as Open Space and Recreation consist of sites designated for a Community Park, Neighbourhood Parks, Parkettes 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, Neighbourhood Parks and 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*.

(OPA 179)

8.7.6.1.2 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. **(OPA 179)**

8.7.6.1.3 The acquisition of lands by the City for parks, 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 relevant policies of this Part II Plan and of the Part I Plan, including Section 2.6 of the Part I Plan. In particular, Policy 8.7.13.8 of this Part II Plan shall apply with respect to the acquisition of land for a Community Park. **(OPA 179)**

8.7.6.1.4 The City shall require the conveyance of lands shown as Open Space and Recreation on Schedule "A" – Kedron Land Use and Road Plan. Such conveyance shall be at no cost to the City and includes land related to the *Natural Heritage System*, *Hazard Lands* and associated buffers. 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, neighbourhood parks and parkettes as shown on Schedule "A" – Kedron Land Use and Road Plan.

(OPA 179)

8.7.6.1.5 During the *development* approval process, adjustments may be permitted to the Open Space and Recreation designations associated with the *watercourses* in the Kedron Part II Plan, without amendment to the Part II Plan, in accordance with the policies of Section 8.7.9 of this Part II Plan.

(OPA 179)

8.7.6.1.6 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 Kedron Part II Plan shall be in accordance with Sections 8.7.6.2, 8.7.6.3 and 8.7.6.4 of this Part II Plan.

8.7.6.1.7 Parks shall be located and designed to maximize visibility to and safety within the park and may incorporate walking and cycling linkages that connect to walking and cycling facilities shown on Schedule "B" – Kedron Transportation Plan.

8.7.6.1.8 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.

(OPA 179)

8.7.6.2 Community Park

8.7.6.2.1 The general location of the Community Park is indicated on Schedule "A" – Kedron 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. **(OPA 179)**

8.7.6.2.2 The Community Park is intended to address the community level recreational needs of the Kedron Part II Plan as well as to contribute to the recreational opportunities of other nearby communities.

8.7.6.2.3 The Community Park is intended to contribute to the planned character of the Kedron Part II Plan, as well as act as a key community focus area and destination by providing recreational facilities and programming at a community scale.

8.7.6.2.4 The Community Park shall have a minimum site area of approximately 12 hectares (30 ac.).

8.7.6.2.5 The design of the Community Park shall be sensitively integrated with the adjacent lands designated as Open Space and Recreation to encourage complementary functionality.

8.7.6.3 Neighbourhood Parks

8.7.6.3.1 The general locations of the Neighbourhood Parks are shown on Schedule "A" – Kedron 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, provided the location is satisfactory to the City, is within the same ownership and the intent of the Plan is maintained. Where a Neighbourhood Park is shifted from the site shown on Schedule "A" – Kedron 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. The Neighbourhood Parks shall be developed in accordance with the relevant policies of the Part I Plan and the Kedron Part II Plan. **(OPA 179)**

8.7.6.3.2 Neighbourhood Parks shall have a minimum site area of approximately 1.8 hectares (4.5 ac.).

8.7.6.4 Parkettes

8.7.6.4.1 The general locations of Parkettes are shown on Schedule "A" – Kedron Land Use and Road Plan; however, the precise locations are flexible and 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, is within the same ownership and the intent of the

Plan is maintained. Where a Parkette is shifted from the location shown on Schedule "A" – Kedron Land Use and Road Plan, the land use designation for the lands presently shown as Parkette shall be assumed to be Low Density Residential.

8.7.6.4.2 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.

8.7.6.4.3 Parkettes shall have a minimum site area of approximately 0.6 hectares (1.5 ac.), but may be greater than 0.6 hectares (1.5 ac.) in size if the density of *development* in the vicinity supports the conveyance of parkland in accordance with Policy 2.6.3.2 of the Part I Plan. **(OPA 179)**

8.7.6.4.4 The location of Parkettes shall be coordinated where possible with the location of stormwater management facilities, woodlots, 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.

8.7.6.4.5 Parkettes may be shown having a linear form in order to provide appropriate connectivity, and this function shall be reflected in the submission of *development* applications for the affected lands.

8.7.7 Municipal Services and Utilities

8.7.7.1 General

8.7.7.1.1 *Development* and redevelopment within the Kedron Part II Plan shall be subject to Section 9.7 of the Part I Plan with respect to servicing.

8.7.7.1.2 *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.

8.7.7.1.3 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 and urban design.

8.7.7.1.4 Where feasible, water and sewage trunk services shall be located above the top-of-bank, rather than being located within the *watercourse* valleys.

8.7.7.1.5 Functional servicing reports shall be required at the *development* approvals stage to identify capacity and required improvements, and mitigation measures to minimize impacts.

8.7.7.1.6 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; etc., when determining appropriate locations for large utility equipment and utility cluster sites.

8.7.7.1.7 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.

8.7.7.2 Master Environmental Servicing Plan

8.7.7.2.1 Prior to any *development* of land within the Kedron Part II Plan, and as part of the *development* approval process, a Master Environmental Servicing Plan (MESP) shall be prepared. Given the size of the Kedron Part II Plan and the likely timing of *development*, the MESP shall be prepared in two parts: one part covering the lands between Ritson Road North and Harmony Road North as well as the lands east of Harmony Road North within the Oshawa Creek watershed and one part covering the lands east of Harmony Road North which are within the Harmony Creek watershed.

8.7.7.2.2 The proponent of any substantial *development* application within a subject area identified in Policy 8.7.7.2.1 of this Part II Plan shall complete an MESP for that area, unless one has already been completed, to the satisfaction of the City of Oshawa, the Region of Durham and the Central Lake Ontario Conservation Authority prior to *development* approvals. The MESP shall include all lands within the subject area and shall consider any other land, both inside and outside the Kedron Part II Plan, necessary to adequately address the matters being dealt with in the MESP. **(OPA 179)**

8.7.7.2.3 The MESP shall address, but not necessarily be limited to, the following issues:

(a) Hydrogeology/Groundwater Management: The investigation will provide a sufficient level of understanding of the hydrogeological conditions of the subject area. 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 recommend the extent of the *watercourses* to be protected, the appropriate width of buffers to address *fish habitat* protection and management, aquatic setback requirements and terrestrial protection and setbacks, including natural channel design considerations. It will also determine the appropriate specific location of off-road walking and cycling facilities and linkages within or adjacent to *Hazard Lands* and/or the *Natural Heritage System*. At a minimum, the aquatic analysis should include the following:

(OPA 179)

(i) Multi-season fish community sampling and mapping;
(ii) Multi-season thermal monitoring;
(iii) Benthos sampling;
(iv) Multi-season performance/flow; and
(v) Multi-season headwater drainage.

(c) Stormwater Management: The stormwater management analysis will 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 and a formula for determining a fixed payment for long-term maintenance of stormwater management facilities. The use of Low Impact *Development* techniques/alternative stormwater management designs and practices shall be considered. The MESP for the lands west of Harmony Road North will address the design of the diversion channel required east of Ritson Road North, with natural channel design features. The MESP for the lands east of Harmony Road North will include a consideration of the impact of potential future *development* north of Highway 407 in the Harmony Creek subwatershed.

(d) Fluvial Geomorphology: The fluvial geomorphological analysis will provide the preliminary design of the modifications to the *watercourses* to ensure adequate conveyance and *watercourse* stability after *development*. It will also make recommendations on the extent of the *watercourses* to be protected.

(e) Biology: The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the East

Branch of the Oshawa Creek and other *watercourses*, as well as to the implementation of stormwater management facilities and valleyland edge management.

(f) 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 and storm drainage system, and the identification of overland flow routes.

(g) Transportation: The transportation investigation will be undertaken in accordance with the City's and Region's transportation impact study guidelines. 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 location of the arterial and collector road crossings of *watercourses*.

8.7.7.3 Stormwater Management

8.7.7.3.1 Stormwater management facilities shall be permitted in any land use designation on Schedule "A" – Kedron Land Use and Road Plan but are not generally permitted on lands identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Kedron Environmental Management Plan, including buffers, subject to detailed studies to identify the extent of the *Hazard Lands* or *Natural Heritage System*. **(OPA 179)**

8.7.7.3.2 The City shall require the use of Urban Stormwater Management Practices, as defined by current best practices of the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry and the City of Oshawa in consultation with 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 demonstrating that the impact of the proposed *development* can be dealt with to the satisfaction of the City and Central Lake Ontario Conservation Authority. **(OPA 179)**

8.7.7.3.3 In accordance with Policy 8.7.7.3.2, the information/studies that accompany *development* applications must address, but not necessarily be limited to the following: **(OPA 179)**

(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 and the establishment of basement elevations);

(g) Potential for applying 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. woodlot and *wetland*); and

(l) Financial implications to the City.

8.7.7.3.4 Stormwater management plans shall make every effort to maintain and/or enhance pre-*development* stream temperatures to the receiving waterbody.

8.7.7.3.5 Stormwater flow should be managed to take into account the entire watershed including potential downstream impacts.

8.7.7.3.6 The City may require the application of sustainable stormwater management/Low Impact *Development* techniques such as bioswales, green roofs, rainwater harvesting and permeable pavement etc., to manage stormwater flows where appropriate and financially sustainable.

8.7.7.3.7 The detailed design and location of the facilities shall be determined through the preparation of an MESP and/or stormwater management engineering studies and drawings undertaken as part of the *development* approval process.

8.7.7.3.8 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 and the Central Lake Ontario Conservation Authority.

8.7.7.3.9 Schedule "A" – Kedron Land Use and Road Plan shows the general location of stormwater management facilities. The design, configuration, size and location of these facilities and the drainage areas that they serve will be determined as part of the MESP and detailed stormwater management engineering studies/environmental studies undertaken as part of the *development* approvals process. In the preparation of such studies, consideration shall be given to the following:

(a) The most current applicable Oshawa Creek *Watershed Plan* and Black/Harmony/Farewell Creek *Watershed Plan* available at the time of *development*; **(OPA 179)**

(b) The potential integration with stormwater management facilities outside the Kedron Part II Plan where feasible and where it can be demonstrated that there will be no adverse impacts on downstream areas;

(c) Potential reduction in the number of ponds, where feasible, while maintaining adequate stormwater management quality and quantity control;

(d) The location of ponds outside of the Regulatory Floodplain boundary. Ponds located inside the Regulatory Floodplain boundary will only be considered owing to site specific conditions and are subject to the approval of the City and Central Lake Ontario Conservation Authority;

(e) The design requirements of the facility based on expected future ownership (public versus private);

(f) Provision in the design of the facility to accommodate the on-site deposition of sediment resulting from maintenance activities;

(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;

(k) Efficient operation and maintenance of the facility; and

(l) 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.

8.7.7.3.10 Variations in the number and location of stormwater management facilities shown on Schedule "A" – Kedron 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 a stormwater management study prepared to the satisfaction of the City and Central Lake Ontario Conservation Authority without requiring an amendment to the Kedron Part II Plan. **(OPA 179)**

8.7.7.3.11 Integration of stormwater management facilities with 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 buffer, and provided there are no adverse impacts on surrounding natural heritage features, and associated buffers and functions. Where stormwater management facilities cannot be integrated with these uses, the facility shall be designed to complement and integrate with adjacent land uses with emphasis on safety, attractiveness and appropriate landscaping. **(OPA 179)**

8.7.7.3.12 If the City, in consultation with Central Lake Ontario Conservation Authority, determines that a stormwater management facility shown on Schedule "A" – Kedron Land Use and Road Plan is not required, the underlying land use designation shall apply without amendment to the Kedron Part II Plan.

8.7.7.3.13 Stormwater management facilities conveyed to the City shall not be accepted as parkland dedication in accordance with the Planning Act.

8.7.7.3.14 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 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.

8.7.8 Transportation

8.7.8.1 General

8.7.8.1.1 The City's intention is to achieve a balanced, multi-modal transportation *environment* in the Kedron Part II Plan. The transportation corridors shall be designed to safely accommodate a range of viable travel options, including automobile, transit, bicycle and pedestrian 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" – Kedron Transportation Plan, Table 5 of the Part I Plan and the Durham Regional Official Plan and shall be subject to the approval of the relevant agencies.

8.7.8.1.2 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, including:

(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 of regular intersections of local roads with regional and other major roads to allow for the creation of a modified grid network; and
(f) Use of alternative road geometrics and materials at pedestrian crossing areas.

8.7.8.1.3 The Kedron Land Use and Road Plan features a mix of uses at higher densities 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.) walking distance for the majority of residents, employees and visitors in the Kedron Part II Plan.

8.7.8.1.4 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, walking and cycling. *Development* proponents are encouraged to employ Transportation Demand Management strategies, as may be identified in any future Integrated Transportation Master Plan developed by the City, in support of these objectives.

8.7.8.1.5 The City may require, at no additional cost to the City, the conveyance of additional lands for road rights-of-way beyond the requirements of Table 5 of the Part I Plan to appropriately accommodate walking and cycling 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 Britannia Avenue East and the northerly Type “C” arterial and collector road forming the northern limit of the Kedron Part II Plan.

8.7.8.1.6 Where feasible and appropriate, consideration shall be given to the incorporation of existing hedgerows into the planned rights-of-way of roads.

8.7.8.2 Road Network

8.7.8.2.1 The alignment of the arterial and collector road system as shown on Schedule “A” – Kedron Land Use and Road Plan and Schedule “B” – Kedron Transportation Plan generally reflects a grid-based road pattern, which has been modified due to *watercourses*, topography, utility corridors, natural features, and to ensure appropriate intersection spacing and connect to

established arterial or collector road alignments outside the Kedron Part II Plan.

8.7.8.2.2 The alignment of the arterial and collector roads, as indicated on Schedule “A” – Kedron Land Use and Road Plan and Schedule “B” – Kedron Transportation Plan will be more precisely defined during the preparation of a MESP and functional alignment studies and, if necessary, the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process. These studies shall identify community or environmental impacts, such as *watercourse* crossing locations, and recommend any necessary mitigative measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process.

8.7.8.2.3 Local roads are not designated in the Kedron 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.

8.7.8.2.4 The City encourages the use of roundabouts as a form of safe and efficient intersection control. 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 8.7.8.3.

8.7.8.2.5 Direct access onto Britannia Avenue East 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* along Britannia Avenue East shall generally be provided through internal local roads or window roads to optimize traffic flow and safety, and provide comfortable and attractive opportunities for active transportation.

Direct access is permitted from Grandview Street North and Wilson Road North. However, through the subdivision approval process, the City will review proposed accesses and attempt to minimize direct access to the greatest extent possible to promote a highly visible, connected, safe and attractive public realm.

8.7.8.2.6 Generally, access driveways shall be located in accordance with City’s most recent Engineering Design Standards.

8.7.8.3 Transportation Impact Assessment

8.7.8.3.1 A Transportation Impact Assessment study, updating and refining the work undertaken in Policy 8.7.7.2.3 (g), shall be required as part of the *development* approvals process in accordance with the City's and Region's Transportation Impact Study Guidelines. 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:

(OPA 179)

(a) Identify the demand, and 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.

8.7.8.3.2 The City will consult with the Municipality of Clarington during the preparation of Terms of Reference for a Transportation Impact Assessment Study to ensure the Municipality of Clarington's requirements for Townline Road North and other roadways are considered, including any financial implications related to road improvements required in Clarington, subject to any Amending Boundary Road Agreement(s).

8.7.8.3.3 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, Traffic Management Plan and/or transportation demand management checklist and report.

8.7.8.4 Walking and Cycling Routes and Linkages

8.7.8.4.1 *General*

The main routes of the walking and cycling network shall generally follow the alignments indicated on Schedule "B" – Kedron Transportation Plan to provide a continuous, connected system throughout the Kedron Part II Plan and connecting to areas outside of the Kedron Part II Plan. The specific types of facilities to be provided on the main routes (excluding sidewalks) are identified on Schedule "B" – Kedron Transportation Plan and are described in Policies 8.7.8.4.2 and 8.7.8.4.3 of this Part II Plan.

In addition to the main routes of the on- and off-road walking and cycling network shown on Schedule "B" – Kedron Transportation Plan, additional walking and cycling linkages shall be provided, where appropriate, to facilitate efficient and convenient connections between land uses and/or streets. These additional linkages are intended to provide easy access to main walking and cycling routes, schools, parks, community uses, the open space system and, where appropriate, commercial uses. In particular, additional walking and cycling linkages may be required to be provided to facilitate pedestrian and bicycle access to all school sites and transit stops where a route exclusively using the road network would be excessively circuitous. These additional walking and cycling linkages may not be indicated on Schedule "B" – Kedron Transportation Plan and the precise location and implementation of the linkages shall be determined through the *development* approval process.

The implementation of walking and cycling facilities, including sidewalks, shall comply with the latest City engineering standards and design requirements.

Walking and cycling 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 (CPTED) principles, lighting and maintenance and passive surveillance.

In the event that a walking and cycling route shown on Schedule "B" – Kedron Transportation Plan is associated with part of the *Natural Heritage System* shown on Schedule "C" – Kedron Environmental Management Plan, and the *Natural Heritage System* is refined, the location of the walking and cycling route shall be reviewed and may be modified as appropriate without requiring an amendment to the Part II Plan.

(OPA 179)

8.7.8.4.2 *Off-Road Walking and Cycling Facilities*

An extensive system of off-road walking and cycling facilities may be identified in the Integrated Transportation Master Plan developed by the City. The extensive system would support the network of walking and cycling routes and linkages and may 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 extensive system will facilitate walking and cycling for recreational and utilitarian purposes and to provide access to major activity centres, as appropriate, while considering issues such as but not limited to grading and access control. Off-road walking and cycling facilities along routes shown on Schedule "B" – Kedron Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule "B" – Kedron 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 shall have a minimum pavement width of 4.0 metres (13.1 ft.) and Class II Trails shall have a minimum pavement width of 3.0 metres (9.8 ft.).

Off-road facilities associated with walking and cycling routes and linkages are permitted within an environmental buffer associated with part of the *Natural Heritage System* in accordance with Policy 8.7.9.14.

Generally, off-road facilities associated with walking and cycling routes and linkages shall be located outside of the identified *Hazard Lands* and *Natural Heritage System* shown on Schedule "C" – Kedron Environmental Management Plan, but may be considered within their associated buffers. The MESP and/or an Environmental Impact Study (EIS) will more precisely determine the location of the off-road walking and cycling facilities. Where off-road facilities associated with walking and cycling routes or linkages are accommodated within the buffers of *Hazard Lands* and the *Natural Heritage System* as shown on Schedule "C" – Kedron 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 walking and cycling routes and linkages should be designed/aligned to include existing hedgerows.

(OPA 179)

8.7.8.4.3 *On-Road Cycling Facilities*

Cycling facilities associated with walking and cycling routes and linkages along arterial, collector or local road corridors may be separately accommodated on-road within the paved portion of road rights-of-way on both sides of the roadway. The need for and the type of these routes and linkages will be confirmed through the Integrated Transportation Master Plan developed by the City and are provided in lieu of cycling facilities normally located off-road in boulevards. On-road cycling linkages, which are not shown on Schedule "B" – Kedron Transportation, may include the following:

(a) Separate, dedicated bicycle lanes where on-street parking that occupies any portion of the bicycle lanes is prohibited;

(b) Separate, dedicated buffered bicycle lanes where on-street parking that occupies any portion of the buffered bicycle lanes is prohibited;

(c) Lined and signed bicycle routes where on-street parking that occupies the area lined and signed for bicycles is permitted; and

(d) Painted decals ("sharrows") within widened travel lanes to indicate designed joint use of the travel lane by motorists and cyclists.

Schedule "B" – Kedron Transportation Plan indicates the type and location of on-road cycling facilities that are main routes. As indicated, these particular

on-road cycling facilities shall be designed as buffered bike lanes, which are lanes dedicated and marked/signed for cyclists and include a buffer strip to further separate cyclists from vehicular traffic. On-street parking that interferes with buffered bike lanes shall be prohibited.

8.7.8.4.4 Notwithstanding the classifications on Schedule "B" – Kedron 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 II Trails, without an amendment to this Plan, if it is determined that it is in the best interest of the City to do so.

8.7.9 Environmental Management

8.7.9.1 *Hazard Lands* and *Natural Heritage System* areas shown on Schedule "C" – Kedron Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan and the policies of the Kedron Part II Plan. **(OPA 179)**

8.7.9.2 The *Natural Heritage System* is intended to be protected, subject to Policy 8.7.9.4 of this Part II Plan. Consideration shall be given to enhancing natural heritage and hydrologic features and functions through the *development* review process, where possible. **(OPA 179)**

8.7.9.3 To protect *watercourses* and *wetlands* and their functions, 30 metre (98.4 ft.) buffers are shown around *wetland* boundaries and along both sides of the full extent of *watercourses* shown as *Natural Heritage System* on Schedule "C" – Kedron Environmental Management Plan. **(OPA 179)**

8.7.9.4 The exact location and extent of the *Natural Heritage System*, including a determination of the appropriate width and extent of buffers, shall be determined through the MESP and/or detailed Environmental Impact Studies (EIS) 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, resulting from the MESP/EIS prepared to the satisfaction of the City and Central Lake Ontario Conservation Authority 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. **(OPA 179)**

8.7.9.5 The City, in consultation with the Central Lake Ontario Conservation Authority, shall determine whether an EIS is required to be submitted for *development* applications which include, or are adjacent to, the *Natural Heritage System* as shown on Schedule "C" – Kedron Environmental Management Plan. This study may apply to the subject area or a wider area where determined to be necessary. The scope and scale of the terms of reference for the EIS shall be determined through consultation with the City and the Central Lake Ontario Conservation Authority prior to the submission of the EIS. The scope of work completed through the preparation of the

MESP will be considered in making this determination. The EIS may be required to address, but not limited to, the following: **(OPA 179)**

(a) Provide the planning context for the proposed *development* including identifying the site location and measurable footprint, type and purpose of *development*, surrounding land uses, delineation of natural hazards and natural heritage and hydrological features;

(b) A detailed inventory, mapping and assessment of existing physical, biological and hydrologic features and their functions, including natural linkages and wildlife corridors;

(c) The identification and assessment of potential environmental impacts resulting from the proposed *development*, including potential impacts on fish and wildlife habitat and water quantity and quality, description of adjacent lands and impacts to linkages and corridors;

(d) Measures to be undertaken which will retain or enhance existing environmental features, conditions and functions, or to mitigate potential negative impacts on these features, conditions and functions that may result from the proposed *development*;

(e) An assessment of the proposed grading plan, its potential impacts on the lands and environmental features, conditions and functions, and potential mitigative measures to be undertaken before, during and after grading;

(f) An engineering analysis to address erosion and sediment control and/or surface and sub-surface drainage, both pre- and post-*development* and its potential impacts;

(g) A slope stability assessment;

(h) Mitigative measures to be undertaken prior to, during and after construction of the *development*;

(i) A recommendation as to the width of any buffer or setback required between the *development* and the *Natural Heritage System*, and/or confirmation of the required buffer or setback as determined by the City, Central Lake Ontario Conservation Authority and other relevant agencies; **(OPA 179)**

(j) A recommendation regarding the specific location of off-road facilities associated with walking and cycling routes and linkages, where proposed, and

(k) A recommendation regarding post-*development* monitoring including identifying what is to be monitored, monitoring methodology, time period and responsible authority.

8.7.9.6 *Development* will not be permitted within the *Natural Heritage System* or their buffers, the width of which shall be concluded on the basis of an MESP and/or EIS prepared in accordance with Policies 8.7.7.2.3 or 8.7.9.5 respectively, of this Part II Plan, and considering Policies 8.7.8.4.2 and 8.7.9.14 of this Part II Plan. **(OPA 179)**

8.7.9.7 The City will encourage the creation and maintenance/protection of active linkages, where feasible, 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. **(OPA 179)**

8.7.9.8 Areas shown as *Natural Heritage System* on Schedule "C" – Kedron Environmental Management Plan, include wooded areas. A 10 metre (32.8 ft.) buffer from the drip line of wooded areas shall be established to the satisfaction of the Central Lake Ontario Conservation Authority and the City. **(OPA 179)**

8.7.9.9 Retention of other existing natural heritage and hydrologic features not shown on Schedule "C" – Kedron 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. 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. **(OPA 179)**

8.7.9.10 The general location of *Hazard Lands* is shown on Schedule "C" – Kedron Environmental Management Plan. The extent and exact location of *Hazard Lands* shall be determined to the satisfaction of the City and Central Lake Ontario Conservation Authority through the MESP and/or detailed studies through the *development* review process and shall be identified in the zoning by-law without the need for an amendment to this Plan.

8.7.9.11 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.

8.7.9.12 Notwithstanding Policy 8.7.9.11 of this Part II Plan, the allowance for municipal trail facilities/maintenance access may be located within the applicable erosion hazard limit if it may be safely accommodated and is approved by the City and the Central Lake Ontario Conservation Authority. **(OPA 179)**

8.7.9.13 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 buffer on the outside edge of the buffer, furthest away from the feature. **(OPA 179)**

8.7.9.14 Notwithstanding Policies 8.7.9.3 and 8.7.9.13 of this Part II Plan, in the event that the MESP and/or detailed Environmental Impact Study (EIS) as part of the review of *development* proposals identifies a reduced buffer, the minimum buffer that the City will require for an the *Natural Heritage System* shall be 7 metres (23 ft.) which will accommodate both the buffer and the allowance for municipal trail facilities/maintenance access. **(OPA 179)**

8.7.9.15 As a condition of *development*, *development* proponents may be required to enhance the natural state of an adjacent *watercourse*, *wetland* or wooded area. This may include re-vegetation including the planting of trees and shrubs, where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.

8.7.9.16 Where determined to be appropriate by the City and 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. **(OPA 179)**

8.7.10 Heritage and Archaeological Features

8.7.10.1 The built *heritage resources* in the Kedron Part II Plan, as documented in the Heritage Impact Study Report prepared for the area by Unterman McPhail Associates, dated September 2009, are integral components of the area's historical rural legacy and their maintenance, conservation and preservation is of primary importance. Accordingly, 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.

8.7.10.2 When considering a *development* application, the preferred approach to the conservation and preservation of any built *heritage resources* documented in the Heritage Impact Study 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.

8.7.10.3 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*.

8.7.10.4 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 Heritage Impact Study Report. It shall likewise be an expectation of the City that any application to demolish a built heritage resource documented in the Heritage Impact Study Report submitted in the absence of a *development* application will be accompanied by a Heritage Impact Assessment.

8.7.10.5 A Heritage Impact Assessment, as referenced in Policy 8.7.10.4 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 8.7.10.2 – and recommend a preferred approach based on a balanced, detailed justification and rationale.

(OPA 179)

8.7.10.6 Prior to the issuance of *development* approval for lands having archaeological potential within the Kedron Part II Plan, a Stage II Archaeological Assessment will be conducted by a qualified archaeologist. 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 Tourism, Culture and Sport.

8.7.11 Fiscal Impact Study

8.7.11.1 A fiscal impact study may be required of an applicant prior to the approval of a plan of subdivision or any application to amend the zoning by-law for major *development* in the Kedron Part II Plan to identify the fiscal impact of the *development* on City and Regional taxpayers and to demonstrate that the approvals being requested are not premature. A qualified professional acceptable to the applicant and the City shall be retained to undertake such a study and the expense shall be borne by the applicant. The City may retain, at its own expense, a qualified consultant to peer review the study. The fiscal impact study shall address, but not necessarily be limited to, the following:

(a) Capital and operating expenditure impacts as well as lifecycle costs;

(b) Property tax, development charges and other revenue impacts;

(c) Phasing of *development*; and

(d) Recommended means of mitigating any potential negative financial impact on the City and/or Region including a recommended fixed payment for long-term maintenance of stormwater management ponds.

8.7.11.2 Where such an analysis demonstrates that the *development* approval being sought will result in a significant and material adverse effect on the City's and/or Region's financial situation, which cannot be addressed through the proposed mitigation measures, then the *development* may be deemed to be premature.

8.7.12 Urban Design

8.7.12.1 An emphasis on urban design will be an essential component of the implementation of the Kedron 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 walking and cycling 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 and massing, and 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.

8.7.12.2 The following urban design principles shall guide *development* and define the specific character of the Kedron Part II Plan:

(a) Establish a sustainable neighbourhood design with a primary urban design emphasis on achieving a compact urban form that supports and facilitates active transportation options;

(b) Create a pedestrian-oriented, transit-supportive, accessible community which reinforces the importance of the public realm, including attractive streets, parks and open spaces, as pedestrian space;

(c) Establish a connected, integrated framework of open space and recreational areas linking the neighbourhoods and addressing the community's needs for active and passive community recreation;

(d) Establish compact urban form and architecture by ensuring that *development*, combined with landscaping, emphasizes appropriate building styles, orientation, heights, massing and architectural features to establish a prominent image and distinctive urban design;

(e) Develop a balanced multi-modal transportation network that efficiently and conveniently connects to and through the community and effectively accommodates pedestrian, bicycle and transit modes of travel to reduce reliance on personal vehicles;

(f) Provide effective interfaces to ensure compatibility and an appropriate level of connectivity between private property and the public realm;

(g) Incorporate cultural and heritage features in a sensitive manner and ensure that the design of new *development* complements and is sensitive to adjacent existing cultural and heritage features; and

(h) Protect and enhance natural systems and establish a strong relationship between the natural landscapes and landforms and the human and built environments.

8.7.12.3 Urban Design Studies and Comprehensive Site Plan Requirements

8.7.12.3.1 The urban design policies contained in the Kedron Part II Plan shall provide a framework within which more detailed urban design studies will subsequently be prepared for specific areas. These urban design policies also provide design direction for the *development* of areas that have not been specifically identified for an urban design study.

8.7.12.3.2 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 corridors in the Kedron Part II Plan. The Master Urban Design Plans will guide comprehensive *development* in prominent corridors to ensure a high quality and coordinated urban environment. Urban design studies shall be undertaken for the following areas within the Kedron Part II Plan:

(a) The Harmony Road North Corridor – Harmony Road North is the major street corridor and transit spine in the Kedron Part II Plan. This street is also identified as a Regional Corridor and Transit Spine on Schedules “A-2” and “B-1” of the Part I Plan, respectively. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Harmony Road North will have a significant influence upon the image of the Kedron community. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Harmony Road North;

(b) The east-west Type “C” arterial road and collector road forming the northern limit of Kedron Part II Plan. The Type “C” arterial road and collector road at the north end of the Kedron Part II Plan is an important transitional area. A Master Urban Design Plan and implementing guidelines shall be prepared for this interface road prior to substantial *development*; and

(c) The Conlin Road East Corridor – Conlin Road East is an important corridor in the Kedron Part II Plan and is identified as a Local Corridor and a Transit Spine on Schedules “A-2” and “B-1” of the Part I Plan, respectively. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial

development to ensure that *development* is of a high quality of design and that it is compatible with the *development* form for the lands in the Taunton Planning Area to the south. The urban design study shall take into consideration the lands fronting onto the south side of Conlin Road East.

(OPA 179)

8.7.12.3.3 Subject to the timing of the *development* of Harmony Road North, Conlin Road East and the Type "C" arterial road forming the northern limit of the Kedron Part II Plan, the urban design studies for the preparation of Master Urban Design Plans and implementing guidelines may be undertaken separately.

8.7.12.3.4 The Master Urban Design Plans and implementing urban design guidelines for the road corridors identified in Policy 8.7.12.3.2 of this Part II Plan shall address the following: **(OPA 179)**

(a) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of the relationship between the public and private realms; **(OPA 179)**

(b) The promotion of a higher order of built form and intensity along Harmony Road North in recognition of its designation as a Regional Transit Spine and gateway to the City from Highway 407;

(c) The location and distribution of all land uses and general building envelopes, including establishing setbacks and built frontage requirements which reinforce the street edge and provide spatial definition to the public realm;

(d) The design and siting of parking and loading and service areas to minimize the visual impact of such areas from the street;

(e) The provision of a high quality design in all buildings fronting the corridor;

(f) The location of road intersections, the location and coordination of all access points (including pedestrian and cycling access locations) and necessary road and signalization improvements as informed by the requirements of Section 8.7.8.3;

(g) The identification of Gateway Sites, and their appropriate design and landscape treatment;

(h) The incorporation of public art in both the private and public realms;

(i) The consideration of walking and cycling routes and linkages, transit routes and bus stops, and the location of trailheads and walkway linkages to minimize walking distances to destinations;

(j) Safe, attractive and convenient access to sidewalks and walking and cycling routes and linkages;

(k) Road operating criteria including operating speed, traffic signal progression, 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 8.7.8.3; and

(l) The consideration of safety and Crime Prevention through Environmental Design (CPTED) principles in the design of the streetscape and abutting lands.

8.7.12.3.5 *Development* of lands within areas for which urban design studies are to be prepared may occur 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. The scope of the area to be included in the comprehensive master site plan shall be determined in consultation with the City.

8.7.12.3.6 A comprehensive master site plan and urban design guidelines 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 Kedron Part II Plan, and particularly the policies of Section 8.7.12 of this Part II Plan. **(OPA 179)**

8.7.12.3.7 *Development* of the lands designated as Mixed Use Node shall comply with the Master Urban Design Plan and, in addition, shall be subject to the preparation of a site plan and urban design guidelines which shall include:

(a) A detailed overall land use plan, identifying the location of all of the proposed uses, including medium density residential uses (proposed and future);

(b) Urban design guidelines for site *development*;

(c) A detailed phasing plan that describes the sequencing of *development* and the timing of any infrastructure improvements;

(d) A plan showing the location of any future road widenings that may be dedicated to the City and/or Region as part of the approval process;

(e) The proposed built-form of the *development* including the type, height, massing, design and architectural treatments;

(f) The location of appropriate access points onto the abutting road network;

(g) The location of pedestrian, cycling, vehicular and service circulation and access points;

(h) The location of proposed and future parking areas and structures in the context of a long term parking management strategy and phasing plan; and

(i) Proposed streetscape components in both the public and private realms, and the location of proposed landscaping in coordination with the City and Region.

8.7.12.4 Design Principles for *Development* Applications

8.7.12.4.1 *Road and Block Pattern*

The arterial, collector and local roads in the Kedron Part II Plan shall reflect a modified fine grid arrangement to serve all parts of the community and allow for multiple choices of routes for pedestrians, cyclists and motorists.

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, walking and cycling linkages through blocks shall be provided.

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 roundabouts shall be provided in accordance with Policies 8.7.8.1.5 and 8.7.8.2.4 of this Part II Plan to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets. **(OPA 179)**

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 secondary emergency access routes in favour of direct road connections.

Where possible, new transportation and infrastructure projects shall avoid wildlife corridors, and/or demonstrate that there will be no barrier to wildlife crossing functions.

8.7.12.4.2 *Site Development and Built Form*

Site design and the location and orientation of buildings shall give consideration to the preservation of view corridors and the termination of views with attractive features, buildings or open spaces. 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.

Building scale and massing should be modulated and articulated through the judicious use of stepping, projections, canopies, trellises, fenestration, proportions, materials and finishes. For buildings taller than three storeys, the upper storeys shall be stepped back to ensure a pedestrian scale at the street.

Where the Kedron Part II Plan identifies minimum height requirements, the minimum required number of storeys shall consist of functional floorspace on each storey, the amount of which may be specified in the Zoning By-law.

For non-residential, mixed-use and multi-residential *development* along arterial and collector roads, build-to lines may be implemented in the zoning by-law to achieve a compact urban form and to define the road corridors. Along roads, the build-to line regulates the distance between the front or exterior side property line and the building façade. Furthermore, a minimum requirement for built frontage may be implemented in the zoning by-law to achieve a defined street wall along the road corridors. The minimum built frontage refers to the amount of building wall required to be located at the build-to line.

The siting of buildings is encouraged in such a manner that they assemble with neighbouring buildings along the street edge as a means of contributing to a defined building wall and continuous massing along the street.

Buildings shall have their primary and/or functional entrances, windows and signage oriented toward adjacent public roads, to promote a vibrant, safe and attractive public realm through active facades and to provide convenient, direct access to sidewalks and public transit.

In areas designated as Mixed Use, 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 encouraged, 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, parkettes and walking and cycling routes and linkages.

The design of housing shall reflect the principle of garages as a subordinate element of residential *development*. The protrusion of garages on residential buildings beyond the main front wall of the building is discouraged.

Building and landscape designs for Gateway Sites, 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.

Outdoor amenity areas for medium and high density residential and mixed use buildings located adjacent to arterial roads shall be encouraged to incorporate alternative subdivision, site and building design techniques to provide appropriate buffers. Buffering treatments shall:

(a) Maximize the use of landscaping, grading and dwellings to provide the necessary buffering, while maintaining strong passive surveillance of and a frontal building expression/orientation toward the public realm;

(b) Consider the long term environmental functions of the buffer; and

(c) Seamlessly integrate with and provide connections to adjacent *development* and walking and cycling facilities.

8.7.12.4.3 *Sustainability*

The City shall encourage sustainable building design by:

(a) Being responsive to new technologies in building construction; and

(b) Encouraging energy conservation and identifying opportunities for clean energy generation (e.g. geothermal, photovoltaic panels).

Consideration shall be given to orienting buildings, where possible, to maximize solar gain through windows and openings.

The use of green building design, such as green roofs, is encouraged to reduce emissions and achieve energy efficiencies.

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.

The City shall recognize the importance of protecting natural heritage and hydrological features and functions to support sustainable communities.

8.7.12.4.4 *Streetscape*

Development in all areas of the Kedron Part II Plan is intended to be characterized by high quality, pedestrian oriented streetscape design with the highest form of design treatment on Type “A” and “B” arterial roads, including appropriate sidewalks and cycling facilities, special tree and feature planting, paving, lighting, public art and signage design.

Where it is to be provided, street furniture, including seating, waste and recycling receptacles, bicycle racks and newspaper boxes, shall be well-designed and coordinated.

A defining characteristic of the Kedron Part II Plan shall be its attractive streets featuring a robust tree canopy. 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. Every effort shall be made to minimize utility conflict to maximize the number of street trees to be located within the public right-of-way.

Streetscapes within the public right-of-way are intended to be attractive and uncluttered. To this end, the City shall require utility providers to provide innovative methods for containing utility services on or within streetscape features such as gateway features, lamp posts and transit shelters.

Gateway features shall be established at Gateway Sites identified through urban design studies.

Lighting shall incorporate pedestrian level lighting where appropriate.

8.7.12.4.5 ***Landscaping***

Consideration shall be given in the review of *development* proposals to the City's Landscaping Design Policies.

Landscaping on private lands shall be complementary to the streetscape design and materials in the public realm.

Where space permits, landscaping shall be used to articulate pedestrian entrances facing adjacent streets and define edges of walkways linking public sidewalks to building entrances.

For multi-residential *development*, planted and constructed elements between the building wall and road right-of-way are encouraged and may include low hedges, trees, raised planters, masonry and decorative metal fences and gates.

All non-residential and mixed-use developments which abut single use residential developments shall be buffered by intervening landscaping, to facilitate compatibility and sensitivity between land uses and ensure an attractive interface with adjacent residential *development*.

The planting of deciduous trees is encouraged to enhance the urban tree canopy and achieve cooler environments.

Measures to reduce the heat island effect shall be considered where appropriate such as utilizing shade structures, paving materials with an adequate solar reflective index and permeable paving.

Native landscape materials with high drought and salt tolerance and low maintenance characteristics should be selected.

Strategies should be implemented to minimize or eliminate the need for landscape irrigation that uses potable water and other natural surface or subsurface water resources.

The use of berms along public streets shall generally be avoided.

The design of sites adjacent to lands identified as *Natural Heritage System* shall be sensitive to these features and subject to the policies of Section 8.7.9 of this Part II Plan. Appropriate setbacks shall be maintained and on-site landscaping shall be used to provide appropriate transitions and edges to natural areas.

(OPA 179)

8.7.12.4.6 *Walking and Cycling Amenity*

The Kedron Part II Plan shall be designed to optimize and promote walking and cycling activity for utilitarian and recreational purposes, where appropriate, featuring a comprehensive, connected and well-designed network of public and private open spaces, sidewalks, and on- and off-road walking and cycling facilities.

Public road rights-of-way shall be designed to provide an appropriate sidewalk for pedestrian use in accordance with City standards. Appropriate linkages shall be provided between public sidewalks and parks, parkettes and internal pedestrian circulation networks and courtyards within adjacent *development* parcels.

Appropriate connections between pedestrian and bicycle facilities on-site and adjacent on- and off-road walking and cycling facilities within the public realm shall be provided, for all non-residential, mixed-use and block residential *development*, with an emphasis on providing safe, convenient and direct routes from the public realm to main building entrances.

Road designs shall include well-designed streetscape features and cycling and pedestrian facilities, including those shown on Schedule “B” – Kedron Transportation Plan, and future transit amenities. For areas of more intensive pedestrian/cyclist activity (e.g. in proximity to schools, community and neighbourhood parks, and shopping areas) consideration shall be given to designs that provide separate, dedicated walking and cycling facilities within road rights-of-way, to minimize potential conflict between pedestrians, cyclists and motorists. **(OPA 179)**

Mid-block pedestrian/cyclist connections are to be designed having the general character of pedestrian mews or malls and shall be lit, landscaped and maintained for public use. To encourage passive surveillance and

increase safety, mid-block connections should be designed and situated to extend view corridors. In conjunction with sidewalks and roads, these linkages shall facilitate convenient, safe pedestrian and cyclist access to public destinations such as schools, parks, parkettes, community facilities, shopping areas, on- and off-road walking and cycling facilities and public transit.

To promote and facilitate cycling, accessible, sheltered bicycle parking facilities shall be provided in convenient locations as part of new public and private non-residential, mixed-use and multi-residential *developments*.

Pedestrian weather protection such as awnings, recessed doorways, canopies, marquees, colonnades or building cantilevers shall be provided in the vicinity of building entrances for non-residential, mixed-use and multi-residential *developments*.

Generally, and with the exception of single use residential *development*, fencing between parking areas and adjacent *developments* is discouraged. To promote pedestrian safety through passive surveillance, opaque fencing (excluding fencing provided for noise mitigation) shall generally not be permitted where residential lots/blocks abut parks, parkettes or pedestrian walkways, except for rear yard areas of single detached, semi-detached and street townhouse dwellings.

Where appropriate, pedestrian and cyclist crossings should be signalized to improve safety, in accordance with the applicable signal spacing standards and warrants. Curb radii, crosswalk widths, median and refuge island dimensions and pedestrian light phases at existing and newly controlled intersections shall be designed to meet pedestrian and bicycle-friendly standards.

Hydro and pipeline corridors within the Kedron Part II Plan also function as important elements of the public realm, planned to contain extended segments of the City's off-road network of walking and cycling facilities. *Development* adjacent to hydro and pipeline corridors shall incorporate frequent interface locations for pedestrian and bicycle access.

8.7.12.4.7 *Parking, Loading, and Service Areas*

The location and design of on-site parking, loading and service areas shall minimize the impact on the public realm. Accordingly, the following policies shall apply:

(a) Wherever possible, surface parking, loading and service areas (including driveway aisles) shall be located at the side or rear of buildings, and not between the building and the street, in order to promote an attractive streetscape and reduce the visual impact of these areas. If required to achieve minimum parking requirements, or

to facilitate accessible parking, surface parking may be permitted between the street and that portion of a building set back from a build-to-line;

(b) The visual impact of surface lots shall be mitigated with a combination of setbacks, landscaping and pavement treatments and shall comply with the City's Landscaping Design policies;

(c) Where parking lots are adjacent to streets, parks and parkettes, semi-transparent techniques (hard and/or soft landscape elements) shall be used to provide screening and to attractively and safely separate pedestrians and cyclists travelling along the sidewalk from the parking lot, while allowing casual observation for safety; and

(d) Loading and service areas shall be screened from view and located away from noise-sensitive land uses.

Parking areas shall be designed with direct, logical and clearly delineated pedestrian routes to building entrances and public sidewalks.

Adjacent parking, service and loading areas shall be integrated where appropriate between neighbouring *developments* at the rear or interior side of buildings, using shared driveways where appropriate.

Except where they are shared between abutting developments, surface parking lots and loading and service areas shall be sufficiently set back from property lines in order that landscaped buffers can be provided.

For above ground parking structures, the architecture of the structure should be designed to create visual interest. Where permitted by the land use designation, the sides of the parking structure fronting streets should incorporate retail and residential uses to add active uses at the pedestrian interface.

Garbage, waste and recycling storage shall be contained within an enclosed building. Garbage waste and recycling associated with any restaurant use shall be contained within a climate-controlled building.

8.7.12.4.8 *Lighting*

All direct roadway and outdoor lighting associated with *development* shall eliminate or minimize, to the extent possible, direct light trespass, glare and up lighting. Dark sky friendly and shielded fixtures shall be utilized on-site for all *developments*, except low density residential *development*.

8.7.12.4.9 *Services and Utilities*

Above ground utilities should be grouped and designed to minimize clutter.

Wherever possible, transformers should be located within buildings. All rooftop mechanical equipment shall be enclosed in a manner that blends with the architecture of the building. Rooftops of buildings having five or more storeys should be designed as architectural elements that enhance the appearance and presence of the buildings, such as by concealing elevator penthouses or incorporating antennas as integral architectural elements.

8.7.12.4.10 *Crime Prevention Through Environmental Design*

Consideration shall be given in the design of parking lots, walkways, parking garages, parks, parkettes and open space areas to the provision of appropriate lighting levels, visibility and opportunities for public surveillance.

The design and siting of commercial or community use buildings shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks and open space areas.

8.7.12.4.11 *Open Space and Parks*

Open Space and Recreation uses such as parks, off-road walking and cycling facilities, woodlots and *watercourses* shall be developed as attractive elements of the public realm within the community through the incorporation of landscape, site plan and/or structural elements.

The design of parks shall reinforce the connectivity of the park with the surrounding neighbourhood through such measures as landscaping and off-road walking and cycling facilities.

8.7.12.4.12 *Barrier-free Access*

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, wherever possible.

8.7.13 Implementation and Interpretation

8.7.13.1 The Kedron Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation.

8.7.13.2 *Development* of the lands affected by the Oshawa Airport zoning regulations shall comply with the requirements of the Federal Aeronautics Act.

8.7.13.3 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. In this regard, consultation is required with TransCanada Pipeline for all proposals within 200 metres (656 ft.) of the pipeline easement.

8.7.13.4 Enbridge Gas Distribution Inc. has a gate station on the west side of Harmony Road North. The site layout of proposed *developments* adjacent to this site shall consider locating buildings as far as possible from the gate station property with parking lots and landscaped open space providing an intervening buffer. Consultation with Enbridge Gas Distribution Inc. is encouraged early in the *development* approval process.

8.7.13.5 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*.

8.7.13.6 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.

8.7.13.7 Comprehensive *development* of land in separate ownerships within the Kedron 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 8.7.12 of this Part II Plan, to ensure that individual proposals are properly integrated with adjacent lands: **(OPA 179)**

(a) The distribution of lots and blocks;

(b) Public road and walking and cycling connections, including all on- and off-road facilities associated with walking and cycling 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.

8.7.13.8 The City shall require that the lands required for a Community Park be dedicated to the City through plans of subdivision with full compensation for any over-dedication of parkland provided at that time.

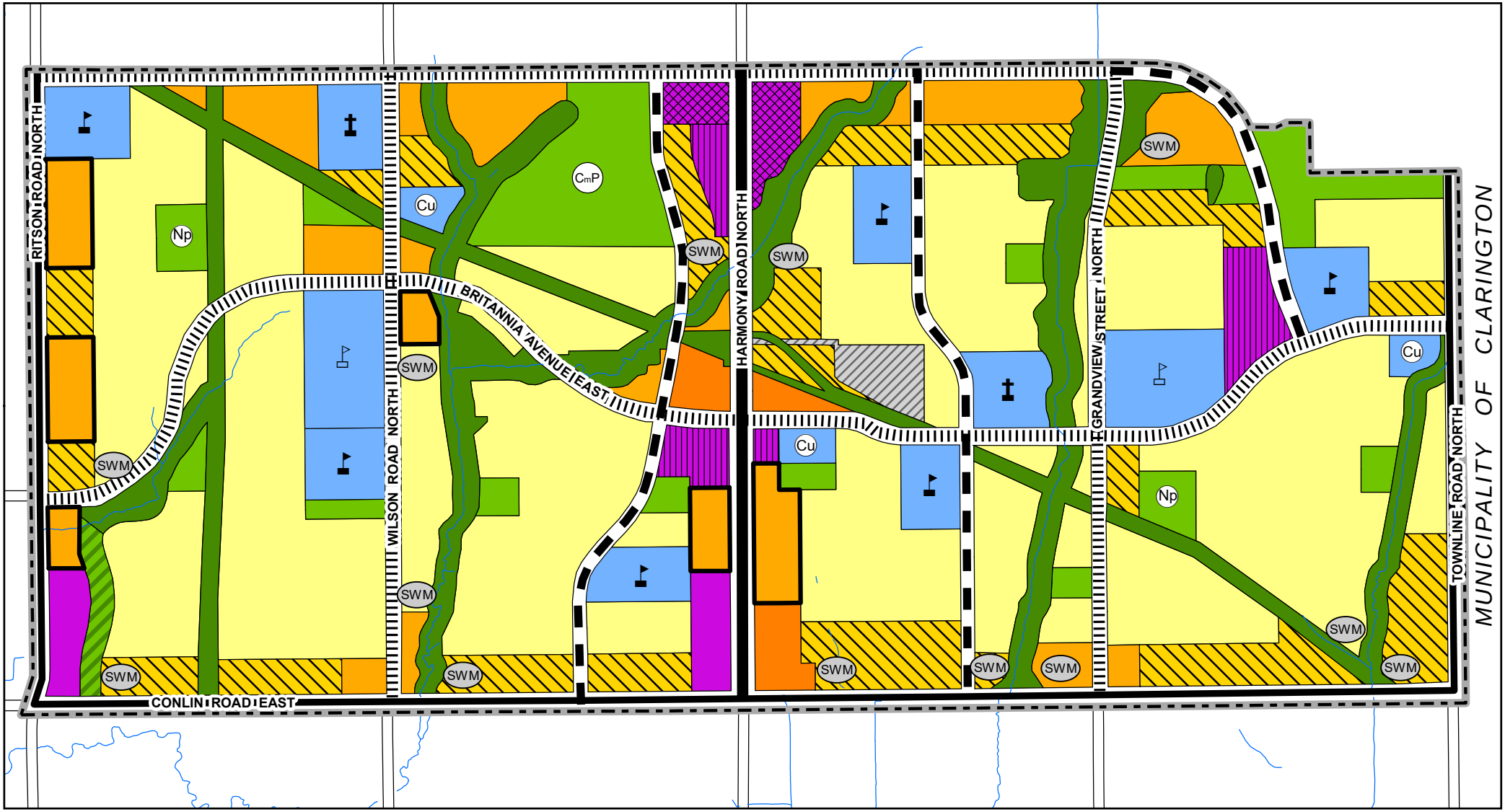
8.7.13.9 The City shall require that the northerly east-west Type “C” Arterial Road between Ritson Road North and Britannia Avenue East be provided to the City through the registration of plans of subdivision.

8.7.13.10 The City shall investigate funding opportunities for the provision of infrastructure and programs that promote sustainability.

8.7.14 Site *Development* Phasing Plan

8.7.14.1 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 Kedron 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.

8.7.14.2 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 compliance in a fashion that maintains the intent of the Part I Plan, the Kedron Part II Plan and the Zoning By-law.



Schedule 'A' Kedron Land Use and Road Plan

Part II Plan for the Kedron Planning Area

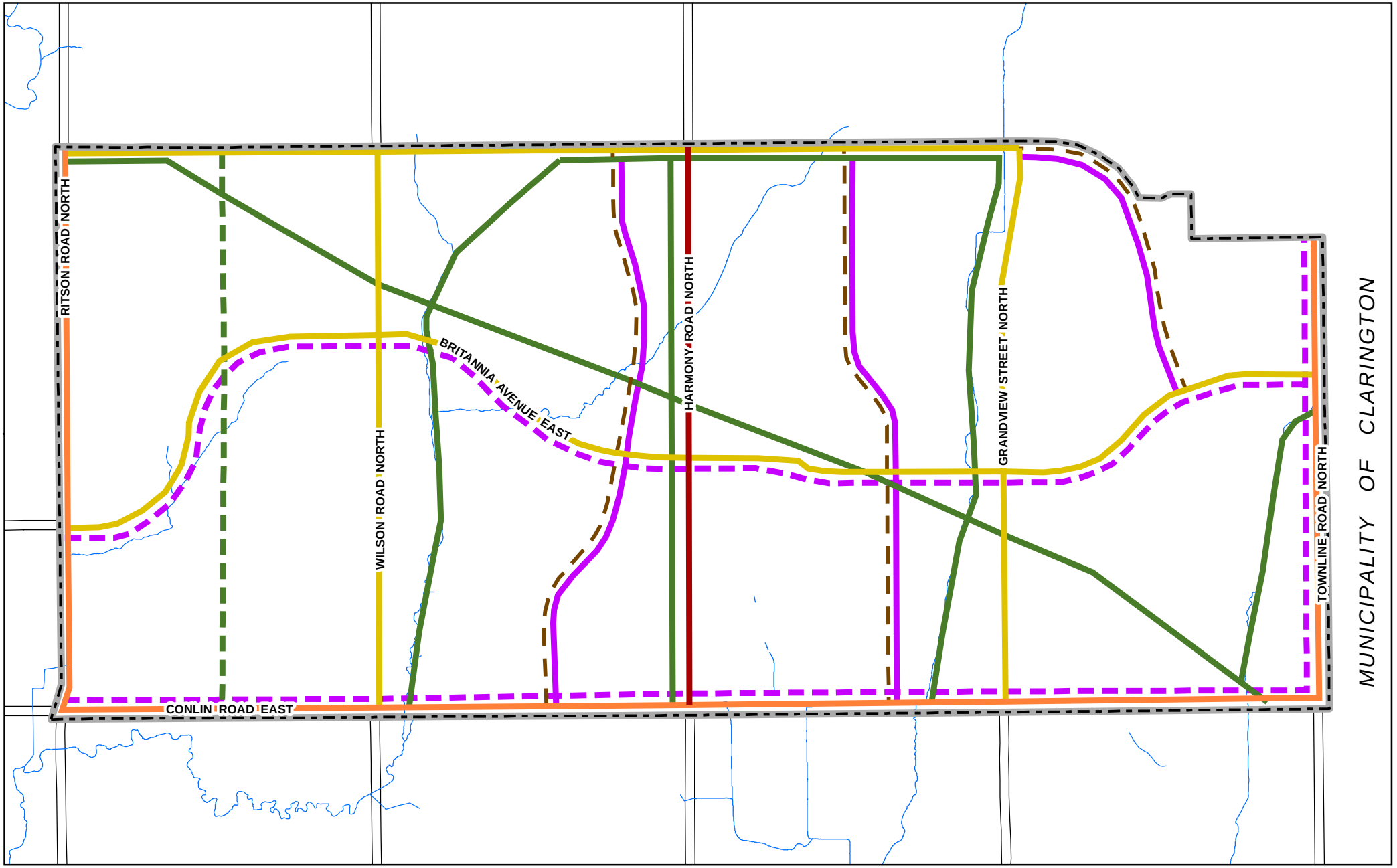
0 50 100 200 300 Meters

January 2019

Development Services Department

Legend

- Residential
  - Low Density Residential
  - Medium Density I Residential
  - Medium Density II Residential
  - High Density I Residential
  - Subject to Policy 8.7.4.9 in Kedron Part II Plan
- Open Space and Recreation
  - Neighbourhood Park
  - Community Park
  - Parkette
  - Open Space and Recreation
  - Schematic Diversion Channel
- Community Use
  - Public Elementary School
  - Public Secondary School
  - Separate Elementary School
  - Community Use
- Mixed Use
  - Mixed Use Node
  - Mixed Use I
  - Mixed Use II
- Transportation
  - Type 'A' Arterial Road
  - Type 'B' Arterial Road
  - Type 'C' Arterial Road
  - Collector Road
- Stormwater Management Facilities
- Kedron Part II Plan Boundary
- Utilities



Schedule 'B'
Kedron Transportation Plan

Part II Plan for the Kedron Planning Area

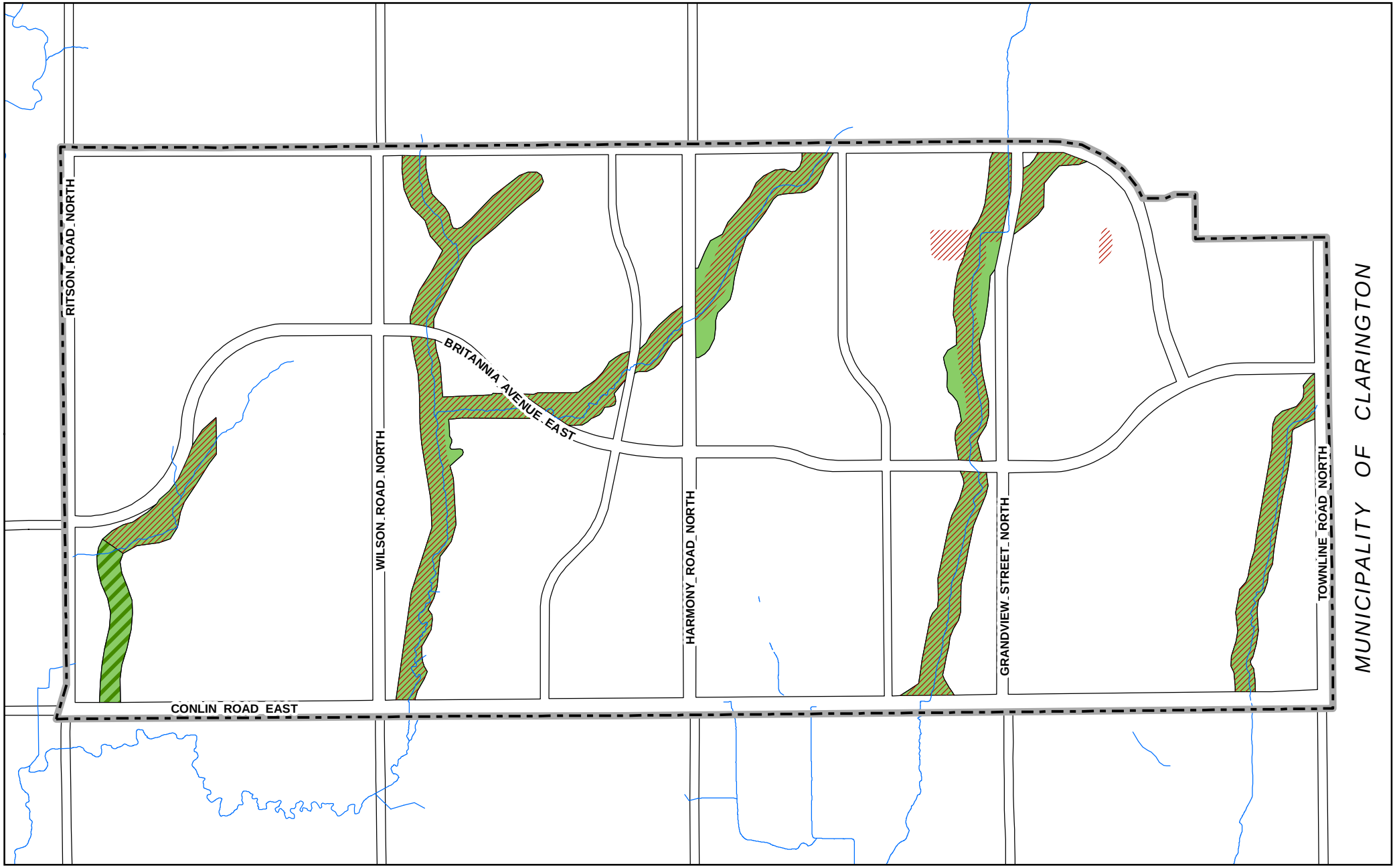
0 50 100 200 300 Meters

Development Services Department

January 2018

Legend

- Part II Plan Boundary
- Type 'A' Arterial Road
- Type 'B' Arterial Road
- Type 'C' Arterial Road
- Collector Road
- On Road Cycling Lanes
- On Road Cycling Routes
- Class I Trail
- Class II Trail



Schedule 'C'
Kedron Environmental Management Plan
Part II Plan for the Kedron Planning Area

0 50 100 200 300 Meters

Development Services Department

January 2018

Legend

- Planning Area Boundary
- Hazard Lands
- Natural Heritage System
- Schematic Diversion Channel

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8.8 Part II Plan for the Columbus Planning Area (OPA 218)

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. 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 l and Mixed Use Node II.

8.8.4.1.2 Areas designated as Mixed Use Node l 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 l 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 l 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 l 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 l

8.8.4.2.1 The Areas designated as Mixed Use Node l 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.

8.8.4.2.2 The areas designated as Mixed Use Node l 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 l shall be designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses and other permitted uses, in a mixed use format during the initial *development* phase or over the longer term.

8.8.4.2.4 The areas designated as Mixed Use Node l 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 l shall be 4 storeys north and 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 l 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 l.

8.8.4.3 Mixed Use Node II

8.8.4.3.1 The area designated as Mixed Use Node ll 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 ll 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 ll 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 ll are intended to serve as a local community focal area. The commercial component of the Mixed Use Node ll 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 ll 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 ll.

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 shall have regard for 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.

The Community Use designation that abuts Columbus Road East includes cultural heritage resources subject to Policy 8.8.6.15 of this Part II Plan in the northeast quadrant of Columbus Road East and the north/south Type "C" arterial road.

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 ac.), 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, subject to Policy 8.8.6.16.

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.

8.8.6.15 Development of areas designated as Community Use with a "Cu" symbol shall be designed to accommodate the sensitive integration of the cultural heritage resources in the northeast quadrant of Columbus Road East and the north/south Type "C" arterial road, 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.

8.8.6.16 The maximum height of any building in an area designated as Community Use with a "Cu" symbol shall be 3 storeys.

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 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 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 To the extent that the information required by the relevant policies of Section 8.8.8.2, Master Environmental Servicing Plan, has not already been provided in the C.S.W.S, the Columbus Servicing Study and the Master Storm Servicing Plan to the satisfaction of the City, the M.E.S.P. shall address, but not necessarily be limited to, the following matters:

(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 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 in accordance with the Environmental Assessment Act, 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; and,

(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.

8.8.9.2.4 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.).

8.8.9.2.5 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.

8.8.9.2.6 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.

8.8.9.2.7 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.

8.8.9.2.8 Generally, access driveways shall be located in accordance with the City’s most recent Engineering Design Standards.

8.8.9.2.9 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.

8.8.9.2.10 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 8.8.9.2.10 of this Part II Plan.

8.8.9.2.11 To ensure designs for laneway development appropriately accommodate emergency services, operational services and storm drainage needs, any segment of a public laneway between two intersections, where said intersections may be with a collector road, local road or another public laneway, shall have a maximum length of 150 metres (493 ft.).

8.8.9.2.12 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.

8.8.9.2.13 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 (CPTED) 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 6.0 metres (19.7 ft.) to 9.0 metres (29.5 ft.) to support a 3.0 metre (9.8 ft.) wide walkway with adjacent landscaping 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 (CPTED) 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 8.8.9.2.6 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.

For non-residential uses in areas designated as Mixed Use Node I or II and 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 and age-friendly planning 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.

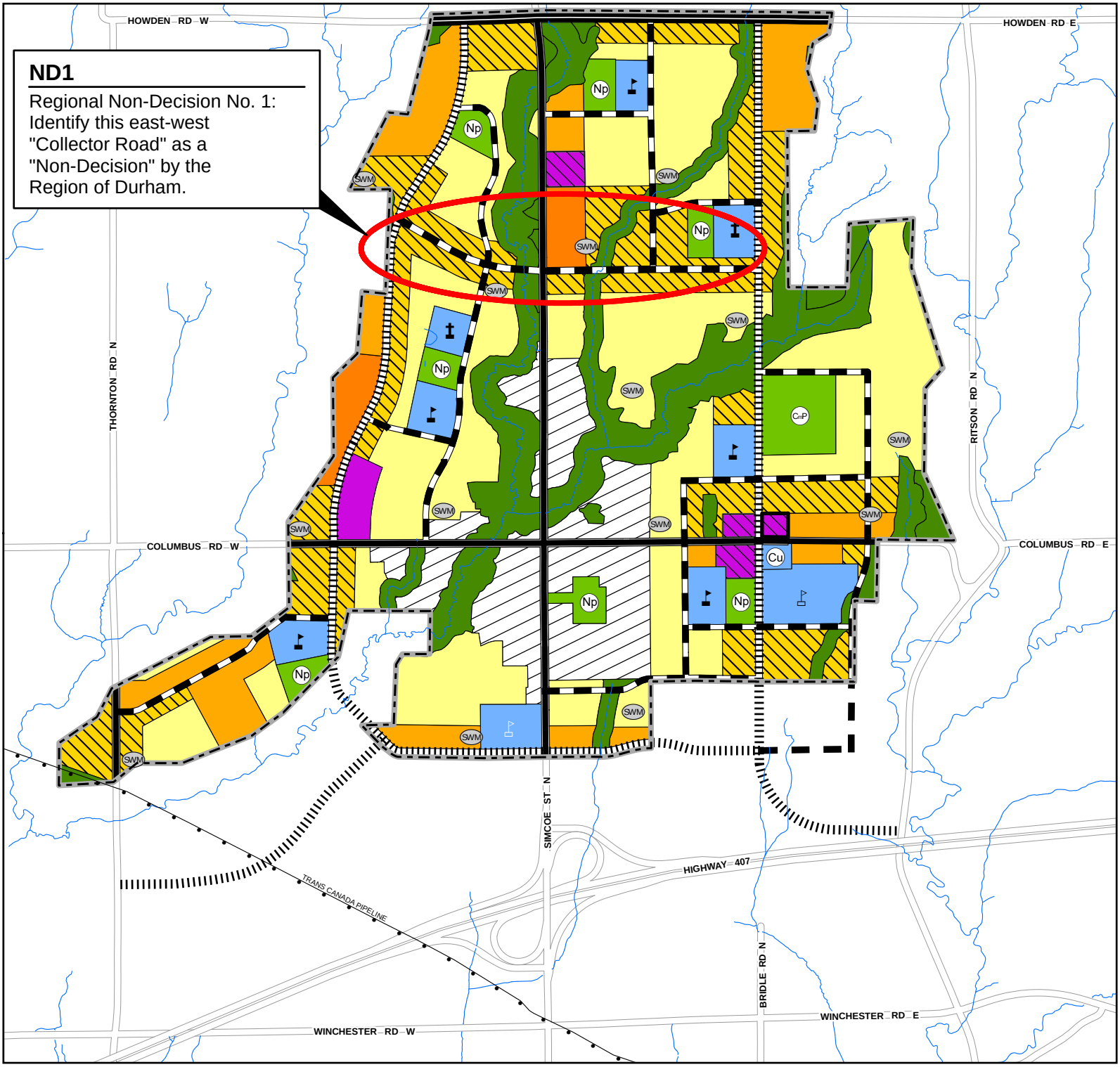
8.8.13.8 The City shall investigate funding opportunities for the provision of infrastructure and programs that promote sustainability.

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 shall 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

0 125 250 500 750 1,000 Meters

December 2024

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 8.8.6.15 in the Columbus Part II Plan

Mixed Use
- Mixed Use Node I
- Mixed Use Node II

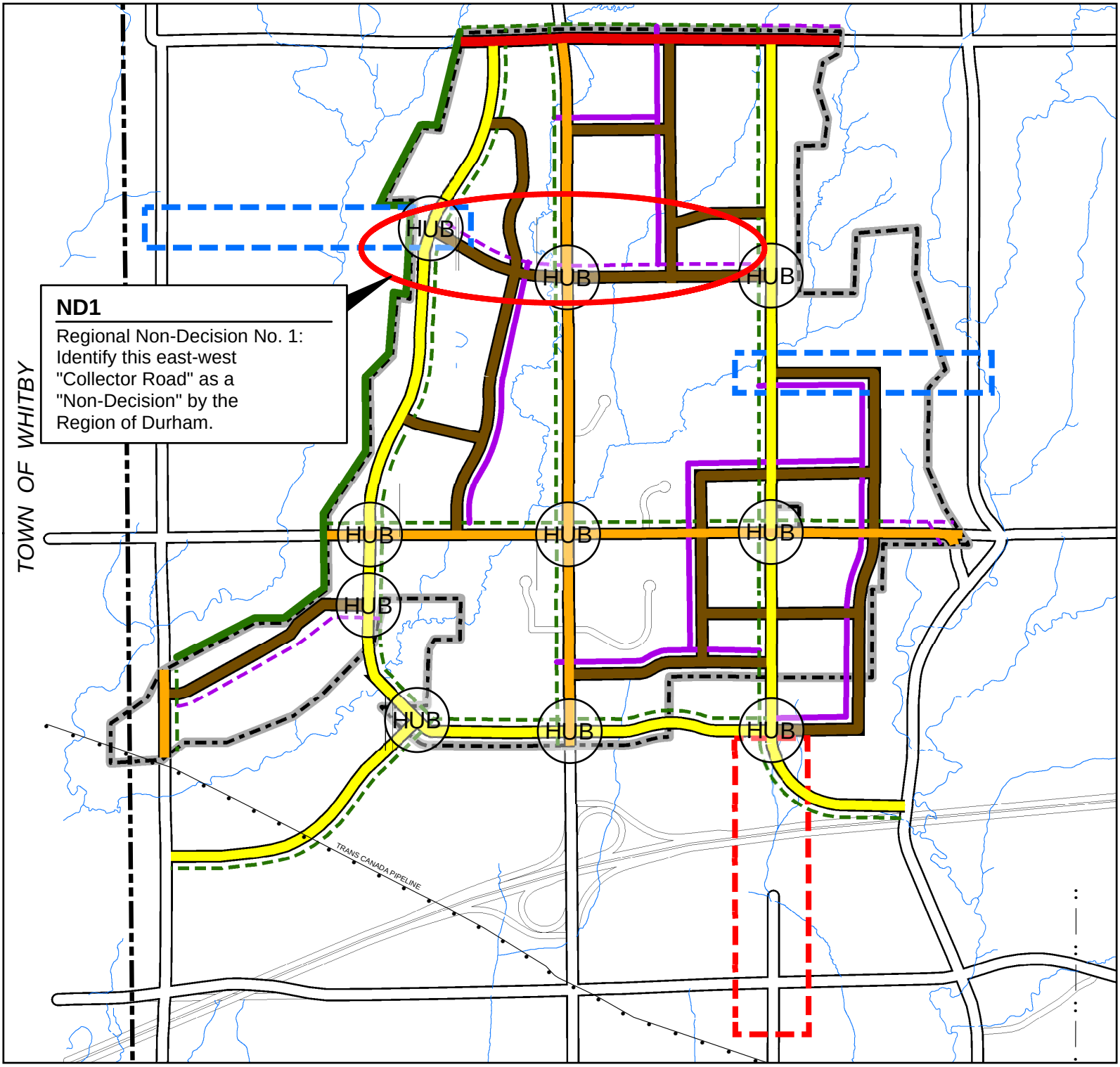
Open Space and Recreation
- Open Space and Recreation
- Np Neighbourhood Park
- CmP Community Park

Community Use
- Cu Community Use
- 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

- SWM Stormwater Management Facilities
- Columbus Part II Plan Area Boundary

N



Schedule "B" Columbus Transportation Plan

Part II Plan for the Columbus Planning Area

0 125 250 500 750 1,000 Meters

December 2024

Economic and Development Services Department

Legend

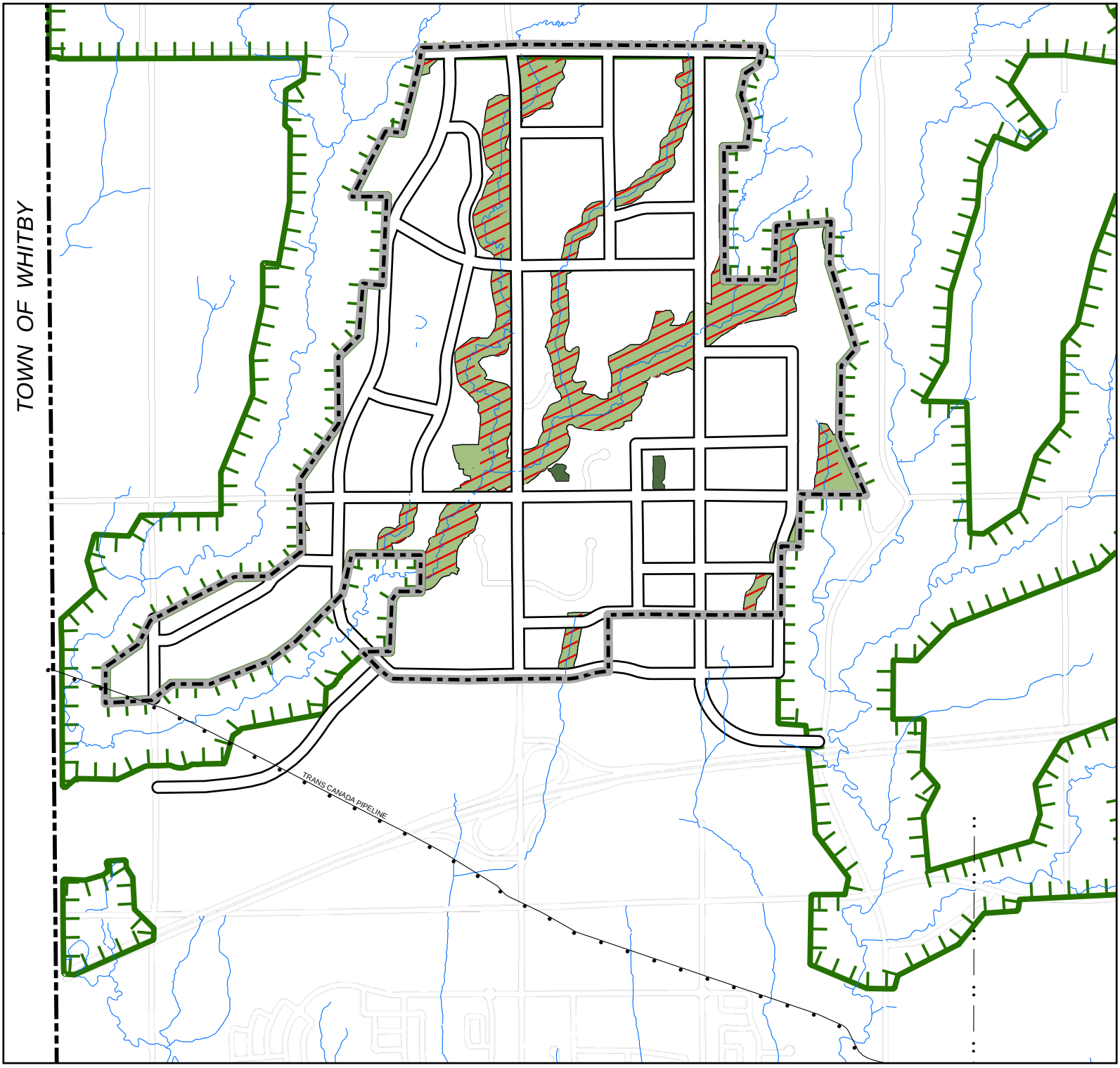
Road Classification
- Type "A" Arterial Road
- Type "B" Arterial Road
- Type "C" Arterial Road
- Collector Road

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 Boundary

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

December 2024

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 Boundary

*Outside of the Columbus Part II Plan Area and south of Howden Road, all lands shown located within the Greenbelt Protected Countryside Area Boundary correspond to the Greenbelt Natural Heritage System.

9.0 Implementation

9.1 General

9.1.1 This Plan has been prepared in conformity with the Durham Regional Official Plan and refines and complements the policies of that Plan. In the event that the Durham Regional Official Plan is amended and a conflict is thereby created with this Plan, in the interim period until such time as this Plan is amended to conform thereto, the policies of the Durham Regional Official Plan shall prevail to the extent of such conflict but in all other respects this Plan shall remain in full force and effect. **(OPA 179)**

9.1.2 For the purposes of this Plan:

"*Comprehensive review*" means an official plan review which is undertaken by the City, or an official plan amendment which is undertaken by the City, in consultation with the Region. A *comprehensive review* also includes an official plan review or an official plan amendment initiated by the Region. Further, *comprehensive review* shall also mean a "municipal comprehensive review" in accordance with the Growth Plan for the Greater Golden Horseshoe, where applicable.

The City shall be required to undertake an area municipal *comprehensive review* to implement the direction from a Regional municipal *comprehensive review*, as incorporated into the Durham Regional Official Plan, regarding settlement area boundary expansions and the conversion of industrial lands designated as Employment Areas in the Durham Regional Official Plan for non-industrial purposes. **(OPA 179)**

9.1.3 Notwithstanding Policy 9.1.2 of this Plan, a "*comprehensive review*" pursuant to the provisions of the Provincial Policy Statement may be undertaken by a proponent of *development* as the basis of a planning study where the lands are within a *Regeneration Area* identified on Schedule "A", in accordance with Policies 2.4.1.3 and 2.4.2.5 of this Plan. **(OPA 179)**

9.1.4 An amendment to this Plan to designate a supply of land for *development* up to the time frame of this Plan, including the extension of urban *development* beyond the Major Urban Area boundary shown on Schedules "A" and "A-2" shall only be undertaken through a *comprehensive review* carried out by the City and also at the Regional level. A *comprehensive review* undertaken for this purpose shall:

(a) Be supported by an analysis which:

(i) Evaluates and demonstrates the need for designating the additional lands, including an assessment of how the growth management objectives identified in Policies 1.7, 1.8 and 2.4.2.1 are being achieved or are planned to be achieved;

(ii) Evaluates the ability of the existing land base in the Major Urban Area to accommodate the growth forecasts identified in Policy 1.9 in accordance with the relevant density and intensification targets of this Plan; and

(iii) Evaluates the potential impact on the *Natural Heritage System* in accordance with the relevant policies of Section 5.0, to determine the extent of lands that may be considered for *development* and be designated accordingly;

(b) Address the requirements of Policy 5.8.13 to ensure that upstream and downstream flooding conditions will not be exacerbated;

(c) Ensure that consideration is given to implementing relevant existing *watershed plans* through the amendment. In this regard the City shall consult with the Region and appropriate Conservation Authority to determine if any updates are required to an existing *watershed plan*;

(d) Include an evaluation of existing or committed infrastructure, and ensure that the amendment recognizes phasing of *development* in accordance with the Region's 20-year servicing plan;

(e) Include a phasing strategy for *development* in the Major Urban Area as part of the amendment, through secondary plans in *Greenfield* areas and an intensification strategy in *built-up area*s;

(f) Assess municipal financial capabilities, including the ability to service any proposed expansion area with full municipal services;

(g) Examine how areas designated as Prime Agricultural may be avoided where possible, or as a secondary alternative, how *prime agricultural lands* within Prime Agricultural areas may be avoided. Where it is not possible to avoid *prime agricultural lands*, the location of urban boundaries will make use of natural or artificial features, such as road allowances and valleylands, to the greatest extent possible to mitigate potential conflicts between urban *development* and *agricultural uses*;

(h) Evaluate the aggregate resource capability of any proposed boundary expansion area;

(i) Ensure that any proposed expansion of the Major Urban Area does not include expansion into the Greenbelt Protected Countryside Area;

(j) Ensure that any proposed expansion makes available sufficient lands for a time horizon not exceeding 20 years;

(k) Ensure that expansions to urban area boundaries are contiguous to an existing urban area, wherever possible, to facilitate orderly and sequential *development*; and

(l) Address other matters as deemed relevant by City Council.

(OPA 179)

9.1.5 The policies set forth in this Plan shall be implemented by both public and private initiatives. All *development*, public works and relevant municipal by-laws, except as provided in the Planning Act, shall conform to this Plan. **(OPA 179)**

9.1.6 The City shall adopt *development* application streamlining procedural guidelines, including specific timeframes for each major stage of the *development* approvals process. **(OPA 24, 179)**

9.1.7 All agricultural and non-agricultural *developments* outside of the Major Urban Area shall comply with the Provincial *minimum distance separation formulae*. **(OPA 179)**

9.2 Part II Plans

9.2.1 Part II Plans shall be prepared for certain Part II Planning Areas in order to refine and complement the policies of this Plan. Such Part II Plans shall be approved as amendments to this Plan. **(OPA 179)**

9.2.2 Secondary plans approved under the Official Plan of the former Oshawa Planning Area and the Official Plan for the former East Whitby Planning Area shall be brought into conformity with this Plan and approved as Part II Plans. Secondary plans approved under the respective former Official Plans shall remain in effect until such time as such secondary plans are brought into conformity with this Plan and approved as Part II Plans.

9.3 Zoning By-laws

9.3.1 This Plan shall be implemented through the enactment of a zoning by-law in conformity with the policies of this Plan and pursuant to the Planning Act. **(OPA 179)**

9.3.2 It is the intent of this Plan that existing uses that do not conform to the policies of this Plan shall, in the long term, be brought into conformity with the policies of this Plan. However, notwithstanding the foregoing and Policy 9.3.1, this Plan is not intended necessarily to prevent the continuation, expansion or enlargement of uses which do not conform to the policies of this Plan. At its discretion, the City may zone to permit the continuation, expansion or enlargement of existing uses, or as an exception to permit minor variations of existing uses to similar types of uses, provided that such uses:

(a) Have no adverse effect on the present uses and/or functions of the surrounding lands;

(b) Comply with the Provincial *minimum distance separation formulae*;

(c) Have frontage on a public highway which has been assumed for public use as a highway and is fully maintained year round including winter snow and ice control, by the City or the Region;

(d) Do not detrimentally affect the implementation of this Plan, Part II Plans or Community Improvement Plans;

(e) Where located on the Oak Ridges Moraine, conform to the provisions of Policy 5.13.9.2.1 of this Plan; and

(f) Where located in the Greenbelt Protected Countryside Area, conform to the provisions of Policy 5.14.9.2.1 and, where applicable, Policy 5.14.9.3.1 of this Plan.

Each case will be considered on its own merits by the City and may be subject to site plan controls. The City shall not support lot creation associated with such uses.

(OPA 179)

9.3.3 Notwithstanding the provisions of Policy 9.3.1 of this Plan, the City may zone lands to an agricultural or other appropriate zoning category where there is insufficient information to determine specific zoning categories or where the *development* of such lands is considered to be premature or not in the public interest. Such lands shall be zoned in accordance with the policies of this Plan at such time as there is sufficient information to determine specific zoning categories and the *development* of such lands is no longer considered to be premature or not in the public interest. **(OPA 179)**

9.3.4 Notwithstanding the provisions of Policy 9.3.1 of this Plan, in accordance with Section 35 of the Planning Act and Policy 14.5.2 of the Durham Regional Official Plan, the City may zone lands to a specific zoning category and include as a suffix the holding symbol (“h”) thereby identifying the specific uses of the lands until such time as the holding symbol is removed by amendment to the zoning by-law.

When passing a by-law to utilize the holding symbol, the by-law shall specify the uses that may be permitted while the (“h”) is in place. Generally, such uses shall be limited to existing uses and/or other uses which would not have a detrimental effect on the intended future uses of the lands. The holding symbol may be used anywhere in the City in situations where the specific future use of land is known, but *development* is premature until all of the following requirements are met, as applicable:

(a) That adequate sanitary, water, storm and/or transportation services and facilities are available to serve the *development*;

(b) That any adverse environmental effects or constraints have been resolved;

(c) That there is sufficient market demand to support the *development*;

(d) That site plan approval has been obtained from the City where applicable and an appropriate site plan agreement has been entered into with the City pursuant to Section 41 of the Planning Act;

(e) That the lotting pattern and lot mix are satisfactory to the City, and promote pedestrian-friendly, transit-oriented *development*; **(OPA 56)**

(f) The creation of cross-access property easements for vehicular and/or pedestrian traffic to the City's satisfaction; **(OPA 108)**

(g) That suitable arrangements are made for the acquisition of any lands required for the construction of arterial and collector roads as designated in this Plan; **(OPA 114)**

(h) That any costs associated with undertaking appropriate studies that facilitate *development* and that are paid for by the City be reimbursed by the owner on a proportionate basis to the satisfaction of the City; **(OPA 169)**

(i) That the City is satisfied that the *development* will not detrimentally affect the City's ability to achieve the growth management objectives identified in Policies 1.7 and 1.8; and

(j) That a subdivision, condominium or any other development agreement required by the City be fully executed by all parties; and **(OPA 212)**

(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. **(OPA 212)**

A by-law to remove the holding symbol shall be passed by Council or by City staff if delegated by Council, at such time as the above requirements have been met through meeting the conditions and/or providing the services required or when suitable arrangements for meeting the conditions and/or providing the services required have been made to the satisfaction of the Council or City staff if delegated by Council having jurisdiction. **(OPA 207)**

(OPA 179)

9.3.5 The City may, by by-law, authorize increases in the height and density of *development* otherwise permitted by the zoning by-law in return for the

provision of such facilities, services or matters as are set out in the by-law. Increases in height and density may be considered in the following situations:

(a) Provision of parkland beyond the parkland dedication provisions of Policy 2.6.3.2 of this Plan;

(b) Provision of utilities or municipal services which will facilitate the development of a substantial amount of lands beyond those lands that are being proposed for *development* by the landowner that is providing such utilities or municipal services;

(c) Provision of community facilities such as community centres, walking and cycling facilities such as pedestrian walkways, bicycle paths, and park facilities that will serve existing and new residents of a community; and

(d) Preservation of *heritage resources*.

(OPA 179)

9.3.6 The City may pass interim control by-laws pursuant to the Planning Act, where the City has directed that a study be undertaken of land use planning policies in the City or in any defined area(s) of the City.

9.3.7 The City may pass by-laws pursuant to the Planning Act, in order to authorize the temporary use of any land, buildings or structures for any purpose set out in such by-laws.

9.3.8 The zoning by-law shall establish limits to prevent *development* and *site alteration*, other than as permitted under Policy 5.4.4 of this Plan, within those components of the *Natural Heritage System* that are the subject of Policy 5.4.4 and also within the associated, buffers, including minimum *Vegetation Protection Zones* as outlined on Table 6. **(OPA 179)**

9.3.9 Council may, by by-law, delegate the authority to pass by-laws under Section 34 of the Planning Act that are minor in nature to a committee of Council or an individual who is an officer, employee or agent of the municipality. Council may delegate one or more of the following types of minor zoning by-laws:

(a1) By-laws to authorize the temporary use of land, buildings or structures pursuant to Policy 9.3.7 of this Plan, including any grant of extensions in accordance with subsection 39(3) of the Planning Act; and,

(b1) Minor zoning by-law amendments.

The delegation of authority to pass a by-law to authorize the temporary use of land, buildings or structures and pass minor zoning by-law amendments is subject to the following criteria:

(a2) An official plan amendment is not required, and the zoning by-law maintains the general intent and purpose of this Plan;

(b2) A draft plan of subdivision is not required or proposed concurrently that proposes four (4) or more lots and/or blocks;

(c2) Any concerns raised by the public and/or staff during the application review and consultation process are resolved prior to the passing of the by-law, to the satisfaction of the delegated committee of Council, officer, employee or agent of the municipality.

(OPA 227)

9.4 Site Plan Control

9.4.1 Notwithstanding the definition of *development* provided in Policy 1.6 of this Plan, for the purposes of Section 9.4, *development* means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, or the laying out or establishment of a commercial parking lot. **(OPA 179)**

9.4.2 The entire area covered by this Plan is hereby designated as a proposed site plan control area. In addition, residential and mixed use *developments* containing three or more dwelling units shall be subject to site plan control. **(OPA 12, 179)**

9.4.3 The City may, by by-law, designate the whole or any part of a proposed site plan control area as a site plan control area.

9.4.4 The City may, by by-law, define any class or classes of *development* to be exempt from site plan control. In this regard, the following classes of *development* shall be exempt from site plan control: **(OPA 12)**

(a) Low density residential development containing less than three dwelling or lodging units, including any accessory buildings or structures; **(OPA 130)**

(b) Farm buildings and structures;

(c) Any structure erected for the purpose of flood or erosion control;

(d) Mineral aggregate extraction including *wayside pits and quarries*;

(e) Any temporary building or structure as may defined in a zoning by-law; and

(f) Any building or structure on lands owned or leased by the City, Regional Municipality of Durham, Province of Ontario, Government of Canada, Oshawa Public Utilities Commission or any other Public Utility Corporation as defined in the Public Utilities Corporations Act, Ontario Power Generation Incorporated, Hydro One Networks Inc., Oshawa Port Authority, and the Central Lake Ontario Conservation Authority and the Kawartha Conservation Authority.

Notwithstanding the foregoing, within the Oak Ridges Moraine site plan control shall also be applied to the uses identified in Policy 5.13.9.3.2 of this Plan.

(OPA 179)

9.4.5 No *development* shall be undertaken within a site plan control area designated in accordance with Policy 9.4.3, unless exempt from site plan control under Policy 9.4.4, until the City has approved plans and/or drawings sufficient to display the matters set out in Subsections 41(4) and 41(5) of the Planning Act, including, but not limited to: **(OPA 130)**

(a1) Matters relating to exterior design, including without limitation, the character, scale, appearance and design features of buildings and their sustainable design; and

(b1) Sustainable design elements within an adjoining City right-of-way, including, without limitation, trees, landscaping, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.

As a condition of the approval of the plans and/or drawings required in this Section, the City may require the owner of the land to:

(a2) Provide and maintain, to the satisfaction of and at no expense or risk to the City, the facilities, works or matters set out in Section 41(7) of the Planning Act;

(b2) Enter into one or more agreements with respect to the provision and maintenance of such facilities, works or matters; and

(c2) Enter into one or more agreements to ensure that *development* proceeds in accordance with the approved plans and drawings as required by this Section.

(OPA 179)

9.4.6 The City, as a condition of site plan approval, may require the conveyance of lands to the City for road widenings, transit, walking and cycling facilities

within the road allowance, turning lanes and/or sight triangles, at no cost to the City.

Such road widenings shall be calculated to be of an equal width on each side of the road allowance such that the total right-of-way width shall not exceed the maximum right-of-way width for respective types of roads as specified on Table 5 or in the Durham Regional Official Plan, subject to Policy 3.2.11 of this Plan. In certain instances, however, due to circumstances such as topography or existing building lines, a greater road widening may be required from one side of the road than the other. However, only one half of the maximum widening specified on Table 5, or in the Durham Regional Official Plan for Type "A" and Type "B" arterial roads designated in that plan will be taken on any side of a road through site plan control, excluding any additional widenings required to accommodate walking and cycling facilities.

Intersections may be improved through the provision of turning lanes and/or sight triangles. Such turning lanes and/or sight triangles may be in addition to any road widenings and the following maximums shall apply:

(a) Turning lanes and/or sight triangles at the intersection of Type "A" and Type "B" arterial roads shall be in accordance with the Durham Regional Official Plan;

(b) Turning lanes at the intersection of collector or Type "C" arterial roads with Type "A", Type "B" or Type "C" arterial roads may be required along the collector or Type "C" arterial road to a maximum of 4 metre wide x 110 metre (13 ft. x 360 ft.) long plus an additional 120 metre (394 ft.) long transition area for tapering to the road right-of-way.

(OPA 179)

9.4.7 Prior to granting site plan approval to a proposed *development* which abuts a road under the jurisdiction of the Region of Durham, the City shall ensure that the Region has been advised of the proposed *development* and has been afforded an opportunity to address the matters set out in Section 41(8) of the Planning Act. **(OPA 179)**

9.5 Subdivision Control

9.5.1 The City shall recommend to the Region the approval of only those plans of subdivision which comply with the policies of this Plan and the provisions of the Planning Act. **(OPA 179)**

9.5.2 The City may, under conditions of approval for plans of subdivision pursuant to the Planning Act, require that the owner(s) enter into one or more agreements which may be registered against the title of the subject lands.

9.5.3 The City may, under conditions of approval for plans of subdivision pursuant to the Planning Act, include a lapsing date in accordance with Section 51(32) of the Planning Act. If approval of a draft plan of subdivision lapses, the growth management objectives of Policies 1.7, 1.8 and 2.4.2.1 and the overall density and *Floor Space Index* targets of Policies 2.1.1.3, 2.1.5.3, 2.1.5.4 and 2.14.2.6 are key criteria that shall be considered, as applicable, during the review process for any new draft plan of subdivision. **(OPA 179)**

9.5.4 In the event that a plan of subdivision or part thereof has been registered for eight years or more and does not meet the growth management objectives of Policies 1.7, 1.8 and 2.4.2.1, as applicable, and does not conform to the relevant policies of this Plan, the City may use its authority under Section 50(4) of the Planning Act to remove the registration of the plan of subdivision. **(OPA 179)**

9.6 Committee of Adjustment

9.6.1 The City shall, by by-law, appoint a Committee of Adjustment in accordance with the provisions of the Planning Act.

9.6.2 Pursuant to the Planning Act, the Committee of Adjustment may:

(a) Authorize minor variances from the provisions of a zoning by-law or an interim control by-law;

(b) Allow the extension of a legal non-conforming use;

(c) Permit a legal non-conforming use to be changed to a similar use or to a use which is more compatible with the uses permitted in the zoning by-law; and

(d) Determine conformity of any specific use in situations where permitted uses are defined in general terms in the zoning by-law.

9.6.3 The City may, by by-law, empower the Committee of Adjustment to grant minor variances from any or all by-laws that implement this Plan.

9.7 Servicing

9.7.1 *Development* or redevelopment within the Major Urban Area shall be subject to the provision of full municipal services including sanitary sewer, water and storm water management facilities. **(OPA 179)**

9.7.2 Generally, *development* within the Major Urban Area shall be based on the progressive extension and economic utilization of utilities and municipal services. **(OPA 179)**

9.7.3 *Development* or redevelopment within the Major Urban Area shall not be permitted to any extent greater than that which can be efficiently and

economically provided with utilities and services in accordance with the policies of this Plan. **(OPA 179)**

9.7.4 The City may limit the type and intensity of any *development* or redevelopment if, in the opinion of the City, the provision of any utilities, services or transportation facilities would cause a financial burden or other hardships upon the City. **(OPA 179)**

9.7.5 The phasing and timing of the provision of utilities and services shall be at the discretion of the authority having jurisdiction and the approval of this Plan shall not obligate any authority to install such utilities and services.

9.7.6 Notwithstanding the provisions of Policy 9.7.1 of this Plan, limited *development* may be permitted within the Major Urban Area without the provision of full municipal services in accordance with the relevant policies of this Plan and the Durham Regional Official Plan and subject to the approval of, and satisfactory financial arrangements with, the authority having jurisdiction for respective services. In addition to the foregoing, as an exception, *development* may be permitted as infilling on existing lots of record or on lots created by consent in areas designated as Residential prior to the availability of sanitary sewers and/or municipal water supply in accordance with the relevant policies of this Plan and the Durham Regional Official Plan provided that the *development* does not detrimentally affect the policies of this Plan and subject to the inclusion of appropriate provisions in the zoning by-law. **(OPA 179)**

9.7.7 *Development* in areas beyond the Major Urban Area shall be subject to the relevant policies of this Plan and the Durham Regional Official Plan with respect to the provision of utilities and services. **(OPA 179)**

9.7.8 *Development* within the Oak Ridges Moraine as shown on Schedule “A” shall not be permitted on partial municipal services, unless such services are deemed necessary to address a serious health concern or environmental concern identified by the Region’s Medical Officer of Health or other designated authority. **(OPA 115, 179)**

9.8 Fiscal Impact Studies **(OPA 59)**

9.8.1 In considering applications to amend this Plan, Part II Plans or the zoning by-law, the City may, at its discretion require the submission of a fiscal impact study to determine the implications of the proposed *development* upon the financial position of the City. **(OPA 179)**

9.9 Consents

9.9.1 The City, in reviewing applications for consent, shall have regard for the policies of this Plan and City zoning by-laws, the consent policies of the Durham Regional Official Plan and the relevant provisions of the Planning Act. **(OPA 179)**

9.9.2 The City shall not support the division of land by consent for any use not in conformity with this Plan, zoning by-laws or other City by-laws.

9.9.3 The size of any parcel of land created by consent shall be appropriate for the use proposed and, in no case, shall any lot be created which does not conform to the provisions of the zoning by-law without the approval of an application to the Oshawa Committee of Adjustment.

9.9.4 Generally, the City shall not support the division of land for the creation of new lots within *Hazard Lands* or those components of the *Natural Heritage System* indicated in Policy 5.4.4 of this Plan and/or any associated buffer, except for those purposes specified in this Plan such as natural heritage conservation purposes in accordance with Policy 5.4.15 of this Plan. However, applications for consent may be given consideration in accordance with Policies 5.3.4, 5.3.5, 5.5.1, 5.8.7, 5.13.4.2 and 5.14.5.1 of this Plan. **(OPA 179)**

9.9.5 The lands subject of any application for consent for multi-unit residential, commercial or industrial uses may be designated a site plan control area in accordance with the provisions of Policy 9.4.2 of this Plan. **(OPA 179)**

9.9.6 The division of land by consent shall be subject to the following:

(a) The land fronts on a public highway which has been assumed for public use as a highway and is fully maintained year round including winter snow and ice control by the City or the Region; and

(b) The City is satisfied that a plan of subdivision is not required. Generally, three additional lots may be considered as the maximum number of new lots that may be created by consent from one parcel of land.

9.9.7 The City shall not support the division of land by consent in situations where rear land would be rendered undevelopable as a result of the consent.

9.9.8 Notwithstanding Policy 9.9.6(a) of this Plan, the City may support an application for consent to create a land-locked parcel related to a land assembly for future subdivision *development*, provided that there is an overall plan indicating the approximate extent of the land assembly and provisions for future access. **(OPA 179)**

9.9.9 In the review of applications for the division of land by consent beyond the Major Urban Area, consideration shall be given to the following:

(a) The preservation of good agricultural land for agricultural purposes;

(b) The prevention of scattered isolated rural residential *development*;

(c) The soil and drainage conditions are suitable to permit the proper siting of buildings, to obtain a sufficient and potable water supply and to permit the installation of an adequate sewage disposal system;

(d) The Provincial *minimum distance separation formulae*; and

(e) The provisions of Policies 2.8.2.4, 2.8.2.5, 5.4.15, 5.13.4.2 and 5.14.5.1, where applicable.

(OPA 179, 195)

9.9.10 In areas designated as Open Space and Recreation and Prime Agricultural, any severance applications for *agricultural uses*, *agricultural-related uses* and *secondary agricultural uses* shall be considered in accordance with Policy 2.6.1.8.1 and Section 2.8 of this Plan. **(OPA 179)**

9.9.11 **Additional Consent Policies within the Oak Ridges Moraine (OPA 115)**

9.9.11.1 A lot may be created in the Open Space and Recreation ORM – Countryside, Prime Agricultural ORM – Countryside and Hamlet ORM – Rural Settlement Area designations subject to the policies of this Plan including Policies 5.13.4.2 and 2.8.4.7, as applicable, and under the following conditions:

(a) Severance of 40 hectare (99 ac.) parcels or greater for *agricultural uses* may be permitted if the subject properties have previously merged in title and the severance follows the original lot lines or original half lot line and the retained portion has an area of at least 40 hectares (99 ac.);

(b) Allowing land acquisition for transportation, infrastructure and utilities, but only if the need for the project has been demonstrated and there is no reasonable alternative;

(c) The addition of adjacent land to an existing lot, but only if the adjustment does not result in the creation of a lot that is undersized for the purpose for which it is being or may be used;

(d) Facilitating conveyances to public bodies or non-profit entities for natural heritage conservation;

(e) Facilitating residential infilling within the Hamlet – ORM Rural Settlement Area designation; or

(f) Compliance with the consent policies of the Durham Regional Official Plan.

(OPA 179)

9.9.11.2 A lot created in accordance with the policies of Policy 9.9.11.1 shall be subject to the following conditions:

(a) When a lot is created, Council shall enter into a site plan agreement or other agreement with the applicant to establish conditions requiring that natural self-sustaining vegetation be maintained or restored in order to ensure the long-term protection of any *key natural heritage* or *key hydrologic features* on the lot, and associated minimum *Vegetation Protection Zone*.

(b) Comply with the relevant provisions of the Oak Ridges Moraine Conservation Plan.

(OPA 179)

9.10 Capital Budget

9.10.1 This Plan shall form a basis for the City to formulate and adopt capital budgets and programs that implement the policies of this Plan. **(OPA 179)**

9.11 Municipal Land Acquisition

9.11.1 The City may acquire, manage or dispose of any land, building or structure in order to implement any feature of this Plan in accordance with the provisions of the Municipal Act, Planning Act, Regional Municipality of Durham Act or any other Act.

9.11.2 Acquisition of land by the City, public agencies and utility providers for infrastructure to implement any feature of this Plan may be considered, in accordance with the policies of this Plan, the Durham Regional Official Plan, applicable statutes, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, where applicable. **(OPA 179)**

9.12 Citizen Participation

9.12.1 The City shall endeavour to ensure that residents and landowners are provided with various and adequate opportunities to participate in the planning process.

9.12.2 The City may hold public information meetings or undertake other appropriate measures to inform and seek input from City residents and landowners when Part II Plans, Community Improvement Plans, zoning by-laws, draft plans of condominium and subdivision, or amendments to this Plan are being formulated. **(OPA 185)**

9.12.3 The City shall hold at least one public meeting and shall give appropriate notice at least twenty days in advance of City Council considering amendments to this Plan, Part II Plans, Community Improvement Plans, zoning by-laws or amendments thereto. Any person who attends the public meeting shall be given an opportunity to make representation. **(OPA 10)**

9.12.4 The advance notice period required by Policy 9.12.3 shall apply to all subsequent public meetings held on the same matter. **(OPA 10, 179)**

9.13 Official Plan Review

9.13.1 This Plan shall be subject to a *comprehensive review* at least once every five years and shall be updated appropriately as required.

9.13.2 The City shall initiate a *comprehensive review* of this Plan at the appropriate time to inform the City's participation in Provincial Plan Reviews, including the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan for the Greater Golden Horseshoe. **(OPA 179)**

9.14 Temporary and Occasional Uses on City Land (OPA 114)

9.14.1 Notwithstanding any other policies in this Plan to the contrary, the City may permit limited commercial, recreational and institutional uses on City property on a temporary and occasional basis provided the proposed temporary and occasional use is compatible with adjacent uses. **(OPA 179)**

9.15 Peer Reviews (OPA 179)

9.15.1 Where an applicant is required by the policies of this plan to submit a study in support of a *development*, the City may at its sole discretion, determine that a peer review be undertaken. A qualified professional acceptable to the applicant and the City shall be retained to undertake such a study and the expense shall be borne by the applicant.

9.16 Monitoring (OPA 179)

9.16.1 The City will undertake regular monitoring of appropriate indicators to assess performance related to:

(a) The following key growth management objectives:

(i) The population and employment forecasts identified in Policy 1.9, coincident with the release of relevant Census of Canada information, and updates to the Growth Plan for the Greater Golden Horseshoe;

(ii) The City's annual *residential intensification* target within the *Built-up Area*, as prescribed in Policy 1.7;

(iii) The density and *Floor Space Index* targets identified in Policy 2.1.1.3 for the Downtown Oshawa Urban Growth Centre, the Downtown Main Central Area outside of the Downtown Oshawa Urban Growth Centre, the Windfields Main Central Area and Sub-Central Areas;

(iv) The density and *Floor Space Index* targets identified in Policies 2.1.5.3 and 2.1.5.4 for Intensification Areas along Regional Corridors and Local Corridors, respectively;

(v) The density and *Floor Space Index* targets identified in Policy 2.14.2.6 for areas designated as Residential within the Oshawa Harbour Special *Development* Area;

(vi) The target of accommodating at least fifty percent (50%) of all forecast employment in areas designated as Industrial, as prescribed in Policy 2.4.2.1; and

(vii) The overall City-wide *gross density* of population and jobs in relation to the 50 residents and jobs combined per hectare (20.23 residents and jobs combined/ac.) target in *Greenfield* areas in accordance with Policy 1.8, and more specifically, any minimum density requirements for different types of *development* in *Greenfield* areas, specific density targets for different categories of land use in *Greenfield* areas and/or timing/phasing requirements for *development* in *Greenfield* areas, such as prescribed under Policies 2.4.2.4 and 8.1.2 of this Plan;

(b) Various criteria pertaining to residential *development*, including the price and range of housing produced in the City, in accordance with Policy 6.8.1;

(c) The ongoing implementation of the student accommodation strategy, in accordance with Policy 6.8.1;

(d) The extent of residential and mixed-use *development* within individual Part II Plans relative to the area designated in each respective Part II Plan for residential and mixed-use *development* combined, in accordance with Policy 8.1.5; and

(e) Efforts to reduce the overall greenhouse gas emissions generated by the municipality's own corporate activities and functions.

9.17 Built Form (OPA 185)

9.17.1 The City shall have regard to built form that is well designed, encourages a sense of place and provides for public places that are of high quality, safe, accessible, attractive and vibrant.

9.18 Pre-Consultation (OPA 212)

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.

9.19 Complete Application (OPA 212)

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.

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10.0 Interpretation

10.1 General

10.1.1 Unless otherwise specified in this Section, deviations from the policies and Schedules of this Plan or the intent thereof will require an amendment to this Plan.

10.1.2 In order to provide for flexibility in the interpretation of the text and Schedules of this Plan, the following shall apply:

(a) All numbers and quantities shown in this Plan, with the exception of floor space indices, shall be considered to be approximate. Minor changes to such numbers and quantities will be permitted without amendment to this Plan, provided that such changes do not affect the intent of this Plan.

(b) Boundaries of land use designations shown on Schedules “A” and “A-1” and in Part II Plans shall be considered as approximate. Minor adjustments to these land use boundaries will be permitted without amendment to this Plan except where such boundaries coincide with identifiable features such as roads, railways, creeks and utility rights-of-way. For the purpose of clarification, where a study such as an Environmental Impact Study further defines the limits of the Natural Heritage System within the area of a *development* application, corresponding adjustments to the boundaries of any related portion of the Open Space and Recreation designation shall also be permitted without amendment to this plan.

(c) The location of roads shown on Schedules “A”, “A-1”, “A-2”, “B”, “B-1” and “B-2” shall be considered as approximate. Minor adjustments to the location of these roads or land use boundaries defined by roads will be permitted without amendment to this Plan.

(OPA 179)

10.1.3 Examples of permitted uses as included in this Plan are intended to illustrate the range of activities in each respective land use designation. Specific uses shall be defined for an area at such time as the zoning by-law comes into effect.

10.1.4 Uses, policies or conditions which are subject to inclusion in a Part II Plan, do not require inclusion within a Part II Plan for the purpose of passing zoning and other by-laws or approving subdivisions, site plans or site plan agreements, provided that the general intent of this Plan is maintained.

10.1.5 The delineation of land uses, roads and other features on the Schedules of this Plan or textual references to such features shall not be interpreted as a

commitment by the City to provide roads or services at the location indicated in a certain period of time.

10.1.6 References to any legislation, authority or agency which ceases to exist subsequent to the preparation of this Plan, and to whom responsibilities relating to this Plan or its implementation are charged, will be transferred to any subsequent legislation, authority or agency which assumes responsibility without requiring an amendment to this Plan.

10.1.7 Changes to the policy numbering and cross-referencing of policy sections, minor editorial and map changes may be permitted without an amendment to this Plan, provided the intent of the Plan is maintained. **(OPA 59)**

10.1.8 This Plan has been prepared in accordance with relevant Provincial policies and/or plans. Specific terms appearing in *italics* are defined in this Plan and these definitions are consistent with the definitions provided in the Provincial Policy Statement (PPS), Oak Ridges Moraine Conservation Plan, Greenbelt Plan, and Growth Plan for the Greater Golden Horseshoe. For specific applicability to any respective Provincial Policy or Plan regard should be given to that document. For specific applicability to lands located within the Oak Ridges Moraine as shown on Schedules “A” and “A-1”, reference shall be made to Section 3 of the Oak Ridges Moraine Conservation Plan for detailed definitions of terms used in the relevant policies of this Plan. For specific applicability to lands located within the Greenbelt Protected Countryside Area as shown on Schedule “A”, reference shall be made to the “Definitions” section of the Greenbelt Plan for detailed definitions of terms used in the relevant policies of this Plan. **(OPA 115, 179)**

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

See Schedule 'A-1' Land Use

ND1

Regional Non-Decision No. 1: Identify these conversions as "Non-Decisions" by the Region of Durham.

See Schedule 'A' Land Use South Half

Schedule 'A' Land Use

City of Oshawa
Official Plan

North Half

August 2025

0 250 500 1,000 1,500 Meters

Economic and Development Services

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
- Ⓜ Marina Node
- Ⓡ Recreational Node
- Ⓣ 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

See Schedule 'A' Land Use North Half

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

Schedule 'A' Land Use

City of Oshawa
Official Plan

South Half

December 2020

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
- D Deferred by Regional Council
- 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
- Ⓜ Marina Node
- Ⓡ Recreational Node
- Ⓣ 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

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

COATES ROAD WEST

ES

ES

RAGLAN ROAD EAST

RITSON ROAD NORTH

GRANDVIEW STREET

HOWDEN ROAD WEST

HOWDEN ROAD EAST

SIMCOE STREET NORTH

See Schedule 'A' Land Use

COLUMBUS ROAD WEST

COLUMBUS ROAD EAST

THORNTON ROAD NORTH

WILSON ROAD NORTH

HIGHWAY 407

WINCHESTER ROAD WEST

WINCHESTER ROAD EAST

HARMONY ROAD NORTH

OSHAWA

N

Schedule 'A-1'
Land Use:
Oak Ridges Moraine

City of Oshawa
Official Plan

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text.
2. All lands shown within the ORM are also within the Greenbelt Protected Countryside Area.
3. Reproduced by the City of Oshawa, dated December 2005 under Licence with the Ontario Minister of Municipal Affairs and Public Housing copyright 2002.

Legend

- Prime Agricultural ORM - Countryside
- Open Space and Recreation ORM - Countryside
- Prime Agricultural ORM - Natural Linkage
- Open Space and Recreation ORM - Natural Linkage
- Hamlet ORM - Rural Settlement Area
- Mineral Aggregate Extraction ORM
- Oak Ridges Moraine Boundary
- ES Existing Estate Residential Subdivision

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

N

See Schedule 'A-2' Corridors and Intensification Areas South Half

Schedule 'A-2'
Corridors and Intensification Areas

City of Oshawa
Official Plan

North Half

March 2025

0 250 500 1,000 1,500 Meters

Economic and Development Services

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

Legend

- Regional Corridor
- Local Corridor
- Intensification Areas
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Limits of Approved Highway 407 Corridor
- Provincial Highway 401
- Metrolinx EA Approved Rail Alignment
- Boundary of Major Urban Area
- Built Boundary
- Main Central Area Boundary
- Sub-Central Area Boundary
- Community Central Area Boundary
- Rail Line

See Schedule 'A-2' Corridors and Intensification Areas North Half

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

N

OSHAWA

Schedule 'A-2' Corridors and Intensification Areas

City of Oshawa
Official Plan

South Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

Legend

- Regional Corridor
- Local Corridor
- Intensification Areas
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Limits of Approved Highway 407 Corridor
- Provincial Highway 401
- Metrolinx EA Approved Rail Alignment
- Boundary of Major Urban Area
- Built Boundary
- Main Central Area Boundary
- Sub-Central Area Boundary
- Community Central Area Boundary
- Rail Line
- D Deferred by Regional Council

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

ND2

Regional Non-Decision No. 2: Identify this amendment as a "Non-Decision" by the Region of Durham.

See Schedule 'B' Road Network South Half

Schedule 'B'
Road Network

City of Oshawa
Official Plan

North Half

March 2025

0 250 500 1,000 1,500 Meters

Economic and Development Services

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

See Schedule 'B' Road Network North Half

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

N

OSHAWA

Schedule 'B'
Road Network

City of Oshawa
Official Plan

South Half

March 2025

0 250 500 1,000 1,500 Meters

Economic and Development Services

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

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

S

N

OSHAWA

See Schedule 'B-1' Transit Priority Network South Half

Schedule 'B-1'
Transit Priority Network

City of Oshawa
Official Plan

North Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

Legend

- Regional Transit Spine
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Limits of Approved Highway 407 Corridor
- Provincial Highway 401
- Rail Line
- D Deferred by Regional Council
- Metrolinx EA Approved Rail Alignment
- S Commuter Station - Existing
- S Commuter Station - Future
- Transportation Hub - Undefined Geographic Area
- Transportation Hub - Defined Geographic Area

See Schedule 'B-1' Transit Priority Network North Half

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

D6

S

Lake Ontario

N

OSHAWA

Schedule 'B-1'
Transit Priority Network

City of Oshawa
Official Plan

South Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

Legend

- Regional Transit Spine
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Limits of Approved Highway 407 Corridor
- Provincial Highway 401
- Rail Line
- D Deferred by Regional Council
- Metrolinx EA Approved Rail Alignment
- S Commuter Station - Existing
- S Commuter Station - Future
- Transportation Hub - Undefined Geographic Area
- Transportation Hub - Defined Geographic Area

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

N

OSHAWA

Schedule 'B-2'
Preferred Haul Routes

City of Oshawa
Official Plan

January 2019

0 500 1,000 2,000 3,000 Meters

Development Services Department

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

Legend

- Preferred Haul Routes
- Provincial Highway 401
- Oshawa Executive Airport
- Oshawa Harbour
- Limits of Approved Highway 407 Corridor
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Rail Line

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

A

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Lake Ontario

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OSHAWA

Schedule 'C'
Community Improvement Area
City of Oshawa
Official Plan

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

Legend

Community Improvement Area Boundary

Sub-Area Boundaries

A Sub-Area

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

B

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Lake Ontario

N

Schedule 'C-1'
Renaissance Community Improvement Area and Urban Growth Centre Community Improvement Area

City of Oshawa
Official Plan

November 2019

0 500 1,000 2,000 3,000 Meters

Development Services Department

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

Legend

Urban Growth Centre Community Improvement Area

- Sub-Area 'A'

Renaissance Community Improvement Area

- Sub-Area 'B'
- Sub-Area 'C'
- Sub-Area 'D'
- Sub-Area 'E'
- Sub-Area 'F'
- Sub-Area 'G'

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

See Schedule 'D-1' Environmental Management South Half

Schedule 'D-1'
Environmental Management

City of Oshawa
Official Plan

North Half

January 2019

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

OSHAWA

N

See Schedule 'D-1' Environmental Management North Half

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

N

OSHAWA

Schedule 'D-1' Environmental Management

City of Oshawa
Official Plan

South Half

January 2019

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

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

See Schedule 'D-2' Environmental Management South Half

Schedule 'D-2'
Environmental Management

City of Oshawa
Official Plan

North Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

Legend

- Oak Ridges Moraine Boundary
- Greenbelt Protected Countryside Area
- Greenbelt Natural Heritage System
- Lake Iroquois Beach
- High Volume Recharge Areas
- High Potential Mineral Aggregate Areas
- 1km Shoreline Buffer

OSHAWA

N

See Schedule 'D-2' Environmental Management Network North Half

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

N

OSHAWA

Schedule 'D-2'
Environmental Management

City of Oshawa
Official Plan

South Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

Legend

- Oak Ridges Moraine Boundary
- Greenbelt Protected Countryside Area
- Greenbelt Natural Heritage System
- Lake Iroquois Beach
- High Volume Recharge Areas
- High Potential Mineral Aggregate Areas
- 1km Shoreline Buffer

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

COLUMBUS
PLANNING
AREA

WINDFIELDS
PLANNING AREA

KEDRON
PLANNING AREA

N

OSHAWA

See Schedule 'E' Part II Planning Areas South Half

Schedule 'E'
Part II Planning Areas

City of Oshawa
Official Plan

North Half

November 2019

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

See Schedule 'E' Part II Planning Areas North Half

SAMAC PLANNING AREA

TAUNTON PLANNING AREA

PINECREST PLANNING AREA

FIVE POINTS PLANNING AREA

EASTDALE PLANNING AREA

KINGSWAY PLANNING AREA

CITY CENTRE PLANNING AREA

EAST BOND PLANNING AREA

LAKE VISTA PLANNING AREA

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

N

OSHAWA

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

South Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

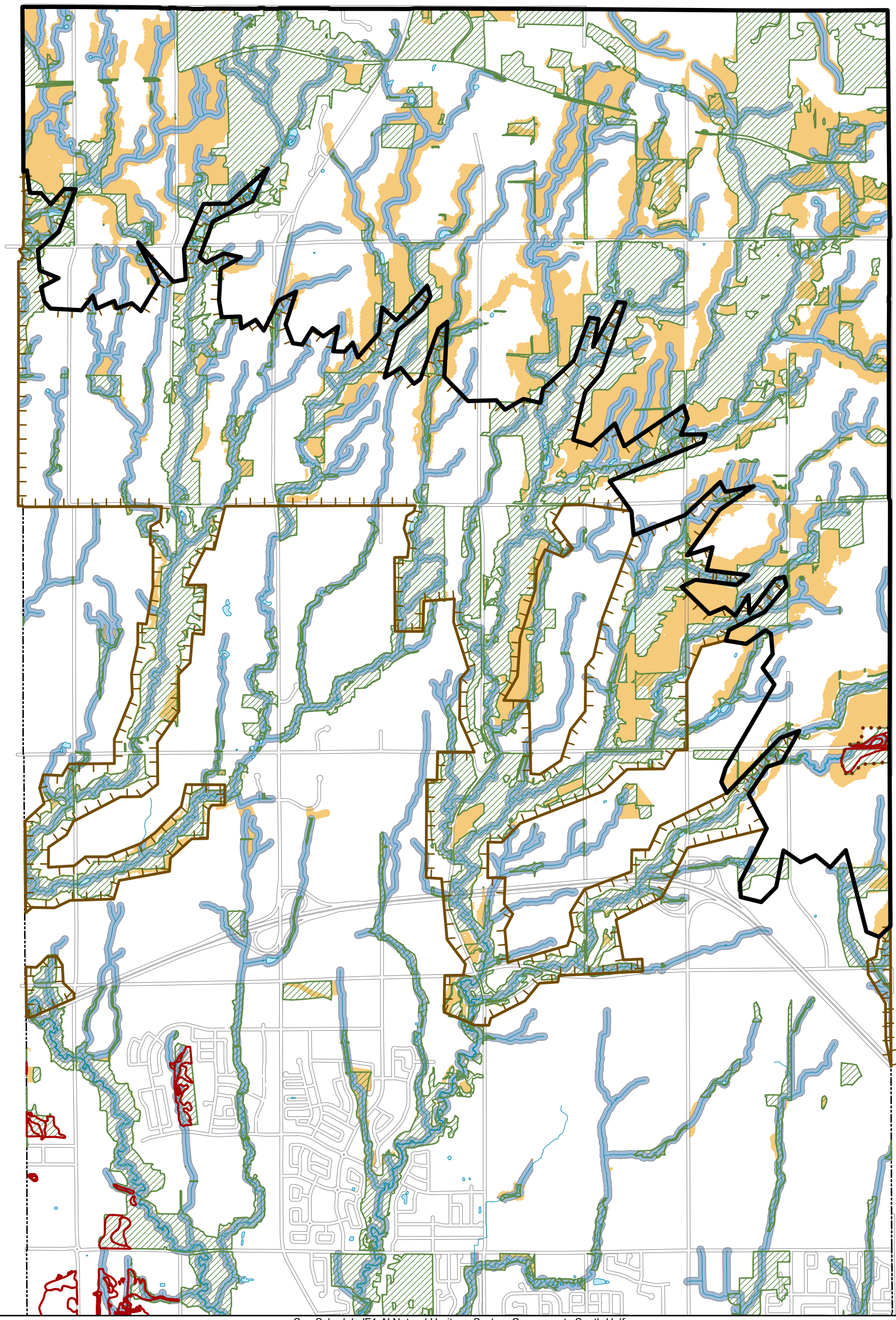
Legend

- Part II Planning Area Boundary
- Part II Planning Area
- Limits of Approved Highway 407 Corridor
- D Deferred by Regional Council

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON



OSHAWA

N

See Schedule 'F1-A' Natural Heritage System Components South Half

Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)

City of Oshawa
Official Plan

North Half

January 2019

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

See Schedule 'F1-A' Natural Heritage System Components North Half

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

N

OSHAWA

Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)

City of Oshawa
Official Plan

South Half

January 2019

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

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

See Schedule 'F-1B' High Volume Recharge Areas and Greenbelt Natural Heritage System South Half

Schedule 'F-1B'
High Volume Recharge Areas and Greenbelt Natural Heritage System

City of Oshawa
Official Plan

North Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

Legend

- Oak Ridges Moraine Boundary
- Greenbelt Protected Countryside Area
- Greenbelt Natural Heritage System
- High Volume Recharge Areas
- Waterbody
- Watercourse

OSHAWA

N

See Schedule 'F-1B' High Volume Recharge Areas and Greenbelt Natural Heritage System North Half

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

Lake Ontario

N

OSHAWA

Schedule 'F-1B'
High Volume Recharge Areas and Greenbelt Natural Heritage System

City of Oshawa
Official Plan

South Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

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

Legend

- Oak Ridges Moraine Boundary
- Greenbelt Protected Countryside Area
- Greenbelt Natural Heritage System
- High Volume Recharge Areas
- Waterbody
- Watercourse

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

OSHAWA

N

Schedule 'F-2'
Landform Conservation Areas: Oak Ridges Moraine

City of Oshawa
Official Plan

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
2. Reproduced by the City of Oshawa, dated December 2005 under Licence with the Ontario Minister of Municipal Affairs and Public Housing copyright 2002.

Legend

- Category 1 Landform Conservation Area
- Category 2 Landform Conservation Area
- Oak Ridges Moraine Boundary

TOWNSHIP OF SCUGOG

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

OSHAWA

N

Schedule 'F-3'
Aquifer Vulnerability:
Oak Ridges Moraine

City of Oshawa
Official Plan

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
1. This Schedule should be read in conjuction with the text
2. Reproduced by the City of Oshawa, dated December 2005 under Licence with the Ontario Minister of Municipal Affairs and Public Housing copyright 2002.

Legend

- High Aquifer Vulnerability Area
- Low Aquifer Vulnerability Area
- Oak Ridges Moraine Boundary

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Appendix A - Existing and Future Population Distribution

Existing Community Structure

Existing Residential Communities	Existing Population (2000)	Population Capacity
Durham	234	224
Samac	8,286	15,981
Taunton	760	18,576
Northglen	4,667	4,837
Centennial	18,031	17,986
Pinecrest	9,098	16,337
McLaughlin	13,571	13,538
O'Neill	14,444	14,621
Eastdale	12,049	15,620
Vanier	13,201	12,962
Central	12,252	13,417
Donevan	14,622	14,624
Lakeview	20,353	21,224
Farewell	241	1,487
Raglan/Rural Area	2,028	2,189
Total	**143,387**	**183,623**

Population Capacities – Existing and Future Urban Areas

Residential Communities	Population Capacity (2021)
Existing Urban Area 2000	183,623
Windfields Part II Plan Area & Kedron Part II Plan Area	25,765
Sub Total Urban Areas south of Highway 407	210,000 (rounded)
Future Living Areas in DROP North of Future Highway 407	85,000
Grand Total	**295,000**

Note: This appendix does not form part of the Official Plan and is intended for purposes of information only.

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Appendix B - Windfields Planning Area Urban Design Guidelines

These Urban Design Guidelines do not form part of the Windfields Part II Plan or the Oshawa Official Plan but shall provide a framework within which more detailed urban design studies and implementation guidelines will subsequently be prepared for specific areas. The Urban Design Guidelines also provide design direction for the development of areas that have not been specifically identified for an urban design study.

1.0 Urban Design Principles

1.1 The following urban design principles shall guide development within the Windfields Planning Area:

(a) Create an attractive and liveable community;

(b) Foster a sense of place through streetscape design;

(c) Foster community identity through architecture;

(d) Design with nature; and

(e) Provide roads, parks and open space as the connecting links between neighbourhoods.

1.1.1 Attractive and Liveable Community

The urban design guidelines to promote an attractive and liveable community include:

(a) Provide a range of housing types with convenient access to community uses, transit, parks, recreational trails and open spaces;

(b) Ensure that the design of developments gives consideration to pedestrian comfort and safety and transit supportiveness;

(c) Ensure that residential developments along arterial roads reflect permeability in design to provide connectivity between the neighbourhood and the arterial road;

(d) Reflect the significance of Simcoe Street North as a Regional Transit Spine, gateway and ceremonial route;

(e) Design attractive commercial areas to address the retail and service needs of the community; and

(f) Establish community cohesion and identity through community focal points.

1.1.2 Sense of Place through Streetscape Design

The urban design guidelines to foster a sense of place through streetscape design include:

(a) Design streets to reflect the function of the street;

(b) Design streets as safe, attractive public spaces to accommodate pedestrians, cyclists and vehicles;

(c) Use wide boulevards and centre medians where appropriate related to the context of the street;

(d) Provide street trees in boulevards;

(e) Accommodate transit stops in the streetscape design;

(f) Provide the opportunity to establish entrance features on the arterial roads that promote community identity and allow for continued safe road operations; and

(g) Reflect the heritage and legacy of Windfields Farm in entrance features consistent with the overall urban design theme of the community.

1.1.3 Community Identity through Architecture

The urban design guidelines to foster community identity through architecture include:

(a) Design residential buildings to reflect the influence of recognizable traditional architectural styles found in Ontario;

(b) Locate landmark buildings, where appropriate, to take advantage of significant views into and within the community;

(c) Feature architectural elements on landmark buildings that reflect the Windfields Farm heritage and legacy; and

(d) Incorporate architectural elements and entrance features into and within the community.

1.1.4 Design with Nature

The urban design guidelines to promote a design with nature include:

(a) Conserve and enhance the significant natural features of the area wherever practical;

(b) Preserve the existing topography wherever feasible and practical;

(c) Establish natural corridors and green spaces throughout the community;

(d) Limit the removal of woodlot edge that is exposed by development;

(e) Provide for natural regeneration and restoration wherever possible;

(f) Control public access to sensitive natural areas; and

(g) Provide public access to the valley system in appropriate locations through neighbourhood design.

1.1.5 Roads, Parks and Open Space as Connecting Links

The urban design guidelines to promote roads, parks and open space as the connecting links between neighbourhoods include:

(a) Use boulevards of roads, parks and open space to provide for alternative modes of travel through the community to the street system and to improve the natural appearance of the community;

(b) Invite pedestrians and cyclists to use natural areas beyond the streets through the design of the community;

(c) Develop an extensive trail network to link neighbourhoods throughout the community; and

(d) Use stormwater management ponds, valleys, parks and open space, utility corridors and boulevards to create a linked system of recreational and educational opportunities.

2.0 Urban Design Studies

2.1 Simcoe Street North

2.1.1 The major street corridor and transit spine in the Windfields Planning Area is Simcoe Street North. The street corridor is defined by its right-of-way and the adjacent land uses. The design of the Simcoe Street North corridor will have a significant influence upon the image of the community which will be addressed in urban design studies.

2.1.2 An urban design study and implementing guidelines shall be prepared for the Simcoe Street North corridor south of Britannia Avenue. One or more urban design studies and implementing guidelines shall be prepared for the Simcoe Street North corridor north of Britannia Avenue. Subject to the timing of development north of Britannia Avenue, the urban design studies and implementing guidelines for the Main Central Area and the Simcoe Street North corridor north of Britannia Avenue may be undertaken together or the Simcoe Street North urban design study may be phased to address the corridor between Britannia Avenue and the Main Central Area as a first phase.

2.1.3 The urban design studies and guidelines for the Simcoe Street North corridor shall generally address the following:

(a) The provision of a high quality streetscape that is pedestrian supportive and coordinated on both sides of the street;

(b) The development of a coordinated streetscape theme within both the public and private realms;

(c) The promotion of a higher order of built form and intensity along Simcoe Street North in recognition of its designation as a Regional Transit Spine and the nature of abutting institutional and commercial land uses;

(d) The provision of appropriate buffering and transition between different uses;

(e) The location and distribution of all land uses and general building envelopes;

(f) The design of parking and loading areas to minimize the visual impact of such areas from the street;

(g) The provision of a high order of landscaping and civic expression to celebrate Simcoe Street North as a gateway and ceremonial route;

(h) The provision of a higher order of streetscape treatment along Simcoe Street North adjacent to the University of Ontario Institute of Technology campus to define this area as a special precinct;

(i) The provision of a higher order of streetscape treatment along Simcoe Street North through the Main Central Area to define it as a special precinct, incorporating gateway features at the future Highway 407 interchange;

(j) Where residential lands abut Simcoe Street North, the provision of a high quality design of residential buildings;

(k) The location of road intersections, the location and coordination of all access points and necessary road and signalization improvements;

(l) The provision of safe, convenient pedestrian access across the road to ensure connectivity of uses on both sides of the road;

(m) The distribution of transit routes and bus stops which minimize walking distances to destinations;

(n) Safe and convenient access to the recreational trail system;

(o) The consideration of Safety and Crime Prevention through Environmental Design (CPTED) in the design of the streetscape and abutting lands; and

(p) Road operating criteria including operating speed, traffic signal progression, right-of-way width requirements, access spacing, and placement of raised medians, consistent with the intended function of the road.

2.2 Windfields Main Central Area

2.2.1 The urban design study and guidelines for the Main Central Area may be undertaken in conjunction with portions or all of the urban design study for the Simcoe Street North corridor north of Britannia Avenue.

2.2.2 The urban design study and guidelines for the Main Central Area shall generally address the following:

(a) The establishment of the street and block framework;

(b) The massing, height, orientation and setbacks of buildings to define the street edge;

(c) The development of a local street and pedestrian network with efficient traffic, transit and pedestrian circulation;

(d) The provision of appropriate sidewalk widths to maximize opportunities for pedestrian movement;

(e) The use of architecture, landscaping, landscape features and site works consistent with the heritage and legacy of Windfields Farm to create an attractive and distinctive district;

(f) The identification of key locations for landmark buildings and focal points;

(g) The creation of a gateway at the northern entry to the Main Central Area from Highway 407;

(h) The integration of a transit station, and associated parking, with ease of access to Highway 407, Simcoe Street North and pedestrian connections;

(i) The design and placement of parking and service areas to ensure that such areas are screened from public view through the use of landscaping or building orientation or the architectural integration into buildings;

(j) The development of standards for attractive and consistent signage;

(k) The integration of open space areas and focal areas that allow for public gatherings;

(l) The provision of appropriate buffering and transition between different uses; and

(m) The consideration of safety and Crime Prevention through Environmental Design (CPTED) in the design and siting of buildings, entrances, walkways, amenity and parking areas and open spaces.

2.3 University of Ontario Institute of Technology

2.3.1 The intent of the urban design study and guidelines for the University of Ontario Institute of Technology may be achieved by the campus master plan process in accordance with Sections 8.6.7.2 and 8.6.7.3 of the Windfields Part II Plan.

2.3.2 The urban design study and guidelines for the University of Ontario Institute of Technology shall generally address the following:

(a) The orientation and massing of buildings along Simcoe Street North, Conlin Road and Britannia Avenue;

(b) The provision of significant architectural buildings or design features at key entrances to the campus;

(c) The consideration of view corridors featuring significant buildings and spaces from public roads on the perimeter of the campus and within the campus;

(d) The provision of landscaping and streetscape treatment along Conlin Road, Simcoe Street North and Britannia Avenue to define the campus as a special precinct;

(e) The design and placement of parking lots to ensure that views of parking lots do not dominate the landscape, open space or streetscape;

(f) The accommodation of pedestrian, cycling and vehicular traffic on campus and between the north and south campuses;

(g) The accommodation of transit through the campus;

(h) The integration of the north and south campuses, with particular attention to the streetscape along Conlin Road;

(i) The design of open space areas, with particular attention to the creation of focal areas, meeting places and connections between major components of the campus;

(j) The relationship of residences to open space areas, pedestrian corridors and transit;

(k) The consideration of safety and Crime Prevention through Environmental Design (CPTED) in the design and siting of buildings, entrances, walkways, amenity and parking areas and open spaces;

(l) The design of particular portions of the campus intended for broader community use, such as commercial and recreational facilities, with particular

attention to accessibility to arterial roads and a design which is conducive to public, as well as student use; and

(m) The recognition and protection of cultural heritage resources on the site.

3.0 Design Principles for Development Applications

3.1 Developments for which urban design studies are not required should implement the following design principles.

3.1.1 Roads

(a) The road layout in plans of subdivision should be designed, where appropriate, to reduce the need for, or distance of, local vehicular trips, while being sensitive to the topography, creek valleys and other natural features. The road pattern should also contribute to the efficient provision of public transit services. Transit stops along arterial and collector roads should be located to provide safe, direct and convenient access to buildings or uses at those locations.

(b) Consideration should be given to the use of roundabouts for intersection control at the intersections of collector roads with Type “C” arterial roads or other collector roads.

3.1.2 Residential Areas

(a) Where residential areas are located at the intersection of arterial and arterial or arterial and collector roads, consideration shall be given to the establishment of entrance features to the community through building form and location, landscaping, and streetscape features.

(b) Existing natural features including woodlots, hedgerows, valleylands and topographic features should be incorporated wherever feasible and appropriate into developments.

(c) Existing views and vistas of features both within, and outward from, the Windfields Planning Area should be protected and enhanced through the placement of roads, buildings, and significant landscaping or public open spaces.

(d) Residential development adjacent to arterial roads shall incorporate subdivision, site and building design techniques which eliminate, to the extent possible, the need for reverse lot frontages and visual or acoustical buffers. Where reverse lot frontage and the need for buffers are unavoidable, their design should:

(i) Maximize the use of planting, grading and building orientation to provide the necessary buffering;

(ii) Incorporate acoustical fences and walls that are unobtrusive and proportioned to the local setting; and

(iii) Consider the long-term environmental functioning of the buffer.

3.1.3 Community and Open Space Uses

Community and Open Space uses such as parks and open spaces should be developed as attractive elements within the community. Community use buildings such as schools, religious institutions and libraries, should be prominently sited to serve as landmarks at the termination or intersection of streets, and as orienting elements within the community.

3.1.4 Buildings

(a) The front facade and main access to buildings should face the public street to contribute to its active use and promote greater surveillance and safety.

(b) The design of buildings should create a street facade which is not dominated by garages through such measures as incorporating the garage within the dwelling envelope, varying depths of garage projection, placing the garage beside or behind the dwelling and the sharing of driveways.

(c) Where appropriate and feasible, buildings of historical or architectural significance should be integrated into the design of neighbourhoods to promote their continued use. Alternatively, the relocation of such buildings elsewhere in the City should be considered.

Appendix C: Areas where an Environmental Impact Study, Natural Heritage Evaluation and/or a Hydrological Evaluation May Be Required – Oak Ridges Moraine and Greenbelt Protected Countryside Area

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