



Planning Act Public Meeting Report

To: Economic and Development Services Committee

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

Report Number: ED-23-45

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Proposed Part II Plan for the Columbus Planning Area, and
related amendments to the Oshawa Official Plan

Ward: Ward 1

File: 12-03-1453

1.0 Purpose

On January 30, 2023 pursuant to Report ED-23-09, Council authorized the Economic and Development Services Department to initiate the statutory public process under the Planning Act, R.S.O. 1990, c. P.13 (the "Planning Act") for Council to consider a proposed amendment to the Oshawa Official Plan (the "O.O.P.") to introduce a Part II Plan for the Columbus Planning Area. The proposed amendment has been developed as a key deliverable of the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study (the "Study").

The purpose of this Report is to provide background information for the Planning Act public meeting on the proposed amendments to the O.O.P. that are required to implement the following:

1. A Part II Plan for the Columbus Planning Area; and,
2. Reciprocal amendments to the Part I Plan to ensure appropriate integration with the new Part II Plan for the Columbus Planning Area.

The proposed amendments, if approved, will result in the adoption of a new Columbus Part II Plan. The Study process to date has proceeded in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment (M.C.E.A.) Act requirements. The Study has followed the Master Planning process (Approach 4 – Integration with the Planning Act) and the Study addresses Phases I and II of the M.C.E.A. process. While the Study satisfies Phases I and II of the M.C.E.A. requirements for Schedule A, A+ and B projects identified by this Study (i.e. required improvements to certain municipal infrastructure such as roads), all projects identified as Schedule C will require further study through subsequent phases of the M.C.E.A. process.

The following methods were used to provide notice advertising the public meeting:

- Mail to all assessed property owners within the Study Area boundary as identified in Attachment 1;
- Mail to all assessed property owners within 120 metres (400 ft.) of the Study Area;
- Mail and e-mail to all required public bodies;
- Outdoor signage (Curbex sign) at the Columbus Community Centre (3265 Simcoe Street North);
- Publication in the Oshawa This Week newspaper;
- E-mail to those who left an e-mail address at any one of the four Public Information Centres held during the Study process or who requested to have their name added to the Study mailing list; and,
- Posting on the City's website and communicated through its Corporate Twitter and Facebook social media accounts.

Attachment 1 is a map showing the location and extent of the Study Area, including the limits of the Columbus Part II Planning Area that is subject to the proposed Columbus Part II Plan.

Attachment 2 is a proposed amendment to the O.O.P. to introduce a Part II Plan for the Columbus Planning Area.

Attachment 3 outlines proposed amendments to Part I of the O.O.P. that are needed to facilitate the introduction of a Part II Plan for the Columbus Planning Area.

Attachment 4 is a copy of the proposed Columbus Community Urban Design Guidelines that have been developed for the Columbus Part II Planning Area. 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, pursuant to Report ED-23-45 dated March 1, 2023, concerning proposed City-initiated amendments to introduce a Part II Plan for the Columbus Planning Area and related amendments to Part I of the Oshawa Official Plan to facilitate the introduction of the same (File: 12-03-1453), staff be directed to further review and prepare a report and recommendation to the Economic and Development Services Department. This direction does not constitute or imply any form or degree of approval.

3.0 Executive Summary

Not applicable.

4.0 Input from Other Sources

4.1 Public

Four Public Information Centres (“P.I.C.s”) were held over the course of the Study to provide information and receive feedback on Study materials. Through the first three stages of the Study, public input has helped to shape the development of a draft preferred land use and road plan and associated draft Part II Plan policies for the Columbus Planning Area. Now that the Study is in its fourth and final stage, public input is being sought on the draft recommended plans and policies that form the basis of proposed City-initiated amendments to the O.O.P.

Public input received with respect to these proposed amendments will be considered in the further processing of the proposed amendments.

4.2 Other Departments and Agencies

The proposed Columbus Part II Plan has been circulated for comment and the identification of issues to a number of departments and agencies, including all prescribed bodies in accordance with the Planning Act requirements for consultation. These comments and issues will be considered and reported on, as appropriate, in a subsequent staff report which will provide a recommendation on the proposed Columbus Part II Plan and related City-initiated amendments to the O.O.P.

4.3 Columbus Community Advisory Committee

The Columbus Community Advisory Committee (“C.A.C.”) met on February 8, 2023 to overview the latest Study materials. Comments received from the Columbus C.A.C. members will be considered and reported on, as appropriate, in a subsequent staff report as noted above.

5.0 Analysis

5.1 Background

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

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:

- 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 (Planning Act process underway).

M.S.H. is currently completing Stage Four of the Study. Four P.I.C.s have been held to date during the Study process to provide information and receive feedback on Study materials.

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

5.2 Durham Regional Official Plan and Oshawa Official Plan

5.2.1 Land Use Designations in Official Plans

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

The policies and provisions of the O.O.P. will be considered during the further processing of the proposed amendments to ensure the policy framework is appropriately integrated.

5.2.2 Environmental Management in the Oshawa Official Plan

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

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

The Natural Heritage System refers to a connected system of environmental components including key natural heritage features, key hydrologic features, riparian corridors and areas identified for natural cover regeneration/restoration that will improve connectivity and

habitat. These components of the Natural Heritage System are shown on Schedules “D-1” and “F-1A” of the O.O.P.

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

5.2.3 Transportation Network in the Oshawa Official Plan

The O.O.P. designates a hierarchy of roads consisting of Type ‘A’, ‘B’ and ‘C’ Arterial Roads and Collector Roads.

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

- Simcoe Street North is designated as a Type ‘B’ Arterial Road and is identified as a Regional Transit Spine;
- Columbus Road is designated as a Type ‘B’ Arterial Road and is identified as a Regional Transit Spine west of Simcoe Street North;
- Thornton Road North is designated as a Type ‘B’ Arterial Road;
- Howden Road is designated as a Type ‘A’ Arterial Road;
- Ritson Road North is designated as a Type ‘B’ Arterial Road; and,
- Winchester Road is designated as a Type ‘B’ Arterial Road.

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

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

5.3 Proposed Amendments

5.3.1 Proposed Amendment to Introduce the Columbus Part II Plan to the Oshawa Official Plan

Attachment 2 is a copy of the proposed Columbus Part II Plan, which is intended to be the next major new residential community in Oshawa. The function of the Columbus Part II Plan is to identify detailed land use designations to serve as a guide for development or

redevelopment. The community structure for the Columbus Part II Plan 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.”

Key features of the proposed Columbus Part II Plan include:

- A total Part II Plan area of approximately 557 hectares (1,377 ac.);
- A total Part II Plan developable area of approximately 369 gross hectares (911.8 gross ac.);
- The delineation of a Columbus Special Policy Area, which is approximately 48 gross hectares (118.6 gross ac.) in size. The Columbus Special Policy Area will regulate development in a manner that is sensitive to and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design;
- Predominately Low Density Residential development and Natural Heritage System components abutting the Columbus Special Policy Area;
- A proposed Community Park which is approximately 12 hectares (29.7 ac.) in size and 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 ranging from 2.1 hectares (5.2 ac.) to 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 89.42 net hectares (220.96 net ac.) of Low Density Residential Areas, 67.49 net hectares (166.77 net ac.) of Medium Density I and II Residential Areas abutting existing and proposed arterial and collector roads and 9.30 net hectares (2.98 net ac.) of High Density Residential Areas located abutting the east side of Simcoe Street North, south of Howden Road East and north of Columbus Road West at the western boundary of the Part II Plan Area;
- A proposed north-south Type 'C' Arterial Road located west of Simcoe Street North, with an east-west leg connecting to Simcoe Street North at the southerly limit of the Part II Plan Area, and connected to Howden Road West at the northerly limit of the Part II Plan Area;
- A proposed east-west Type 'C' Arterial Road generally located 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;
- An estimated minimum of 7,053 residential dwelling units and an estimated maximum of 10,485 residential dwelling units; and,
- An estimated minimum population of 18,959 and an estimated maximum population of 27,846.

5.3.2 Proposed Amendments to Part I of the Oshawa Official Plan

To ensure the proposed Part II Plan for the Columbus Planning Area is appropriately integrated within the policy framework of the O.O.P., a number of minor reciprocal amendments to the Part I Plan are required to be made. Attachment 3 is a copy of the proposed amendments to Part I of the O.O.P.

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

- Adding a new site specific policy under Section 2.1.4, “Central Areas – Site Specific Policies”, to indicate that the lands designated as Local Central Area located north of Columbus Road West, west of Simcoe Street North in the proposed Mixed Use Node II designation shall be developed in accordance with the relevant provisions of the Columbus Part II Plan and that a retail impact study shall not be required for this specific Local Central Area;
- Removing the second occurrence of the word “future” from Policy 2.4.1.6(i2) so that the Columbus Part II Plan Area is not referred to in the future tense;
- Removing Section 2.14.3 “Columbus Special Development Area”;
- Removing Policy 8.1.3(b) (xi) concerning a reference to a future Part II Plan for the Columbus Planning Area;
- Removing Policy 8.2.2 concerning a reference to preparing a Part II Plan for the Columbus Planning Area and updating the numbering for all subsequent policies; and,
- Adding a new policy under Section 8.2, “Part II Planning Areas”, to recognize that a Part II Plan has been prepared for the Columbus Planning Area and is contained in a new section of the O.O.P.

The proposed amendments would amend Schedule “A”, Land Use, of Part I of the O.O.P. by:

- Removing the Columbus Special Development Area boundary designation;
- Adding a Local Central Area designation corresponding to the Mixed Use Node II designation on Schedule “A”, Columbus Land Use and Road Plan (located on the north side of Columbus Road West, west of Simcoe Street North); and,
- Adjusting the boundary of the lands designated Open Space and Recreation to align with the Open Space and Recreation designation boundary as shown on Schedule “A”, Columbus Land Use and Road Plan.

The proposed amendments would amend Schedule “B”, Road Network, of Part I of the O.O.P. by:

- Realigning the two future north-south Type ‘C’ Arterial Roads located east and west of Simcoe Street North to align with the road patterns as shown in Schedule “B”, Columbus Transportation Plan;
- Realigning the two future east-west Type ‘C’ Arterial Roads located north and south of Columbus Road to align with the road patterns as shown in Schedule “B”, Columbus Transportation Plan;

- Adding a new future east-west Type 'C' Arterial Road connecting Thornton Road North to the westerly north-south future Type 'C' Arterial Road noted above; and,
- Adding a number of future collector roads to align with the collector roads as shown in Schedule "B", Columbus Transportation Plan.

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

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

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

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

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

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

5.3.3 Rationale for Proposed Amendments to the Oshawa Official Plan

Consideration of the proposed amendments is appropriate for the following key reasons:

- The proposed amendments conform to the Provincial Growth Plan and are consistent with the Provincial Policy Statement;
- The proposed amendments will assist in advancing development in the City, and development in this particular area represents the orderly progression of development;
- The proposed amendments will help facilitate job creation and growth in the local economy;
- The proposed road network will address the future transportation needs of development in the Columbus Part II Plan and in north Oshawa;
- The proposed amendments will facilitate the delivery of a balanced multi-modal transportation system and recreational trail system for vehicles, pedestrians and cyclists;
- The proposed amendments will provide a complementary policy framework under which urban design considerations can be advanced through the implementation of the Columbus Community Urban Design Guidelines (see Attachment 4);

- The proposed amendments will facilitate the delivery of an appropriate range of residential housing types and densities, as well as new areas for mixed use development; and,
- The proposed amendments are key to assisting the City in achieving its housing pledge to deliver 23,000 new homes by 2031, as directed by the Province under Bill 23, More Homes Built Faster Act, 2022.

5.4 Columbus Community Urban Design Guidelines

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

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

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

It should be noted that the proposed Columbus Community Urban Design Guidelines as contained in Attachment 4 remain subject to change. In the event that the proposed amendments to the O.O.P. are further revised based on review and input from stakeholders received under the statutory public process under the Planning Act, it may be necessary to undertake revisions to the Guidelines. The final recommended version of the Guidelines will be presented to Council for endorsement together with the final recommended Columbus Part II Plan and reciprocal amendments to the Part I Plan.

5.5 Columbus Private Official Plan Amendment Submission

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

Staff will be treating the C.L.O.G.’s submission of the privately-initiated O.P.A. as a detailed response to the City’s proposed Columbus Part II Plan. Staff will review and consider their proposal when preparing the final recommended Columbus Part II Plan in a future report.

6.0 Financial Implications

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

7.0 Relationship to the Oshawa Strategic Plan

Holding a public meeting on the proposed amendments to the O.O.P. advances the Accountable Leadership goal of the Oshawa Strategic Plan.



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



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

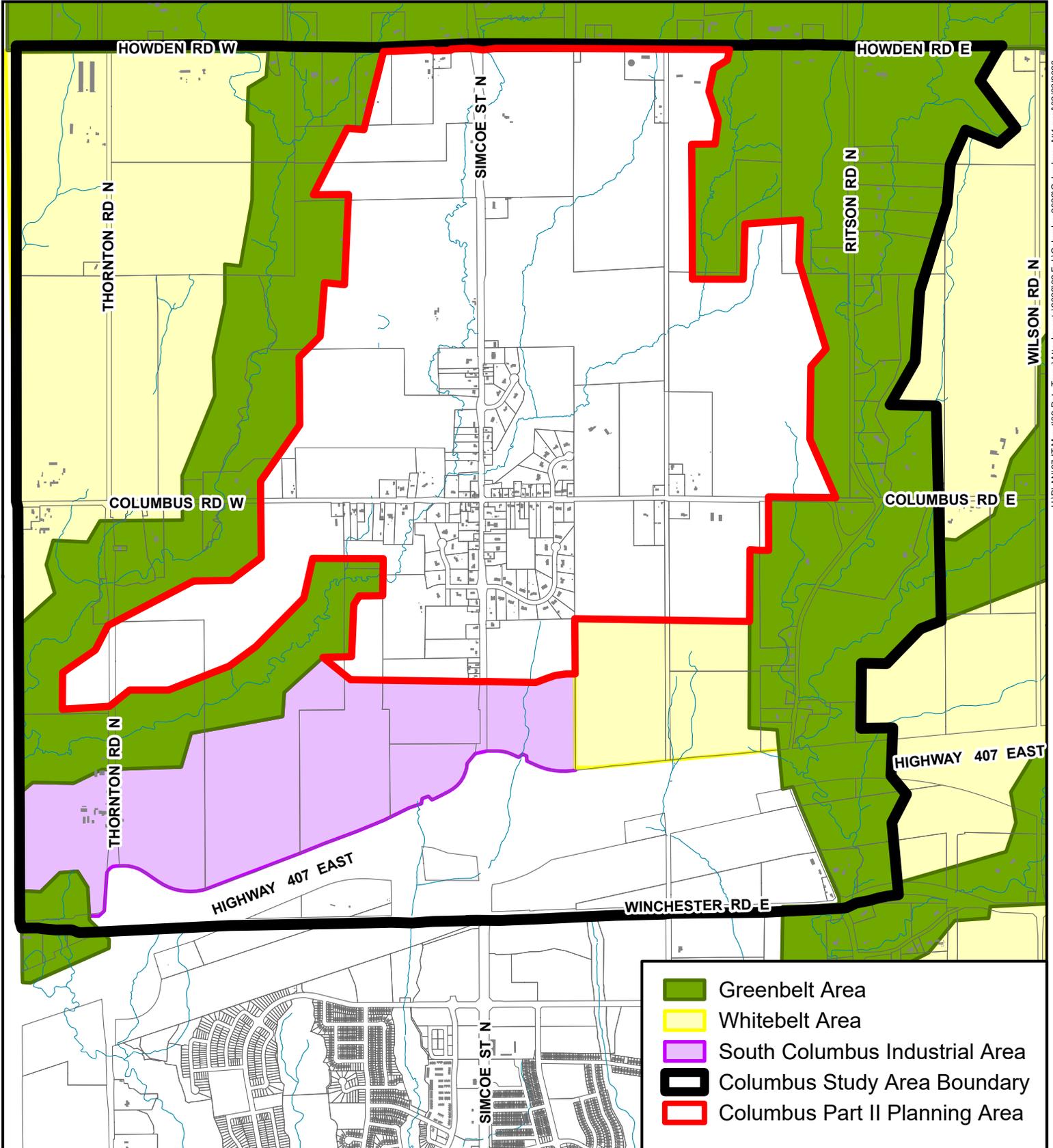
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Ward: Ward 1
File: 12-03-1453

Item: ED-23-45
Attachment 1



City of Oshawa
Economic and Development Services



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Proposed Amendment to the City of Oshawa Official Plan

- Purpose:** The purpose of this Amendment to the Oshawa Official Plan is to introduce a Part II Plan for the Columbus Planning Area.
- Location:** The Columbus Part II Planning Area that is subject to this Amendment is generally located between Howden Road to the North, the west branch of the Oshawa Creek to the west, the South Columbus Industrial Area to the south and the east branch of the Oshawa creek to the east. The location of the Columbus Part II Planning Area is shown on Exhibit “A” attached to this Amendment.
- Basis:** The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the Oshawa Official Plan is appropriate.
- Actual Amendment:** The Amendment to the Oshawa Official Plan consists of the following:

The Oshawa Official Plan is hereby amended by adding a new Part II Plan for the Columbus Planning Area as Section 8.8 as set out in Exhibit “A” to this Amendment.
- Implementation:** The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Official Plan, shall apply in regard to this Amendment.
- Interpretation:** The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Official Plan, shall apply in regard to this Amendment.

8.8 Part II Plan for the Columbus Planning Area

8.8.1 General Policies

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

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

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

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

8.8.1.5 Based on the Provincial requirement to achieve a minimum *gross density* of 50 units 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.

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.

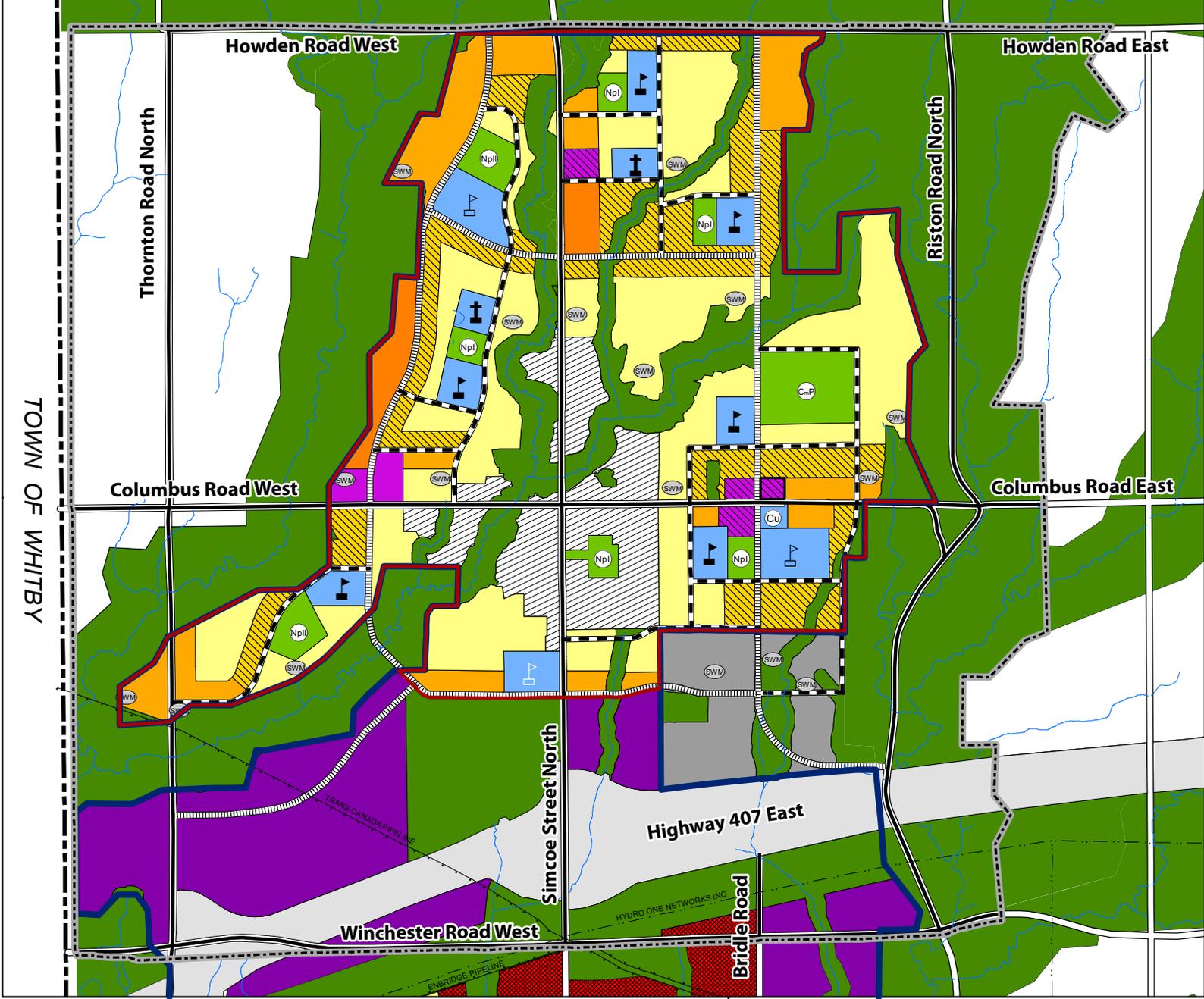
8.8.13.7 The City shall require that any planned Type “C” Arterial Roads be provided to the City through the registration of plans of subdivision.

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.



Schedule 'A'
Columbus Land Use and Road Plan
 Part II Plan for the Columbus Planning Area

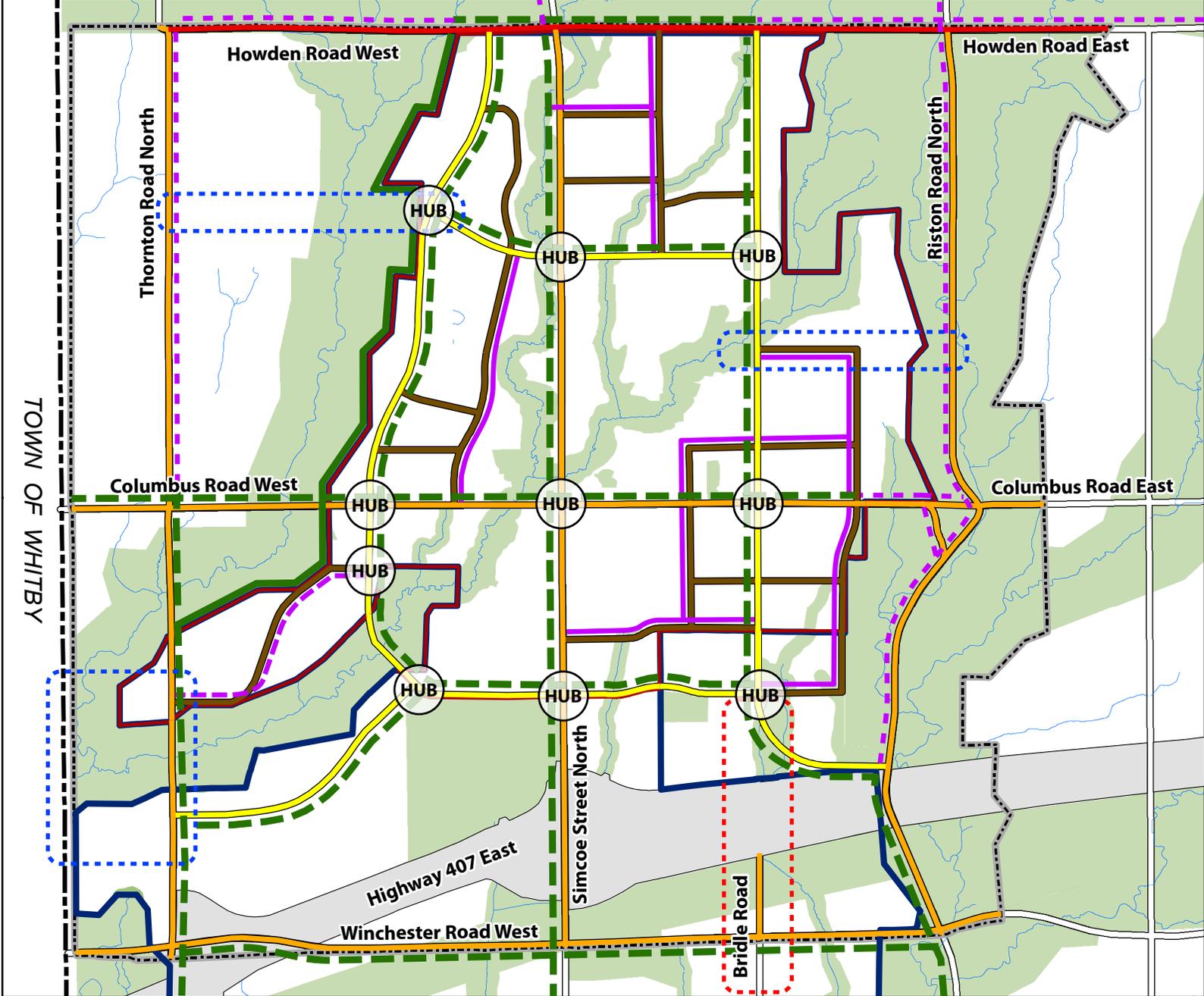
February 2023

Economic and Development Services Department



Legend	Residential	Columbus Special Policy Area	Community Use	
	Low Density Residential	Public Elementary School	Separate Elementary School	
	Medium Density I Residential	Public Secondary School	French Public Secondary School	
	Medium Density II Residential	Public Secondary School	French Public Secondary School	
	High Density I Residential	Public Secondary School	French Public Secondary School	
	Subject to Policy 8.8.4.2.3 in the Columbus Part II Plan	Agricultural	Prime Agricultural	
	Mixed Use Node I	Proposed Settlement Area Boundary Expansion	Proposed Settlement Area Boundary Expansion	
	Mixed Use Node II	Transportation	Type 'A' Arterial Road	
	Open Space and Recreation	Type 'B' Arterial Road	Type 'C' Arterial Road	
	Open Space and Recreation	Collector Road	Stormwater Management Facilities	
Neighbourhood Park I	Columbus Study Area Boundary	Columbus Part II Plan Area		
Neighbourhood Park II	Boundary of Major Urban Area			
Community Park				
Industrial				
Industrial				
Commercial				
Planned Commercial Centre				





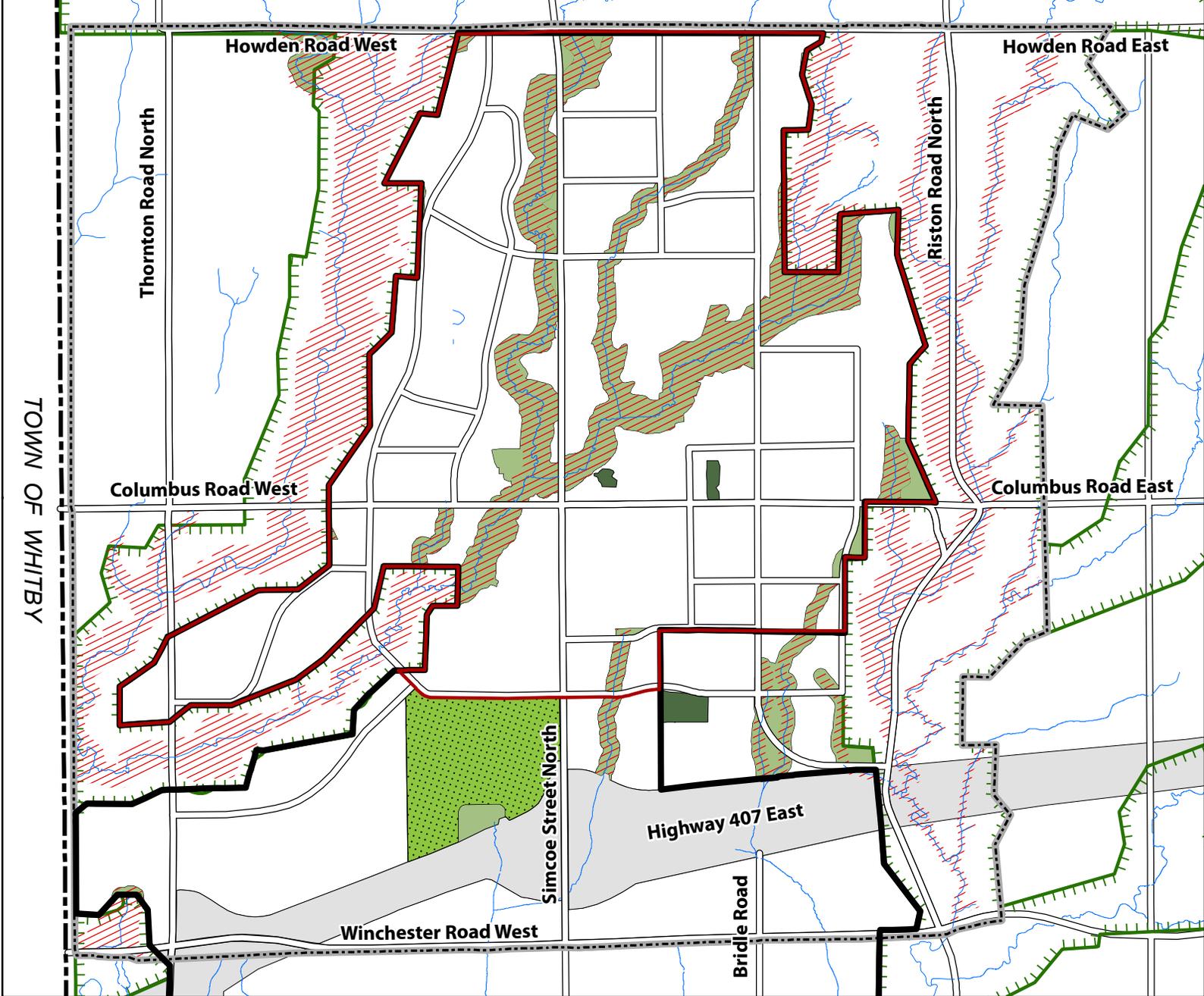
Schedule 'B'
Columbus
Transportation Plan
 Part II Plan for the
 Columbus Planning Area

February 2023

Economic and
 Development Services
 Department

Legend	Road Classification		 N
	<ul style="list-style-type: none"> Type "A" Arterial Road Type "B" Arterial Road Type "C" Arterial Road Collector Road 	<ul style="list-style-type: none"> Columbus Study Area Boundary Columbus Part II Plan Area Boundary of Major Urban Area 	
	Active Transportation Network		
	<ul style="list-style-type: none"> On Road Cycling Lanes On Road Cycling Routes Class I Trail Class II Trail 	<ul style="list-style-type: none"> HUB Transit / EcoMobility Hub 	<p>Note: Highest order cycling facility is shown in instances of multiple active transportation facilities on a road segment</p>
	<ul style="list-style-type: none"> Protect for future corridor Protect for potential overpass 		





**Schedule 'C'
Columbus
Environmental
Management
Plan**

Part II Plan for the
Columbus Planning
Area

February 2023

Economic and
Development Services
Department

Legend

- Natural Heritage System
- Greenbelt Protected Countryside Area Boundary*
- Natural Heritage System
- Natural Heritage Features Outside of the Natural Heritage System
- M.T.O. S.A.R. Compensation Lands
- Hazard Lands

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

*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.



Proposed Amendment to the City of Oshawa Official Plan

Purpose: The purpose of this Amendment to the Oshawa Official Plan is to introduce amendments to the Part I Plan as a result of the introduction of the Part II Plan for the Columbus Planning Area.

Location: The Columbus Part II Planning Area that is subject to this Amendment is generally located between Howden Road to the North, the west branch of the Oshawa Creek to the west, the South Columbus Industrial Area to the south and the east branch of the Oshawa Creek to the east.

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

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

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

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

2. The Oshawa Official Plan is hereby amended by amending Policy 2.4.1.6 (i2) to remove the word “future” preceding the words “Columbus Part II Plan Area” such that it reads as follows:

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

3. The Oshawa Official Plan is hereby amended by deleting Section 2.14.3, Columbus Special Development Area, in its entirety.
4. The Oshawa Official Plan is hereby amended by deleting Policy 8.1.3(b) (xi) in its entirety.

5. The Oshawa Official Plan is hereby amended by deleting Policy 8.2.2 in its entirety, and updating the numbering for all subsequent policies.
6. The Oshawa Official Plan is hereby amended by amending Section 8.2, Part II Planning Areas to add a new policy as Policy 8.2.X as follows:

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

7. The Oshawa Official Plan is hereby amended by amending Schedule “A”, Land Use, as shown on the attached Exhibit “A” by:
 - Removing the Columbus Special Development Area boundary designation;
 - Adding a Local Central Area to align with the Mixed Use Node II designation on Schedule “A”, Columbus Land Use and Road Plan (located on the north side of Columbus Road West, west of Simcoe Street North); and,
 - Adjusting the boundary of the Open Space and Recreation lands to align with the Open Space and Recreation boundary as shown on Schedule “A” Columbus Land Use and Road Plan,

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

8. The Oshawa Official Plan is hereby amended by amending Schedule “B”, Road Network, as shown on the attached Exhibit “C” by:
 - Realigning the two future north-south Type ‘C’ Arterial Roads located east and west of Simcoe Street North;
 - Realigning the two future east-west Type ‘C’ Arterial Roads located north and south of Columbus Road;
 - Adding a new future east-west Type ‘C’ Arterial Road connecting Thornton Road North to the westerly north-south future Type ‘C’ Arterial Road; and,
 - Adding a number of future collector roads,

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

9. The Oshawa Official Plan is hereby amended by amending Schedule “D-1”, Environmental Management, as shown on the attached Exhibit “E” by:
 - Adjusting the boundary of the Natural Heritage System lands by adding certain Natural Heritage System lands and deleting certain Natural Heritage System lands,

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

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

- Removing two minor areas from within the Columbus Planning Area boundary, such that Schedule “E”, Part II Planning Areas, is amended as shown on Exhibit “H” to this Amendment.

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

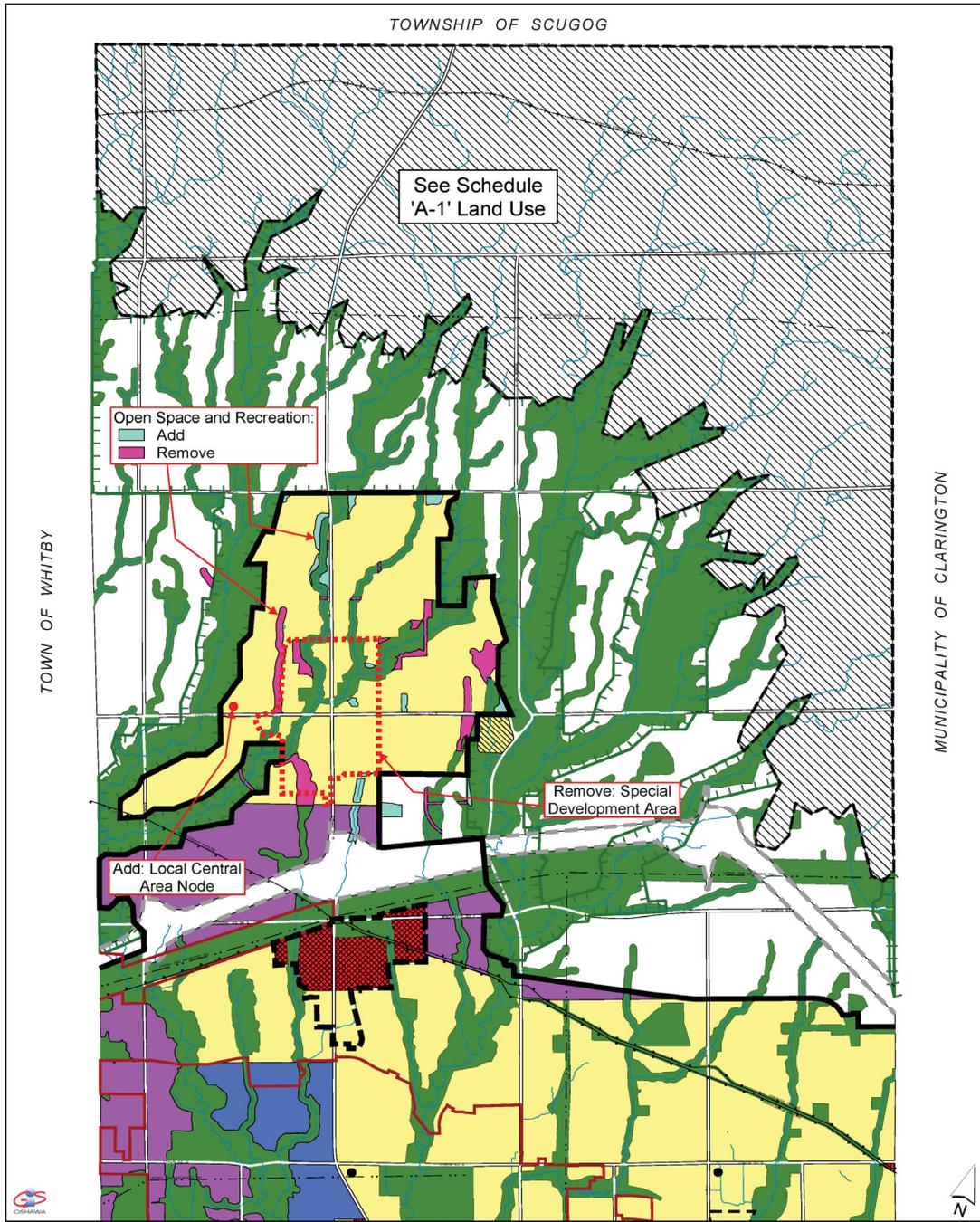
- Adjusting the boundary of the Key Natural Heritage Features and Key Hydrologic Features by adding certain Key Natural Heritage Features and Key Hydrologic Features lands and deleting certain Key Natural Heritage Features and Key Hydrologic Features lands,

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

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

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

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



Schedule 'A' Land Use
 City of Oshawa
 Official Plan

North Half

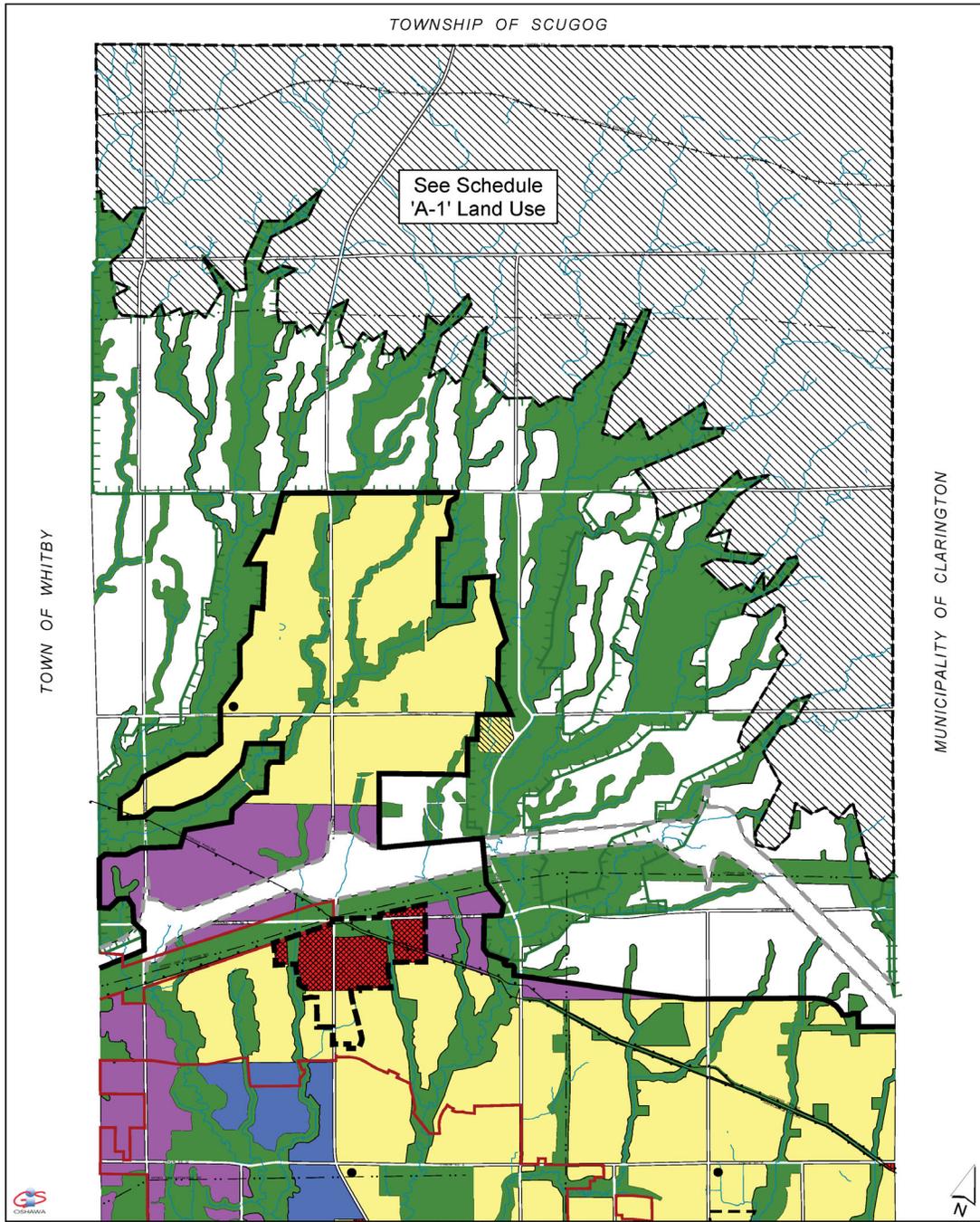
July 2022

Development Services Department

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

- | | |
|---|---|
| <p>Legend</p> <ul style="list-style-type: none"> Residential Downtown Oshawa Urban Growth Centre Planned Commercial Centre Planned Commercial Strip Special Purpose Commercial Institutional Industrial Regeneration Area Airport Special Waterfront Area Utilities Local Central Area Boundary of Major Urban Area Built Boundary | <ul style="list-style-type: none"> Special Development Area Main Central Area Boundary Sub-Central Area Boundary Community Central Area Boundary Marina Node Recreational Node Tourist Node <p>Rural Areas</p> <ul style="list-style-type: none"> Estate Residential (refer to section 2.7.3.1) Prime Agricultural Oak Ridges Moraine Limits of Approved Highway 407 Corridor Greenbelt Protected Countryside Area Boundary <p>Greenland Areas</p> <ul style="list-style-type: none"> Open Space and Recreation |
|---|---|

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



Schedule 'A' Land Use
 City of Oshawa
 Official Plan

North Half

July 2022

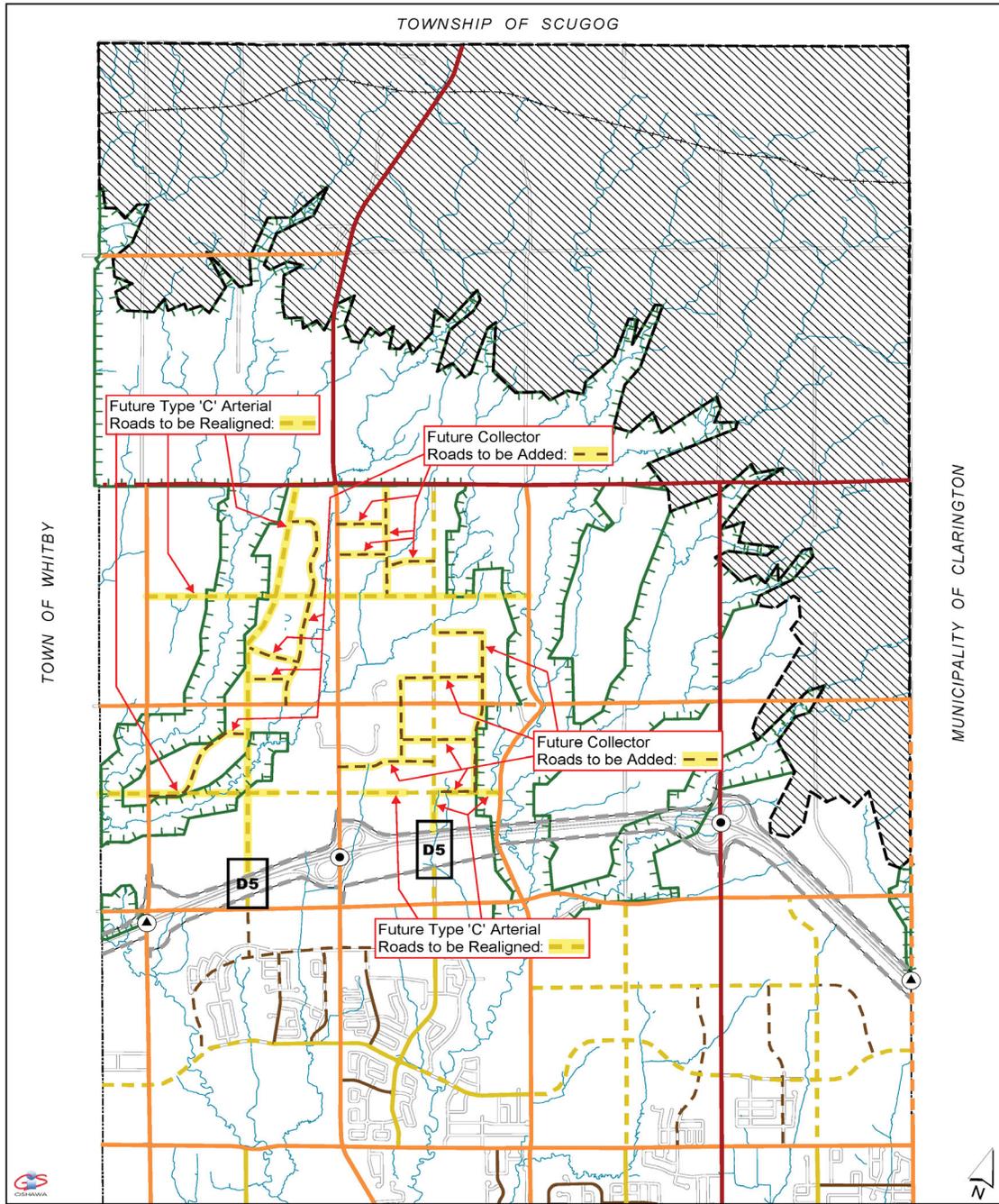
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Development Services Department

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

Legend		Special Development Area	
Residential	Downtown Oshawa Urban Growth Centre	Main Central Area Boundary	Sub-Central Area Boundary
Planned Commercial Centre	Planned Commercial Strip	Community Central Area Boundary	Marina Node
Special Purpose Commercial	Institutional	Recreational Node	Tourist Node
Industrial	Regeneration Area	Estate Residential (refer to section 2.7.3.1)	Prime Agricultural
Airport	Special Waterfront Area	Oak Ridges Moraine	Limits of Approved Highway 407 Corridor
Utilities	Local Central Area	Greenbelt Protected Countryside Area Boundary	Greenland Areas
Boundary of Major Urban Area	Built Boundary	Open Space and Recreation	

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

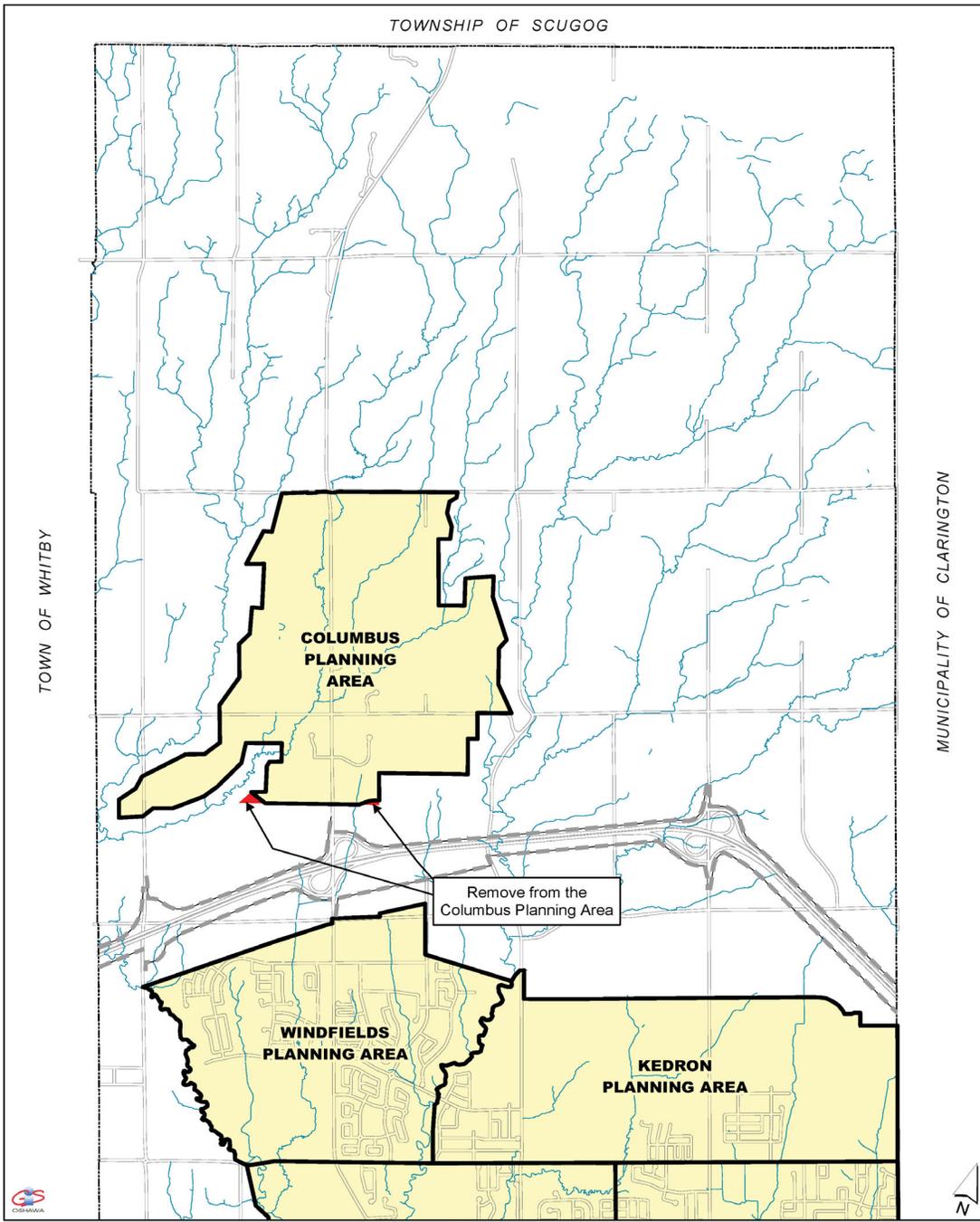


**Schedule 'B'
Road Network**
City of Oshawa
Official Plan
North Half
January 2021
Development Services Department

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

Existing		Future			
	Type 'A' Arterial Road				Provincial Highway 401
	Type 'B' Arterial Road				Limits of Approved Highway 407 Corridor
	Type 'C' Arterial Road				Oak Ridges Moraine
	Collector Road				Greenbelt Protected Countryside Area Boundary
	Interchange				Rail Line
					Existing Interchange to be Deleted
					Deferred by Regional Council

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



See Schedule 'E' Part II Planning Areas South Half

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

North Half
January 2021

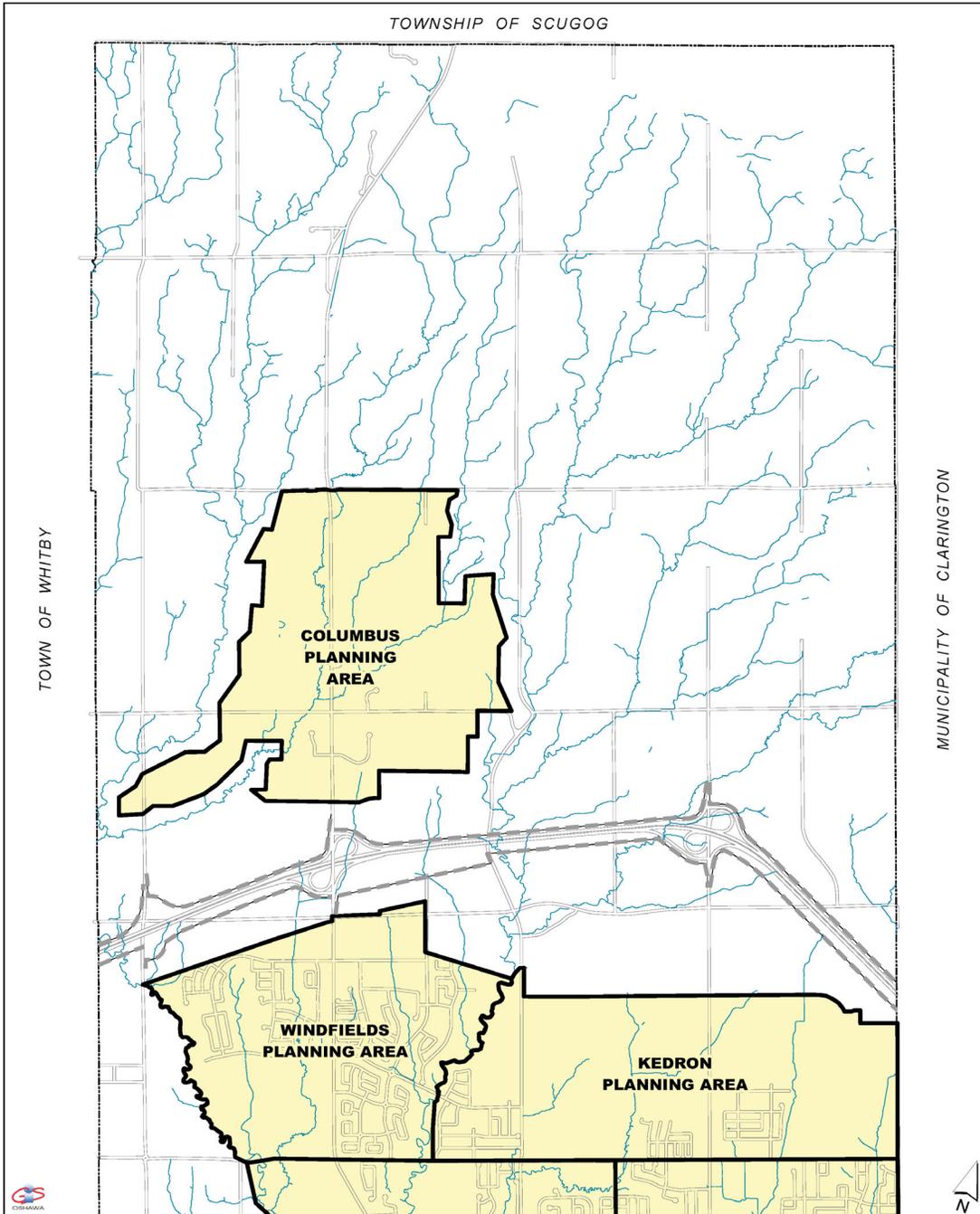


Development Services Department

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

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

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



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

North Half

January 2021

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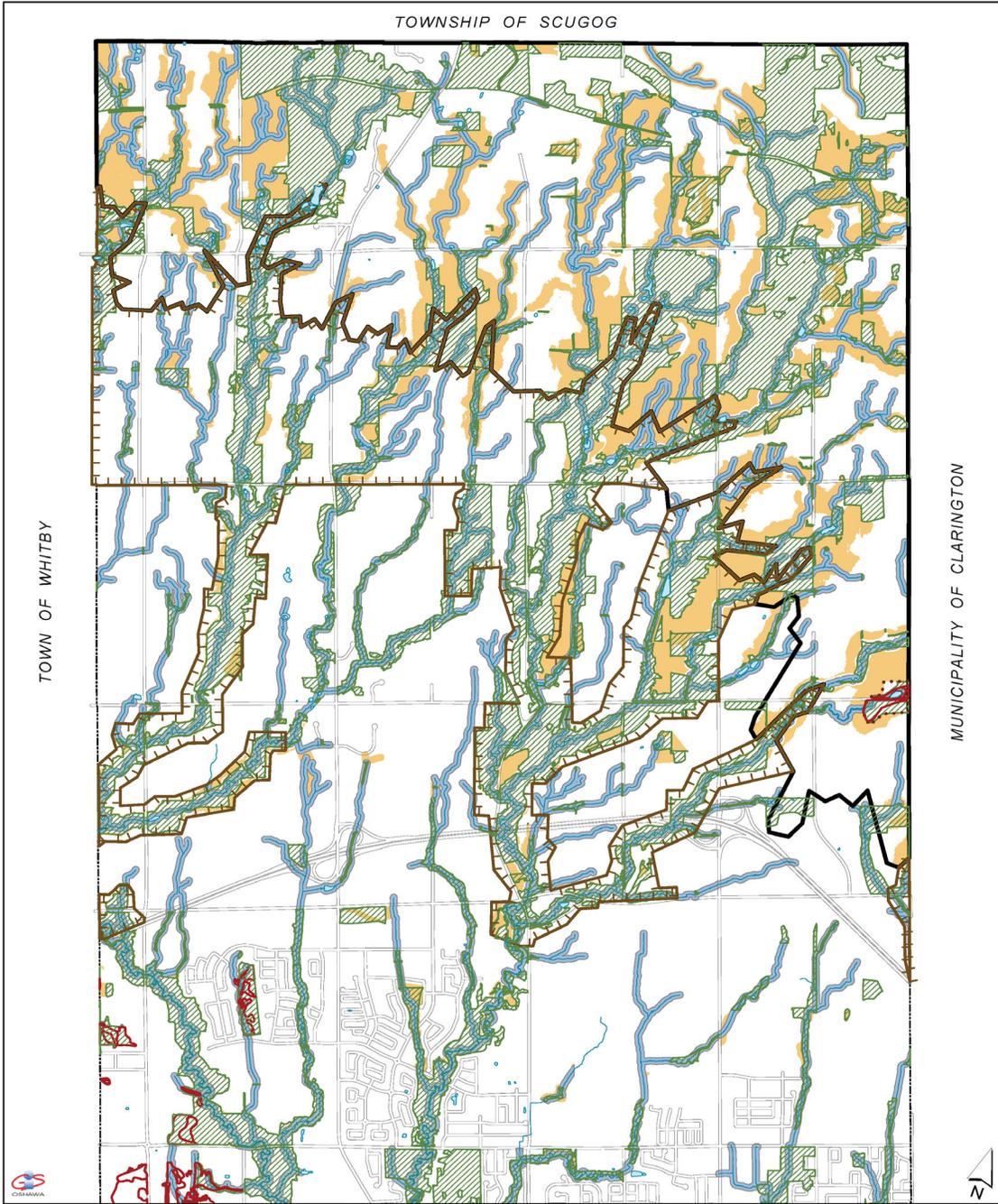
Development Services Department

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

Legend

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

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



See Schedule 'F1-A' Natural Heritage System Components South Half

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

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Development Services Department

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

Legend

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