

To: Economic and Development Services Committee

From: Warren Munro, HBA, Commissioner,
Economic and Development Services Department

Report Number: ED-23-09

Date of Report: January 4, 2023

Date of Meeting: January 9, 2023

Subject: Integrated Columbus Part II Planning Act and Municipal Class
Environmental Assessment Act Study

Ward: Ward 1

File: 12-03-1453

1.0 Purpose

The purpose of this Report is to:

1. Provide an overview of the input received pursuant to the fourth Public Information Centre (“P.I.C. 4”) held on October 28, 2021 in an electronic (virtual) format regarding the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study (the “Study”), where the following information was presented for feedback and comments:
 - The draft preferred land use and road plan and associated land budget;
 - Plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary;
 - Plans relating to transportation matters and environmental management matters;
 - The initial draft policy text for the Columbus Part II Plan;
 - The initial draft Columbus Community Urban Design Guidelines; and,
 - The initial draft Columbus Transportation Master Plan Final Report;
2. Provide an overview of the draft recommended land use and road plan and associated land budget developed after consideration of the input received at P.I.C. 4, as well as the draft recommended transportation plan, draft recommended environmental management plan, revised draft policy text for the Columbus Part II Plan, revised draft

Columbus Community Urban Design Guidelines and the revised draft Columbus Transportation Master Plan Final Report; and,

3. Obtain Council's authorization to initiate the statutory public process under the Planning Act for Council to consider a proposed City-initiated amendment to the Oshawa Official Plan (the "O.O.P.") to introduce a Part II Plan for the Columbus Planning Area.

Attachment 1 is a map showing the location of the Study Area, including the limits of the Columbus Part II Planning Area.

Attachment 2 is a figure depicting the Study Work Plan showing how the Study has been integrated with the Columbus Subwatershed Study.

Attachment 3 is a chart summarizing the comments received from the public, together with responses to the comments, with respect to the draft preferred land use and road plan, associated land budget, plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters, the initial draft policy text for the Columbus Part II Plan, the initial draft Columbus Community Urban Design Guidelines and the initial draft Columbus Transportation Master Plan Final Report.

Attachment 4 is a map showing the draft recommended land use and road plan for the Columbus Part II Plan.

Attachment 5 is a map showing the draft recommended transportation plan for the Columbus Part II Plan.

Attachment 6 is a map showing the draft recommended environmental management plan for the Columbus Part II Plan.

Attachment 7 is a copy of the draft land budget prepared for the draft recommended land use and road plan contained in Attachment 4.

Attachment 8 is a copy of the revised draft policy text for the Columbus Part II Plan, which has been modified from the initial draft policy text previously released for review and comments by stakeholders, including the public, as part of Stage 3 of the Study.

Attachment 9 is a copy of the revised draft Columbus Community Urban Design Guidelines prepared by Brook McIlroy, which has been modified from the initial draft previously released for review and comments by stakeholders, including the public, as part of Stage 3 of the Study. Owing to the size of the document, it is not attached to this Report but can be viewed at the following link: <https://www.oshawa.ca/en/city-hall/development-studies.aspx>.

Attachment 10 is a copy of the revised draft Columbus Transportation Master Plan Final Report prepared by HDR for the Columbus Part II Planning Area, which has been modified from the initial draft report previously released for review and comments by stakeholders, including the public, as part of Stage 3 of the Study. Owing to the size of the document, it

is not attached to this Report but can be viewed at the following link:
<https://www.oshawa.ca/en/city-hall/development-studies.aspx>.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-09 dated January 4, 2023, the Economic and Development Services Department be authorized to initiate the statutory public process under the Planning Act for Council to consider a proposed amendment to the Oshawa Official Plan to introduce a Part II Plan for the Columbus Planning Area, generally in accordance with said Report.

3.0 Executive Summary

The City of Oshawa has initiated an Integrated Planning Act and Municipal Class Environmental Assessment Act Study for the Columbus community, focusing on the Columbus Part II Planning Area. This Integrated Study seeks to advance development in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment Act requirements.

The City's team of consultants, led by Macaulay Shiomi Howson Ltd., is currently completing Stage 4 of the Study. As part of the work under Stage 4, the draft recommended land use and road plan, associated land budget, draft recommended transportation plan, draft recommended environmental management plan, revised draft policy text for the Columbus Part II Plan, revised draft Columbus Community Urban Design Guidelines and the revised draft Columbus Transportation Master Plan Final Report have been prepared.

Given that progress on the Study has now advanced to the development of the above noted draft documents, it is appropriate to seek Council's authorization to initiate the public process under the Planning Act to advance the proposed City-initiated amendment to the Oshawa Official Plan to introduce a Part II Plan for the Columbus Planning Area, which includes holding a statutory Planning Act public meeting.

4.0 Input From Other Sources

4.1 Public

As part of Stage 3 of the Study, City staff circulated and shared the following with all stakeholders, including the public, for review and comments:

- Draft preferred land use and road plan;
- Associated land budget;
- Plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary;
- Plans relating to transportation matters and environmental management matters;
- The initial draft policy text;
- The initial draft Columbus Community Urban Design Guidelines; and,
- The initial draft Columbus Transportation Master Plan Final Report.

The feedback received has helped to inform development of the draft recommended land use and road plan, associated land budget, draft recommended transportation plan, draft recommended environmental management plan, revised draft policy text for the Columbus Part II Plan, revised draft Columbus Community Urban Design Guidelines and the revised draft Columbus Transportation Master Plan Final Report. Attachment 3 summarizes the comments received from the public on the documents, shared as part of Stage 3 of the Study and contains staff responses to the comments.

4.2 Other Departments and Agencies

The following have been consulted in the preparation of this Report:

- The Columbus Technical Advisory Committee (comprised of City staff from multiple departments, Region of Durham staff and Central Lake Ontario Conservation Authority staff).

Staff will also be circulating the draft recommended land use and road plan, associated land budget, draft recommended transportation plan, draft recommended environmental management plan, revised draft policy text for the Columbus Part II Plan, revised draft Columbus Community Urban Design Guidelines and the revised draft Columbus Transportation Master Plan Final Report to the Columbus Developers' Group, the Columbus Community Advisory Committee, Indigenous Communities, various external agencies and various City Advisory Committees, in addition to the general public as part of the formal consultation process under the Planning Act.

5.0 Analysis

5.1 Background

The City of Oshawa has initiated the Study to advance development in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment Act requirements.

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

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

The Study Area (see Attachment 1) is generally bounded by:

- Howden Road to the north;
- The Oshawa-Whitby boundary to the west;
- Winchester Road to the south; and,
- The east branch of the Oshawa creek to the east.

The Columbus Part II Planning Area as identified in Schedule “E” of the O.O.P. forms part of (and is located within) the Study Area (see Attachment 1).

The Study has been undertaken according to a Work Plan that consists of four stages (see Attachment 2):

- Stage One: Study Initiation and Background Analysis (completed);
- Stage Two: Land Use and Transportation Alternatives (completed);
- Stage Three: Preferred Land Use and Transportation Alternative (completed); and,
- Stage Four: Part II Plan (advancing to Planning Act).

As illustrated in Attachment 2, work on the Study has been integrated with work on the Columbus Subwatershed Study (“C.S.W.S.”). The C.S.W.S. is being completed under a separate process, carried out by a consultant team led by Stantec and reporting to a steering committee comprised of staff representatives from the City, the Central Lake Ontario Conservation Authority and the Columbus Developers’ Group. Policy 5.2.5 of the O.O.P. requires the C.S.W.S. to be completed to meaningfully inform the preparation of the Columbus Part II Plan. Accordingly, the C.S.W.S. has been undertaken concurrently with work on the Study.

The City’s consultant team, led by Macaulay Shiomi Howson Ltd. (“M.S.H.”), is currently completing Stage 4 of the Study. As part of the deliverables under Stage 4, the following material has been prepared:

- A draft recommended land use and road plan, together with an associated land budget;
- A draft recommended transportation plan;
- A draft recommended environmental management plan;
- Revised draft policy text for the Part II Plan;
- Revised draft Columbus Community Urban Design Guidelines; and,
- A revised draft Columbus Transportation Master Plan Final Report.

Any feedback received from stakeholders and members of the public on the above-noted documents and plans will be used to inform the development of the final recommended land use and road plan, transportation plan, environmental management plan and Part II Plan policy text for the Columbus Part II Planning Area.

5.2 Virtual Public Information Centre Number 4

P.I.C. 4 was held on October 28, 2021 in an electronic (virtual) format. Owing to the COVID-19 pandemic, large in-person meetings were not encouraged at the time of the meeting for the health and safety of all individuals. As a result, P.I.C. 4 was held in a virtual format to allow members of the public an opportunity to participate safely from home. The public was able to attend the meeting via Webex video or audio online, or by calling in via telephone.

Notification of virtual P.I.C. 4 was provided in the following ways:

- A newspaper ad was placed in the Oshawa This Week newspaper, as well as on the City’s website and social media accounts (e.g. Facebook and Twitter).

- Notice was posted on the Study's website.
- Notice was mailed to all property owners within the Study Area.
- Notice was provided to any individuals who left an email address at P.I.C.s 1, 2, or 3, or requested to have their name added to the Study mailing list.
- Notice was posted on the Columbus United Church sign fronting Simcoe Street North, next to the Columbus Community Centre.

Participants who registered to participate in virtual P.I.C. 4 were provided the login information and a copy of the presentation in advance of the meeting.

The format for the P.I.C. consisted of a presentation and a question and answer period. The presentation by M.S.H. provided a summary of the following:

- The Study process to date;
- A review of the draft preferred land use and road plan;
- The associated land budget;
- Plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters;
- The initial draft policy text for the Columbus Part II Plan;
- The initial draft Columbus Community Urban Design Guidelines; and,
- The initial draft Columbus Transportation Master Plan Final Report.

Approximately 110 people attended virtual P.I.C. 4. During the question and answer period attendees shared their comments and concerns regarding the draft preferred land use and road plan and the future development of Columbus. The majority of the comments and concerns documented during virtual P.I.C. 4 related to the following themes:

- Concerns regarding the potential widening of certain roads in Columbus and impacts to existing roads;
- The desire to protect and conserve the natural environment and agricultural lands in Columbus;
- Concerns with and opposition to medium and high-density residential development and the effect it will have on the community (e.g. change in character, increased traffic, etc.);
- Requests for lower density housing in Columbus;
- Requests for affordable housing in Columbus;
- The desire for a diversion of traffic from Simcoe Street North to an alternative north-south route;
- The desire to protect and conserve the homes on Grass Grove Lane;

- Requests to expand the Columbus Special Policy Area to include more homes along Simcoe Street North and Columbus Road;
- General opposition to development in Columbus;
- Concerns regarding increased traffic on major roads (Simcoe Street North, Howden Road and Columbus Road), as well as speeding;
- Concerns over impacts to water quality and quantity (especially for residents who are on existing wells); and,
- The desire for better services in Columbus, particularly internet/broadband services.

These comments and concerns are further outlined in Attachment 3.

There were also concerns related to the virtual format of the meeting. Some residents were unhappy that the meeting was held in a virtual format, rather than in-person, owing to the internet challenges that many face in Columbus. Staff are aware of the internet challenges in Columbus and it was for this reason that staff provided the P.I.C. presentation in advance to all registered attendees, and provided the option to call-in to the meeting rather than join electronically via computer. However, many residents requested a second P.I.C. in a hybrid format (virtual and in-person) to replace virtual P.I.C. 4.

On November 22, 2021, the following notice of motion was submitted requesting that a replacement P.I.C. 4 be rescheduled in a hybrid format for attendees:

"Whereas the Columbus PIC #4 of October 28, 2021, was electronically inaccessible and/or intermittently accessible to the public, despite the best efforts of all to accommodate; and,

Whereas the Columbus residents and others were unable to participate in a fulsome public meeting;

Be it resolved that a replacement PIC #4 be rescheduled and provide a hybrid model of electronic and in-person participation for public engagement in an accountable and transparent manner; and,

That this motion be referred to the next meeting of City Council."

On December 13, 2021, Council voted on the above-noted motion and the motion did not pass. As a result, a replacement P.I.C. 4 in a hybrid format was not held.

All of the comments received at virtual P.I.C. 4 were used to inform the development of the draft recommended land use and road plan, associated land budget, draft recommended transportation plan, draft recommended environmental management plan, revised draft policy text for the Columbus Part II Plan, revised draft Columbus Community Urban Design Guidelines and the revised draft Columbus Transportation Master Plan Final Report (see Attachments 4 to 10). They will also be considered during the development of the final recommended Part II Plan.

All of the materials from virtual P.I.C. 4 are posted on the Study webpage for public reference, located at the following link: <https://www.oshawa.ca/en/city-hall/development-studies.aspx>.

5.3 Recommended Land Use and Road Plan

The draft recommended land use and road plan and associated land budget are attached to this Report as Attachments 4 and 7, respectively. The draft recommended land use and road plan has been prepared based on:

- The findings and analyses of the background studies (which can be viewed at <https://www.oshawa.ca/en/city-hall/development-studies.aspx>);
- The revised draft Columbus Community Urban Design Guidelines;
- The revised draft Columbus Transportation Master Plan Final Report; and,
- Comments received to date from all stakeholders, including members of the public, internal staff and other external agencies.

The associated land budget provides detailed information about the proposed land uses and anticipated density of development, population and jobs in the Columbus Planning Area (see Attachment 7). The land budget also provides details on how population and employment projections in the Provincial Growth Plan will be achieved.

Key features of the draft recommended land use and road plan include:

- A total Part II Plan developable area of approximately 369 gross hectares (911.8 gross ac.);
- The delineation of a Columbus Special Policy Area [approximately 48 gross hectares (118.6 gross ac.) in size] to regulate development in a manner that is sensitive to and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design;
- Predominately Low Density Residential development and Natural Heritage System components abutting the Columbus Special Policy Area;
- A proposed Community Park [approximately 12 hectares (29.7 ac.) in size] located in the northeast quadrant of the Part II Planning Area, north of Columbus Road East, east of a proposed north-south Type 'C' Arterial Road located approximately midway between Simcoe Street North and Ritson Road North;
- Six proposed Neighbourhood Parks [four Neighbourhood Parks each approximately 2.1 hectares (5.2 ac.) in size and two Neighbourhood Parks both 4.1 hectares (10.1 ac.) in size], generally located adjacent to school sites;
- Three Mixed Use Nodes abutting existing and proposed arterial and collector roads, generally located as follows:
 - In the vicinity of the intersection of Grass Grove Lane and Columbus Road East, east of Simcoe Street North;

- On the north side of Columbus Road West, west of Simcoe Street North; and,
- On the east side of Simcoe Street North, south of Howden Road East;
- Eight proposed elementary schools;
- Three proposed secondary schools;
- A variety of residential land uses, consisting of Low Density Residential Areas [89.42 net hectares (220.96 net ac.) in total], Medium Density I and II Residential Areas [67.49 net hectares (166.77 net ac.) in total] abutting existing and proposed arterial and collector roads, and two High Density Residential Areas [9.30 net hectares (2.98 net ac.) in total], one located abutting the east side of Simcoe Street North, south of Howden Road East and the other located north of Columbus Road West at the western boundary of the Part II Plan Area;
- A proposed north-south Type 'C' Arterial Road located west of Simcoe Street North, with an east-west leg connecting to Simcoe Street North at the southerly limit of the Part II Plan Area, and connected to Howden Road West at the northerly limit of the Part II Plan Area;
- A proposed east-west Type 'C' Arterial Road generally located in the southerly portion of the Study Area, outside of the Part II Plan Area, extending from Thornton Road North to an intersection with the proposed north-south Type 'C' Arterial Road located west of Simcoe Street North as noted directly above;
- A proposed north-south Type 'C' Arterial Road located approximately midway between Simcoe Street North and Ritson Road North, extending from Howden Road East to a point on Ritson Road North situated just north of Highway 407 East;
- A proposed east-west Type 'C' Arterial Road located approximately midway between Columbus Road East and Highway 407 East, extending from Simcoe Street North to an intersection with the proposed north-south Type 'C' Arterial Road located east of Simcoe Street North as noted directly above;
- A proposed east-west Type 'C' Arterial Road located approximately midway between Columbus Road and Howden Road, extending between the two proposed north-south Type 'C' Arterial Roads as noted above;
- A proposed Community Use area (e.g. community centre, library, firehall, etc.) located on the south side of Columbus Road East, approximately midway between Simcoe Street North and Ritson Road North, abutting a proposed secondary school, a Medium Density II Residential area and a proposed north-south Type 'C' Arterial Road;
- A proposed settlement area boundary expansion area on lands abutting the southeasterly portion of the Columbus Part II Planning Area as currently identified on Schedule "E" of the O.O.P., as these lands are recommended for inclusion within the Major Urban Area boundary as part of the Regional Municipal Comprehensive Review that the Region of Durham is currently undertaking through Envision Durham;

- An estimated minimum of 7,053 residential dwelling units and an estimated maximum of 10,485 residential dwelling units;
- An estimated minimum population of approximately 18,959 and an estimated maximum population of approximately 27,846; and,
- An estimated 6,631 new jobs including jobs in the South Columbus Industrial Area.

Key changes that appear in the draft recommended land use and road plan as a result of comments received on the draft preferred land use and road plan include:

- An Increased amount of land designated as Low Density Residential;
- The relocation of an area designated as Mixed Use Node II further west along Columbus Road West, away from the Columbus Special Policy Area;
- The reclassification of an east-west Collector Road to a Type 'C' Arterial Road;
- The addition of a new area designated as Mixed Use Node I located along Simcoe Street North, south of Howden Road East;
- The addition of an eighth elementary school and a third secondary school;
- The removal of certain collector roads; and,
- The reconfiguration of certain land uses and Collector Roads.

Attachment 5 shows the draft recommended transportation plan, which includes the proposed road network and active transportation network. A number of cycling routes and active transportation facilities are proposed throughout the Part II Plan Area, including off-road trail options.

Attachment 6 shows the draft recommended environmental management plan, which includes the Natural Heritage System and Hazard Lands mapping.

5.4 Revised Draft Policy Text

The revised draft policy text for the future Columbus Part II Plan is attached to this Report as Attachment 8. The revised draft policy text has been prepared and updated based on:

- The findings and analyses of the background studies (which can be viewed at <https://www.oshawa.ca/en/city-hall/development-studies.aspx>);
- The supporting documents including the revised draft Columbus Community Urban Design Guidelines and the revised draft Columbus Transportation Master Plan Draft Final Report (Attachments 9 and 10, respectively); and,
- Comments received from all stakeholders, including members of the public, internal staff and other external agencies.

Some highlights of the revised draft policy text include:

- General policies to provide an overview of the Columbus area;
- Community structure policies that reflect the vision and guiding principles for (re)development in Columbus;
- Columbus Special Policy Area policies to regulate and limit development in a manner that is sensitive to and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design;
- Specific policies relating to residential development for each residential land use designation (e.g. Low Density Residential, Medium Density Residential, etc.);
- Specific policies for community uses, open space and recreation, and parks;
- Master Environmental Servicing Plan policies to ensure that prior to any development, appropriate studies and analyses are carried out;
- Environmental management and stormwater management policies to ensure environmental conservation and protection;
- Transportation policies to assist the City in achieving a balanced, multi-modal transportation environment in Columbus;
- Heritage and archaeological policies to conserve, maintain and protect the area's cultural heritage resources; and,
- Urban design policies to respect and embrace the Columbus context, protect and enhance the natural heritage system, design for the pedestrian scale, and encourage sustainable development.

The revised policy text remains in draft form at this time and provides context to the mapping, in order to illustrate and describe how development may advance in Columbus. The revised draft policy text is subject to further change based on additional review and future consultation with all stakeholders, including the public, under the statutory Planning Act public process to introduce a Part II Plan for the Columbus Planning Area.

5.5 Revised Draft Columbus Community Urban Design Guidelines

The revised draft Columbus Community Urban Design Guidelines (the "Guidelines") prepared by Brook McIlroy (see Attachment 9) provide detailed direction and design criteria for the implementation of the Columbus Part II Plan vision and related policies. The Guidelines will assist Council, City staff, landowners, developers and the public with clear directions to guide new development in Columbus.

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

existing Columbus community, and provide specific guidance for the existing community, and its interface and transition to new neighbourhood areas.

It should be noted that the revised draft Columbus Community Urban Design Guidelines remain in draft form and are subject to change based on further review and input from stakeholders.

5.6 Revised Draft Columbus Transportation Master Plan Final Report

The revised draft Columbus Transportation Master Plan Final Report prepared by HDR (see Attachment 10) documents the overall findings of the transportation study supporting the Part II Plan, following Phases I and II of the Municipal Class Environmental Assessment process. The revised draft Columbus Transportation Master Plan Final Report includes a summary of the Problem and Opportunity Statement, alternative solutions, transportation analysis of the consultant's preferred alternative, public and stakeholder consultation at each stage, implementation requirements and next steps for further study.

It should be noted that the revised draft Columbus Transportation Master Plan Final Report remains in draft form and is subject to change based on further review and input from stakeholders.

5.7 Next Steps

In the event Council authorizes staff to initiate the statutory public process under the Planning Act for Council to consider a proposed City-initiated amendment to the O.O.P. to introduce a Part II Plan for the Columbus Planning Area, a public meeting will be advertised and held pursuant to the Planning Act regarding the draft recommended land use and road plan, associated land budget, draft recommended transportation plan, draft recommended environmental management plan, and the draft recommended policy text for the Columbus Part II Plan. The future statutory public meeting is anticipated to be held in person in the Council chambers at City Hall.

Notification of the statutory public meeting will follow all notification requirements listed under the Planning Act. As well, notification will be provided via mail to all property owners within the Study Area and to those who left an email address at P.I.C.s 1 to 4, or who requested to have their name added to the Study mailing list.

6.0 Financial Implications

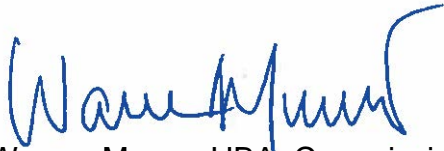
Anticipated costs to the City are included in the 2023 Departmental budget and relate primarily to advertising and mailing costs for the statutory public meeting. However, these costs will be recovered through payment by the Columbus Developers' Group.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation advances the Accountable Leadership goal of the Oshawa Strategic Plan.

A handwritten signature in blue ink, appearing to read "Tom Goodeve".

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

A handwritten signature in blue ink, appearing to read "Warren Munro".

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

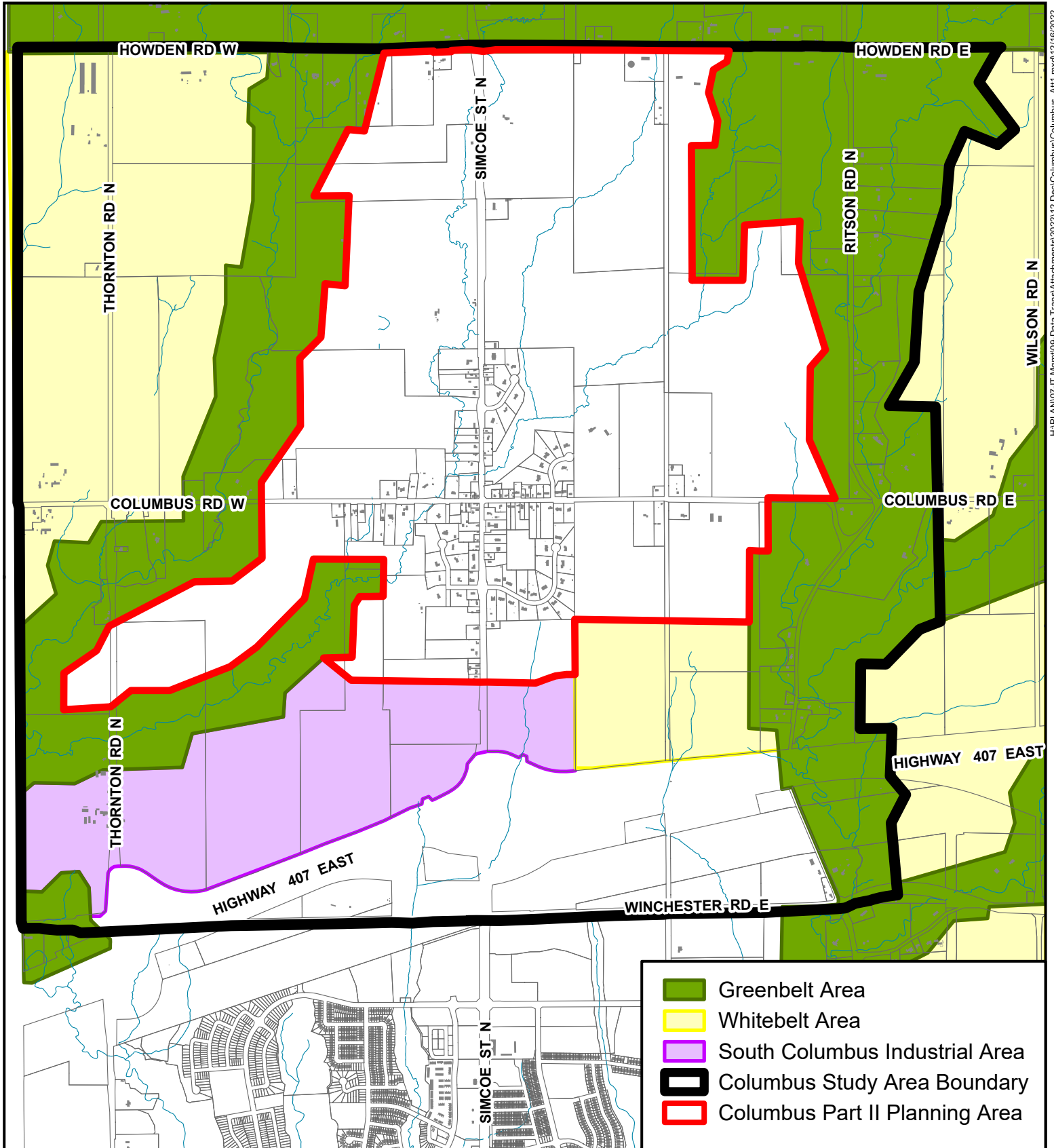
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Environmental Assessment Act Study

Ward: Ward 1
File: 12-03-1453

Item: ED-23-09
Attachment 1

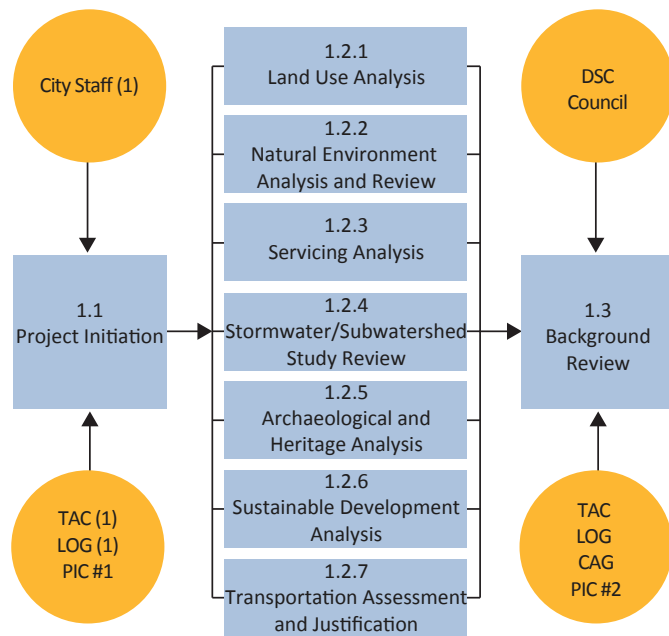


City of Oshawa
Economic and Development Services

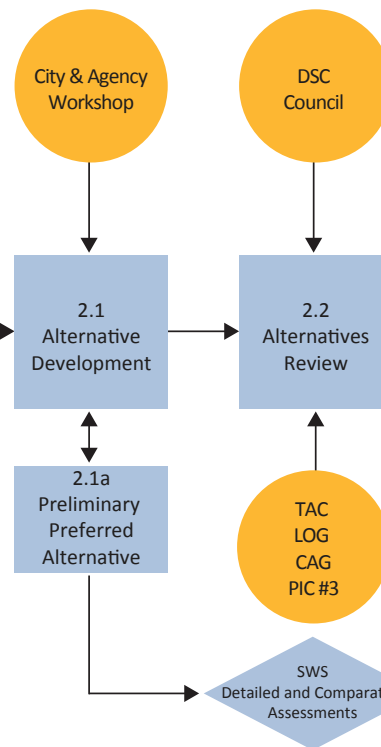


COLUMBUS AREA PART II PLAN GENERAL WORK PROGRAM

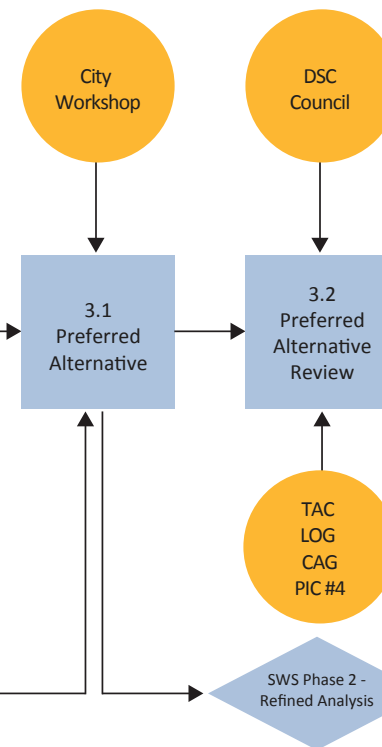
Stage 1 Study Initiation & Background Analysis



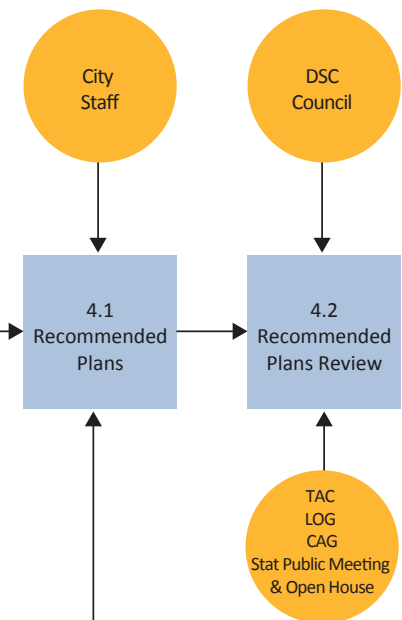
Stage 2 Land Use & Transportation Alternatives



Stage 3 Preferred Land Use & Transportation Alternative



Stage 4 Part II Plan



SWS Phase 2 Analysis

SWS Phase 2 - Refined Analysis

SWS Phase 2 -
Implementation
& Monitoring

Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study: Public Comments and Staff Response Chart

Item	Subject	Comment	Response
1	Low Density Residential	Requests were made for more low density housing in Columbus.	Additional low density residential lands have been added to replace higher density residential lands in the draft recommended land use and road plan.
2	Road Patterns	Support was expressed for a four-lane western by-pass of Simcoe Street North from Highway 407 East to Howden Road, to prevent the widening of Simcoe Street North.	<p>The road pattern identified in the draft recommended land use and road plan includes a proposed north-south Type 'C' Arterial Road located west of Simcoe Street North, extending from Simcoe Street North (north of Highway 407 East) to Howden Road West.</p> <p>The Region's Transportation Master Plan anticipated widening Simcoe Street North to four lanes north to Howden Road to accommodate the planned growth in Columbus. However, through the Part II Planning process it became clear that this is neither necessary nor desirable. The revised draft recommended transportation plan uses north-south Type 'C' Arterial Roads with connections to Thornton Road North and Ritson Road North to disperse the new development traffic away from Simcoe Street North, allowing Simcoe Street North to remain at two lanes through the existing community and up to Howden Road.</p>
3	Preservation of Heritage and Culture	Requests were made to preserve and conserve the cultural heritage of Columbus.	A Columbus Special Policy Area is proposed in the vicinity of the existing community of Columbus, in order to regulate development in a manner that is sensitive and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design. Further, there are policies in the revised draft policy text to assist in preserving and conserving the heritage resources existing in the community, including in the vicinity of the intersection of Grass Grove Lane and Columbus Road East.

Item	Subject	Comment	Response
4	Coyotes	A request was made to consider the presence of coyotes in Columbus and ensure their protection.	<p>The revised draft policy text for the Columbus Part II Plan does not include references to coyotes. However, in response to the many sightings and interactions with coyotes in Oshawa, the City has responded over the last year by:</p> <ul style="list-style-type: none"> ▪ Coordinating site visits in recent common sighting areas with Coyote Watch Canada; ▪ Monitoring sighting locations; ▪ Installing fencing and signage in affected common areas; ▪ Reducing some naturalized areas in neighbourhood parks/locations of concern by cutting back tall grass; and, ▪ Removing community garbage containers that are often used to dispose of household garbage and pet waste. <p>On January 24, 2022, Council approved Oshawa's first Coyote Response Management Plan which supports a safe coexistence with urban coyotes using education, behavior modification and the implementation of a tiered and escalated approach in response to human-coyote conflicts.</p>
5	Street Widths	Requests were made for wider streets in Columbus.	<p>The revised draft policy text for the Columbus Part II Plan includes high-level policies related to road design. In addition, the revised draft Columbus Community Urban Design Guidelines provides direction related to road design.</p> <p>Staff also reviewed private road widths in residential block developments and examined current City of Oshawa standards through Report DS-22-11 dated January 5, 2022. As outlined in Report DS-22-11, staff recommended that the City continue to generally require a minimum private road pavement width of 6.5 metres (21.3 ft.) in residential block developments.</p>

Item	Subject	Comment	Response
6	Proposed Columbus Expansion Area	Clarification was requested on the purpose of the Proposed Columbus Expansion Area.	<p>The Council-approved Terms of Reference for the Study identified the need for a Concept Plan for the lands which fall outside of the Major Urban Area Boundary but within the Study Area boundary. The Concept Plan is intended to illustrate conceptually how these “white belt” lands could develop over time in a way that provides for orderly development and maintains land use compatibility with the adjacent lands that are within the Columbus Part II Plan.</p> <p>Staff note that as part of the Region of Durham’s “Envision Durham – Municipal Comprehensive Review” for the Durham Regional Official Plan, the Region released a report on November 10, 2022 recommending that these lands be included within the Major Urban Area boundary. These lands are now identified as “Proposed Settlement Area Boundary Expansion” on the draft recommended land use and road plan.</p>
7	Heritage Conservation District	<p>Requests were made to designate Columbus as a Heritage Conservation District.</p> <p>It was also recommended that a Heritage Conservation District Study be completed in advance of the approval of the Part II Plan, in order to avoid inadvertently damaging the heritage integrity of the area or destroying its potential cultural heritage landscape.</p>	<p>Policy 8.8.11.2 of the revised draft policy text for the Columbus Part II Plan specifies that “a Heritage Conservation District 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.”</p> <p>Staff note that on February 22, 2022, Council passed a motion to investigate a potential Heritage Conservation District in Columbus. Staff were authorized to initiate the process to investigate a potential Heritage Conservation District for the community of Columbus with respect to matters generally relating to timing, cost and scope, and to obtain input from Heritage Oshawa, the Columbus Community Advisory Committee and property owners in the Columbus Special Policy Area on whether the City should advance a Heritage Conservation District Study.</p> <p>A report was prepared containing the results of staff’s investigation and consultation and on June 20, 2022, Council passed the following motion:</p> <p>“That, pursuant to Report DS-22-127 dated June 1, 2022, funding to retain a consultant to prepare a Heritage Conservation District Study for the community of Columbus, in order to advance the potential designation under Part V of the Ontario Heritage Act, be referred to the 2023 Operating Budget.”</p>

Item	Subject	Comment	Response
8	Heritage Conservation District	A request was made to revise the Columbus Part II Plan based on the outcome of the Heritage Conservation District Study and to take into consideration the defined heritage value of Columbus as identified through the Study.	It is anticipated that the Columbus Part II Plan will be finalized and adopted in advance of the completion of a Heritage Conservation District Study. However, the revised draft policy text for the Columbus Part II Plan contains policies that promote conservation and protection of the built heritage resources in Columbus.
9	Road Widenings	Opposition was expressed for the widening of Simcoe Street North and Columbus Road.	<p>As previously noted with respect to Item 2, Simcoe Street North will not be widened through the existing community and up to Howden Road. Simcoe Street North is only anticipated to be widened south of the Columbus Part II Plan Area, between the Part II Plan Area boundary and Highway 407 East.</p> <p>As well, Columbus Road is recommended for reconstruction, not widening, as shown in Exhibit 5-13 of the draft Columbus Transportation Master Plan Final Report.</p>

Item	Subject	Comment	Response
10	Consultation	Concerns were expressed that the Study is being rushed and that the commenting deadline for comments related to the draft preferred land use and road plan was not long enough.	<p>The Study was initiated in 2018 and is still ongoing four (4) years later. Clearly, the process is not being rushed. City staff have engaged and consulted with all stakeholders, including the public, throughout the Study.</p> <p>Four P.I.C.s have been held to date to share information with the public, as well as receive input on Study materials, including input on the draft preferred land use and road plan. Members of the public have been advised that they are welcome to provide comments at any point throughout the Study, not just at P.I.C.s. In addition, the following documents were available to view on the City's website as of September 8, 2021:</p> <ul style="list-style-type: none"> ▪ The draft preferred land use and road plan; ▪ The associated land budget; ▪ Plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters; ▪ The initial draft policy text; ▪ The initial draft Columbus Community Urban Design Guidelines; and, ▪ The initial draft Columbus Transportation Master Plan Final Report. <p>Lastly, members of the public are welcome to contact City staff at any time throughout the Study to ask questions and get clarification on Study information. The City has also established a Columbus Community Advisory Committee made up of members of the Columbus public community to provide a forum for the positive exchange of information and feedback on the advancement of the Study. There will be further opportunity for consultation with the public as the Study advances through Stage 4, at a future statutory public meeting.</p>

Item	Subject	Comment	Response
11	Virtual P.I.C. 4	General concerns were expressed with respect to virtual P.I.C. 4 (e.g. it was hard to follow, some residents had bad internet connection, etc.).	<p>Staff are aware of the internet/broadband challenges in Columbus. It is for this reason that staff provided the P.I.C. presentation in advance to all registered attendees of the P.I.C. In addition, residents were provided the option to call-in to the meeting (rather than join electronically via computer) after staff were directed by Council on September 27, 2021 to hold a virtual (as opposed to an “in-person”) P.I.C.</p> <p>Staff also posted the P.I.C. minutes on the City’s website which overviewed what was discussed at virtual P.I.C. 4.</p>
12	Virtual P.I.C. 4	Requests were made to redo virtual P.I.C. 4 in person, or in a hybrid model (in-person and electronic).	<p>On November 22, 2021 a notice of motion was referred to Council regarding a vote to hold a replacement P.I.C. 4 in a hybrid model to allow for both in-person and electronic participation. On December 13, 2021, Council voted against holding a replacement P.I.C. in a hybrid format. As a result, a replacement P.I.C. 4 in a hybrid format was not held.</p>
13	Expropriation	Concerns were expressed about the potential expropriation of private properties/buildings in Columbus as a result of future development.	<p>The design of the active transportation network (e.g. bike lanes, etc.) and the general road network in Columbus will be studied further in the next phase of the Municipal Class Environmental Assessment (“E.A.”) process. There is a possibility that some properties may be impacted.</p> <p>However, Phase 3 of the E.A. process will consider alternative design solutions for bike lanes, with due consideration for all potential impacts of each alternative. This includes property, natural environment, costs, transportation service, ease of implementation, etc.</p> <p>Alternative design solutions that could minimize impacts to properties may include:</p> <ul style="list-style-type: none"> ▪ No new dedicated bike paths – bikes could share the sidewalk or vehicle traffic lane for a short stretch of the road where the property line is right up to the sidewalk. ▪ Add bike lanes and sidewalks, with narrowed vehicle traffic lanes. ▪ Replace sidewalks with a wider asphalt multi-use path, with narrowed vehicle traffic lanes. <p>When the City proceeds with Phase 3 of the E.A. process, residents will be notified and will have the opportunity to provide input to the alternative design solutions when they are developed further.</p>

Item	Subject	Comment	Response
14	Columbus Special Policy Area Mapping	Clarification was requested on the Columbus Special Policy Area as shown in the draft preferred land use and road plan compared to the Columbus Special Policy Area identified in the draft Columbus Community Urban Design Guidelines.	These two areas are separate and distinct but have a shared title. The documents should be reviewed to determine the limits of each.
15	Heritage	Requests were made that all recommendations in the Cultural Heritage Resource Assessment Study prepared by ASI should be made part of the Official Plan/planning process.	The recommendations in the Cultural Heritage Resource Assessment Study prepared by ASI have been addressed, where appropriate or applicable. However, staff note that heritage designations are reviewed under the Ontario Heritage Act and not under the Ontario Planning Act process.
16	Road Patterns	A request was made to revise the east and west arterial road pattern to provide for a roundabout at the north end and south end of Columbus.	Policy 8.8.9.2.6 of the revised draft policies for the Columbus Part II Plan specifies that 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.
17	Traffic Speeds	Requests were made to reduce the posted speed limits within the community (e.g. along Simcoe Street North).	Simcoe Street North is a Regional road and as a result, the Region of Durham is the road authority. The Region has advised that they are committed to working with the City to implement measures to help control traffic speeds and improve the pedestrian environment along Simcoe Street North.

Item	Subject	Comment	Response
18	School Locations	A request was made to relocate proposed schools away from proposed “secondary arterial roads” in order to ensure that road speeds on proposed roads are not impacted by school locations.	<p>The draft recommended land use and road plan identifies Type ‘A’, Type ‘B’ and Type ‘C’ Arterial Roads, as well as Collector Roads. There is no category of “secondary arterial roads.”</p> <p>Schools need to be accessible by roads to allow access to school buses and vehicles for drop off and pick up purposes. One of the school boards has advised that elementary and secondary school sites are best located on dual frontages to provide for a bus zone and a parent drop off/pick up zone.</p>
19	Traffic Calming	Requests were made to provide urban design treatments within the existing Columbus community to reduce traffic speeds (e.g. rumble strips, speed bumps, etc.).	<p>As previously noted, the Region of Durham has advised that they are committed to working with the City to implement measures to help control traffic speeds and improve the pedestrian environment along Simcoe Street North. Examples of these measures may include narrower lanes, wider sidewalks, bike lanes, better lighting, enhanced crosswalks, and improved streetscaping.</p> <p>As well, the revised draft Columbus Community Urban Design Guidelines specifically state that for Simcoe Street North and Columbus Road, the design of streetscapes within the Columbus Special Policy Area should implement appropriate traffic calming measures as listed in the Columbus Part II Plan.</p>
20	Trails	Requests were made to provide a transportation plan that contains a network of ravine trails to better connect the existing and proposed communities.	There are a number of proposed trails as shown on the draft recommended transportation plan, including both Class I and Class II Trails. Both classes of trails are identified as paved multi-use paths with a marked centre-line and signage. However, Class I Trails are intended to be located within the boulevard of the road right-of-way and Class II Trails are intended to be located outside the road right-of-way.

Item	Subject	Comment	Response
21	Agriculture	A request was made to provide an agricultural buffer around the existing community of Columbus and integrate the principles of "Agricultural Urbanism." A suggestion was made to transfer the proposed densities lost to Agricultural Urbanism to other locations throughout Columbus.	<p>The Columbus Part II Plan Area lands are designated as "Living Area" in the Durham Regional Official Plan and "Residential" in the Oshawa Official Plan and are intended for urban development, including residential uses.</p> <p>The proposed residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. If land intended for development is removed to accommodate Agricultural Urbanism, more density will be required elsewhere in Columbus to ensure the density targets are being met. Many of the existing residents and the Columbus Developers' Group have advised that they would prefer to decrease the density of development in Columbus, not increase it. In addition, both have requested that the amount of land intended for Low Density Residential development be increased.</p>
22	Truck Routes	Requests were made to reduce truck/large vehicular traffic through the existing community of Columbus.	<p>There is an existing "heavy vehicle restriction" on Columbus Road between the Oshawa-Whitby boundary and Grandview Street North, which will remain in place as Columbus develops.</p> <p>The Regional road network is open to all types of vehicles to ensure that it can support the efficient movement of people and goods across the Region and beyond. The Region of Durham does not support prohibiting trucks on Simcoe Street North in Columbus as it would be inconsistent with its function as a key north-south Regional road.</p>
23	Mapping	Requests were made for a map that shows property boundaries overlayed with the proposed land uses in Columbus.	A map showing property boundaries overlayed with the proposed land uses was created and provided to residents who requested a copy.

Item	Subject	Comment	Response
24	Glossary	A request was made to include a glossary of terms at the end of the various planning documents to help understand the meanings of certain words.	<p>The Oshawa Official Plan, including its various Part II Plans, does not contain a glossary. However, the Official Plan is structured in such a way that definitions of various terms are italicized. The italicized definitions are imbedded within the document in appropriate locations.</p> <p>Staff note that the revised draft Columbus Community Urban Design Guidelines includes a definitions section.</p>
25	Internet	Concerns were expressed regarding the lack of reliable internet in Columbus.	<p>While matters related to internet connectivity are beyond the scope of the Part II Planning process for Columbus under the Planning Act, staff note that through the future development of Columbus, services will be provided to all residents, including internet.</p> <p>Staff note that Regional Council approved the Region of Durham's Broadband Strategy in 2019, which outlines several actions to support broadband deployment in Durham, particularly in rural and underserved areas. Further, Report ED-22-204 dated November 23, 2022 provides information on the timing of high speed internet being brought to the underserved communities and farm areas north of Highway 407 East in Oshawa. City staff continue to advocate for high-speed Fibre internet services in the Columbus and Raglan communities.</p> <p>On December 12, 2022, City Council considered ED-22-204 and passed the following motion:</p> <ol style="list-style-type: none"> "1. That Report DS-22-204 providing an update on the timing of the High Speed Internet to underserved communities and farm areas north of Highway 407 be received for information; and, 2. That a copy of Report DS-22-204 be forwarded to the Region of Durham and the City of Oshawa appeal to the Region of Durham to prioritize the work for the delivery of internet high speed fiber to the underserved communities in Oshawa north of Hwy 407; and, 3. That a copy of only the public portion of Report DS-22-204 be forwarded to the Oshawa Power and Utilities Corporation and Rogers Communications Inc."

Item	Subject	Comment	Response
26	Traffic	Concerns were expressed regarding growth outside of Columbus (e.g. in Port Perry) that will impact traffic in Columbus.	Planned growth in areas outside of Columbus, including Port Perry, was considered in the travel demand forecasting and analysis that was completed as part of the Part II Plan Study. The analysis showed that the modest growth to the north of Columbus could be accommodated by Simcoe Street North.
27	Thornton Road North	A request was made to widen Thornton Road North and build an interchange at Highway 407 East and Thornton Road North.	The transportation assessment completed as part of the Study did not identify a demonstrated need to further widen Thornton Road North. Nor did it identify the need to construct a new Highway 407 East interchange at Thornton Road North to support development in the Part II Plan Area (or background traffic growth). However, the recommended land use and road plan does not prevent their potential future implementation. Thornton Road North and a future interchange already have the necessary designations in the City and Regional Official Plans. A design for the interchange was identified as part of the Highway 407 East Environmental Assessment study and the City and Region will continue to protect for the future widening of Thornton Road North and implementation of the interchange so they can be constructed if additional capacity is needed.
28	Environmental Protection and Management	High Volume Discharge Areas and Highly Vulnerable Aquifers should not be built on and/or paved over.	The presence of either High Volume Recharge Areas or Ecologically Significant Groundwater Recharge Areas/Highly Vulnerable Aquifers does not restrict placing buildings or other development within these same areas. Instead, there will be a heightened focus to ensure a post-development to pre-development water balance can be achieved so that groundwater recharge can ultimately continue as observed under existing conditions.

Item	Subject	Comment	Response
29	Environmental Protection	Opposition was made to housing that backs onto any creeks, valleys and wildlife corridors.	<p>The natural environment, including creeks, valleys and wildlife corridors, will be protected as outlined in various environmental management policies in both the Columbus Part II Plan and the Part I Plan. There are policies that support appropriate buffers and Vegetation Protection Zones and Policy 8.8.10.2 of the draft policy text for the Columbus Part II Plan states:</p> <p>“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 <i>development</i> review process where <i>development</i> proposals interface with or contain components of the <i>Natural Heritage System</i> or natural heritage or hydrologic features that are not part of the <i>Natural Heritage System</i>.”</p>
30	Mixed Use Node II	Requests were made for the Mixed Use Node II located west of Simcoe Street North, north of Columbus Road West, to be relocated away from the Columbus Special Policy Area, and specifically away from existing residents and closer to Thornton Road North.	<p>The Mixed Use Node II has been shifted west, and no longer abuts the Columbus Special Policy Area.</p> <p>The Mixed Use Node II is appropriately located at a higher order intersection (as opposed to on local roads) that is highly accessible and would be served by future transit.</p>

Item	Subject	Comment	Response
31	Environmental Protection and Management	Concerns were raised regarding general environmental impacts. Residents want to ensure the protection of the Natural Heritage System and support environmental protection and conservation in Columbus.	<p>The community structure of Columbus is based on several principles, including the following environment-focused principles:</p> <ul style="list-style-type: none"> ▪ Protect, maintain, restore, and where possible, improve the Natural Heritage System; ▪ Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; and, ▪ Ensure no adverse environmental impacts on surrounding lands and downstream areas. <p>The Natural Heritage System is intended to be protected pursuant to policies under Section 8.8.10 of the revised draft policy text for the Columbus Part II Plan and the relevant policies in Section 5.0 of the Part I Plan.</p> <p>In addition, prior to the development of land within the Columbus Part II Plan, or the processing of any proposed draft plans of subdivision or substantial development applications, a Master Environmental Servicing Plan must be prepared, which will address how various aspects of the environment are to be conserved and/or protected.</p>
32	Cycling Facilities	Concerns were raised regarding the proposed location of bike lanes.	The proposed arrangement of on-road cycling facilities has been developed and reviewed by qualified transportation engineers and will be designed at the detailed design stage, with safety taken into account as a paramount consideration.
33	Sidewalks	Requests were made for better and safer sidewalks in Columbus.	The implementation of active transportation facilities, including sidewalks, will comply with the latest City engineering standards and design requirements. Any future road improvements will include consideration for appropriate sidewalks, including from a safety and accessibility perspective. Staff note that the revised draft policy text for the Columbus Part II Plan contains urban design principles intended to guide development in Columbus, including the requirement to incorporate design features at a suitable scale for pedestrians (e.g. creating pedestrian-scaled streetscapes and public realm elements including wider sidewalks).

Item	Subject	Comment	Response
34	Townhouses	A request was made to minimize the number of townhouses along Columbus Road East.	Low Density Residential development is not the most appropriate land use along Columbus Road East, owing to the fact that Columbus Road is the central east-west spine of Columbus (except where it abuts the Columbus Special Policy Area). Higher density development is more appropriate along Columbus Road East (outside of the Columbus Special Policy Area).
35	Columbus Subwatershed Study ("C.S.W.S.")	Clarification was requested on the status of the C.S.W.S.	The C.S.W.S. is being completed under a separate process, which will be used to inform the final Part II Plan. City staff are currently reviewing the final Phase 2 C.S.W.S. document and it is a requirement of the Oshawa Official Plan ("O.O.P.") (pursuant to Policy 5.2.5 of the O.O.P.) that the C.S.W.S. be finalized in advance of the adoption of the Columbus Part II Plan, in order that it can meaningfully inform the preparation of the Part II Plan.
36	Species at Risk Compensation Lands	Clarification was requested on the Species at Risk ("S.A.R.") Compensation Lands shown on the environmental mapping.	When Highway 407 East was being constructed, the Ministry of Transportation was required to provide "compensation" lands to protect for certain S.A.R. as a mitigation measure, as certain S.A.R. lands were removed due to the construction of the highway. The compensation area in Columbus is for the Bobolink and Eastern Meadowlark bird species.

Item	Subject	Comment	Response
37	Development	General objections were expressed for the development of Columbus.	<p>The Columbus Part II Plan lands are intended to be developed.</p> <p>The Region of Durham determines the boundary of the Major Urban Area (which is ultimately approved by the Province). The addition of the Part II Planning Area (the area that is proposed to be developed through this Study) was determined by the Region of Durham to be included within the boundary of the Major Urban Area through Regional Official Plan Amendment 128 ("R.O.P.A. 128"). Through R.O.P.A. 128, the Region added these lands as "Living Area" in the Regional Official Plan. Regional Council adopted R.O.P.A. 128 in June 2009, and then it was approved in part by the Province, and subsequently approved by the Ontario Municipal Board in 2013.</p> <p>The residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. The Part II Plan will 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 Planning Area and allow opportunities for residents to age in the community.</p> <p>A Columbus Special Policy Area is proposed in order to regulate development in a manner that is sensitive to and complements the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design. As well, the Natural Heritage System is intended to be protected, pursuant to policies under Section 8.8.10 of the revised draft policy text for the Columbus Part II Plan and the relevant policies in Section 5.0 of the Part I Plan.</p>
38	Preservation of Heritage and Culture	General concerns were expressed that the development of Columbus will impact the history and culture of the existing community.	<p>A Columbus Special Policy Area is proposed in order to regulate development in a manner that is sensitive to and complements the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design.</p> <p>As well, the revised draft Columbus Community Urban Design Guidelines has specific guidelines in place for the Columbus Special Policy Area, which are intended to recognize the special character of this area.</p>

Item	Subject	Comment	Response
39	Mixed Use Node I	A request was made to move the easterly Mixed Use Node I away from the historically significant Grass Grove Lane, away from central Columbus into the new subdivisions or to Ritson Road North, and away from the Columbus Special Policy Area.	<p>The easterly Mixed Use Node I is located away from the Columbus Special Policy Area. It is also subject to draft Policy 8.8.4.2.3 of the Columbus Part II Plan, the purpose of which is to ensure that development in this node is designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses, cultural heritage resources and other permitted uses in a mixed use format during the initial development phase or over the longer term. This specific mixed use node only permits a maximum building height of 3 storeys (rather than 4 storeys which is permitted south of Columbus Road East). As well, before any development can occur in the mixed use node in question, comprehensive plans have to be prepared and all development has to conform to the O.O.P.</p> <p>It is important to note that a mixed use designation permits both residential and commercial uses. If a developer owns land in a proposed mixed use node, they would have the ability to develop these lands, but in the interim, these lands would remain as status quo.</p> <p>In addition, this mixed use node, as well as the two other Mixed Use Node I's located west of the proposed new north-south Type 'C' Arterial Road, are appropriately located at higher order intersections (as opposed to on local roads) that are highly accessible and would be served by future transit.</p> <p>Lastly, there is increased opportunity in this mixed use node for adaptive re-use of existing heritage buildings (e.g. residential homes) by permitting the opportunity for both commercial and residential land uses.</p>
40	Buffers	A request was made for a buffer between existing homes and new development.	The area surrounding the Columbus Special Policy Area predominately consists of planned Low Density Residential development and open space which serves as a buffer between the existing homes and future, higher density development.

Item	Subject	Comment	Response
41	Columbus Special Policy Area Expansion	Requests were made to expand the Columbus Special Policy Area to include Columbus Road from Ritson Road North to the east to Thornton Road North to the west, and Simcoe Street North from Highway 407 East to the south, to Howden Road to the north.	<p>The residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. The City would be unable to meet the population and density targets prescribed by the Province if the Columbus Special Policy Area was increased as requested without requiring significantly increased amounts of high density development elsewhere to compensate for the limited development potential.</p> <p>However, staff note that on March 28, 2022, pursuant to Item DS-22-58, City Council passed a motion to request the Province to allow lower-tier municipalities to implement lower minimum density targets in terms of combined jobs and population in designated Greenfield areas.</p>
42	Police Station	A request was made for a new police station to be located in Columbus.	Durham Regional Police Services would be responsible for determining future police station locations across Durham Region. However, a police station may be permitted in Columbus, as the O.O.P. contains a policy which specifies that police 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.
43	Transportation Mapping	Concerns were raised regarding Exhibit 5-13: Recommended Road Network Improvements in the draft Columbus Transportation Master Plan Final Report and that it was hard to see what was being proposed (e.g. some of the various road improvements shown on the map were similar in colour making it hard to distinguish between them).	Exhibit 5-13: Recommended Road Network Improvements in the revised draft Columbus Transportation Master Plan Final Report has been updated to address these concerns.

Item	Subject	Comment	Response
44	Study Area Boundary	A request was made to expand the Study Area boundary to north of Howden Road, up to the Oak Ridges Moraine boundary.	The Study Terms of Reference was approved by Council in 2017, which contained the defined Study Area boundary. The lands north of Howden Road are generally designated for prime agricultural and open space and recreation purposes under the Province's Greenbelt Plan.
45	Open Space and Recreation Lands	Clarification was requested for the definition of "Open Space and Recreation" lands.	As identified in the revised draft policy text for the Columbus Part II Plan, 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. Lands designated as Open Space and Recreation include lands within the Natural Heritage System and lands subject to environmental or other constraints to development.
46	Road Patterns	Requests were made to relocate the proposed Type 'C' Arterial Roads away from central Columbus into the new subdivisions, or to Thornton Road North and Ritson Road North and away from the Special Policy Area, especially the historically significant Grass Grove Lane.	<p>The road patterns shown in the draft recommended land use and road plan implement the approved roads as generally shown in the Durham Regional Official Plan and the City's Official Plan.</p> <p>As well, the draft recommended transportation plan uses north-south Type 'C' Arterial Roads with connections to Thornton Road North and Ritson Road North to disperse new development traffic away from the Columbus Special Policy Area, including Simcoe Street North.</p>

Item	Subject	Comment	Response
47	Green Space and the Natural Environment	<p>Requests were made to:</p> <ul style="list-style-type: none"> ▪ Include initiatives that support and accommodate green space with easy access to trails and paths for walking, cycling, hiking, etc. to maintain a vibrant, healthy and growing community; ▪ Preserve wildlife corridors and habitat; and ▪ Provide as much of a country/community atmosphere as possible. 	<p>The community structure of Columbus is based on several principles, including the following environment and active transportation-focused principles:</p> <ul style="list-style-type: none"> ▪ Protect, maintain, restore, and where possible, improve the Natural Heritage System; ▪ Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; ▪ Ensure no adverse environmental impacts on surrounding lands and downstream areas; ▪ Design a community for healthy, active living; and, ▪ Create a network of parks, open spaces and trails which contribute to the overall character of the community. <p>The draft recommended transportation plan identifies the proposed active transportation network, which includes a number of cycling lanes, routes and trail options. There are also seven new proposed parks in Columbus, including one Community Park.</p> <p>However, staff note that as a result of Bill 23, “More Homes Built Faster Act, 2022 (“Bill 23”) that was recently passed by the Province, the amount of parkland that a city can collect (or money that a city can collect to be used to acquire parkland) in a residential development will be cut by 50%. This will limit the amount of future parkland in Columbus.</p> <p>In addition, prior to the development of land within the Columbus Part II Plan, or the processing of any proposed draft plans of subdivision or substantial development applications, a Master Environmental Servicing Plan must be prepared, which will address how various aspects of the environment are to be conserved and/or protected.</p>

Item	Subject	Comment	Response
48	Road Status	Requests were made to change the road classification of Simcoe Street North and Columbus Road from a Type 'B' Arterial Road to a Type 'C' Arterial Road.	<p>Changing road classifications is a Regional decision pursuant to an integrated transportation master plan. The most recent integrated transportation master plan was implemented by the Region through Regional Official Plan Amendment 171, which was adopted in 2018. The transportation master plan reviews the arterial road network to identify any areas where the road characteristics are not consistent with the road's classification and recommends classification changes in the Regional Official Plan accordingly.</p> <p>There were no recommendations at the time the most recent integrated transportation master plan was updated to change the road classification for Simcoe Street North and Columbus Road.</p>
49	Local Roads	A request was made for the City to implement a "local traffic only" status for roads within the Columbus Special Policy Area.	<p>Staff note that no new roads are being proposed within the Columbus Special Policy Area.</p> <p>"Local Traffic Only" signs are only installed in active construction areas where a road is closed but open to residents who need to access their driveway to park. If the usage of this type of signage was expanded to residential areas, it would require significant enforcement from Durham Regional Police Services who already have limited resources to address other traffic related safety concerns.</p>
50	Trucks	A request was made for a "no trucks" restriction in Columbus.	<p>As previously noted under Item 22, there is an existing "heavy vehicle restriction" on Columbus Road between the Oshawa-Whitby boundary and Grandview Street North, which will remain in place as Columbus develops.</p> <p>The Regional road network is open to all types of vehicles to ensure that it can support the efficient movement of people and goods across the Region and beyond. The Region of Durham does not support prohibiting trucks on Simcoe Street North in Columbus as it would be inconsistent with its function as a key north-south Regional road.</p>

Item	Subject	Comment	Response
51	Low Density Residential	A request was made to extend the area of lands proposed for Low Density Residential development further west on Columbus Road and shift the Mixed Use Node II closer to Thornton Road North.	The draft recommended land use and road plan has been updated to address this comment. The Mixed Use Node II has been shifted west and no longer abuts the Columbus Special Policy Area.
52	Consultation	Concerns were raised that there will be no more opportunities to provide input into the Study.	There will be additional opportunities for consultation with the public as the Study advances through Stage 4, including at a future statutory public meeting as required under the Planning Act.
53	Cycling Infrastructure	Support was expressed for new cycling infrastructure in Columbus.	There are a number of active transportation routes proposed throughout Columbus. These consist of on road cycling lanes, on road cycling routes and various trails.
54	Road Patterns	Opposition was expressed against a four-lane highway through Columbus (e.g. on Simcoe Street North).	<p>As previously noted with respect to Item 2, Simcoe Street North will not be widened through the existing community and up to Howden Road. Simcoe Street North is only anticipated to be widened south of the Columbus Part II Plan Area, between the Part II Plan Area boundary and Highway 407 East.</p> <p>The draft recommended transportation plan uses north-south Type 'C' Arterial Roads with connections to Thornton Road North and Ritson Road North to disperse the new development traffic away from Simcoe Street North, allowing Simcoe Street North to remain at two lanes through the existing community and up to Howden Road.</p>

Item	Subject	Comment	Response
55	Water Quality	Concerns were expressed regarding potential water contamination as a result of future development in Columbus.	The revised draft policy text for the Columbus Part II Plan includes a policy related to water quality, whereby development involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private drilled wells shall “ensure that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions on such adjacent properties.” The policy also includes the requirement for well water testing and establishing baseline well water quality conditions. If adverse effects do occur, it is proposed that 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 the Region.
56	Connection Fees	Concerns were expressed made regarding residents having to pay their own connection fees to connect to Regional services.	Residents are allowed to stay on private services if they so desire. There are many examples of lots in the urban area that are not on Regional services. If residents do want to connect to municipal services, Regional frontage and connection charges apply which are typically paid by the landowner. Property owners must also pay for any work required on the property in question to bring the piped services to the house. The Regional frontage and connection charges are available on the Region’s website and are subject to change every year.
57	Medium and High Density	Opposition was expressed to medium and high density housing in Columbus.	<p>The proposed residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. The Part II Plan will 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 Planning Area and allow opportunities for residents to age in the community.</p> <p>Two high density residential nodes are proposed to be located at a distance from the Columbus Special Policy Area, separated by roads and other lower density residential lands.</p>

Item	Subject	Comment	Response
58	Green Space	There was support for more parks and walking trails in Columbus, along with general green space.	<p>There are a number of proposed parks and trails in Columbus as shown on the draft recommended land use and road plan and draft recommended transportation plan.</p> <p>However, as previously noted in Item 47, as a result of Bill 23, the amount of future parkland in Columbus will be limited.</p>
59	Low Density Residential	Support was expressed for more single family homes in Columbus.	<p>Additional low density residential lands have been added to replace higher density residential lands in the draft recommended land use and road plan.</p> <p>However, staff note that the proposed residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. The Part II Plan will 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 Planning Area and allow opportunities for residents to age in the community.</p>
60	Parkland	A suggestion was made to include park space along the existing Grass Grove Lane, instead of further north as shown on the draft recommended land use and road plan.	The distribution of parks is intended to serve the entire Columbus community. Relocating a park to be adjacent to the existing Grass Grove Lane would not be equitable, as there is already a proposed park in the vicinity located south of Columbus Road and west of the proposed north-south Type 'C' Arterial Road, designed to serve this area of the Columbus community.

Item	Subject	Comment	Response
61	Communication	A concern was expressed that there has been a lack of communication with existing residents in the community that hold some part of the history of the community.	<p>City staff have undertaken a consultation process providing all Columbus residents equal opportunity to engage and consult staff throughout the Study.</p> <p>Four P.I.C.s have been held to date to share information with the public, as well as receive input on Study materials. Members of the public have been advised that they are welcome to provide comments at any point throughout the Study, not just at P.I.C.s.</p> <p>Further, members of the public are welcome to contact City staff at any time throughout the Study to ask questions, get clarification or provide information. The City has also established a Columbus Community Advisory Committee made up of members of the Columbus community to provide a forum for the exchange of information and feedback on the advancement of the Study.</p>
62	Sidewalks	A request was made for better sidewalks on Columbus Road.	Columbus Road is recommended for reconstruction as shown in Exhibit 5-13 of the draft Columbus Transportation Master Plan Final Report. Through the reconstruction of Columbus Road, matters such as sidewalks would be addressed through the detailed design process.
63	Columbus Road	A request was made to keep Columbus Road as it currently exists (e.g. two lanes with a heavy truck restriction).	Columbus Road is recommended for reconstruction, not widening, as shown in Exhibit 5-13 of the draft Transportation Master Plan Final Report. As well, there is an existing "heavy vehicle restriction" on Columbus Road between the Oshawa-Whitby boundary and Grandview Street North, which will remain in place as Columbus develops.
64	Eastern By-pass	Support was expressed for an eastern by-pass to Simcoe Street North.	The road pattern identified in the recommended land use and road plan includes two proposed north-south Type 'C' Arterial Roads as an alternative to Simcoe Street North, one each east and west of Simcoe Street North.
65	Highway 407 East	A request was made for the Plan II Plan to include a provision for crossing Highway 407 East without an interchange on both sides of Simcoe Street North.	Thornton Road North and Ritson Road North both provide alternate crossings over Highway 407 East at non-interchange locations. In addition, Bridle Road is identified as a future potential overpass as shown on the draft recommended transportation plan.

Item	Subject	Comment	Response
66	Highway 407 East	A request was made to include a new active transportation crossing of Highway 407 East between Thornton Road North and Simcoe Street North.	Simcoe Street North over Highway 407 East currently has paved shoulders. However, the Regional Cycling Plan recommends buffered cycling lanes along Simcoe Street North over Highway 407 East.
67	Existing Residents	A concern was expressed that the focus of the Study is only related to protecting the Columbus Special Policy Area, but should consider all existing residents.	<p>While the draft policy text contains policies specific to the Columbus Special Policy Area, there are many policies that will apply to the entire Columbus Part II Plan Area to ensure that Columbus is developed as a complete community. This includes the integration of 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, and offering a balanced, multi-modal transportation environment.</p> <p>The revised draft policy text for the Columbus Part II Plan contains policies that promote conservation and protection of heritage resources located both inside and outside of the Columbus Special Policy Area. There are also urban design policies and urban design guidelines for Columbus that will help to ensure that development in Columbus supports a diverse community, while maintaining and enhancing the existing character of the community.</p> <p>Lastly, the Part II Plan will 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 existing and future residents of the Columbus Planning Area and allow opportunities for residents to age in the community.</p>

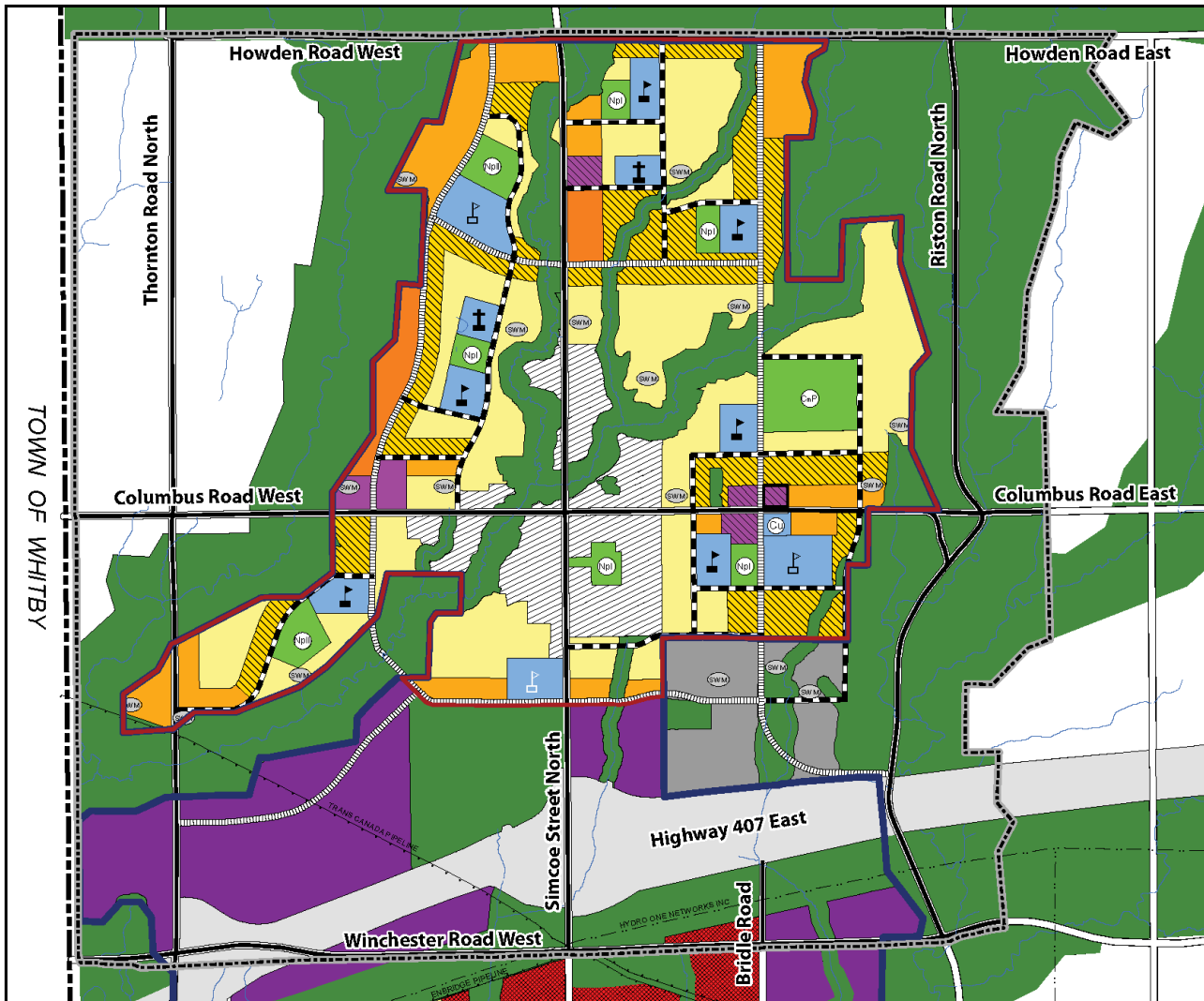
Item	Subject	Comment	Response
68	Howden Road	A concern was expressed regarding potential traffic impacts along Howden Road (e.g. increased traffic and speeds).	Howden Road is not projected to have a significant increase in traffic. However, the development of Columbus presents an opportunity to improve Howden Road's existing deficiencies, and the revised draft Columbus Transportation Master Plan Final Report recommends that a portion of Howden Road receive additional streetscaping, which can help to decrease speeds. Further, draft Policy 8.8.9.1.6 of the Columbus Part II Plan has been updated to address farm vehicles and access to farm properties along Howden Road.
69	Property Taxes	Concerns were expressed that future development in Columbus will increase property taxes for existing residents.	The future impacts to property taxes are unknown at this time. There are many variables at play that can affect property taxes including recent legislation introduced by the Province.
70	Building Design	A request was made for new buildings in Columbus to have bird-safe / bird-friendly designs.	The draft Columbus Community Urban Design Guidelines include guidelines related to the use of bird-friendly design in buildings.
71	Agricultural Impact Assessment	A request was made for Agricultural Impact Assessments to be prepared for Columbus.	The lands within the Part II Planning Area boundary are within the Major Urban Area boundary and do not require this type of assessment. However, Minimum Distance Separation requirements will still be looked at through the development review process.
72	Local Roads	A question was raised as to whether or not an existing street in Columbus would remain as a Court, or if it would become a through road.	The existing local roads within the Columbus Special Policy Area are not anticipated to be re-configured or adjusted.
73	Existing Homes	A concern was expressed that existing homes in Columbus may be demolished.	Whether or not an existing residential dwelling in Columbus would be demolished depends on whether or not a developer owns any existing homes in Columbus and if they intend to develop those lands.

Item	Subject	Comment	Response
74	Affordable Housing	A request was made to include affordable housing in Columbus.	A high-level affordable housing policy is proposed within the revised draft policy text for the Columbus Part II Plan.
75	Corridor Protection Areas	Clarification was requested on the corridor protection areas as shown in the draft preferred transportation plan.	These are the general locations for future roads that are to be protected for over the long term, but they are not yet identified as actual roads in the Part II Plan mapping at this time.
76	Road Widenings	A concern was expressed that many existing houses in Columbus are close to the roads and could be impacted by future road widenings.	Surveys have not yet been completed and design options are still being reviewed to determine how much space would be needed along certain portions of the various roads in Columbus. This will be specifically looked at in Phases 3 and 4 of the E.A. process.
77	Columbus Special Policy Area Development	A question was raised as to whether or not the City plans to develop all four corners of Simcoe Street North and Columbus Road for commercial development.	Development will be limited within the Columbus Special Policy Area. The specific type of limited development that may occur in the Columbus Special Policy Area is unknown at this time. However, 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 project.

Title: Draft Recommended Land Use and Road Plan for the Columbus Part II Plan
 Subject: Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study

Ward: Ward 1
 File: 12-03-1453

City of Oshawa
 Economic and Development Services

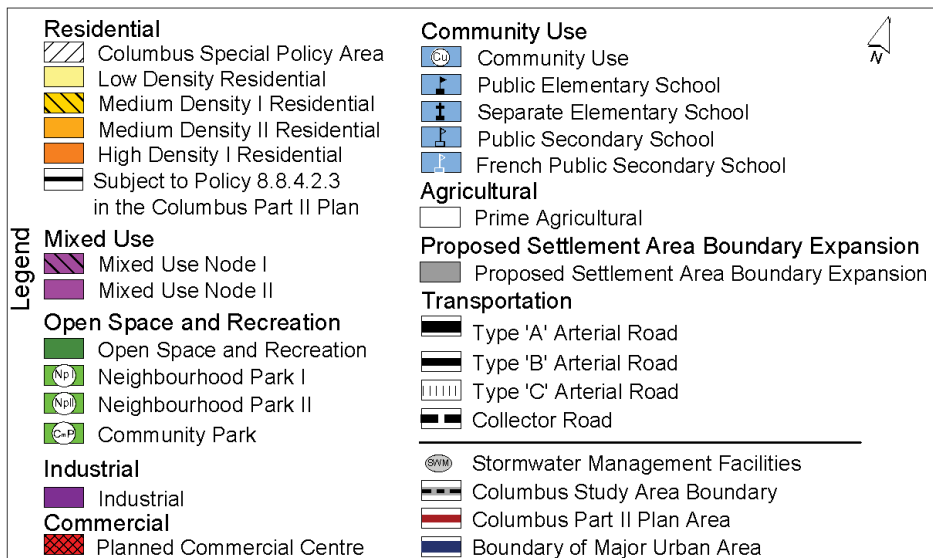


DRAFT Schedule A: Recommended Land Use and Road Plan

November 2022

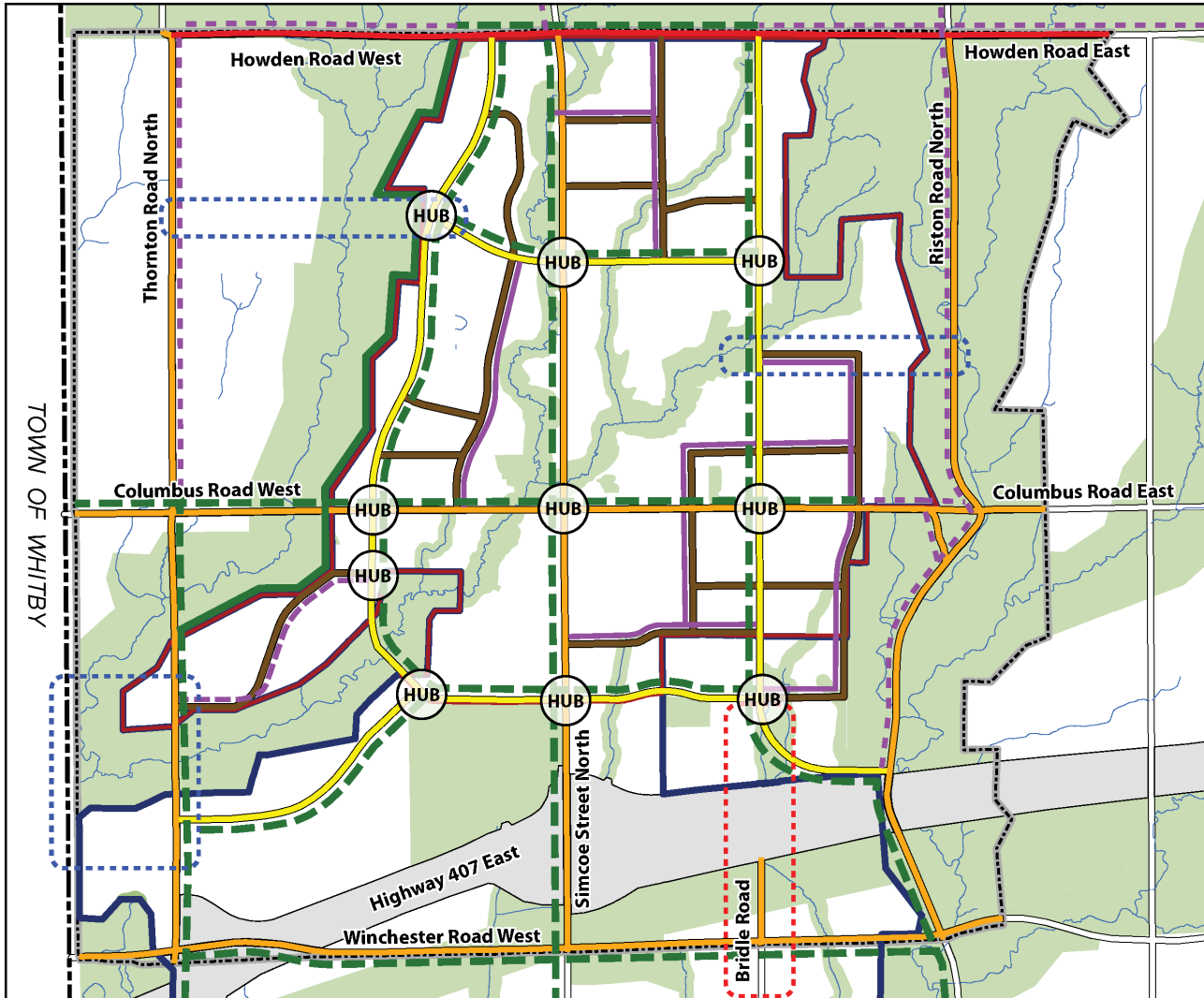
Economic and
Development Services
Department

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Title: Draft Recommended Transportation Plan for the Columbus Part II Plan
Subject: Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study
Ward: Ward 1
File: 12-03-1453

City of Oshawa
Economic and Development Services



DRAFT **Schedule B:** **Recommended** **Transportation Plan**

November 2022

Economic and
Development Services
Department

Road Classification

- Type "A" Arterial Road
- Type "B" Arterial Road
- Type "C" Arterial Road
- Collector Road

Legend

- Active Transportation Network
- On Road Cycling Lanes
- On Road Cycling Routes
- Class I Trail
- Class II Trail
- Transit / EcoMobility Hub

- Protect for future corridor
- Protect for potential overpass

- Columbus Study Area Boundary
- Columbus Part II Plan Area
- Boundary of Major Urban Area

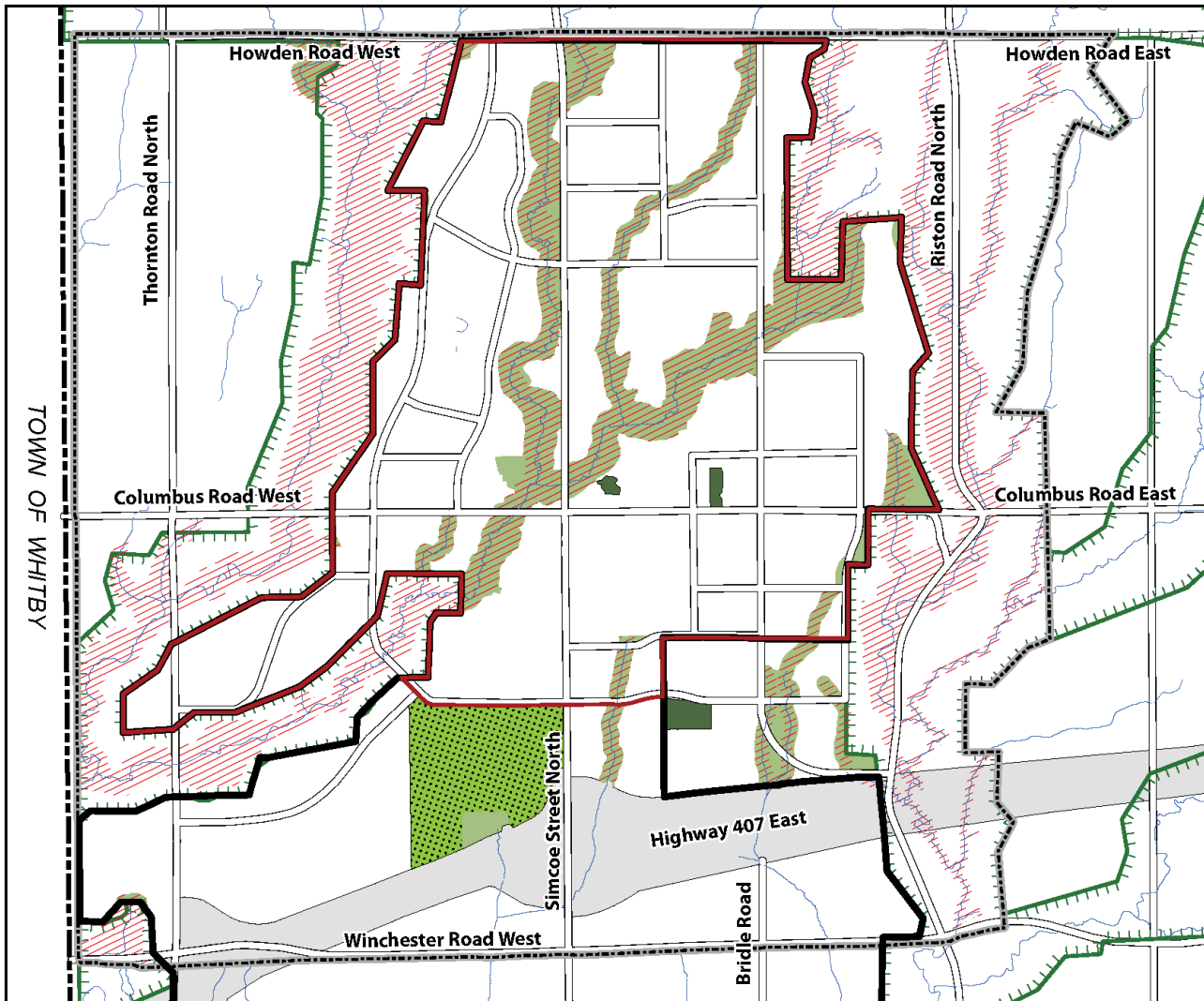
Note:
Highest order cycling facility is shown in
instances of multiple active transportation
facilities on a road segment



Title: Draft Recommended Environmental Management Plan for the
Columbus Part II Plan
Subject: Integrated Columbus Part II Planning Act and Municipal Class
Environmental Assessment Act Study
Ward: Ward 1
File: 12-03-1453

Item: ED-23-09
Attachment 6

City of Oshawa
Economic and Development Services



DRAFT
Schedule C:
Recommended
Environmental
Management Plan

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Meters

November 2022

Economic and
Development Services
Department

- Legend**
- Natural Heritage System
 - Greenbelt Protected Countryside Area Boundary*
 - Natural Heritage System
 - Natural Heritage Features Outside of the Natural Heritage System
 - M.T.O. S.A.R. Compensation Lands
 - Hazard Lands
 - Columbus Planning Area Boundary
 - Columbus Part II Plan Area
 - Boundary of Major Urban Area

*Outside of the Columbus Part II Plan Area, all lands shown located within the Greenbelt Protected Countryside Area Boundary correspond to the Greenbelt Natural Heritage System.

Land Use	Gross Area (Ha)
Columbus Part II Plan Area (CPAII)	557.32
Other lands within Columbus Study Area Boundary (OCSA)	1006.39
Total Columbus Study Area Boundary	1563.71
Non-Developable Lands	
Prime Agricultural	219.88
Hwy 407	84.31
Existing Arterials & Planned Widening	70.90
Existing Local Roads	4.61
Non-Developable Columbus Special Policy Area	25.88
Open Space	36.51
Natural Heritage Feature Outside of NHS	3.80
Natural Heritage Feature Buffer Area	58.04
NHS	
Greenbelt Plan Protected Countryside	434.75
C.S.W.S. NHS	102.47
Proposed Linkage Area	3.47
Proposed Enhancement Area	5.10
MTO SAR Compensation Lands	34.17
Total	1083.90

Land Use (CPAII)	Gross Area (Ha)	Net Area	Units per Net Hectare		Units (Res)		PPU	Jobs per hectare	Pop		Jobs		Pop + Jobs (Total)	
			Min	Max	Min	Max			Min	Max	Min	Max	Min	Max
Columbus Special Policy Area	11.73	8.91	17	18	151	156	2.89		437	451	75	75	512	526
Secondary Suites	3.0%	0.00	-	-	5	5	1.71		8	8			8	8
Proposed Arterial Roads		0.00												
Proposed Collector Roads		0.12												
Proposed Local Roads	20%	2.35												
SWM	3%	0.35												
Low Density Residential	134.13	89.42	26	35	2,325	3,130	3.17		7,366	9,915	0	0	7,366	9,915
Proposed Arterial Roads		1.08												
Proposed Collector Roads		7.40												
Proposed Local Roads	20%	26.83												
SWM	7%	9.39												
Medium Density Residential I	68.53	36.76	35	65	1,287	2,389	2.55		3,283	6,097	0	0	3,283	6,097
Proposed Arterial Roads		6.28												
Proposed Collector Roads		5.28												
Proposed Local Roads	23%	15.42												
SWM	7%	4.80												
Medium Density Residential II	51.36	30.73	65	90	1,998	2,766	2.55		5,098	7,059	0	0	5,098	7,059
Proposed Arterial Roads		2.50												
Proposed Collector Roads		1.69												
Proposed Local Roads	25%	12.84												
SWM	7%	3.60												
High Density Residential	13.21	9.30	90	150	837	1,396	1.71		1,428	2,380	0	0	1,428	2,380
Proposed Arterial Roads		1.51												
Proposed Collector Roads		0.15												
Proposed Local Roads	10%	1.32												
SWM	7%	0.92												
Mixed Use Node I	5.94	4.56	65	90	222	308	1.71	45	379	525	51	51	430	576
Proposed Arterial Roads		0.22												
Proposed Collector Roads		0.15												
Proposed Local Roads	10%	0.59												
SWM	7%	0.42												
Commercial	25%	1.14						45			51	51	51	51
Residential	75%	3.42	65	90	222	308	1.71		379	525			379	525
Mixed Use Node II	5.18	3.73	65	90	61	84	1.71	45	103	143	126	126	229	269
Proposed Arterial Roads		0.46												
Proposed Collector Roads		0.11												
Proposed Local Roads	10%	0.52												
SWM	7%	0.36												
Commercial	75%	2.80						45			126	126	126	126
Residential	25%	0.93	65	90	61	84	1.71		103	143			103	143
Secondary Suites	2.5%	0.00			168	252	1.71		288	431			288	431
Undercount	3.1%								570	837			572	839
Community Park	12.89	12.00												
Proposed Arterial Roads		0.14												
Proposed Collector Roads		0.75												
Neighbourhood Park I	11.29	10.55												
Proposed Arterial Roads		0.24												
Proposed Collector Roads		0.50												
Neighbourhood Park II	9.00	8.20												
Proposed Arterial Roads		0.26												
Proposed Collector Roads		0.54												
Public Secondary School	13.65	12.14						45			90	90	90	90
Proposed Arterial Roads		1.05												
Proposed Collector Roads		0.47												
French Public Secondary School	4.31	4.00						45			45	45	45	45
Proposed Arterial Roads		0.31												
Proposed Collector Roads		0.00												
Public Elementary Schools	21.55	19.20						45			270	270	270	270
Proposed Arterial Roads		0.46												
Proposed Collector Roads		1.89												
Separate Elementary Schools	5.25	4.80						45			90	90	90	90
Proposed Arterial Roads		0.00												
Proposed Collector Roads		0.45												
Community Use	1.19	1.07						45			45	45	45	45
Proposed Arterial Roads		0.12												
Proposed Collector Roads		0.00												

Employment (OCSA)	110.60	88.13												
Existing Local Roads		0.00												
Proposed Arterial Roads		3.66												
Proposed Collector Roads		0.00												
Proposed Local Roads	10%	11.06												
SWM	7%	7.74												
Institutional	3%	2.64						39			103	103	103	103
Retail	7%	6.17						72			444	444	444	444
Office	20%	17.63						126			2,221	2,221	2,221	2,221
Industrial	70%	61.69						34			2,098	2,098	2,098	2,098
Sub Total											4,866	4,866	4,866	4,866
Work From Home								5%			243	243	243	243
No Fixed Place of Work								15%			730	730	730	730
Total Employment Area Jobs											5,839	5,839	5,839	5,839

Total Columbus Part II Plan Area (CPAII) Greenfield Density¹	395.09				7,053	10,485			18,959	27,846	792	792	19,754	28,640
	acres	975.87											50	72
Total Columbus Part II Plan Area (CPAII) Developable Area²	369.21				7,053	10,485			18,959	27,846	792	792	19,754	28,640
	acres	911.94											54	78

Total Columbus Study Area Greenfield Density²	395.09				7,053	10,485			18,959	27,846	6,631	6,631	25,593	34,479
	acres	975.87											65	87
Total Columbus Study Area Developable Area²	479.81				7,053	10,485			18,959	27,846	6,631	6,631	25,593	34,479
	acres	1185.12											53	72

Total Non-Developable & Developable Lands	1563.71
Area Check	1563.71

NOTES:

- Greenfield Density is calculated excluding the areas for natural heritage features/systems, employment areas, cemeteries, and rights-of-way for electricity transmission lines, energy transmission pipelines, and freeways; in accordance with Section 2.2.7 of the Ontario Growth Plan 2020
- Developable Area is calculated by excluding natural heritage features/systems, existing rights-of-way, and prime agricultural lands, and non-developable Columbus Special Policy Area

Revised Draft Policy Text for the Columbus Part II Plan

City of Oshawa
December 2022

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8.8 Part II Plan for the Columbus Planning Area (OPA ____)

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 Plan¹, 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 advances the goals of the Oshawa Strategic Plan.
- 8.8.1.4 The Columbus Planning Area consists of approximately 1,564 hectares (3,865 ac.) of land generally bounded by Winchester Road to the south, the Oshawa-Whitby boundary to the west, the east branch of the Oshawa Creek to the east and Howden Road to the north. The Columbus Part II Plan Area which is located within the Planning Area is approximately 557 hectares (1,377 ac.).
- 8.8.1.5 Based on the Provincial requirement to achieve a minimum *gross density* of 50 units and jobs combined per hectare in *Greenfield* areas, a minimum population of approximately 18,959 is required in the Columbus Part II Plan Area. However, based on the permitted density ranges for residential land uses in the Columbus Part II Plan, it is anticipated that the Columbus Part II Plan will accommodate a planned population of approximately 23,400 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.

¹ Note: References to any schedule in the draft policy text are to schedules which will be developed based on the recommended land use and road, transportation, and environmental management plans.

- 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 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 within a land use designation provided in the Columbus 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 Columbus Part II Plan.

8.8.2 Community Structure

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

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

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

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

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

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

- (b) Design a community for healthy, active living. A community which provides a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable *development* which is fiscally responsible;
- (c) Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-oriented streetscapes, and a significant tree canopy, while incorporating elements of safety for all road users;
- (d) Create a network of parks, open spaces and trails which contribute to the overall character of the community, and provide opportunities for active and passive recreation, as well as active transportation choices throughout and beyond the Part II Plan Area;
- (e) Provide effective interfaces between different land uses, especially between existing residential uses and new uses, between residential and existing *agricultural uses*, between urban uses and the *Natural Heritage System*, including the Greenbelt Natural Heritage System, and between residential and future industrial uses south of the Columbus Part II Plan, to facilitate compatibility of land uses and a high-quality urban and natural *environment*;
- (f) Incorporate the many cultural heritage features in a sensitive manner especially in the existing community (Columbus Special Policy Area), but also in other areas of the Columbus Part II Plan;
- (g) Create a valued and liveable community which reflects the right balance between protecting and restoring the environment and fostering a healthy, equitable and complete community including economic development opportunities and opportunities for residents to live and work in the same community;
- (h) Protect, maintain, restore, and where possible, improve the *Natural Heritage System*, including the Greenbelt Natural Heritage System, with respect to features within the system and at the interface with urban land uses and infrastructure;
- (i) Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; and,
- (j) Ensure no adverse environmental impacts on surrounding lands and downstream areas.

8.8.2.3

The structure of the Columbus Part II Plan is defined by natural heritage and hydrologic features within the *Natural Heritage System*, including the

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

- 8.8.2.4 Where appropriate and feasible, the connectivity of the open space corridors along the existing valleys and *watercourses* within the *Natural Heritage System* shall be enhanced by establishing links to *woodlands*, parks, schools and community uses, stormwater management facilities, and residential and commercial areas by on- and off-road active transportation facilities as appropriate, as identified on Schedule “B” – Columbus Transportation Plan.
- 8.8.2.5 The network of arterial and collector roads, as identified on Schedule “B” – Columbus Transportation Plan, is an important feature of the Columbus Part II Plan consisting of improvements to existing Type “A” and “B” arterial roads, a network of new Type “C” arterial roads and new collector roads. These streets incorporate dedicated space for pedestrians and cyclists providing a well-connected modified grid network intended to maximize mobility choice. Given that Simcoe Street North already accommodates high volumes of traffic through the existing community, the road system is designed to provide alternative routes to Simcoe Street North which encourages access to and from the new community via Thornton Road North, Ritson Road North and the Type “C” arterial roads. The intent is to mitigate the increase in traffic on Simcoe Street North impacting the Columbus Special Policy Area in consideration of the context of the existing community.
- 8.8.2.6 Simcoe Street North and Columbus Road, outside of the limits of the Columbus Special Policy Area, will be a primary focus of *development* for the Columbus Part II Plan. Simcoe Street North is the main north-south corridor that links the Columbus Part II Plan to Highway 407 East and the *Built-up Area* of the City to the south, as well as communities outside of the City limits such as Port Perry in the Township of Scugog and beyond. Simcoe Street North is a Type “B” arterial road within the Columbus Part II Plan, is identified as a Regional Transit Spine on Schedule ‘B-1’ of the Part I Plan, and forms a major multi-modal transportation corridor for the Columbus Part II Plan. It is intended that Simcoe Street North and Columbus Road and adjacent lands be developed to accommodate local traffic, transit and through traffic in a controlled manner, to optimize safety, convenience and access for pedestrians and cyclists and to create a functional, attractive and liveable streetscape, built to a pedestrian scale with a strong interface with the public right-of-way.
- 8.8.2.7 Columbus Road is a Type “B” arterial road, which is planned to be an east-west multi-modal transportation corridor. It is intended that Columbus Road and the adjacent lands be developed to sensitively and harmoniously

integrate vehicular traffic, transit, and active transportation. Columbus Road will provide the primary east-west connection to the Brooklin community in the Town of Whitby from the Columbus Part II Plan for all modes of travel.

- 8.8.2.8 The Type “C” arterial road system is an important feature of the Columbus Part II Plan. It is designed to maximize mobility choice and improve safety for all modes of travel.
- 8.8.2.9 The Columbus Part II Plan is structured to provide a range of housing types and densities. Medium and high density residential land uses have been structured with the goal of being generally located within walking distance of 400 metres (1,312 ft.) (generally equivalent to a five minute walk) to transit corridors to encourage transit use.
- 8.8.2.10 The network of active transportation routes shown on Schedule “B” – Columbus Transportation Plan is intended to facilitate active modes of transportation for recreational and utilitarian purposes, and offer viable, efficient transportation alternatives to the private automobile for trips within, and to areas outside of, the Columbus Part II Plan.
- 8.8.2.11 The lands in the Columbus Whitebelt Area, located southeast of the Columbus Part II Plan Area boundary outside of the Major Urban Area boundary, are currently designated as Prime Agricultural and Open Space and Recreation. A concept plan for the Columbus Whitebelt Area was prepared to show the conceptual interface between the Columbus Part II Plan Area and the Columbus Whitebelt Area and confirm that orderly and efficient land use and transportation can be achieved in the future. The existing land use designations for the Columbus Whitebelt Area will continue to remain until planning studies are undertaken through a municipal comprehensive review to determine their potential future use.

8.8.3 Columbus Special Policy Area

8.8.3.1 General

- 8.8.3.1.1 The Columbus Special Policy Area designation on Schedule “A” – Columbus Land Use and Road Plan is intended to recognize the character of the area where the existing community is focused and will ensure any new *development* in the Columbus Special Policy Area designation will be sensitive to its historical context and cultural heritage and be contextually appropriate.
- 8.8.3.1.2 Permitted uses in the Columbus Special Policy Area, other than on lands which abut or are adjacent to Simcoe Street North or Columbus Road, shall consist primarily of single detached dwellings. In addition, subject to the relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law, other land uses may be permitted in the Columbus Special Policy Area as follows: limited office, restaurants, retail, studios, personal service uses, bed and breakfast establishments, group homes, small scale nursing homes, homes for the aged, day care centres and libraries, that by

nature of their activity, scale and design, are compatible with residential uses.

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

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

- (a) renovation of existing buildings or structures in a manner that is sensitive and complementary to the design, form, use and scale of the building or structure;
- (b) the establishment of accessory apartments within single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse subject to the inclusion of appropriate provisions in the zoning by-law and compliance with the Ontario Building and Fire Codes; and,
- (c) the replacement of buildings or structures damaged by fire or natural disaster.

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

- (a) Any Heritage Conservation District and related Plan that has been approved, pursuant to Section 8.8.11.2 of this Part II Plan, under the *Ontario Heritage Act*;
- (b) Any Master Urban Design Plan that has been adopted by Council for all, or a portion of, the lands in the Columbus Special Policy Area designation in accordance with Section 8.8.13 of this Part II Plan; and,
- (c) Any comprehensive master site plan and urban design guidelines that have been prepared in conformity with the policies of Section 8.8.13 of this Part II Plan.

8.8.3.2 Simcoe Street North and Columbus Road

8.8.3.2.1 Lands which abut or are adjacent to Simcoe Street North and Columbus Road in the Columbus Special Policy Area designation, may be developed where appropriate for residential, commercial, office, institutional and

community uses or a mixed use as defined in Section 8.8.4.1 of this Part II Plan. Such *development* shall also conform with the policies in Section 8.8.12, Urban Design of this Part II Plan, in particular the requirement for the preparation of a Master Urban Design Plan and implementing guidelines.

8.8.4 Mixed Use

8.8.4.1 General

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

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

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

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

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

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

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

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

8.8.4.2 Mixed Use Node I

- 8.8.4.2.1 The Areas designated as Mixed Use Node I is shown on Schedule “A” – Columbus Land Use and Road Plan at the intersection of Columbus Road East and the north/south Type “C” arterial road, and along the east side of Simcoe Street North, south of Howden Road. The Mixed Use Node I that abuts Columbus Road includes cultural heritage resources subject to Policy 8.8.4.2.3 of this Part II Plan in the northeast quadrant of Columbus Road East and the north/south Type “C” arterial road.
- 8.8.4.2.2 The areas designated as Mixed Use Node I will form neighbourhood focal areas and shall be designed to provide opportunities for a mix of uses including commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.4 of this Part II Plan.
- 8.8.4.2.3 *Development* of areas designated as Mixed Use Node I shall be designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses, cultural heritage resources in the northeast quadrant of Columbus Road and the north/south Type “C” arterial road, and other permitted uses, in a mixed use format during the initial *development* phase or over the longer term. The cultural heritage resources, where applicable, shall be conserved in accordance with the policies of this Part II Plan, including Policy 8.8.11.3.
- 8.8.4.2.4 The areas designated as Mixed Use Node I are intended to serve as local community focal areas, however, any commercial component shall be limited in size and scale to be sensitive to the surrounding community.
- 8.8.4.2.5 The maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East, 4 storeys south of Columbus Road East, and 6 storeys directly east of Simcoe Street North, south of Howden Road.
- 8.8.4.2.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node I shall have a density range of 60 to 85 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.2.7 *Development* of the lands designated as Mixed Use Node I must be planned comprehensively, together with adjacent lands in the Low Density Residential, Medium Density Residential and High Density Residential designations. In accordance with the provisions of Section 8.8.13 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application for the lands designated Mixed Use Node I.

8.8.4.3 Mixed Use Node II

- 8.8.4.3.1 The area designated as Mixed Use Node II is shown on Schedule “A” – Columbus Land Use and Road Plan on the north side of Columbus Road West, east and west of a Type “C” arterial road.
- 8.8.4.3.2 The areas designated as Mixed Use Node II shall be developed with commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.5 of this Part II Plan.
- 8.8.4.3.3 While the areas designated as Mixed Use Node II shall be the primary focus for commercial uses in the Columbus Part II Plan, in addition to appropriate forms of commercial *development* along Simcoe Street North and Columbus Road, they shall be designed to accommodate the sensitive integration of medium density residential uses, and other permitted uses, in a mixed use format during the initial *development* phase and/or over the longer term.
- 8.8.4.3.4 The lands designated as Mixed Use Node II are intended to serve as a local community focal area. The commercial component of the Mixed Use Node II shall generally not exceed a maximum *gross floor area* of 7,432 square metres (80,000 sq. ft.) and may contain a supermarket.
- 8.8.4.3.5 The minimum height of any mixed use commercial/residential or multi-unit commercial and/or office building, or single use residential building in an area designated as Mixed Use Node II shall be 2 storeys, with the exception of standalone single use non-residential buildings (such as a standalone grocery store or restaurant pad building) which may be a single storey, but designed at a height equivalent to two storeys. The maximum height of all buildings shall be 6 storeys.
- 8.8.4.3.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node II shall have a density range of 60 to 85 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.3.7 *Development* of the lands designated as Mixed Use Node II must be planned comprehensively, together with adjacent lands in the Low Density Residential, Medium Density Residential and High Density Residential designations. In accordance with the provisions of Section 8.8.13 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application in the lands designated Mixed Use Node II.

8.8.5 Residential

- 8.8.5.1 Areas designated as Low Density Residential, Medium Density I Residential, Medium Density II Residential and High Density I Residential shall be

predominantly used for residential dwellings in accordance with the relevant policies of this Part II Plan and Section 2.3 of the Part I Plan.

- 8.8.5.2 For the purposes of the Columbus Part II Plan, gross residential density shall be calculated on the basis of gross residential area which shall include lots on which residential *development* is permitted by the Columbus Part II Plan and abutting local, collector and arterial roads, parks and schools, but shall exclude those components of the *Natural Heritage System* identified in Policy 5.4.4 of the Part I Plan and major infrastructure that is built or approved under the Environmental Assessment Act (Provincial 400-series highway rights-of-way, hydro corridors, hydro generation stations and airports). Net residential density shall be calculated on the basis of net residential area which shall include all of the developable portion of any individual site or lot on which residential *development* is permitted, after the conveyance of any required road widening.
- 8.8.5.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Low Density Residential areas shall be 26 units per hectare (10.5 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 in lands designated Medium Density I Residential in a plan of subdivision and, further, the minimum net residential density for such single detached dwellings shall be 26 units per hectare (10.5 u/ac) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).
- 8.8.5.6 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density II Residential areas shall be 65 units per hectare (26 u/ac.) and the maximum net residential density shall be no more than 90 units per hectare (36 u/ac).
- 8.8.5.7 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for High Density Residential areas shall be 90 units per hectare (36 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.

- 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.
- 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 II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.

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

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

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

8.8.6 **Community Use**

- 8.8.6.1 Areas designated as Community Use on Schedule “A” – Columbus Land Use and Road Plan may be used for social, educational, cultural, health and religious land uses such as schools, places of worship, day care centres, libraries, health service offices/clinics and nursery schools that, by nature of their activity, scale and design, are compatible with surrounding land uses. In addition, residential development may be permitted in conjunction with the development of public and separate elementary schools and public secondary schools as a mixed use development without requiring an amendment to the Columbus Part II Plan, provided that such development is compatible with surrounding land uses, is subject to the inclusion of appropriate provisions in the zoning by-law, and meets the approval of the relevant school board.

- 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 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 facilities.
- 8.8.6.5 The Columbus Part II Plan includes six public elementary schools based on a student allocation of approximately 600 students per school.
- 8.8.6.6 Unless otherwise agreed to by any of the applicable school boards, public elementary school sites will have a size and configuration that accommodates a school for 600 students, and a broader range of services, including but not limited to, all day kindergarten and child care facilities.
- 8.8.6.7 The size and configuration of school sites will be determined through the *development* approval review process by a preliminary site plan and facility fit analysis that considers site design issues, including vehicular access, parking and grading and may include the provision of eight elementary school sites (ranging in size from 2.4 hectares (5.9 ac.) to 3.2 hectares/7.9 acres), two 6.0 hectare (15 ac.) public secondary school sites and one 4.0 hectare (9.9 ac.) French public secondary school site.
- 8.8.6.8 Where a Community Use is identified with a "Cu" symbol on Schedule "A" – Columbus Land and Road Use Plan, the maximum site area shall not exceed 2 hectares (5.0 ac.) in size. The *development* of a Community Use identified with a "Cu" symbol having a site area in excess of 2 hectares (5.0 ac.) shall be subject to an amendment to the Columbus Part II Plan and the zoning by-law. The documentation submitted in support of the amendment shall

address transportation impacts (including traffic impacts on the surrounding road and active transportation network), parking and other matters deemed appropriate by the City.

- 8.8.6.9 In the event that a site designated as Community Use and intended for a public or separate elementary school or a public or French public secondary school is not needed for that use, the maximum site area of any alternate community use shall generally not exceed 2 hectares (5.0 ac.).
- 8.8.6.10 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or separate elementary school is not needed for that use or other community uses, in whole or in part, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.11 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or French public secondary school is not required for a secondary school or other community uses, in whole or in part, the site may alternatively be used for Low Density Residential uses, Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.12 In the event that a site designated as a Community Use and identified with a “Cu” symbol is not needed for a community use, the site may alternatively be used for Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan. During the *development* approvals process, consideration shall be given to ensuring that areas designated as a Community Use with a “Cu” symbol are of a size and configuration suitable for an alternative use should they not be needed for a community use.
- 8.8.6.13 Proposals for the *development* of Community Use sites shall optimize the integration of active transportation and associated amenities and transit connections and demonstrate a flexible design that reflects the heritage character of the community and can be adjusted as the needs of the community evolve over time.
- 8.8.6.14 In the event that a site for a public library is needed in the Columbus Part II Plan, consideration shall be given to a central location that is readily accessible by transit, active transportation, and that is integrated with other community or public facilities wherever possible.

8.8.7 Open Space and Recreation

8.8.7.1 General

- 8.8.7.1.1 Areas designated as Open Space and Recreation consist of sites designated for a Community Park, Neighbourhood Parks, and lands for Open Space and

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

- 8.8.7.1.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of this Part II Plan and Sections 2.6 and 5.0 of the Part I Plan.
- 8.8.7.1.3 The acquisition of lands by the City for parks and related recreation and open space purposes and any other lands necessary to achieve an integrated and continuous parkland and open space system shall be subject to the requirements of the Planning Act and the relevant policies of this Part II Plan.
- 8.8.7.1.4 The City shall require the conveyance of other lands shown as Open Space and Recreation on Schedule “A” – Columbus Land Use and Road Plan. Such conveyance shall be at no cost to the City and include land related to the *Natural Heritage System*, *Hazard Lands* and associated buffers and *Vegetation Protection Zones*. These lands shall not be included as part of the dedication of parkland pursuant to the Planning Act. For clarity, parkland dedication includes lands for a Community Park and Neighbourhood Parks as shown on Schedule “A” – Columbus Land Use and Road Plan and may include Parkettes in accordance with Section 8.8.7.1.10 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 Parks shall be located and designed to maximize visibility to and safety within the park. In this regard, parks shall generally be fronted by a public street on at least two complete sides, and abut residential *development* on no more than one side unless the abutting residential *development* consists of dwelling units having frontal quality facades directly facing onto the park, in which case such *development* should abut no more than two sides. 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 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 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.

- 8.8.7.1.9 The Open Space and Recreation system is intended to achieve a linked open space and *Natural Heritage System*. In certain locations this will be achieved through the use of linear park connections to link wooded areas and other lands proposed for Open Space and Recreation purposes.
- 8.8.7.1.10 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 the Section 8.8.7.4. Any parkettes shall be considered part of the parkland and open space system and the acquisition of such lands shall be in accordance with Section 8.8.7.1.3 of this Part II Plan.
- 8.8.7.1.11 Naturalized parkland that is also appropriate for passive recreation may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority, in the Greenbelt Natural Heritage System, provided that:
- (a) 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*; 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 naturalized parkland appropriate for passive recreation shall be at the City's sole discretion, in consultation with the Central Lake Ontario Conservation Authority.

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 12 hectares (29.6 ac.).

8.8.7.3 Neighbourhood Parks

- 8.8.7.3.1 The general locations of the Neighbourhood Parks are shown on Schedule “A” – Columbus Land Use and Road Plan. However, the precise locations are flexible within the area shown as bounded by arterial roads, utility corridors and/or areas designated as Open Space and Recreation. Through the *development* approval process the location can be shifted within such areas without requiring an amendment to the Part II Plan. However, the location must be satisfactory to the City, shall be within the same ownership (unless the configuration and/or location of the park is deemed by the City, at its sole discretion, to be better served by being designed/situated in a manner that involves lands under multiple ownership) and the intent of the Plan shall be maintained. Where a Neighbourhood Park is shifted from the site shown on Schedule “A” – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Neighbourhood Park shall be assumed to be Low Density Residential or Medium Density I Residential. The Neighbourhood Parks shall be developed in accordance with the relevant policies of the Part I Plan and the Columbus Part II Plan.
- 8.8.7.3.2 Neighbourhood Parks designated as NP I shall have a minimum site area of approximately 2.1 hectares (5.2 ac.). Neighbourhood Parks designated as NP II shall have a minimum site area of approximately 4.1 hectares (10.1 ac.).

8.8.7.4 Parkettes

- 8.8.7.4.1 The locations of Parkettes shall be determined through the *development* approval process without requiring an amendment to the Part II Plan, provided the location is satisfactory to the City, the parkette is conveyed to the City as a donation or acquired by the City on the basis of a demonstrated need, is within the same ownership and the intent of the Plan is maintained.

- 8.8.7.4.2 Parkettes are intended to serve local neighbourhoods and may include playgrounds and passive recreation areas. In addition, the City recognizes that community gardens contribute to sustainability and neighbourhood cohesion and may consider the use of Parkettes for community gardens where interest is expressed by the local residents.
- 8.8.7.4.3 Parkettes acquired by the City on the basis of a demonstrated need shall generally have a minimum site area of approximately 0.6 hectares (1.5 ac.). However, parkettes may be greater than 0.6 hectares (1.5 ac.) in size if the density of planned *development* in the vicinity supports the conveyance of parkland in accordance with Policy 2.6.3.2 of the Part I Plan. Conversely, parkettes may also be less than 0.6 hectares (1.5 ac) in size in the event that the City, in consultation with the developer, considers it appropriate to provide a smaller parkette to serve a particular development.
- 8.8.7.4.4 The location of Parkettes shall be coordinated where possible with the location of stormwater management facilities, *woodlands*, and other lands proposed for open space and recreation purposes, as well as to provide connections between these features and other land uses, including roads and utility corridors.
- 8.8.7.4.5 Parkettes may be linear in form in order to provide appropriate connectivity, and this function shall be reflected in the submission of *development* applications for the affected lands.

8.8.8 Municipal Services and Utilities

8.8.8.1 General

- 8.8.8.1.1 *Development* within the Columbus Part II Plan shall be subject to Section 9.7 of the Part I Plan with respect to servicing.
- 8.8.8.1.2 *Development* shall be phased in accordance with the availability and provision of services and phasing shall reflect a cost-efficient and sequential extension of infrastructure.
- 8.8.8.1.3 Where feasible, electrical, cable, telecommunications infrastructure and other utilities shall be required to be located underground and the design and location of associated at-grade service boxes shall have regard for the pedestrian environment, vehicular sight-lines, landscaping and urban design.
- 8.8.8.1.4 Water and sewage trunk services shall be located in accordance with the recommendations of the Columbus Subwatershed Study (C.S.W.S.) and the Columbus Servicing Study.
- 8.8.8.1.5 Functional servicing reports shall be required at the *development* approvals stage to identify capacity and required improvements, and mitigation measures to minimize impacts. Such reports will reflect the recommendations of the C.S.W.S., the Master Environmental Servicing Plan (M.E.S.P.) and the Columbus Servicing Study.

8.8.8.1.6 The City encourages the planning and installation of all public and private utilities approved for installation by the municipality on an integrated basis, including consideration to the use of joint utility poles and buried hydro facilities, at the cost of the proponent. The City encourages the use of joint trench(es) and concurrent installations wherever feasible. The City will also consider clustering or grouping of private utilities within the public realm, where feasible, such as on or within streetscape features such as: gateways; lamp posts; transit shelters; and when determining appropriate locations for large utility equipment and utility cluster sites.

8.8.8.1.7 The City encourages the installation of private and public utilities as early as possible in the *development* approvals process, and in a coordinated fashion taking into consideration the siting of street trees, in order to maximize urban tree canopy coverage and minimize disruption to the community.

8.8.8.2 Master Environmental Servicing Plan

8.8.8.2.1 Before any *development* of land within the Columbus Part II Plan including the processing of any proposed draft plans of subdivision or a substantial *development* application, a Master Environmental Servicing Plan (M.E.S.P.) shall be prepared which will reflect the recommendations of the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan.

8.8.8.2.2 The proponent of any proposed draft plans of subdivision or a substantial *development* application within the Columbus Part II Plan shall complete an M.E.S.P. prior to the processing of any proposed draft plans of subdivision or a substantial *development* application, unless one has already been completed, to the satisfaction of the City of Oshawa and the Region of Durham, in consultation with the Central Lake Ontario Conservation Authority. The M.E.S.P. shall include all lands within the Columbus Part II Plan and shall consider any other land, both inside and outside the Columbus Part II Plan, necessary to adequately address the matters being dealt with in the M.E.S.P.

8.8.8.2.3 The M.E.S.P. shall address, but not necessarily be limited to, the following issues, to provide greater precision and direction to the analysis contained in the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan:

- (a) Hydrogeology/Groundwater Management: The investigation will provide a sufficient level of understanding of the hydrogeological conditions of the subject area and identify areas, if any, within the Columbus Part II Plan where the soil and groundwater conditions are conducive for promoting groundwater recharge in an urban setting. The groundwater management analysis will address water budget, groundwater quality and quantity and protection of recharge and discharge functions. It will address pre- and post-*development* analysis of recharge, infiltration, runoff and evapotranspiration conditions as well as the calculated change in water balance due to *development*. Pre-*development* infiltration conditions should be

maintained and/or enhanced to preserve groundwater function and linkages to natural features. Mitigative measures should also be described to maintain the recharge function, including identifying suitable locations for and types of Low Impact Development techniques. The analysis will also either establish a minimum basement elevation or a recommended approach to determine a minimum basement elevation. Finally, the analysis will determine appropriate design criteria for a foundation drainage system for *development*, if applicable.

- (b) Aquatic/Terrestrial Environmental Management: The environmental management analysis will apply the minimum required width of vegetation protection zones, in order to determine if a greater width is appropriate pursuant to Section 5 of the Part I Plan, to address *fish habitat* protection and management, aquatic setback requirements, and key natural and hydrologic features protection and setbacks, including natural channel design considerations.”. It will also determine the appropriate specific location of off-road active transportation facilities and linkages within or adjacent to *Hazard Lands* and/or the *Natural Heritage System*.
- (c) Stormwater Management: The stormwater management analysis will not only establish the target flows along riparian corridors as shown on Schedule “F1-A” of the Part I Plan within the Columbus Part II Plan area (to be used and how to be used) and the minor and major flow routes within the Columbus Part II Plan area, but also identify the general characteristics for stormwater management facilities, including pond sizing, location and type, as well as a preliminary design that includes accommodation on-site for the deposition of sediment resulting from maintenance activities. The use of Low Impact Development techniques/alternative stormwater management designs and practices shall be considered.
- (d) Biology: The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the *watercourses*, as well as to the implementation of stormwater management facilities and valleyland and *woodland* edge management.
- (e) Municipal Servicing: The municipal engineering investigation will identify significant cut and fill areas, and will provide a preliminary water supply strategy and water distribution model, the preliminary design of major trunks and sub-trunks for the sanitary, storm drainage and foundation drain collector system, and the identification of overland flow routes. The municipal engineering investigation will also include one or more sanitary servicing drawings and one or more water supply servicing drawings based on Schedule “A” – Columbus Land Use and Road Plan, and these servicing drawings shall include

details showing how existing development within the Columbus Special Policy Area could be serviced.

- (f) **Transportation:** The transportation investigation will be undertaken in accordance with the City's and Region's transportation impact study guidelines and the Columbus Part II Plan Transportation Master Plan. The investigation will identify the transportation infrastructure, facilities and design elements needed to appropriately address and support each mode of travel, including walking, biking and transit, as well as vehicular travel, such that the transportation system functions as a balanced, integrated network and operates on the premise of a balanced approach to *Level of Service* that considers all modes. The investigation should make recommendations regarding neighbourhood traffic management. It will also determine the approximate location of the arterial and collector road crossings of *watercourses*.

8.8.8.3 Stormwater Management

8.8.8.3.1 Stormwater management facilities shall be permitted in any land use designation on Schedule "A" – Columbus Land Use and Road Plan but are not permitted on lands identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan, including *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*. For clarity, naturalized stormwater management facilities or naturalized components thereof may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority, 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.

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.

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.
- 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, 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.

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, 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 Stormwater management facilities conveyed to the City shall not 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 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 may require, at no additional cost to the City, 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 alignment of the arterial and collector roads, as indicated on Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan will be more precisely defined during the preparation of a M.E.S.P. and functional alignment studies and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process, incorporating the requirements of the Greenbelt Plan. These studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including *watercourse* crossing locations, and recommend any necessary mitigation measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process. The studies will also have regard for the need to protect the potential Bridle Road/Highway 407 East overpass and the following potential future east-west corridor extensions identified on Schedule “B” – Columbus Transportation Plan:

- (a) The westerly extension to Thornton Road North of the planned east-west Type ‘C’ arterial road located approximately midway between Columbus Road West and Howden Road West;
- (b) The easterly extension to Ritson Road North of the planned east-west collector road or, if required pursuant to Policy 8.8.9.2.3, a Type ‘C’ arterial road located adjacent to the north limit of the planned Community Park; and,
- (c) The westerly extension to the Oshawa-Whitby boundary of either the planned east-west Type ‘C’ arterial road located north of Highway 407 East in the South Columbus Industrial Area or the westerly extension from Thornton Road North to the Oshawa-Whitby boundary of the planned extension, in the form of an east-west Type ‘C’ arterial road, of the collector road located approximately midway between Columbus Road West and Highway 407 East. The selection of the final route for the alignment of the extension to the Oshawa-Whitby boundary shall be determined through further study, to the satisfaction of the City and the Region of Durham.

8.8.9.2.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the collector road located adjacent to the north limit of the planned Community Park may be required, at the City’s sole discretion in consultation

with the Region of Durham, to be reclassified as a Type 'C' arterial road in the event that it is determined through further study that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type 'C' arterial road may occur without an amendment to this Plan. To protect for the potential reclassification of the collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.7 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.2 of this Part II Plan.

- 8.8.9.2.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, should the northerly of the two route options described in Policy 8.8.9.2.2(c) be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the collector road located approximately midway between Columbus Road West and Highway 407 East shown east of and connecting to Thornton Road North may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type 'C' arterial road in the event that it is determined through further study that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type 'C' arterial road may occur without an amendment to this Plan.

To protect for the potential reclassification of the above noted collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.7 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.2 of this Part II Plan.

- 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 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 8.8.9.2.9 of this Part II Plan.
- 8.8.9.2.11 Laneways shall generally have a maximum length of 150 metres (493 ft.) to facilitate designs that minimize the need for internal storm sewers, where feasible, by draining to catchbasins located at the end of the laneway at the intersecting municipal street. In cases where block lengths exceed 150 metres (493 ft.), an additional access point should be provided for laneways in a central location.
- 8.8.9.2.12 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.

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, Traffic Management Plan and/or transportation demand management checklist and report.

8.8.9.4 Active Transportation Routes and Linkages

8.8.9.4.1 General

The active transportation network for the Columbus Part II Plan shall conform to the active transportation routes shown on Schedule "B" – Columbus Transportation Plan to provide a continuous, connected system throughout the Columbus Part II Plan and connecting to areas outside of the Columbus Part II Plan. The specific types of facilities to be provided on the main routes (excluding sidewalks) are identified on Schedule "B" – Columbus

Transportation Plan, and are described in Policies 8.8.9.4.2 and 8.8.9.4.3 of this Part II Plan.

In addition to the active transportation network shown on Schedule “B” – Columbus Transportation Plan, additional active transportation linkages shall be provided, where appropriate, to facilitate efficient and convenient connections between land uses and/or streets. In this regard, the potential provision of additional active transportation linkages may include opportunities for such linkages to be provided for public access through common elements of condominium developments. These additional linkages are intended to provide easy access to main active transportation routes, schools, parks, community uses, the open space system and, where appropriate, commercial uses. In particular, additional active transportation linkages may be required to be provided to facilitate active transportation access to all school sites and transit stops where a route exclusively using the road network would be excessively circuitous. These additional active transportation linkages may not be indicated on Schedule “B” – Columbus Transportation Plan, and the precise location and implementation of the linkages shall be determined through the *development* approval process.

The implementation of active transportation facilities, including sidewalks, shall comply with the latest City engineering standards and design requirements.

Active transportation routes and linkages shall be located, and associated facilities designed, to ensure pedestrian and cyclist safety and comfort, with consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles, lighting, maintenance and passive surveillance.

Where an active transportation linkage takes the form of a walkway block such as in a plan of subdivision, the linkage shall generally have a minimum width of 9.0 metres (29.5 ft.) to support a 3.0 metre (9.8 ft.) wide walkway with a 3.0 metre (9.8 ft.) wide landscape strip on either side, sufficient to support healthy tree growth.

In the event that an active transportation route shown on Schedule “B” – Columbus Transportation Plan is associated with part of the *Natural Heritage System* shown on Schedule “C” – Columbus Environmental Management Plan, and the *Natural Heritage System* is refined, the location of the active transportation route shall be reviewed and may be modified as appropriate without requiring an amendment to the Part II Plan.

8.8.9.4.2 Off-Road Active Transportation Facilities

An extensive, integrated system of off-road active transportation facilities has been identified in the C.T.M.P., and as shown on Schedule “B” – Columbus Transportation Plan. The extensive system will result in a network of active transportation routes and linkages and provide connections between valleylands, parks, utility corridors, stormwater management facilities, the open space system and adjacent land uses and along the boulevards of road

rights-of-way. The system will facilitate active transportation for recreational and utilitarian purposes and provide access to major activity centres, as appropriate, while addressing issues such as but not limited to grading and access control. Off-road active transportation facilities along routes shown on Schedule “B” – Columbus Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule “B” – Columbus Transportation on the basis of ultimate anticipated level of usage. Both classes of trail are paved multi-use paths with a marked centre-line and signage. However, barring physical constraints, Class I Trails are intended to be located within the boulevard of the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.) and Class II Trails are intended to be located outside the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.).

Further opportunities for off-road active transportation facilities should be explored in the M.E.S.P., and subsequent plans of subdivision.

Off-road active transportation facilities will be developed in accordance with the standards in the City’s Active Transportation Master Plan (2015), and Provincial standards and guidelines (e.g. Ontario Traffic Manual Book 15 and 18).

Off-road facilities associated with active transportation routes and linkages are permitted within an environmental buffer, including a *Vegetation Protection Zone* associated with part of the *Natural Heritage System* in accordance with Section 5 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 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, 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.

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.

- 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, 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. 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.
- 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*. This may include re-vegetation including the planting of trees, shrubs, and herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.
- 8.8.10.10 Where determined to be appropriate by the City in consultation with the Central Lake Ontario Conservation Authority, natural channel design features shall be incorporated to preserve, regenerate and/or enhance areas identified as *Natural Heritage System*. A greater width for the *Natural Heritage System* may be required to accommodate natural channel design features, stable slopes, vegetation and buffer areas.
- 8.8.10.11 *Development* involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private drilled wells shall ensure that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of such adjacent properties. In this regard, a plan to ensure pre *development* testing of the well water on adjacent sites shall be developed in consultation with the City, and execution of said plan shall be with the consent of the owner to establish baseline well water quality conditions. During the *development* process, regular and frequent testing shall be undertaken in accordance with the Region of Durham's well water sampling protocols. If such adverse effects occur, they shall be rectified by the developer in a timely manner, at their sole expense, based on an approach developed in consultation with the City and/or Region of Durham and carried out to the satisfaction of the same.
- 8.8.10.12 Significant restoration projects in the Columbus Part II Plan Area, as identified in the C.S.W.S, are to be implemented pursuant to the M.E.S.P. through the development process, including restoration of previously unauthorized removed vegetation communities and the restoration of lands identified as forming natural heritage linkage areas.

8.8.11 Heritage and Archaeological Features

- 8.8.11.1 The built *heritage resources* in the Columbus Part II Plan, as documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report prepared for the area by ASI, dated February 2019 (revised April 2019), are integral components of the area's historical community and rural legacy and their maintenance, conservation and preservation is of primary importance.
- 8.8.11.2 A Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa to consider the potential implementation of a Heritage Conservation District Plan for the Columbus community. Regardless, unless it is demonstrated to the satisfaction of the City that it is not otherwise feasible, *development* shall conserve built *heritage resources* and be designed to integrate such resources into the community so that the scale, form and character supports and complements the heritage values, attributes and integrity of the resources.
- 8.8.11.3 When considering a *development* application, the preferred approach to the conservation and preservation of any built *heritage resources* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report shall be their retention in situ, through integration and/or adaptive re-use. However, if it is demonstrated to the satisfaction of the City that retention in situ is not feasible, the preferred secondary approach shall be relocation to a different location on the same property for adaptive re-use or, if such is not feasible, relocation off-site for adaptive re-use. Only after it is demonstrated to the City's satisfaction that these approaches are not feasible should an application to demolish a built heritage resource be submitted, whereupon appropriate opportunities for salvage should be pursued.
- 8.8.11.4 The City may take appropriate actions including imposing conditions of approval on the *development* application to ensure the continued protection of identified built *heritage resources*.
- 8.8.11.5 A Heritage Impact Assessment, prepared by a qualified heritage professional, shall be submitted with any *development* application containing a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report. It shall likewise be an expectation 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 submission of a Heritage Impact Assessment which will evaluate the proposed *development* and demonstrate that the heritage attributes of the built *heritage resources* will be conserved.
- 8.8.11.6 A Heritage Impact Assessment, as referenced in Policy 8.8.11.5 of this Part II Plan shall provide a detailed analysis and evaluation of the built heritage

resource, identify options for conserving the resource – including preservation of the resource in conjunction with any related proposed *development* in accordance with Policy 8.8.11.3 of this Part II Plan– and recommend a preferred approach based on a balanced, detailed justification and rationale.

- 8.8.11.7 Before a *development* is approved for lands having archaeological potential within the Columbus Part II Plan, a Stage 2 Archaeological Assessment will be conducted by a qualified archaeologist, in consultation with Indigenous Communities. Further, specific lands identified in the Stage 1 Archaeological Assessment prepared by ASI, dated April 2019 shall require a Stage 3 Archaeological Assessment. Any sites found containing archaeological resources are to be preserved or these resources are to be removed, catalogued and analyzed prior to *development*, in consultation with the Ministry of Citizenship and Multiculturalism. Any Stage 3 or 4 Archaeological Assessment will be conducted in consultation with Indigenous Communities.

8.8.12 Urban Design

8.8.12.1 General

- 8.8.12.1.1 An emphasis on urban design will be an essential component of the implementation of the Columbus Part II Plan. High quality urban design in the public realm shall be provided in the *development* of all public parks and open spaces, roads, facilities in support of active transportation routes and linkages, buildings and engineering projects. In addition, high quality urban design shall be achieved in the *development* of private properties by giving specific attention to building design, height, siting, orientation, massing, landscape and streetscape design, as well as attention to ensure that *development* appropriately relates to and interacts with the public realm, adjacent lands and the broader neighbourhood. *Development* applications will be evaluated in accordance with these urban design policies and the Columbus Part II Plan 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.

(d) Encourage Sustainable Design

Promote sustainable community, site and building design, including Low Impact Development (L.I.D.) techniques, consideration for solar orientation, and measures to promote energy efficiency.

8.8.12.2 Urban Design Studies and Comprehensive Master Site Plan Requirements

8.8.12.2.1 The urban design policies contained in the Columbus Part II Plan provide the framework within which the Columbus Part II Plan Urban Design Guidelines (Urban Design Guidelines) have been developed, and more detailed urban design studies will subsequently be prepared for certain areas. The urban design policies, together with the Urban Design Guidelines, also provide design direction for the *development* of areas that have not been specifically identified for an urban design study.

8.8.12.2.2 One or more urban design studies shall be undertaken by the City, and funded by the affected landowners, to prepare Master Urban Design Plans and implementing guidelines for key areas in the Columbus Part II Plan, using the relevant Part II Plan policies and Urban Design Guidelines identified in Policy 8.8.12.2.1 of this Part II Plan as a framework. The Master Urban Design Plans will guide comprehensive *development* to ensure a high quality and coordinated urban environment. Urban design studies shall be undertaken for the following areas within the Columbus Part II Plan:

- (a) The Columbus Special Policy Area – This designation recognizes the special character of the area where the existing community is focused, which contains many heritage features. A Heritage Conservation District Plan or a Master Urban Design Plan and implementing guidelines shall be prepared prior to any substantial new *development* in this designation.

- (b) The Simcoe Street North Corridor outside of the Columbus Special Policy Area – Simcoe Street North is the major north-south street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Simcoe Street North, north and south of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have a significant influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Simcoe Street North outside of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Simcoe Street North Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.
- (c) The Columbus Road Corridor outside of the Columbus Special Policy Area – Columbus Road is a major east-west street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Columbus Road particularly west of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have an important influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Columbus Road outside of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Columbus Road Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

8.8.12.2.3 The Master Urban Design Plans and implementing urban design guidelines identified in Policy 8.8.12.2.2 of this Part II Plan shall build on the Urban Design Guidelines identified in Policy 8.8.12.2.1 of this Part II Plan, and address on an area specific basis, considerations such as the following, recognizing the character of Columbus:

- (a) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of a seamless, integrated relationship between the public and private realms;
- (b) The provision of appropriate traffic calming measures along Simcoe Street North and Columbus Road within the Columbus Special Policy Area, including those identified in Policy 8.8.9.1.2.
- (c) The promotion of a higher order of built form and intensity along Simcoe Street North outside of the Columbus Special Policy Area in recognition of its functionality as a transit corridor and northern and southern gateway to the Columbus Special Policy Area, as well as a

northerly gateway to the City, while still recognizing the special character of Columbus, particularly in the Columbus Special Policy Area designation;

- (d) Consideration of the character of Columbus Road outside the Columbus Special Policy Area in recognition of its functionality as a western and eastern gateway to the Columbus Special Policy Area, while still recognizing the special character of Columbus, particularly the Columbus Special Policy Area designation.
- (e) The location and distribution of all land uses and general building envelopes, including establishing guidance with respect to setbacks and built frontage requirements which reinforce the street edge and provide spatial definition to the public realm;
- (f) Guidance with respect to the design and siting of parking and loading and service areas to minimize the visual impact of such areas from the street;
- (g) The provision of a high quality design in all buildings, including design which reflects the character of Columbus for those areas in proximity to the Columbus Special Policy Area;
- (h) The location of road intersections, the location and coordination of all access points (including active transportation access locations) and necessary road and signalization improvements as informed by the requirements of Section 8.8.9 of this Part II Plan;
- (i) The identification of gateway sites/areas, such as those identified under items (b) and (c) above, and their appropriate design and landscape treatment;
- (j) The incorporation of public art in both the private and public realms;
- (k) The provision of convenient, accessible, and attractive active transportation routes and linkages, convenient transit routes and bus stops, and the convenient location of trailheads and walkway linkages to minimize walking distances to destinations;
- (l) Safe, attractive and convenient access from the private realm to sidewalks and active transportation routes and linkages;
- (m) Road operating criteria including right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road as informed by the requirements of Section 8.8.9 of this Part II Plan; and,
- (n) The consideration of safety and Crime Prevention through Environmental Design (C.P.T.E.D.) principles in the design of the streetscape and abutting lands.

8.8.12.2.4 Notwithstanding any other policy of this Part II Plan to the contrary, *development* of individual sites within areas for which urban design studies are to be prepared may occur, at the City's sole discretion, prior to the preparation of such studies subject to the preparation of a comprehensive master site plan and urban design guidelines for the site, with consideration to how the *development* integrates with abutting lands. However, lands proposed by a school board to be developed for a school shall not be subject to the above noted requirements to prepare a comprehensive master site plan and urban design guidelines for the site.

8.8.12.2.5 A comprehensive master site plan and urban design guidelines for individual sites within areas for which urban design studies are to be prepared shall indicate the built form, siting, massing, heights, layout, streetscape, architectural fabric and relationship of buildings, parking, service and loading areas, landscaped areas and access points, such that *development* on individual properties may be integrated with that of adjacent properties, including the public realm, in accordance with the provisions of the Columbus Part II Plan, and particularly the policies of Section 8.8.13 of this Part II Plan.

8.8.12.3 **Design Principles for Development Applications**

Development applications will be evaluated in accordance with these urban design principles and the Columbus Part II Plan 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 three storeys, the upper storeys shall be stepped back to ensure a pedestrian scale at the street.

In areas designated as Mixed Use Node I or II or located along Simcoe Street North or Columbus Road, the provision of active uses with a high proportion of transparent windows, display windows, and/or accessory outdoor amenity areas (e.g. patios) at grade adjacent to roads and open space areas is generally required, to provide visual interest, promote the use of sidewalks, support retail continuity and viability, and contribute to a safer and more vibrant pedestrian environment.

Architectural variety is encouraged through subtle variations in the façade treatment, street walls and built edges, particularly where buildings are adjacent to arterial and collector roads, parks, and active transportation routes and linkages. In addition, a variety of rooflines and shapes should occur within each residential block.

The design of housing shall reflect the principle of private garages as a subordinate element of residential *development* and a range of approaches will be utilized to achieve this objective including providing for garages to be recessed from the front wall and minimizing the width of the private garages relative to the width of the associated dwelling unit.

Building and landscape designs for gateway sites/areas, identified through an urban design study, shall have the highest level of architectural detailing, a distinct architectural appearance and shall accentuate adjacent intersections through massing, height, architectural detail, and framing of the intersection.

8.8.12.3.3 Sustainability

Sustainability shall inform all elements of site design. The City shall encourage sustainable building design by:

- (a1) Being responsive to new technologies in building construction which contribute to sustainability, while appropriately addressing the relevant urban design guidelines and policies of this Part II Plan, including those related to building scale and massing;
- (b1) Encouraging energy conservation and efficiency, as well as identifying opportunities for clean energy generation (e.g. geothermal, photovoltaic panels); and,
- (c1) Encouraging site and building design that contributes to improved air quality and reduced water consumption.

In particular, the City will encourage:

- (a2) Site design that prioritizes alternative modes of transportation;
- (b2) Consideration to orienting buildings, where possible, to maximize solar gain through windows and openings;
- (c2) Low Impact Development measures as part of site landscaping;
- (d) The use of green building design, such as green roofs;
- (e) Permeable surfaces (e.g. permeable pavers, landscaping treatments) shall be used wherever feasible and appropriate to reduce stormwater runoff and increase water recharge of aquifers;
- (f) The incorporation of the necessary infrastructure into site plans and/or buildings to support and accommodate electric vehicle charging;
- (g) The incorporation of bioretention areas into site design; and,
- (h) The protection of natural heritage and hydrological features and functions to support sustainable communities.

8.8.12.3.4 Barrier-free Access

Barrier-free access features shall be integrated into the design components of public sites and/or buildings.

Development proponents are encouraged to give consideration to the City's Accessibility Design Standards and best practices, wherever possible.

Site designs for residential and non-residential uses shall incorporate barrier-free paths of travel within the site and, where appropriate, between the site and adjacent lands.

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.

8.8.14 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.