

To: Economic and Development Services Committee

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

Report Number: ED-23-117

Date of Report: May 31, 2023

Date of Meeting: June 5, 2023

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

Ward: 1

File: 12-03-1453

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## **1.0 Purpose**

The purpose of this Report is to:

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

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

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

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

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

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

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

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

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

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

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

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

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

- Updating Policy 3.2.5 to include a reference to the Columbus Special Policy Area;
- Adding a new policy under Section 3.2, "Roads System", to permit the reclassification of a future Type "C" arterial road to a collector road, without an amendment to the

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

- Redesignating two small areas of Residential land to Industrial on Schedule 'A', Land Use, to align with the updated Columbus Part II Planning Area boundary;
- Deleting two future collector roads and realigning one future collector road on Schedule 'B', Road Network;
- Extending a future east-west collector road east to Ritson Road North;
- Reclassifying the future east-west Type "C" arterial road located midblock between Columbus Road and Howden Road as a future collector road and extending this future connection west to Thornton Road North on Schedule 'B', Road Network;
- Extending Bridle Road north across Highway 407 East as a future Type "C" arterial road, which will resolve Deferral 5 (D5) on Schedule 'B', Road Network;
- Removing the small future Type "C" arterial road designation between Winchester Road West and Highway 407 East, which would fully resolve D5 on Schedule 'B', Road Network;
- Adding a future Type "C" arterial connection between the Oshawa boundary and Thornton Road North, connecting from the future east-west Type "C" arterial road located in the South Columbus Industrial Area; and,
- Adjusting the shape and size of a natural heritage feature located outside of the Columbus Part II Planning Area boundary.

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

- One public elementary school and one public secondary school have been deleted and replaced with appropriate residential designations. One separate elementary school has been shifted to a new location to account for the deletion of the public elementary school and to be located adjacent to a Neighbourhood Park;
- A proposed east-west Type "C" arterial road located approximately midway between Columbus Road and Howden Road, extending between the two proposed north-south Type "C" arterial roads has been reclassified as a collector road with a minimum 26 metre right-of-way;
- Two collector roads have been deleted and one collector road located in the southwest quadrant of the Columbus Part II Planning Area has been realigned;
- The two Mixed Use Node II sites located on the north side of Columbus Road West, west of Simcoe Street North have been combined into one continuous parcel and realigned;

- The lands north of Columbus Road West on the west side of the north-south Type “C” arterial road that were previously designated as Mixed Use Node II has been replaced with Medium Density I Residential;
- The land use configurations in the southwest quadrant of the Columbus Part II Planning Area have been rearranged, and the Medium Density II Residential lands located west of Thornton Road North have been replaced with Medium Density I Residential;
- The High Density I Residential block located on the western boundary of the Columbus Part II Planning Area, north of Columbus Road West has been reduced in size;
- The land use designations in the northwest quadrant of the Columbus Part II Planning Area have been reduced to lower density designations (e.g. some Medium Density II Residential lands have been replaced with Medium Density I Residential and some Medium Density I Residential lands have been replaced with Low Density Residential);
- There are new height restrictions in the Columbus Special Policy Area for future development;
- The minimum net residential density for Low Density Residential has decreased from 26 units per hectare (10.5 u/ac.) to 24 units per hectare (10 u/ac.); and,
- The maximum net residential density for Medium Density II Residential has increased from 90 units per hectare (36 u/ac.9) to 95 units per hectare (38 u/ac.).

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

- The Community Park has been reduced in size from 12.0 hectares (29.6 ac.) to 8.5 hectares (21.0 ac.);
- All Neighbourhood Parks have been reduced from either 4.1 hectares (10.1 ac.) or 2.1 hectares (5.2 ac.) to 2.0 hectares (4.9 ac.) in size; and,
- There is no longer a Neighbourhood Park I and Neighbourhood Park II designation. There is now only one standard Neighbourhood Park designation.

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

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

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-23-117 dated May 31, 2023, the City-initiated amendment to Part I of the Oshawa Official Plan (File: 12-03-1453) to put in place amendments to the Part I Plan necessary to ensure the appropriate integration of a new Part II Plan for the Columbus Planning Area, as contained in Attachment 4 of said Report, be adopted generally in accordance with the comments in the Report and be forwarded to the Region for approval.
2. That, pursuant to Report ED-23-117 dated May 31, 2023, the City-initiated amendment to introduce a Part II Plan for the Columbus Part II Planning Area (File: 12-03-1453) to serve as a guide for development or redevelopment, as contained in Attachment 5 of said Report be adopted generally in accordance with the comments in the Report and be forwarded to the Region of Durham for approval.
3. That the Region of Durham be requested to amend the Durham Regional Official Plan to implement the City's proposed amendments in accordance with the comments contained in Report ED-23-117 dated May 31, 2023.
4. That the Columbus Community Urban Design Guidelines, as shown in Attachment 7 of Report ED-23-117 dated May 31, 2023, be endorsed as the Columbus Community Urban Design Guidelines for the Columbus Part II Planning Area.

## **3.0 Executive Summary**

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

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

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

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

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

## **4.0 Input From Other Sources**

### **4.1 Other Departments and Agencies**

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

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

### **4.2 Public Comments**

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

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

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

#### **4.2.1 Loss of Cultural Heritage Resources through Road Widening**

##### **Comment:**

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

**Staff Response:**

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

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

**Comment:**

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

**Staff Response:**

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

**4.2.3 Timing and Notification of Design and Development**

**Comment:**

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

**Staff Response:**

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

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

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

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

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

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

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

#### **4.2.4 Bill 23, More Homes Built Faster Act, 2022 (“Bill 23”) Impacts**

##### **Comment:**

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

##### **Staff Response:**

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

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

#### **4.2.5 Nuisance during Construction**

##### **Comment:**

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

##### **Staff Response:**

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



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

#### **4.2.6 Columbus Heritage Conservation District**

**Comment:**

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

**Staff Response:**

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

#### **4.2.7 Protection of Cultural Heritage Resources**

**Comment:**

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

**Staff Response:**

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

#### **4.2.8 Water Quality and Quantity**

**Comment:**

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

**Staff Response:**

Policy 8.8.10.11 identifies that:

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

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

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

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

#### **4.2.9 Property Taxes**

##### **Comment:**

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

##### **Staff Response:**

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

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

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

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

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

#### **4.2.10 Impacts to the Greenbelt and Open Space and Recreation Lands**

**Comment:**

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

**Staff Response:**

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

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

#### **4.2.11 Crime**

**Comment:**

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

**Staff Response:**

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

#### **4.2.12 Howden Road**

**Comment:**

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

**Staff Response:**

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

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

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

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

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

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

#### **4.2.13 Road Widenings**

##### **Comment:**

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

##### **Staff Response:**

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

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

#### **4.2.14 Agricultural Impacts**

##### **Comment:**

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

##### **Staff Response:**

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

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

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

#### **4.2.15 Consultation**

##### **Comment:**

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

##### **Staff Response:**

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

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

#### **4.3 Columbus Community Advisory Committee**

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

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

### **5.0 Analysis**

#### **5.1 Background**

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

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

- The historical context of the community;

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

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

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

## **5.2 Durham Regional Official Plan and Oshawa Official Plan**

### **5.2.1 Land Use Designations in Official Plans**

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

### **5.2.2 Environmental Management in the Oshawa Official Plan**

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

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

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

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

### **5.2.3 Transportation Network in the Oshawa Official Plan**

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

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

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

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

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

### **5.3 Recommended Amendments and Key Differences**

#### **5.3.1 General**

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

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

#### **5.3.2 Recommended Amendments to Part I of the Oshawa Official Plan**

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



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

- Adding a new site specific policy under Section 2.1.4, “Central Areas – Site Specific Policies”, to indicate that the lands designated as Local Central Area located north of Columbus Road West, west of Simcoe Street North in the proposed Mixed Use Node II designation shall be developed in accordance with the relevant provisions of the Columbus Part II Plan and that a retail impact study shall not be required for this specific Local Central Area;
- Removing the second occurrence of the word “future” from Policy 2.4.1.6(i2) so that the Columbus Part II Plan Area is not referred to in the future tense;
- Removing Section 2.14.3, “Columbus Special Development Area”;
- Updating Policy 3.2.5 to include a reference to the Columbus Special Policy Area;
- Adding a new policy under Section 3.2, “Roads System”, to permit the reclassification of a future Type “C” arterial road to a collector road, without an amendment to the O.O.P., in the event that further study determines that this reclassification is appropriate;
- Removing Policy 8.1.3(b) (xi) concerning a reference to a future Part II Plan for the Columbus Planning Area;
- Removing Policy 8.2.2 concerning a reference to preparing a Part II Plan for the Columbus Planning Area and updating the numbering for all subsequent policies; and,
- Adding a new policy under Section 8.2, “Part II Planning Areas”, to recognize that a Part II Plan has been prepared for the Columbus Planning Area and is contained in a new section of the O.O.P.

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

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

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

- Realigning the two future north-south Type "C" arterial roads located east and west of Simcoe Street North to align with the road patterns as shown in Schedule 'B' – Columbus Transportation Plan;
- Realigning the future east-west Type "C" arterial road located south of Columbus Road to align with the road pattern as shown in Schedule "B" – Columbus Transportation Plan;
- Reclassifying the future east-west Type "C" arterial road located midblock between Columbus Road and Howden Road as a future collector road and extending this future connection west to Thornton Road North;
- Extending Bridle Road north across Highway 407 East as a future Type "C" arterial road, which will resolve Deferral 5 (D5);
- Removing the small future Type "C" arterial road designation between Winchester Road West and Highway 407 East, which would fully resolve D5;
- Adding a new future east-west Type "C" arterial road connecting Thornton Road North to the westerly north-south future Type "C" arterial road noted above, as well as including a future connection between the Oshawa boundary and Thornton Road North; and,
- Adding a number of future collector roads to align with the collector roads as shown in Schedule "B" – Columbus Transportation Plan.

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

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

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

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

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

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

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

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

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

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

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

Key features of the recommended Columbus Part II Plan include:

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

- On the north side of Columbus Road West, west of Simcoe Street North; and,
- On the east side of Simcoe Street North, south of Howden Road East;
- Seven proposed elementary schools;
- Two proposed secondary schools;
- A variety of residential land uses, consisting of 94.96 net hectares (234.6 net ac.) of Low Density Residential Areas, 74.51 net hectares (184.1 net ac.) of Medium Density I and II Residential Areas abutting existing and proposed arterial and collector roads and 7.79 net hectares (19.2 net ac.) of High Density Residential Areas located abutting the east side of Simcoe Street North, south of Howden Road East and north of Columbus Road West at the western boundary of the Part II Plan Area;
- A proposed north-south Type “C” arterial road located west of Simcoe Street North, with an east-west leg connecting to Simcoe Street North at the southerly limit of the Part II Plan Area, and connected to Howden Road West at the northerly limit of the Part II Plan Area;
- A proposed east-west Type “C” arterial road generally located south of the Part II Plan Area, extending from Thornton Road North to an intersection with the proposed north-south Type “C” arterial road located west of Simcoe Street North as noted directly above;
- A proposed north-south Type “C” arterial road located approximately midway between Simcoe Street North and Ritson Road North, extending from Howden Road East to a point on Ritson Road North situated just north of Highway 407 East;
- A proposed east-west Type “C” arterial road located approximately midway between Columbus Road East and Highway 407 East, extending from Simcoe Street North to an intersection with the proposed north-south Type “C” arterial road located east of Simcoe Street North as noted directly above;
- A proposed Community Use area (e.g. community centre, library, firehall, etc.) located on the south side of Columbus Road East, approximately midway between Simcoe Street North and Ritson Road North, abutting a proposed secondary school, a Medium Density II Residential area and a proposed north-south Type “C” arterial road;
- An estimated minimum of 7,057 residential dwelling units and an estimated maximum of 10,996 residential dwelling units; and,
- An estimated minimum population of 19,028 and an estimated maximum population of 29,485.

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

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

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

### **5.3.5 Reciprocal Amendments Required to the Durham Regional Official Plan**

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

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

## **5.4 Columbus Community Urban Design Guidelines**

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

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

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

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

### **5.5 Columbus Private Official Plan Amendment Submission**

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

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

### **5.6 Next Steps**

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

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

## 6.0 Financial Implications

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

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

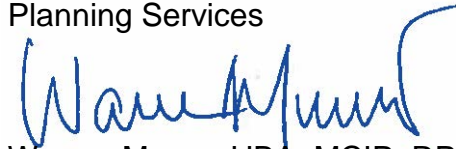
The above construction costs would primarily be funded through Development Charges. As the community is built out, costs for operation and maintenance would shift to increased assessment revenue collected through property taxes.

## 7.0 Relationship to the Oshawa Strategic Plan

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



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



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

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

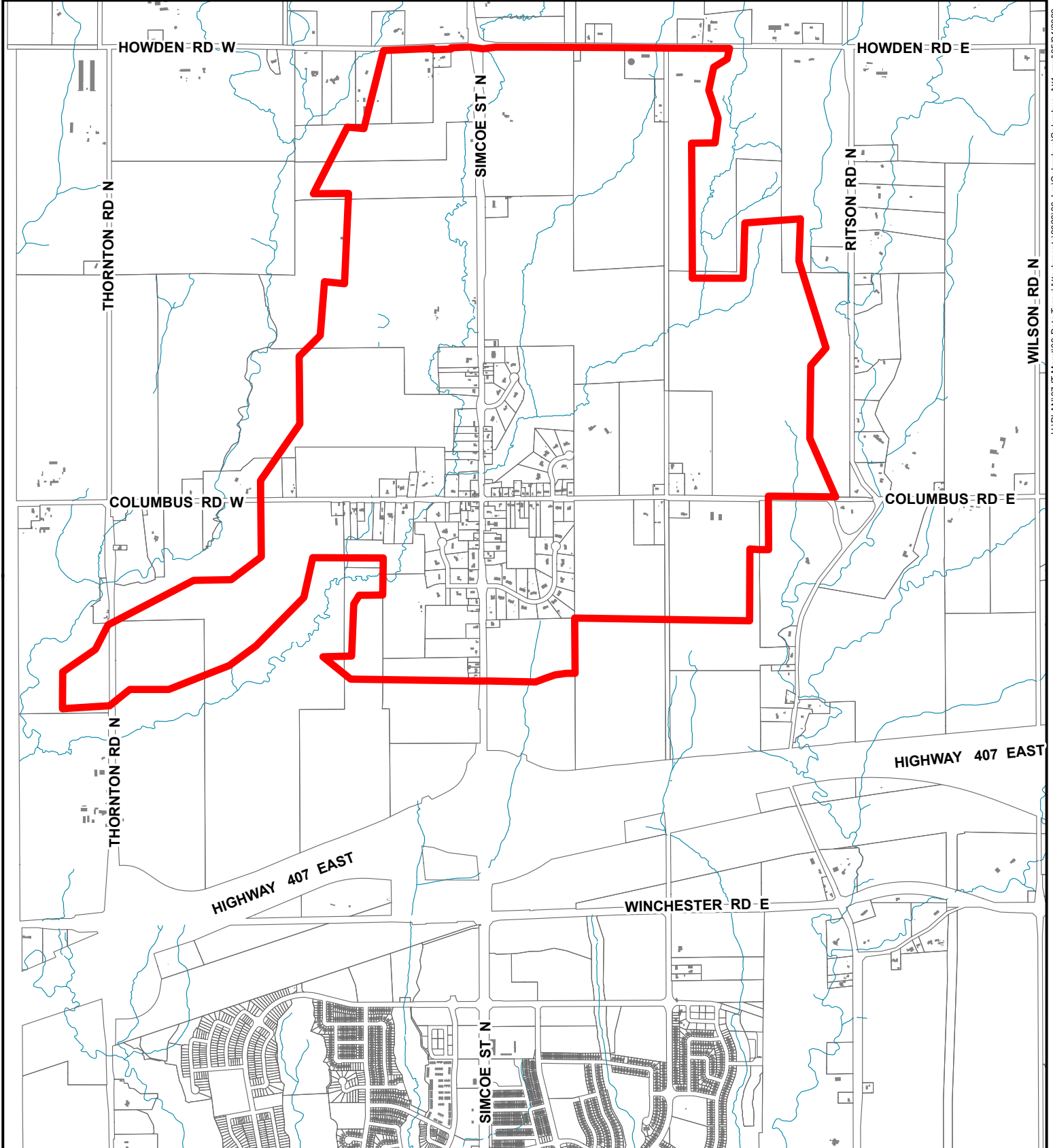
Item: ED-23-117  
Attachment 1

Ward: 1  
File: 12-03-1453



 Columbus Part II Planning Area

City of Oshawa  
Economic and Development Services 





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

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

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

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

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

### **Proposed Amendment:**

#### **Part I: Introduction**

##### **Purpose**

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

##### **Location**

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

##### **Basis**

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

## Part II: Actual Amendment

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

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

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

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

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

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

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

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

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

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

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

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

6. The Oshawa Official Plan is hereby amended by deleting Policy 8.1.3 (xi) in its entirety.
7. The Oshawa Official Plan is hereby amended by deleting Policy 8.2.2 in its entirety, and updating the numbering for all subsequent policies.
8. The Oshawa Official Plan is hereby amended by amending Section 8.2, “Part II Planning Areas”, to add a new policy as Policy 8.2.9 as follows:

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

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

- Adjusting the boundary of the Open Space and Recreation lands to align with the Open Space and Recreation boundary as shown on Schedule “A” – Columbus Land Use and Road Plan;
- Redesignating two small pieces of Residential land to Industrial, to align with the updated Columbus Planning Area boundary;

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

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

- Realigning the two future north-south Type “C” arterial roads located east and west of Simcoe Street North;
- Realigning the two future east-west Type “C” arterial roads located north and south of Columbus Road;
- Adding a new future east-west Type “C” arterial road connecting beyond Thornton Road North from the Oshawa boundary to the westerly north-south future Type “C” arterial road;
- Reclassifying the future east-west Type “C” arterial road located north of Columbus Road as a future collector road and extending this road west to Thornton Road North;
- Extending Bridle Road north across Highway 407 East as a future Type “C” arterial road and removing the Deferral 5 symbol;
- Deleting the small future Type “C” arterial road designation between Winchester Road West and Highway 407 East and removing the Deferral 5 symbol;
- Adding a number of future collector roads;

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

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

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

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

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

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

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

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

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

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

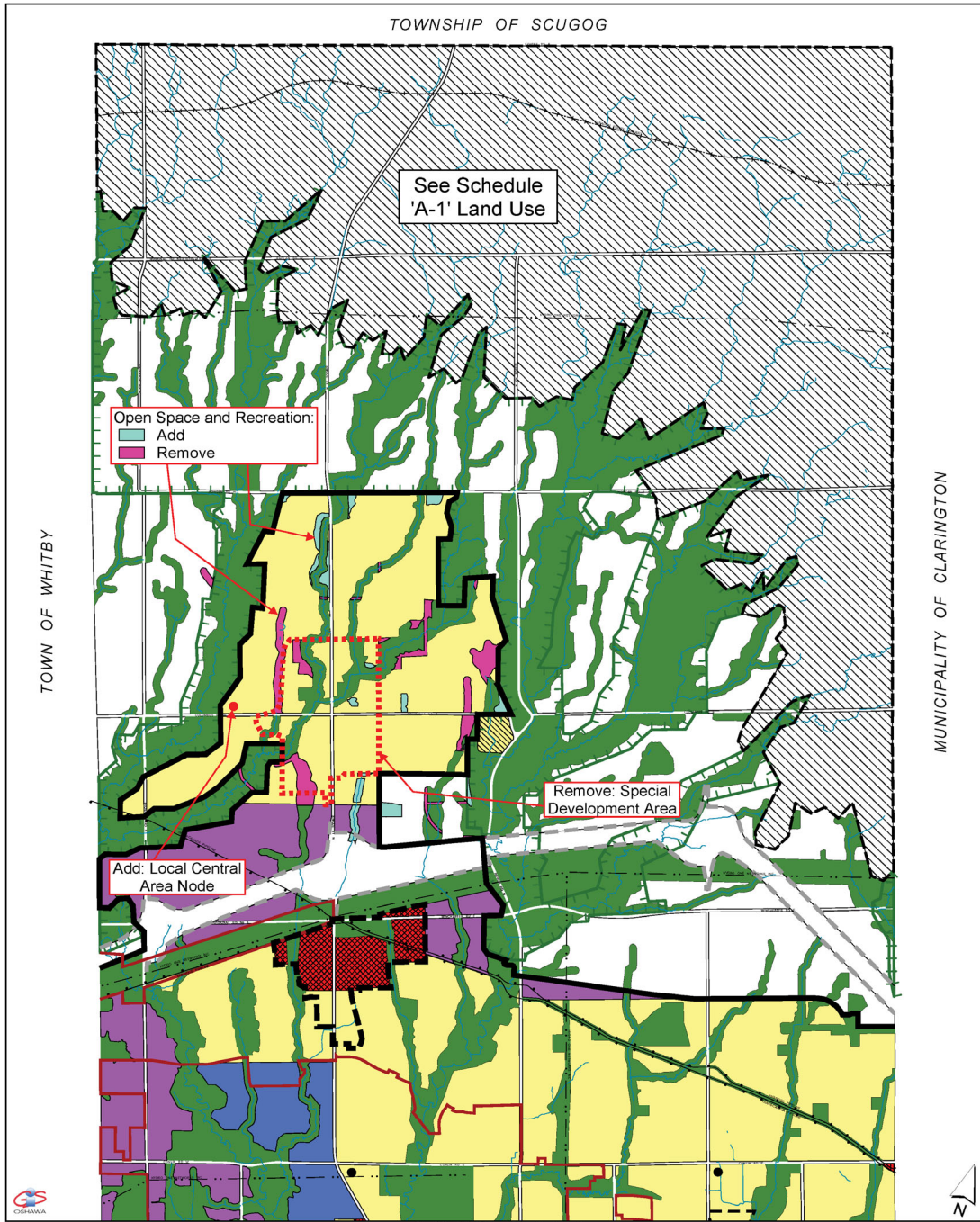
### **Part III: Implementation**

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

### **Part IV: Interpretation**

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

# Exhibit 'A' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'A' Land Use



**Schedule 'A' Land Use**  
 City of Oshawa  
 Official Plan

North Half

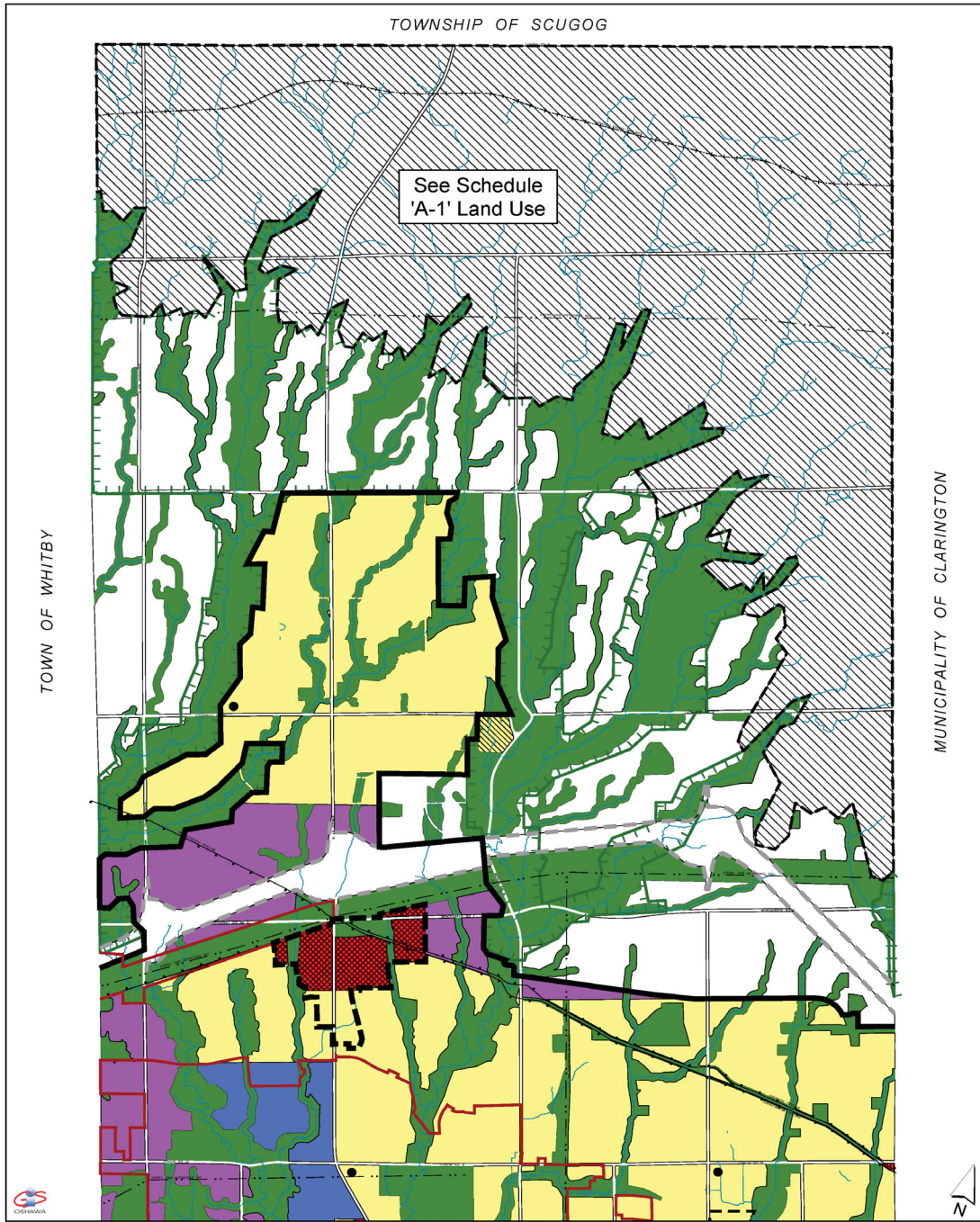
July 2022

Development Services Department

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

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

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

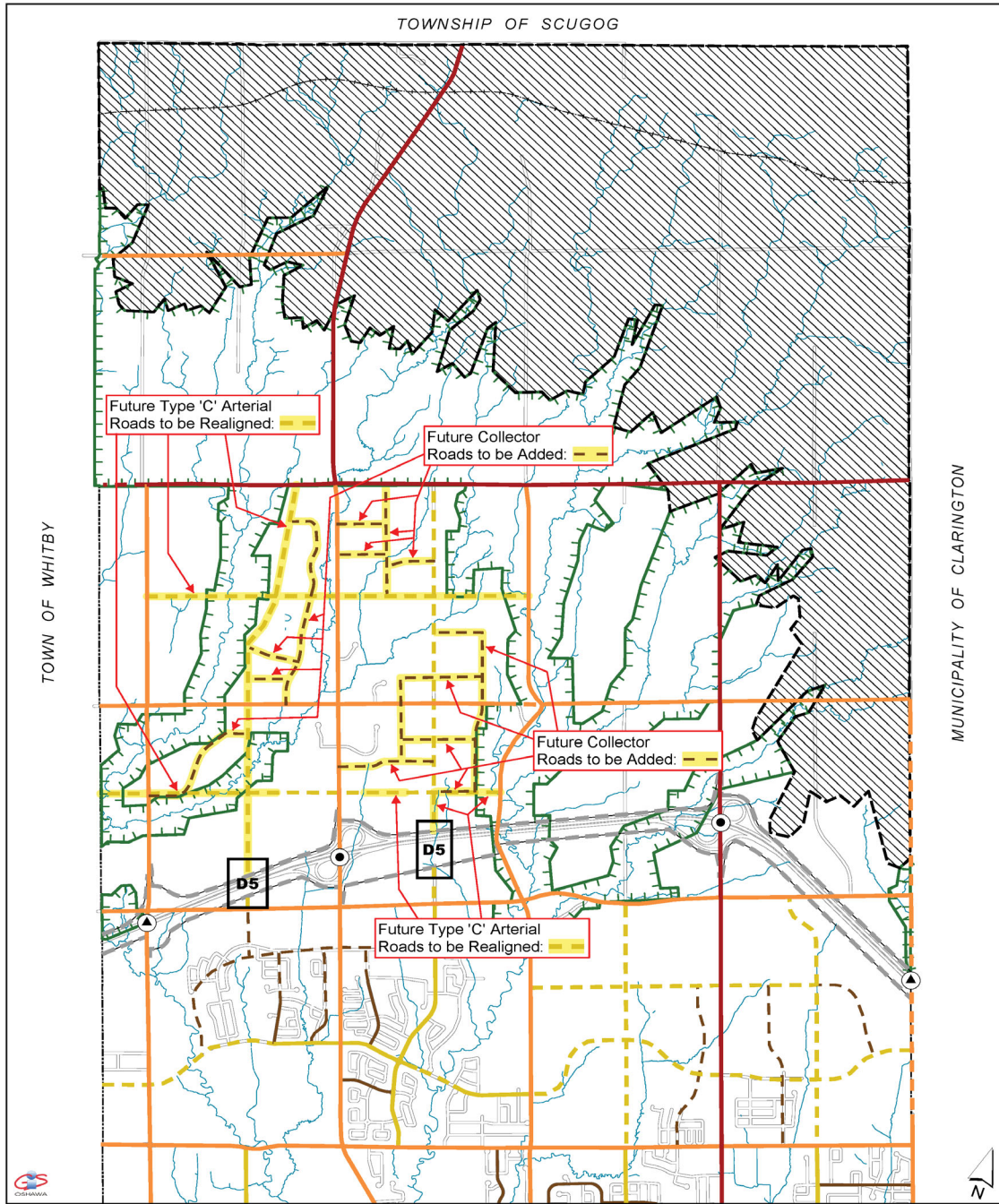
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Development Services Department

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

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

# 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

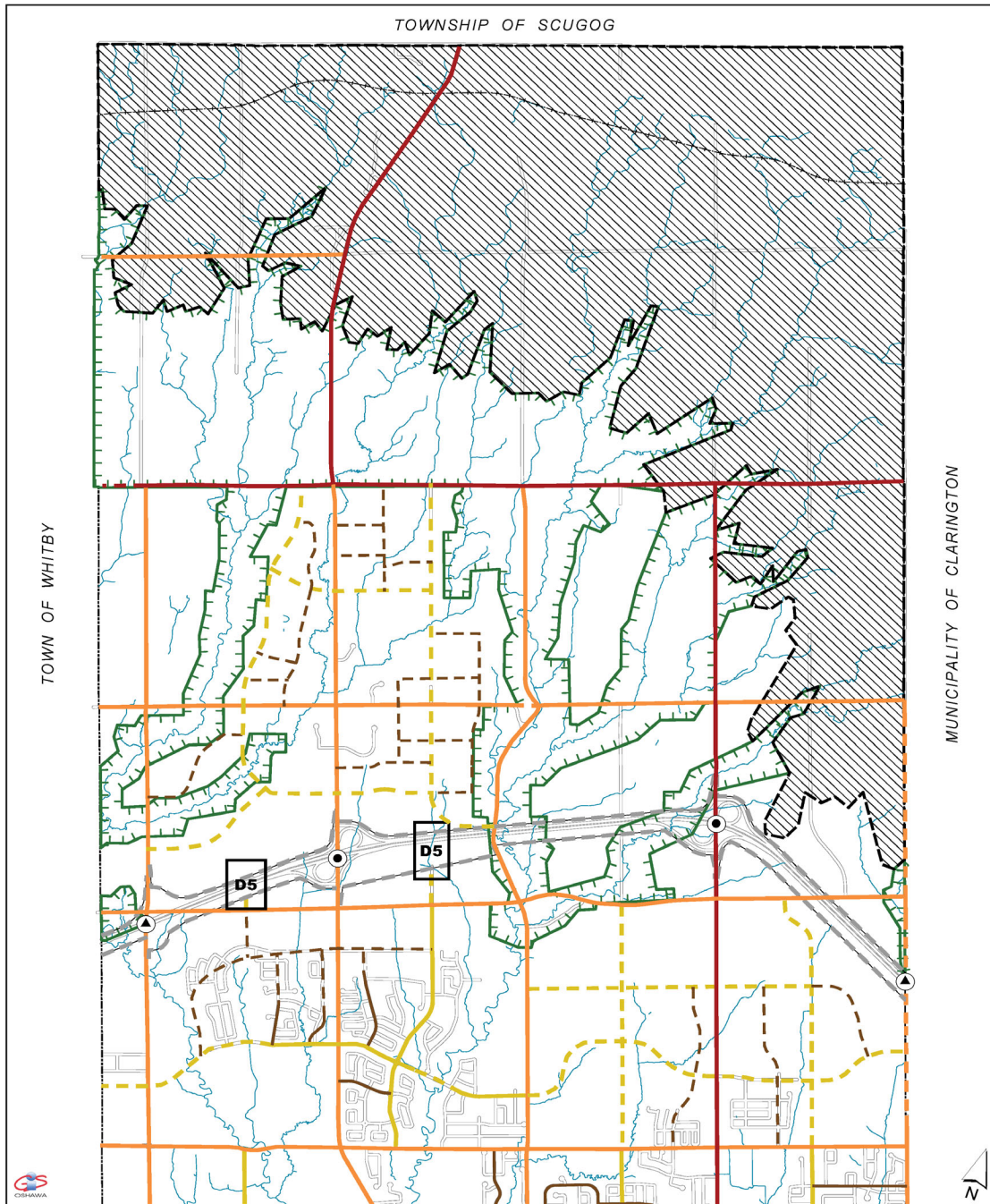
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Development Services Department

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 'D' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'B' Road Network



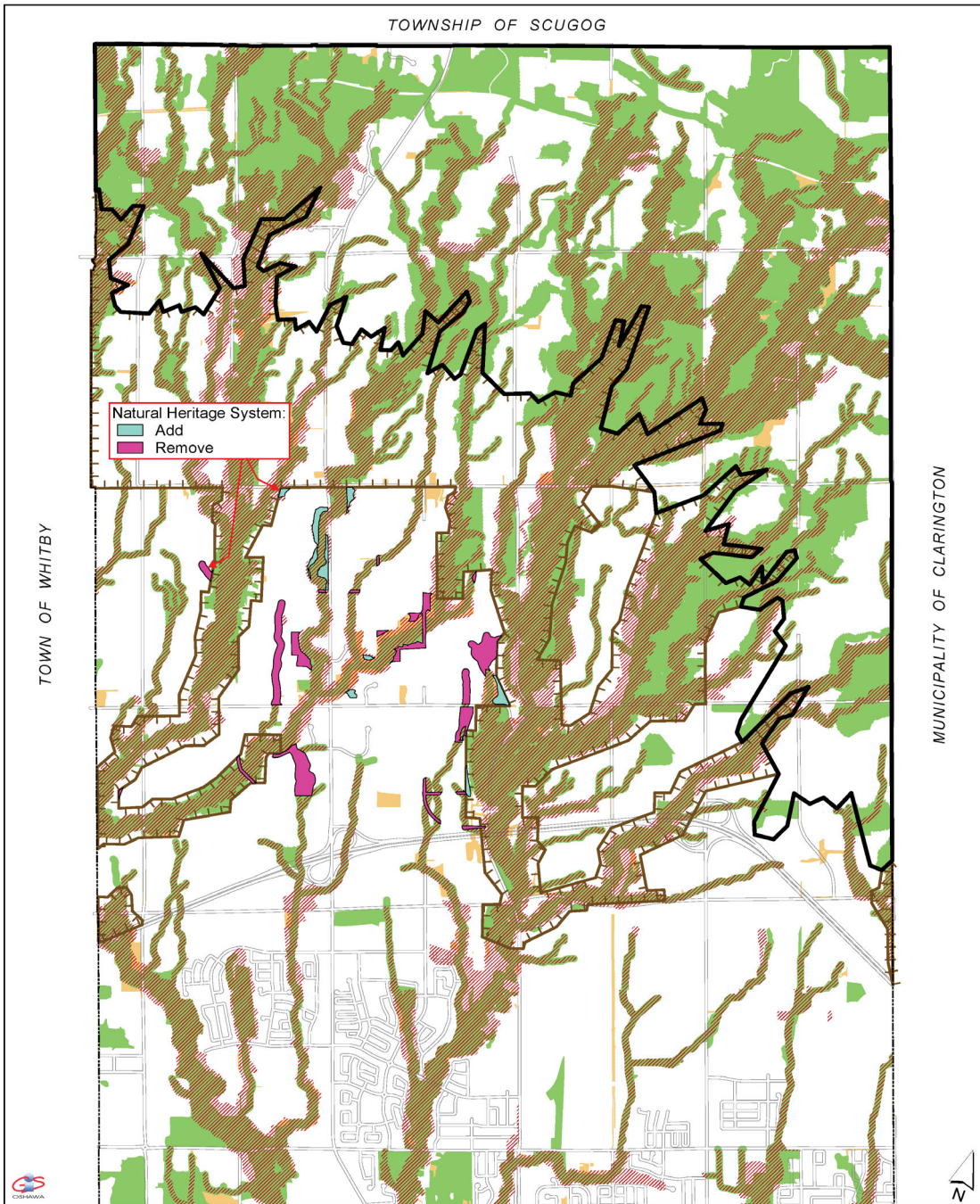
**Schedule 'B'  
Road Network**  
City of Oshawa  
Official Plan  
North Half  
January 2021

0 250 500 1,000 1,500 Meters  
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		
	Type 'B' Arterial Road		
	Type 'C' Arterial Road		
	Collector Road		
	Interchange		
	Provincial Highway 401		Limits of Approved Highway 407 Corridor
	Oak Ridges Moraine		Greenbelt Protected Countryside Area Boundary
	Rail Line		Existing Interchange to be Deleted
	Deferred by Regional Council		

# Exhibit 'E' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'D-1' Environmental Management



## Schedule 'D-1' Environmental Management

City of Oshawa  
Official Plan









North Half

July 2022

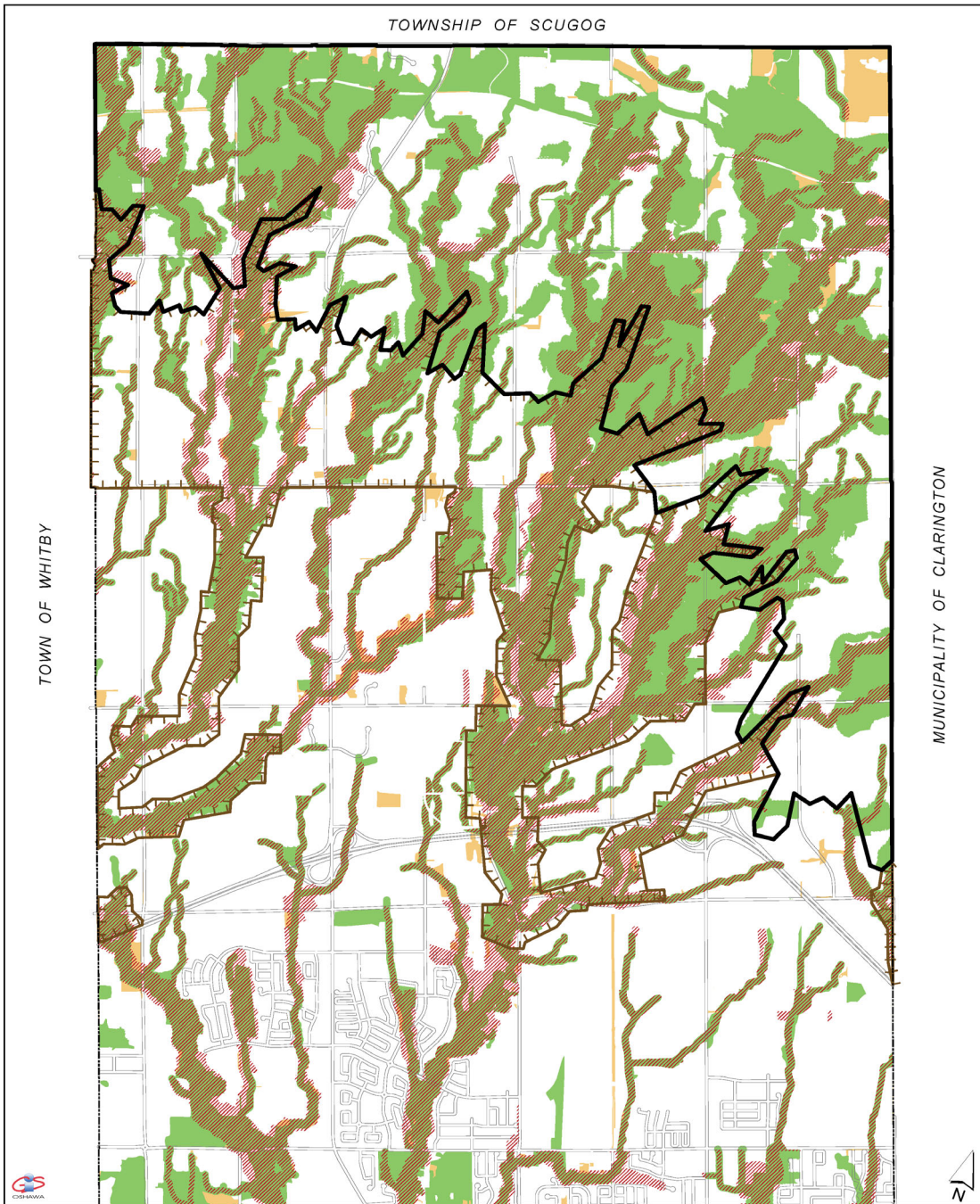


Development Services Department

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

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Legend</b></p> <ul style="list-style-type: none"> <li> Natural Heritage System</li> <li> Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System</li> <li> Hazard Lands</li> <li> Oak Ridges Moraine Boundary</li> </ul> | <ul style="list-style-type: none"> <li> Greenbelt Protected Countryside Area Boundary</li> <li> Known Waste Disposal Assessment Area - Deferral No. 5</li> <li> Known Waste Disposal Assessment Area - Policy 2.4.5.7(ii)</li> <li> Two Zone Floodplain Management Policy Area</li> </ul> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

# Exhibit 'F' to Amendment No. \_\_\_\_ to the Oshawa Official Plan Schedule 'D-1' Environmental Management



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

North Half  
July 2022

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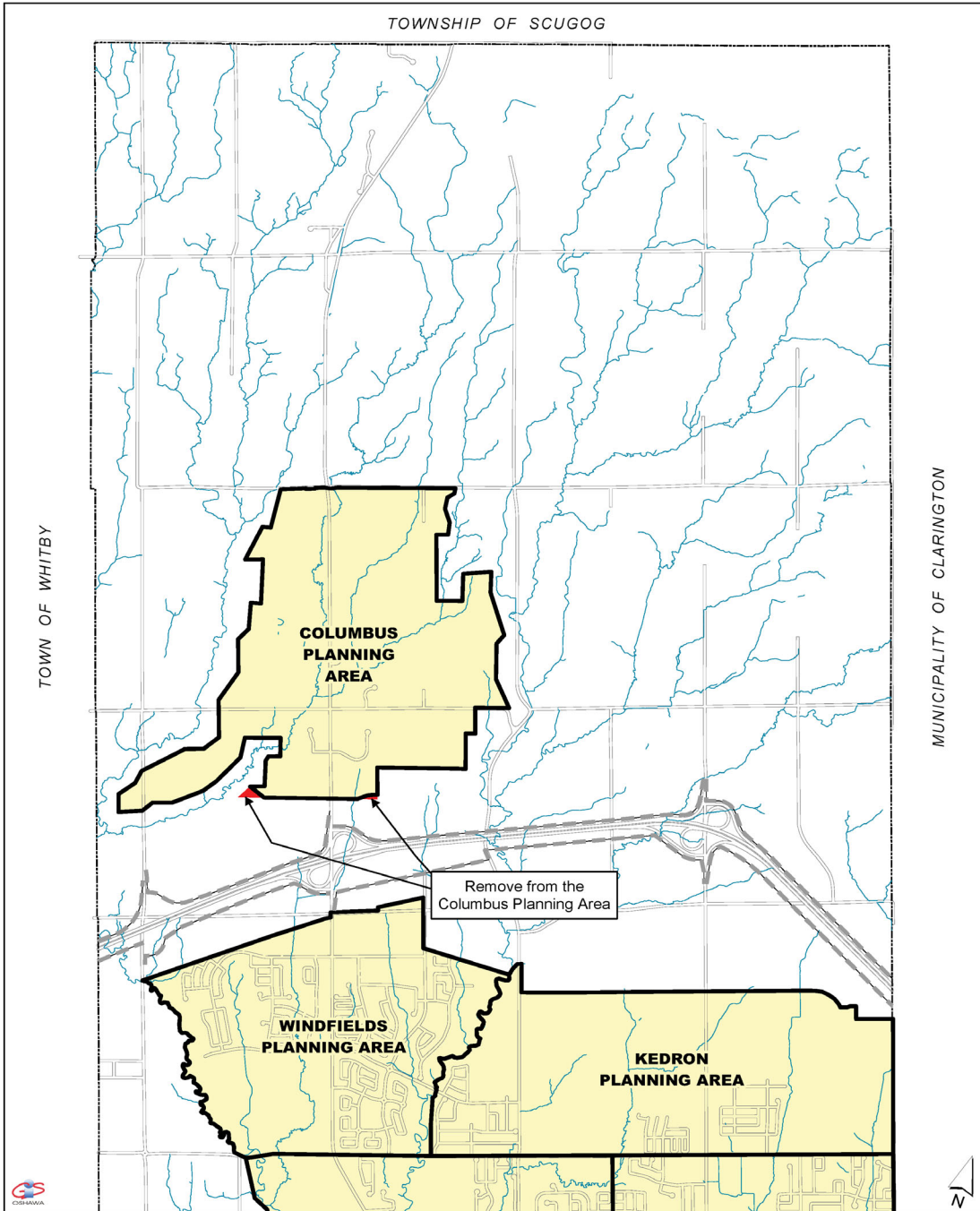
Development Services Department

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

**Legend**

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

Exhibit 'G' 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



Development Services Department

Notes:

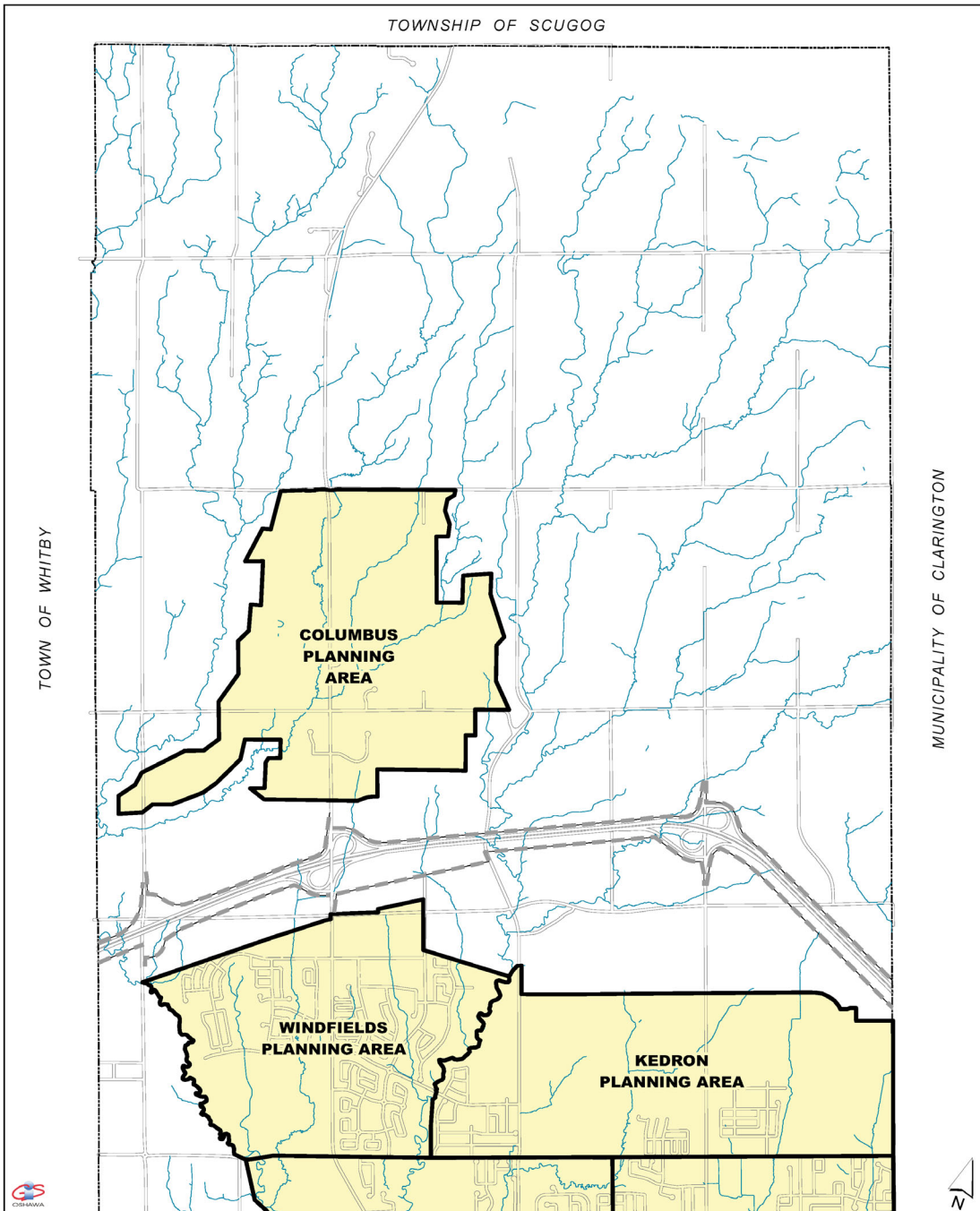
1. This Schedule should be read in conjunction with the text

- 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



City of Oshawa  
Economic and Development Services



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

North Half

January 2021

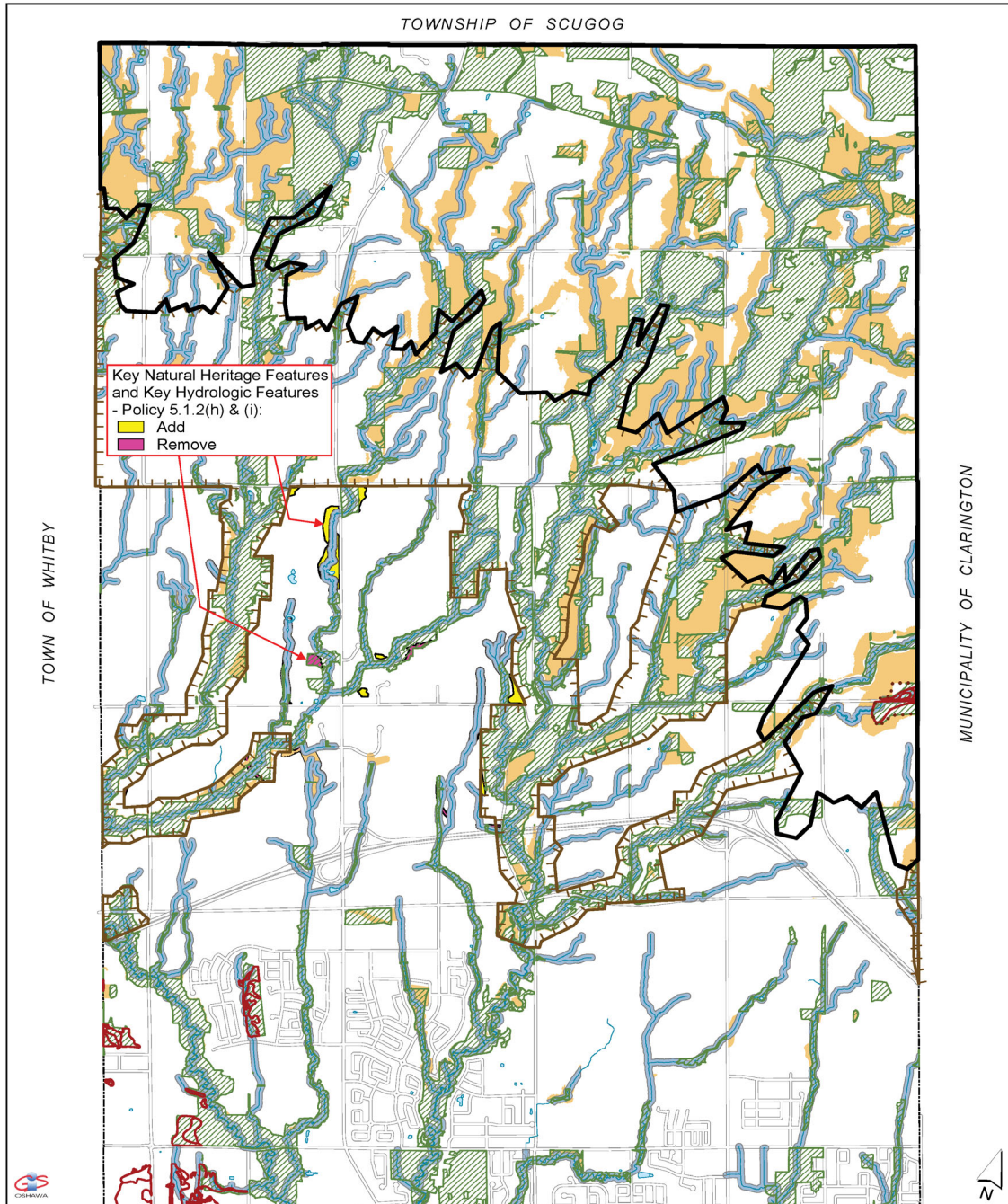


Development Services Department

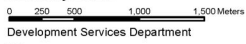
Notes:  
1. This Schedule should be read in conjunction with the text

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










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



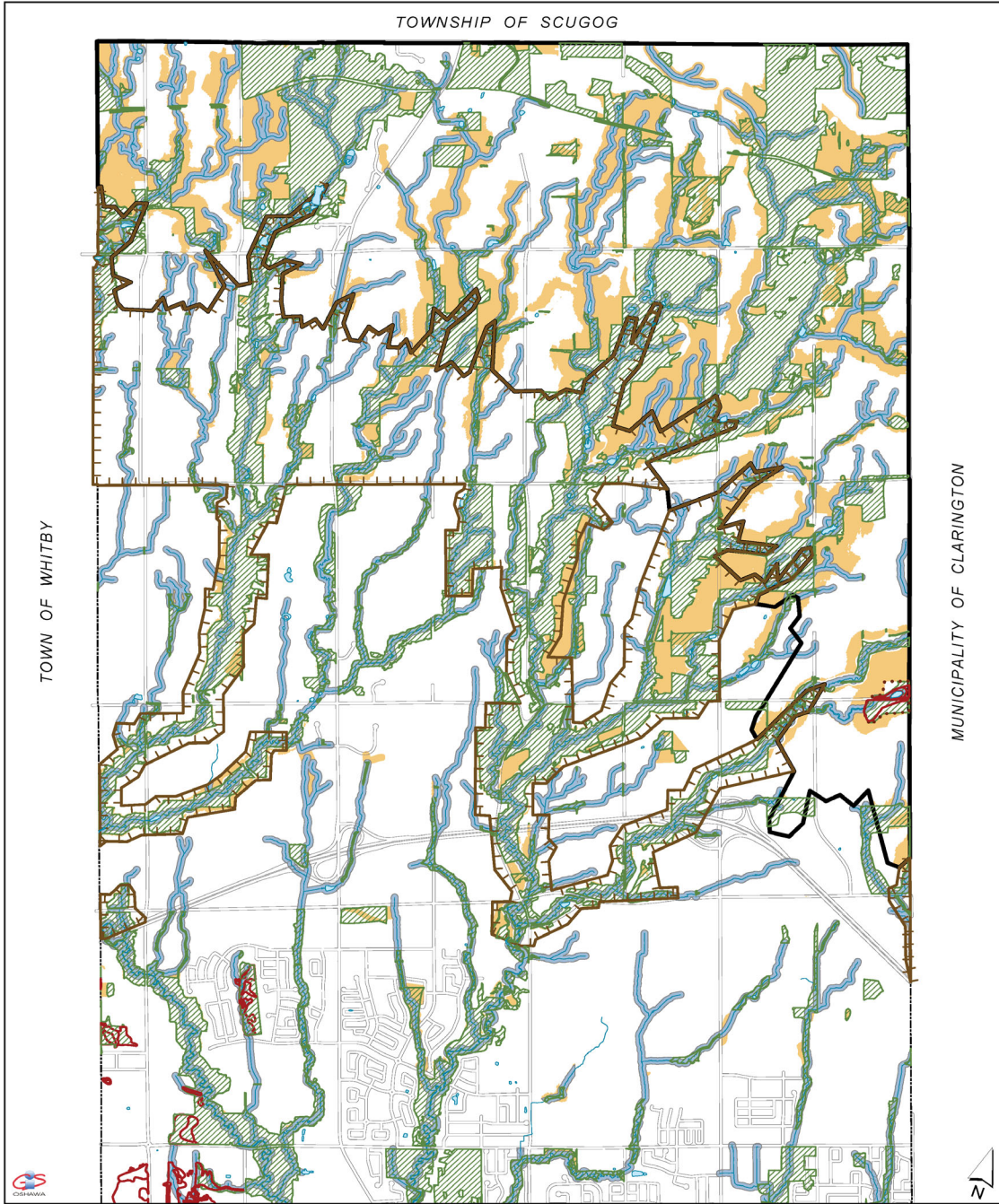
**Schedule 'F1-A'**  
**Natural Heritage System**  
**Components (Excluding High**  
**Volume Recharge Areas)**  
 City of Oshawa  
 Official Plan  
 North Half  
 January 2021



Development Services Department  
 Notes:  
 1. This Schedule should be read in conjunction with the text  
 \*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.










<b>Legend</b>	 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

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



**Schedule 'F1-A'**  
**Natural Heritage System**  
**Components (Excluding High**  
**Volume Recharge 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  
 \*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.

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

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

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

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

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

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

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

### **Proposed Amendment:**

#### **Part I: Introduction**

##### **Purpose**

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

##### **Location**

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

##### **Basis**

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

#### **Part II: Actual Amendment**

The City of Oshawa Official Plan is hereby amended by:

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



### **Part III: Implementation**

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

### **Part IV: Interpretation**

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

## Exhibit “A” to Amendment \_\_\_\_\_ of the Oshawa Official Plan

### 8.8 Part II Plan for the Columbus Planning Area

#### 8.8.1 General Policies

- 8.8.1.1 The Part II Plan for the Columbus Planning Area, hereinafter referred to as the “Columbus Part II Plan”, forms part of the Oshawa Official Plan, hereafter referred to as the “Part I Plan”.
- 8.8.1.2 The area shown on Schedule “A” – Columbus Land Use and Road Plan, attached hereto and forming part of the Columbus Part II Plan, constitutes the Columbus Part II Plan and shall be subject to the policies of the Columbus Part II Plan.
- 8.8.1.3 The Columbus Part II Plan is consistent with the Provincial Policy Statement and conforms with A Place to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe and the Durham Regional Official Plan, and advances the goals of the Oshawa Strategic Plan.
- 8.8.1.4 The Columbus Part II Plan Area consists of approximately 557 hectares (1,377 ac.) of land generally bounded by the South Columbus Industrial Area to the south, the west branch of the Oshawa Creek to the west, the east branch of the Oshawa Creek to the east and Howden Road to the north.
- 8.8.1.5 Based on the Provincial requirement to achieve a minimum *gross density* of 50 ~~units~~ residents and jobs combined per hectare in *Greenfield* areas, a minimum population of approximately ~~48,959~~ 19,028 is required in the Columbus Part II Plan Area. However, based on the permitted density ranges for residential land uses in the Columbus Part II Plan, it is anticipated that the Columbus Part II Plan will accommodate a planned population of approximately ~~23,400~~ 24,000 people.
- 8.8.1.6 The Columbus Part II Plan shall be developed as a *complete community* that incorporates a mix of uses, including mixed use *development* and a variety of housing types. The *development* of the Columbus Part II Plan will integrate residential and commercial uses with community facilities such as schools and other community uses, as well as open space and recreation areas while recognizing and protecting natural heritage and hydrologic features and functions.
- 8.8.1.7 The Columbus Part II Plan will be developed as a stimulating, vibrant, identifiable and liveable place which recognizes the heritage of Columbus which is focused at the intersection of Simcoe Street North and Columbus Road. The built form, open space and public realm and their relationship to one another, will be structured and designed in functional, efficient and attractive ways in accordance with the urban design policies contained in Section 8.8.12 of this Part II Plan. *Development* applications will be evaluated in accordance with the urban design policies and the Columbus Community Urban Design Guidelines.

- 8.8.1.8 The Columbus Part II Plan will be developed as a sustainable community promoting a compact *development* form at transit-supportive densities with a mix of residential, commercial and community uses for the lands outside the area identified in the *Development Plan* for the Hamlet of Columbus, which generally corresponds to the area designated as “Columbus Special Policy Area” on Schedule “A” – Columbus Land Use and Road Plan. Specifically, the Part II Plan recognizes the character of the area where the existing community is generally focused and will ensure any *development* in the area identified as “Columbus Special Policy Area” will be sensitive to its historical context and cultural heritage and contextually appropriate, while encouraging the following generally throughout the Part II Plan area:
- (a) *Development* at higher densities, particularly along Type “A” and “B” arterial road corridors and potential transit routes, to support transit and reduce land consumption;
  - (b) Mixed use *developments* to minimize the amount of vehicular travel and to provide employment opportunities within the community;
  - (c) The provision of active transportation routes and linkages, and appropriate associated facilities, to minimize the reliance on the automobile, improve accessibility and promote the concept of complete streets;
  - (d) The use of green infrastructure technologies and best practices in sustainable *development* including site and building design, and the use of and practices which minimize the generation of excess fill and, where practical, make use of natural topographical contours; and,
  - (e) *Development* that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.
- 8.8.1.9 The Columbus Part II Plan was prepared through an integrated planning and Municipal Class Environmental Assessment process that incorporated extensive public consultation. The Plan was developed through an iterative process that integrated land use planning, commercial and retail analysis, environmental management, stormwater management, transportation and municipal servicing.
- 8.8.1.10 The Columbus Part II Plan was developed to ensure that future planned land uses in the Columbus Part II Plan reflect long term community land use needs, in the context of the Columbus Part II Plan as an integrated and complementary part of the broader City.
- 8.8.1.11 For the purposes of the Columbus Part II Plan, references made to “areas designated” shall mean the areas designated on Schedule “A” – Columbus Land Use and Road Plan.
- 8.8.1.12 The Columbus Part II Plan shall be developed generally in accordance with Schedule “A” – Columbus Land Use and Road Plan, Schedule “B” –

Columbus Transportation Plan, and Schedule “C” – Columbus Environmental Management Plan.

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

## 8.8.2 Community Structure

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

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

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

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

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

- (a) Create a vibrant, complete community composed of neighbourhoods which reflect the historical context, are pedestrian oriented and pedestrian-scaled, and are integrated with, and supportive to, the natural environment.
- (b) Design a community for healthy, active living. A community which provides a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable *development* which is fiscally responsible;
- (c) Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-

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

- (d) Create a network of parks, open spaces and trails which contribute to the overall character of the community, and provide opportunities for active and passive recreation, as well as active transportation choices throughout and beyond the Part II Plan Area;
- (e) Provide effective interfaces between different land uses, especially between existing residential uses and new uses, between residential and existing *agricultural uses*, between urban uses and the *Natural Heritage System*, including the Greenbelt Natural Heritage System, and between residential and future industrial uses south of the Columbus Part II Plan, to facilitate compatibility of land uses and a high-quality urban and natural *environment*;
- (f) Incorporate the many cultural heritage features in a sensitive manner especially in the existing community (Columbus Special Policy Area), but also in other areas of the Columbus Part II Plan;
- (g) Create a valued and liveable community which reflects the right balance between protecting and restoring the environment and fostering a healthy, equitable and complete community including economic development opportunities and opportunities for residents to live and work in the same community;
- (h) Protect, maintain, restore, and where possible, improve the *Natural Heritage System*, including the Greenbelt Natural Heritage System, with respect to features within the system and at the interface with urban land uses and infrastructure;
- (i) Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; and,
- (j) Ensure no adverse environmental impacts on surrounding lands and downstream areas.

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

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

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

- 8.8.2.5 The network of arterial and collector roads, as identified on Schedule “B” – Columbus Transportation Plan, is an important feature of the Columbus Part II Plan consisting of improvements to existing Type “A” and “B” arterial roads, a network of new Type “C” arterial roads and new collector roads. These streets incorporate dedicated space for pedestrians and cyclists providing a well-connected modified grid network intended to maximize mobility choice. Given that Simcoe Street North already accommodates high volumes of traffic through the existing community, the road system is designed to provide alternative routes to Simcoe Street North which encourages access to and from the new community via Thornton Road North, Ritson Road North and the Type “C” arterial roads. The intent is to mitigate the increase in traffic on Simcoe Street North impacting the Columbus Special Policy Area in consideration of the context of the existing community.
- 8.8.2.6 Simcoe Street North and Columbus Road, outside of the limits of the Columbus Special Policy Area, will be a primary focus of *development* for the Columbus Part II Plan. Simcoe Street North is the main north-south corridor that links the Columbus Part II Plan to Highway 407 East and the *Built-up Area* of the City to the south, as well as communities outside of the City limits such as Port Perry in the Township of Scugog and beyond. Simcoe Street North is a Type “B” arterial road within the Columbus Part II Plan, is identified as a Regional Transit Spine on Schedule ‘B-1’ of the Part I Plan, and forms a major multi-modal transportation corridor for the Columbus Part II Plan. It is intended that Simcoe Street North and Columbus Road and adjacent lands be developed to accommodate local traffic, transit and through traffic in a controlled manner, to optimize safety, convenience and access for pedestrians and cyclists and to create a functional, attractive and liveable streetscape, built to a pedestrian scale with a strong interface with the public right-of-way.
- 8.8.2.7 Columbus Road is a Type “B” arterial road, which is planned to be an east-west multi-modal transportation corridor. It is intended that Columbus Road and the adjacent lands be developed to sensitively and harmoniously integrate vehicular traffic, transit, and active transportation. Columbus Road will provide the primary east-west connection to the Brooklin community in the Town of Whitby from the Columbus Part II Plan for all modes of travel.
- 8.8.2.8 The Type “C” arterial road system is an important feature of the Columbus Part II Plan. It is designed to maximize mobility choice and improve safety for all modes of travel.
- 8.8.2.9 The Columbus Part II Plan is structured to provide a range of housing types and densities. Medium and high density residential land uses have been structured with the goal of being generally located within walking distance of

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

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

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

### **8.8.3 Columbus Special Policy Area**

#### **8.8.3.1 General**

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

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

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

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

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

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

- (a) Any Heritage Conservation District and related Plan that has been approved, pursuant to Section 8.8.11.2 of this Part II Plan, under the *Ontario Heritage Act*;
- (b) Any Master Urban Design Plan that has been adopted by Council for all, or a portion of, the lands in the Columbus Special Policy Area designation in accordance with Section 8.8.43<sup>12</sup> 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 8.8.43<sup>12</sup> of this Part II Plan.

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

### **8.8.3.2 Simcoe Street North and Columbus Road**

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



## 8.8.4 Mixed Use

### 8.8.4.1 General

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

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

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

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

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

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

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

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

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

#### **8.8.4.2 Mixed Use Node I**

- 8.8.4.2.1 The Areas designated as Mixed Use Node I is shown on Schedule “A” – Columbus Land Use and Road Plan at the intersection of Columbus Road East and the north/south Type “C” arterial road, and along the east side of Simcoe Street North, south of Howden Road. The Mixed Use Node I that abuts Columbus Road **East** includes cultural heritage resources subject to Policy 8.8.4.2.3 of this Part II Plan in the northeast quadrant of Columbus Road East and the north/south Type “C” arterial road.
- 8.8.4.2.2 The areas designated as Mixed Use Node I will form neighbourhood focal areas and shall be designed to provide opportunities for a mix of uses including commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.4 of this Part II Plan.
- 8.8.4.2.3 *Development* of areas designated as Mixed Use Node I shall be designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses, cultural heritage resources in the northeast quadrant of Columbus Road **East** and the north/south Type “C” arterial road, and other permitted uses, in a mixed use format during the initial *development* phase or over the longer term. The cultural heritage resources, where applicable, shall be conserved in accordance with the policies of this Part II Plan, including Policy 8.8.11.3.
- 8.8.4.2.4 The areas designated as Mixed Use Node I are intended to serve as local community focal areas, however, any commercial component shall be limited in size and scale to be sensitive to the surrounding community.
- 8.8.4.2.5 The maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East, 4 storeys south of Columbus Road East, and 6 storeys directly east of Simcoe Street North, south of Howden Road.
- 8.8.4.2.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node I shall have a density range of ~~60~~ **65** to ~~85~~ **95** units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.2.7 *Development* of the lands designated as Mixed Use Node I must be planned comprehensively, together with adjacent lands in the Low Density Residential, Medium Density Residential and High Density Residential designations. In accordance with the provisions of Section 8.8.4.3**12** of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application for the lands designated Mixed Use Node I.

### **8.8.4.3 Mixed Use Node II**

- 8.8.4.3.1 The area designated as Mixed Use Node II is shown on Schedule “A” – Columbus Land Use and Road Plan on the north side of Columbus Road West, east ~~and west~~ of a Type “C” arterial road.
- 8.8.4.3.2 The 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~~ **it** shall be designed to accommodate the sensitive integration of medium density residential uses, and other permitted uses, in a mixed use format during the initial *development* phase and/or over the longer term.
- 8.8.4.3.4 The lands designated as Mixed Use Node II are intended to serve as a local community focal area. The commercial component of the Mixed Use Node II shall generally not exceed a maximum *gross floor area* of 7,432 square metres (80,000 sq. ft.) and may contain a supermarket.
- 8.8.4.3.5 The minimum height of any mixed use commercial/residential or multi-unit commercial and/or office building, or single use residential building in an area designated as Mixed Use Node II shall be 2 storeys, with the exception of standalone single use non-residential buildings (such as a standalone grocery store or restaurant pad building) which may be a single storey, but designed at a height equivalent to two storeys. The maximum height of all buildings shall be 6 storeys.
- 8.8.4.3.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node II shall have a density range of ~~60~~ **65** to ~~85~~ **95** units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.3.7 *Development* of the lands designated as Mixed Use Node II must be planned comprehensively, together with adjacent lands in the Low Density Residential, **and** Medium Density Residential ~~and High Density Residential~~ designations. In accordance with the provisions of Section 8.8.4.3.12 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application in the lands designated Mixed Use Node II.

### **8.8.5 Residential**

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

- 8.8.5.2 For the purposes of the Columbus Part II Plan, gross residential density shall be calculated on the basis of gross residential area which shall include lots on which residential *development* is permitted by the Columbus Part II Plan and abutting local, collector and arterial roads, parks and schools, but shall exclude those components of the *Natural Heritage System* identified in Policy 5.4.4 of the Part I Plan and major infrastructure that is built or approved under the Environmental Assessment Act (Provincial 400-series highway rights-of-way, hydro corridors, hydro generation stations and airports). Net residential density shall be calculated on the basis of net residential area which shall include all of the developable portion of any individual site or lot on which residential *development* is permitted, after the conveyance of any required road widening.
- 8.8.5.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Low Density Residential areas shall be ~~26~~ 24 units per hectare (~~40.5~~ 10.0 u/ac.) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).
- 8.8.5.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density I Residential areas shall be 35 units per hectare (14 u/ac.) and the maximum net residential density shall be no more than 65 units per hectare (26 u/ac).
- 8.8.5.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, single detached dwellings in areas designated as Medium Density I Residential are only permitted provided the total number of such units does not exceed 25% of the total number of units that would be permitted if developed at the mid-point of the Medium Density I Residential density range on in lands designated Medium Density I Residential in a plan of subdivision and, further, the minimum net residential density for such single detached dwellings shall be ~~26~~ 24 units per hectare (~~40.5~~ 10.0 u/ac) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).
- 8.8.5.6 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density II Residential areas shall be 65 units per hectare (26 u/ac.) and the maximum net residential density shall be no more than ~~90~~ 95 units per hectare (~~36~~ 38 u/ac).
- 8.8.5.7 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for High Density Residential areas shall be ~~90~~ 95 units per hectare (~~36~~ 38 u/ac.) and the maximum net residential density shall be no more than 150 units per hectare (60 u/ac).
- 8.8.5.8 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the calculation of net residential density may be averaged within areas designated as Low Density Residential, Medium Density I Residential or Medium Density II Residential on Schedule "A" – Columbus Land Use and Road Plan, within the same plan of subdivision. For clarity, the calculation of net residential density cannot be averaged between different density

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

- 8.8.5.9 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the maximum building height in the Low Density Residential and Medium Density I Residential designations shall be 3 storeys and 3 ½ storeys, respectively.
- 8.8.5.10 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum building height in areas designated as Medium Density II shall be 2 storeys and the maximum building height shall be 4 storeys. Further, the minimum building height in areas designated as High Density I Residential shall be 3 storeys and the maximum building height shall be 6 storeys.
- 8.8.5.11 Certain lands designated as Residential on Schedule “A” – Columbus Land Use and Road Plan, may be constrained by road alignments, the *Natural Heritage System*, stormwater management facilities and/or utility corridors or to other physical constraints. The proponent of *development* on such lands shall be required to demonstrate that *development* of the site as proposed is feasible when more precise information about road alignments, the *Natural Heritage System* and the applicable required minimum buffers to natural hazards and *Vegetation Protection Zones* to the *Natural Heritage System* features, stormwater management facility sizing and/or other constraints is available. If *development* is not feasible due to such constraints, Schedule “A” – Columbus Land Use and Road Plan may be interpreted such that the road segment or other facility in question is considered to abut the *Natural Heritage System*, utility corridor or stormwater management facility, without requiring an amendment to the Columbus Part II Plan.
- 8.8.5.12 The residential densities and mix and distribution of residential types are intended to provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Part II Plan and allow opportunities for residents to age in the community.
- 8.8.5.13 *Affordable housing* types will be encouraged to contribute to the City’s goal of a minimum of twenty-five percent (25%) affordable housing, in accordance with Section 6.2.2 of the Part I Plan. The provision of a range of housing types, including integrated affordable housing options, shall be a consideration in the *development* approvals process. Additional residential units shall be permitted in single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse in accordance with Policy 6.4 of the Part I Plan, notwithstanding any policy in Section 6.4 of the Part I Plan to the contrary, subject to the inclusion of appropriate provisions in the zoning by-law.

- 8.8.5.14 *Group homes* shall be permitted in accordance with the policies of Section 6.5 of the Part I Plan.
- 8.8.5.15 *Home occupation* uses shall be permitted in Residential designations, or integrated into residential *developments*, in accordance with Policy 2.3.1.4 of the Part I Plan.
- 8.8.5.16 Nursing homes, homes for the aged, retirement homes, day care centres and libraries may be permitted in areas designated as **Medium Density I Residential**, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.5.17 Convenience stores may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.5.18 Reverse lot frontages shall only be permitted where other design approaches are not considered by the City to be technically or functionally feasible. In such instances, the extent/length of reverse lot frontages shall be minimized as much as possible to promote a highly visible, connected, safe and attractive public realm along, and in priority order, arterial, collector and local roads.
- 8.8.5.19 *Development* applications for lands designated as Residential shall demonstrate that the *development* is sensitively integrated by using appropriate building orientation, design, heights, location and setbacks, landscaping, fencing and/or buffering, as well as heights and lot configuration, to ensure compatibility with adjacent land uses, particularly adjacent lands designated as Columbus Special Policy Area, Open Space and Recreation, Community Use, lands in a lower residential density category, or lands designated for mixed use purposes. *Development* shall comply with the relevant policies of Section 8.8.12, Urban Design, of this Part II Plan and the Columbus **Community** Urban Design Guidelines.

**8.8.6 Community Use**

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

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

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

- 8.8.6.2 The precise locations of Community Uses are flexible within the area shown as bounded by arterial roads and/or areas designated as Open Space and Recreation, and the location may be shifted without an amendment to the Plan, provided the intent of the Plan is maintained as determined at the City’s sole discretion. Where a Community Use is shifted from the location shown on Schedule “A” – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Community Use shall be assumed to be Low Density Residential, Medium Density I Residential or Medium Density II Residential in accordance with the relevant policies of Section 8.8.5 of this Part II Plan for the relevant community use. For clarity in this regard, Low Density Residential *development* shall only be permitted where the Community Use site in question abuts lands already designated for Low Density Residential purposes.
- 8.8.6.3 Public and separate elementary schools and public and French public secondary schools are shown on Schedule “A” – Columbus Land Use and Road Plan. If not required for these specific uses, other community uses may be permitted in such areas without requiring an amendment to the Columbus Part II Plan provided that such uses are compatible with surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.6.4 The size of elementary and secondary school sites shall be determined through the subdivision approval process. The land area required for school sites should be minimized in order to promote compact *development* and conserve land. School Boards are encouraged to build more compact multi-storey facilities.
- 8.8.6.5 The Columbus Part II Plan includes six five public elementary schools based on a student allocation of approximately 600 students per school.
- 8.8.6.6 Unless otherwise agreed to by any of the applicable school boards, public elementary school sites will have a size and configuration that accommodates a school for 600 students, and a broader range of services, including but not limited to, all day kindergarten and child care facilities.
- 8.8.6.7 The size and configuration of school sites will be determined through the *development* approval review process by a preliminary site plan and facility fit analysis that considers site design issues, including vehicular access, parking and grading and may include the provision of eight seven elementary school sites (ranging in size from 2.4 net hectares (5.9 ac.) to 3.2 net

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

- 8.8.6.8 Where a Community Use is identified with a “Cu” symbol on Schedule “A” – Columbus Land and Road Use Plan, the maximum site area shall not exceed 2 hectares (5.0 ac.) in size. The *development* of a Community Use identified with a “Cu” symbol having a site area in excess of 2 hectares (5.0 ac.) shall be subject to an amendment to the Columbus Part II Plan and the zoning by-law. The documentation submitted in support of the amendment shall address transportation impacts (including traffic impacts on the surrounding road and active transportation network), parking and other matters deemed appropriate by the City.
- 8.8.6.9 In the event that a site designated as Community Use and intended for a public or separate elementary school or a public or French public secondary school is not needed for that use, the maximum site area of any alternate community use shall generally not exceed 2 hectares (5.0 ac.).
- 8.8.6.10 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or separate elementary school is not needed for that use or other community uses, in whole or in part, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.11 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or French public secondary school is not required for a secondary school or other community uses, in whole or in part, the site may alternatively be used for Low Density Residential uses, Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.12 In the event that a site designated as a Community Use and identified with a “Cu” symbol is not needed for a community use, the site may alternatively be used for Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan. During the *development* approvals process, consideration shall be given to ensuring that areas designated as a Community Use with a “Cu” symbol are of a size and configuration suitable for an alternative use should they not be needed for a community use.
- 8.8.6.13 Proposals for the *development* of Community Use sites shall optimize the integration of active transportation and associated amenities and transit connections and demonstrate a flexible design that reflects the heritage character of the community and can be adjusted as the needs of the community evolve over time.



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

## 8.8.7 Open Space and Recreation

### 8.8.7.1 General

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8.8.7.1.4110 Naturalized parkland that is also appropriate for passive recreation may be accepted as parkland dedication and may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, in the Greenbelt Natural Heritage System, provided that:

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

(b1) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions; and,

(c1) The quantity of naturalized parkland being acquired does not impede the City’s ability to meet the planned function of any City-owned park in terms of providing an appropriate level of active recreational opportunities.

For the purposes of this policy, determination of what constitutes naturalized parkland appropriate for passive recreation shall be at the City’s sole discretion, in consultation with the Central Lake Ontario Conservation Authority, where jurisdictionally appropriate. For clarity, passive recreation refers to recreational activity that has minimal impact on the natural environment and requires very little terrain or vegetation modification and few, if any, structures, including but not limited to the following:

(a2) Non-motorized trail uses; and

(b2) Natural heritage appreciation (e.g. bird watching).

## 8.8.7.2 **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 **8.5** hectares (~~29.6~~ **21.0** ac.).

### **8.8.7.3 Neighbourhood Parks**

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

8.8.7.3.2 Neighbourhood Parks ~~designated as NP I~~ shall have a minimum site area of approximately ~~2.4~~ **2.0** hectares (~~5.2~~ **4.9** ac.). ~~Neighbourhood Parks designated as NP II shall have a minimum site area of approximately 4.1 hectares (10.1 ac.).~~

### **8.8.7.4 Parkettes**

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

8.8.7.4.2 Parkettes are intended to serve local neighbourhoods and may include playgrounds and passive recreation areas. In addition, the City recognizes that community gardens contribute to sustainability and neighbourhood cohesion and may consider the use of Parkettes for community gardens where interest is expressed by the local residents.

8.8.7.4.3 Parkettes acquired by the City on the basis of a demonstrated need shall generally have a minimum site area of approximately 0.6 hectares (1.5 ac.). However, parkettes may be greater than 0.6 hectares (1.5 ac.) in size if the density of planned *development* in the vicinity supports the conveyance of parkland in accordance with Policy 2.6.3.2 of the Part I Plan. Conversely, parkettes may also be less than 0.6 hectares (1.5 ac.) in size in the event that

the City, in consultation with the developer, considers it appropriate to provide a smaller parkette to serve a particular *development*, and the size and shape provides for a usable Parkette based on the intended function of the Parkette.

8.8.7.4.4 The location of Parkettes shall be coordinated where possible with the location of stormwater management facilities, *woodlands*, and other lands proposed for open space and recreation purposes, as well as to provide connections between these features and other land uses, including roads and utility corridors.

8.8.7.4.5 Parkettes may be linear in form in order to provide appropriate connectivity, and this function shall be reflected in the submission of *development* applications for the affected lands.

## **8.8.8 Municipal Services and Utilities**

### **8.8.8.1 General**

8.8.8.1.1 *Development* within the Columbus Part II Plan shall be subject to Section 9.7 of the Part I Plan with respect to servicing.

8.8.8.1.2 *Development* shall be phased in accordance with the availability and provision of services and phasing shall reflect a cost-efficient and sequential extension of infrastructure.

8.8.8.1.3 Where feasible, electrical, cable, telecommunications infrastructure and other utilities shall be required to be located underground and the design and location of associated at-grade service boxes shall have regard for the pedestrian environment, vehicular sight-lines, landscaping and urban design.

8.8.8.1.4 Water and sewage trunk services shall be located in accordance with the recommendations of the Columbus Subwatershed Study (C.S.W.S.) and the Columbus Servicing Study.

8.8.8.1.5 Functional servicing reports shall be required at the *development* approvals stage to identify capacity and required improvements, and mitigation measures to minimize impacts. Such reports will reflect the recommendations of the C.S.W.S., the Master Environmental Servicing Plan (M.E.S.P.) and the Columbus Servicing Study.

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

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

**8.8.8.2 Master Environmental Servicing Plan**

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

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

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

- (a) Hydrogeology/Groundwater Management: The investigation will provide a sufficient level of understanding of the hydrogeological conditions of the subject area and identify areas, if any, within the Columbus Part II Plan where the soil and groundwater conditions are conducive for promoting groundwater recharge in an urban setting. The groundwater management analysis will address water budget, groundwater quality and quantity and protection of recharge and discharge functions. It will address pre- and post-*development* analysis of recharge, infiltration, runoff and evapotranspiration conditions as well as the calculated change in water balance due to *development*. Pre-*development* infiltration conditions should be maintained and/or enhanced to preserve groundwater function and linkages to natural features. Mitigative measures should also be described to maintain the recharge function, including identifying suitable locations for and types of Low Impact Development techniques. The analysis will also either establish a minimum basement elevation or a recommended approach to determine a minimum basement elevation. Finally, the analysis will determine appropriate design criteria for a foundation drainage system for *development*, if applicable.

- (b) Aquatic/Terrestrial Environmental Management: The environmental management analysis will apply the minimum required width of *Vegetation Protection Zones*, in order to determine if a greater width is appropriate pursuant to Section 5 of the Part I Plan, to address *fish habitat* protection and management, aquatic setback requirements, and key natural and hydrologic features protection and setbacks, including natural channel design considerations. It will also determine the appropriate specific location of off-road active transportation facilities and linkages within or adjacent to *Hazard Lands* and/or the *Natural Heritage System*.
- (c) Stormwater Management: The stormwater management analysis will not only establish the target flows along riparian corridors as shown on Schedule 'F1-A' of the Part I Plan within the Columbus Part II Plan area (to be used and how to be used) and the minor and major flow routes within the Columbus Part II Plan area, but also identify the general characteristics for stormwater management facilities, including pond sizing, location and type, as well as a preliminary design that includes accommodation on-site for the deposition of sediment resulting from maintenance activities. The use of Low Impact Development techniques/alternative stormwater management designs and practices shall be considered.
- (d) Biology: The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the *watercourses*, as well as to the implementation of stormwater management facilities and valleyland and *woodland* edge management.
- (e) Municipal Servicing: The municipal engineering investigation will identify significant cut and fill areas, and will provide a preliminary water supply strategy and water distribution model, the preliminary design of major trunks and sub-trunks for the sanitary, storm drainage and foundation drain collector system, and the identification of overland flow routes. The municipal engineering investigation will also include one or more sanitary servicing drawings and one or more water supply servicing drawings based on Schedule "A" – Columbus Land Use and Road Plan, and these servicing drawings shall include details showing how existing *development* within the Columbus Special Policy Area could be serviced.
- (f) Transportation: The transportation investigation will be undertaken in accordance with the City's and Region's transportation impact study guidelines and the Columbus Part II Plan Transportation Master Plan. The investigation will identify the transportation infrastructure, facilities and design elements needed to appropriately address and support each mode of travel, including walking, biking and transit, as well as vehicular travel, such that the transportation system functions as a balanced, integrated network and operates on the premise of a balanced approach to *Level of Service* that considers all modes. The

investigation should make recommendations regarding neighbourhood traffic management. It will also determine the approximate location of the arterial and collector road crossings of *watercourses*.

### **8.8.8.3 Stormwater Management**

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

- (a) They are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule “C” – Columbus Environmental Management Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*; and,
- (b) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions.

For the purposes of this policy, determination of what constitutes an appropriate naturalized design for stormwater management facilities or components thereof shall be at the City’s sole discretion, in consultation with the Central Lake Ontario Conservation Authority **where jurisdictionally appropriate**.

8.8.8.3.2 The City shall require the use of Urban Stormwater Management Practices, which reflect the recommendations of the Master Storm Servicing Plan, and as defined by current best practices of the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry, the City of Oshawa, and the Central Lake Ontario Conservation Authority, in every *development* application where feasible and appropriate, in order to promote environmental objectives consistent with sound engineering practices which maintain or enhance the health of the receiving *watercourse*. All *development* applications shall be accompanied by information/studies as required by the City in the context of the C.S.W.S. and/or the Master Storm Servicing Plan, demonstrating that the impact of the proposed *development* can be dealt with to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority **where jurisdictionally appropriate**.

8.8.8.3.3 In accordance with Policy 8.8.8.3.2 of this Part II Plan, the information/studies that accompany *development* applications must address



as required by the City in the context of the C.S.W.S. and/or Master Storm Servicing Plan, but not necessarily be limited to the following:

- (a) Water quality and quantity control requirements;
- (b) Major and minor flow routes;
- (c) Underground services requirements (e.g. storm sewer and foundation drains);
- (d) Erosion and sediment control requirements;
- (e) Downstream *development* impacts;
- (f) Groundwater condition of the land and its implications to the *development* (e.g. Calcium carbonate formation, pond design and location and the establishment of basement elevations);
- (g) Application of Low Impact Development techniques;
- (h) *Watercourse* improvement requirements;
- (i) Floodplain and/or hazard limit requirements;
- (j) Slope stability requirements;
- (k) Potential impact to and from significant natural feature(s) (e.g. woodlots and *wetlands*);
- (l) Road crossing hydraulic design and stability requirements; and,
- (m) Financial implications to the City.

8.8.8.3.4 Stormwater management plans shall be designed to maintain and/or improve the *pre-development* stream temperature regime to the receiving waterbody in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.5 Stormwater flow should be managed to take into account the entire watershed including potential downstream impacts in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.6 The City shall require the application of sustainable stormwater management/Low Impact Development techniques such as bioswales, green roofs, rainwater harvesting and permeable pavement, to manage stormwater flows where appropriate and financially sustainable in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.7 The detailed design and location of stormwater management facilities shall be determined through the preparation of an M.E.S.P. and/or stormwater management engineering studies and drawings undertaken as part of the

*development* approval process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.8 Stormwater management facilities shall be designed and constructed based on the best practices and technology available and applicable at the time of *development* and shall satisfy all the requirements of the City in consultation with the Central Lake Ontario Conservation Authority **where jurisdictionally appropriate.**

8.8.8.3.9 Schedule “A” – Columbus Land Use and Road Plan shows the general location of stormwater management facilities. The design, configuration, size and location of these stormwater management facilities and the drainage areas that they serve will be determined as part of the M.E.S.P. and detailed stormwater management engineering studies/environmental studies undertaken as part of the *development* approvals process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan. In the preparation of such studies, consideration shall be given to the following:

- (a) The potential integration with stormwater management facilities outside the Columbus Part II Plan where feasible and where it can be demonstrated that there will be no adverse impacts on downstream areas;
- (b) Potential reduction in the number of facilities, where feasible, while maintaining adequate stormwater management quality and quantity control;
- (c) The location of facilities outside of *Hazard Lands*, natural heritage and hydrologic features and their required *Vegetation Protection Zones*;
- (d) The impact of groundwater elevations/conditions on the design of stormwater management facilities;
- (e) The design requirements and liability implications of the facility based on the expected future ownership (public versus private);
- (f) Provision of a dedicated sediment drying area in the design of the facility to accommodate the natural deposition of sediment in stormwater management facilities over time;
- (g) Erosion control and stabilization of the downstream watercourse.
- (h) The use of Low Impact Development techniques and/or other new acceptable stormwater management measures available at the time of *development* to further the objective of improved water quality and quantity of the receiving water body;
- (i) Use of stormwater management best practices to encourage baseflow enhancement and to maintain and/or enhance *pre-development*

stream temperatures within the watershed of the receiving watercourse;

- (j) Safety aspects of the stormwater management facility in terms of its slope, depth and visibility to the general public;
- (k) The structural stability of the surrounding lands/features;
- (l) The easy and safe access to the stormwater management facility for maintenance purposes;
- (m) Efficient operation and maintenance of the facility;
- (n) Design of stormwater management facilities which minimize the creation of dead drainage zones to mitigate potential health risks potentially associated with these facilities such as West Nile virus; and,
- (o) The location of stormwater management facilities inboard from arterial roads, where feasible, in order to create transit supportive built form along arterial roads. The studies shall explore how grading and infrastructure can be designed to accommodate the inboard location of these facilities.

8.8.8.3.10 Variations in the number and location of stormwater management facilities shown on Schedule “A” – Columbus Land Use and Road Plan may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of the Master Stormwater Servicing Plan and/or a stormwater management study, prepared as part of the *development* approval process to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority **where jurisdictionally appropriate**, without requiring an amendment to the Columbus Part II Plan. With respect to the issue of location, stormwater management facilities shall generally be sited to avoid being situated adjacent to Type “B” arterial roads, **unless not otherwise feasible**.

8.8.8.3.11 The siting of stormwater management facilities adjacent to parks and other open space areas shall be encouraged to complement surrounding land uses, where feasible and appropriate, provided the stormwater management facilities are located outside of the *Natural Heritage System* and/or associated *Vegetation Protection Zones* and buffers from natural hazards, and provided there are no adverse impacts on surrounding natural heritage features, and associated buffers and functions. Where stormwater management facilities cannot be sited with these uses, the facility shall be designed to complement and integrate with adjacent land uses with emphasis on safety, attractiveness and appropriate landscaping.

8.8.8.3.12 If the City, in consultation with Central Lake Ontario Conservation Authority **where jurisdictionally appropriate**, determines that a stormwater management facility shown on Schedule “A” – Columbus Land Use and Road Plan is not

required, the underlying land use designation shall apply without amendment to the Columbus Part II Plan.

8.8.8.3.13 **Subject to Policy 8.8.7.1.8**, stormwater management facilities conveyed to the City shall not **otherwise** be accepted as parkland dedication in accordance with the Planning Act.

8.8.8.3.14 Stormwater management facilities conveyed to the City shall be dedicated in conjunction with the *development* approval process. The dedication of these facilities shall be at no cost to the City. The City may not necessarily accept ownership of stormwater management facilities which serve commercial and/or institutional and/or other non-residential land uses. If conveyance of such facilities is proposed, the rationale for City ownership must be demonstrated and the requirements of the City, financial and otherwise, must be satisfied.

## **8.8.9 Transportation**

### **8.8.9.1 General**

8.8.9.1.1 The City's intention is to achieve a balanced, multi-modal transportation environment in the Columbus Part II Plan. The transportation corridors shall be designed to safely accommodate a range of viable travel options, including automobile, transit, and active transportation modes, together with street trees, other landscaping and street furniture. Such facilities shall conform to the classification, functions and design requirements outlined in Schedule "B" – Columbus Transportation Plan, the Columbus Part II Plan Transportation Master Plan (C.T.M.P.), and, with respect to Regional roads, the Durham Regional Official Plan, while having regard for Table 5 of the Part I Plan, and shall be subject to the approval of the relevant agencies.

8.8.9.1.2 To achieve a balanced, multi-modal transportation environment, the City supports a balanced approach to *Level of Service measures* for all transportation modes and may be prepared to use a variety of traffic calming measures depending on the function of the road such as those referenced in the City's Neighbourhood Traffic Management Guide. These include, but are not **necessarily** limited to the following:

- (a) Appropriate lane widths;
- (b) Provision of landscaped centre medians;
- (c) Provision of on-street parking, including laybys;
- (d) Provision of transit priority measures;
- (e) Provision, where appropriate, of regular intersections of local roads with regional and other major roads to allow for the creation of a modified grid network;

- (f) Provision, where appropriate, of roundabouts, pursuant to Policy 8.8.9.2.67 of this Part II Plan; and,
- (g) Use of alternative road geometrics and materials at active transportation crossing areas.

8.8.9.1.3 In addition to other approaches to support transit and active transportation, the transit network identified on Schedule “B” – Columbus Transportation Plan incorporates Ecomobility Hubs. These can range in scale based on their function with respect to the transit system and similar to the services they provide from a major transit hub for local and regional transit service with a full range of facilities from bike/scooter share, e-car sharing, and ridesharing to a bus stop with integrated bike/scooter share or a bus stop with bike parking and an enclosed shelter.

8.8.9.1.4 Schedule “A” - Columbus Land Use and Road Plan features a mix of uses at higher densities outside of the Columbus Special Policy Area along existing and potential transit routes to support transit infrastructure, facilitate transit-supportive *development* and optimize conditions for the usage and efficient provision of transit, with a goal of providing convenient and safe access to transit service within a 400 metre (1,312 ft.) (generally equivalent to a five minute walk) walking distance for the majority of residents, employees and visitors in the Columbus Part II Plan.

8.8.9.1.5 The City recognizes the important role Transportation Demand Management efforts play in using transportation infrastructure more efficiently, using private vehicles in a more sustainable fashion and encouraging increased transit use and active transportation. *Development* proponents shall employ Transportation Demand Management strategies, as may be identified in the City’s Integrated Transportation Master Plan (2015) or any future updated Integrated Transportation Master Plan developed by the City and the C.T.M.P., in support of these objectives. Such strategies shall form an important component of any proposed *development* and will be addressed through a transportation impact study.

8.8.9.1.6 The City, **or the Region of Durham specifically for Simcoe Street North**, may require, at no additional cost to the City or **Region, where applicable**, the conveyance of additional lands for road rights-of-way beyond the requirements of the C.T.M.P. and Table 5 of the Part I Plan to appropriately accommodate active transportation facilities, either within the paved portion of the road or in the boulevard area, and/or medians. In particular, a minimum 3 metre wide vegetated median will be provided to the satisfaction of the City on Columbus Road outside of the Columbus Special Policy Area, on Simcoe Street North outside of the Columbus Special Policy Area and along Howden Road. With respect to the median to be provided along Howden Road, appropriate design consideration shall be given to accommodate the movements of farm vehicles, including access to farm properties.

8.8.9.1.7 Where feasible and appropriate, consideration shall be given to the incorporation of existing hedgerows and Low Impact Development features into the planned rights-of-way of roads.

## **8.8.9.2 Road Network**

8.8.9.2.1 The alignment of the arterial and collector road system as shown on Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan generally reflects a grid-based road pattern, which has been modified due to *watercourses*, topography, utility corridors, and natural features such as valleylands, and to ensure appropriate intersection spacing and connections to established arterial or collector road alignments in and outside the Columbus Part II Plan.

8.8.9.2.2 The City encourages the completion of the Type “C” arterial road network in a sequential fashion so as to avoid, wherever possible, discontinuities in the road network.

8.8.9.2.2.3 The alignment of the arterial and collector roads, as indicated on Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan will be more precisely defined during the preparation of a M.E.S.P. ~~and functional alignment studies~~ and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process, incorporating the requirements of the Greenbelt Plan. These studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including *watercourse* crossing locations, and recommend any necessary mitigation measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process. The studies will also have regard for the need to protect the potential Bridle Road/Highway 407 East overpass and the following potential future east-west corridor extensions identified on Schedule “B” – Columbus Transportation Plan:

- (a) The westerly extension to Thornton Road North of the planned east-west ~~Type ‘C’ arterial~~ collector road located approximately midway between Columbus Road West and Howden Road West;
- (b) The easterly extension to Ritson Road North of the planned east-west collector road ~~or, if required pursuant to Policy 8.8.9.2.34, a Type ‘C’ arterial road~~ located adjacent to the north limit of the planned Community Park; and,
- (c) The westerly extension to the Oshawa-Whitby boundary of either the planned east-west Type “C” arterial road located north of Highway 407 East in the South Columbus Industrial Area or the westerly extension from Thornton Road North to the Oshawa-Whitby boundary of the planned extension, in the form of an east-west Type “C” arterial road, of the collector road located approximately midway between

Columbus Road West and Highway 407 East. The selection of the final route for the alignment of the extension to the Oshawa-Whitby boundary shall be determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, prior to the construction of this road, and in advance of any *development* in this area, to the satisfaction of the City and the Region of Durham.

~~8.8.9.2.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the collector road located adjacent to the north limit of the planned Community Park may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type 'C' arterial road in the event that it is determined through further study that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type 'C' arterial road may occur without an amendment to this Plan.~~

~~To protect for the potential reclassification of the collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.8 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.3 of this Part II Plan.~~

8.8.9.2.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, should the northerly of the two route options described in Policy 8.8.9.2.23(c) be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the collector road located approximately midway between Columbus Road West and Highway 407 East shown east of and connecting to Thornton Road North may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type "C" arterial road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type "C" arterial road may occur without an amendment to this Plan.

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

~~To protect for the potential reclassification of the above noted collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy~~

~~8.8.9.2.8 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.3 of this Part II Plan.~~

8.8.9.2.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the right-of-way width of the east-west collector road located approximately midway between Columbus Road and Howden Road and the east-west collector road located adjacent to the north limit of the planned Community Park shall be 26 metres (85 ft.).

8.8.9.2.65 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.

8.8.9.2.76 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.

8.8.9.2.87 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.

8.8.9.2.98 Generally, access driveways shall be located in accordance with the City’s most recent Engineering Design Standards.

8.8.9.2.109 Where residential *development* on public laneways is proposed, such *development* shall generally be limited to narrow lot residential dwellings, on at least one side of the public laneway, whose primary front façade faces onto an arterial or collector road, or onto parkland. In cases where residential dwellings front onto parkland rather than an arterial or collector road, the design of laneways may be required, at the sole discretion of the City, to provide a wider cross section to appropriately accommodate services and utilities. In addition, where waste management is considered on public laneways supporting residential *development*, consultation with the Region’s Waste Management Division shall be undertaken to determine the minimum public laneway width required to appropriately support waste receptacle vehicles.



- 8.8.9.2.1140 Laneways shall generally have a minimum cross section width of 8.5 metres (29 ft.) and a minimum 6.5 metre (21.5 ft.) pavement width, subject to the need to potentially provide a wider cross section as noted in Policy ~~8.8.9.2.9~~ 8.8.9.2.10 of this Part II Plan.
- 8.8.9.2.1244 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.
- 8.8.9.2.1342 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.
- 8.8.9.2.1443 An easement generally 2.5 metres (8.5 ft.) in width on either side of the public laneway shall be granted to the City for the purposes of snow storage. These easements are to be kept free and clear of all encumbrances such as, but not limited to, fences, gates and hedges. For clarity, the area of the easement intended for snow storage relates to landscaped areas in between driveways and/or garages, the size of which shall generally be maintained by limiting the number and size of parking spaces in and outside of a garage to the minimum requirements specified in the City's Zoning By-law for the associated use. Alternatively, an easement narrower in width, or no easement at all, may be required to be provided in the event that it is demonstrated to the satisfaction of the City that snow storage can be accommodated through other design means.

### **8.8.9.3 Transportation Impact Assessment**

- 8.8.9.3.1 A Transportation Impact Assessment study, updating and refining the work undertaken in Policy 8.8.8.2.3 (f) of this Part II Plan, shall be required as part of the *development* approvals process in accordance with the City's and Region's Transportation Impact Study Guidelines, the C.T.M.P., the M.E.S.P. and the Municipal Class Environmental Assessment. The Transportation Impact Assessment shall be conducted in accordance with an approved Terms of Reference to be developed in consultation with City and Regional staff and shall include, but not necessarily be limited to, the following tasks:
- (a) Identify the demand, and identify efficient and effective supply solutions and right-of-way requirements for transit, pedestrian, bicycle, road and parking facilities (automobile and bicycle) necessary to support the proposed *development* application;

- (b) Confirm the adequacy and cost-effectiveness of the proposed road network and provide functional designs for road improvement plans and access management strategies to accommodate the *development* (include land-use phasing plan if necessary); and,
- (c) Identify issues or conflicts between the goals and objectives of the Part II Plan and the results of these transportation studies and recommended solutions.

8.8.9.3.2 The City will consult with the Town of Whitby, where applicable, during the preparation of Terms of Reference for a Transportation Impact Assessment Study to ensure the Town’s requirements for Columbus Road West and other roadways are considered, including any financial implications related to road improvements required in Whitby.

8.8.9.3.3 Where appropriate, the City may require other technical studies such as a safety study, traffic calming study, parking study, access management plan, traffic control feasibility study, **intersection control study**, Traffic Management Plan and/or transportation demand management checklist and report.

**8.8.9.4 Active Transportation Routes and Linkages**

**8.8.9.4.1 General**

The active transportation network for the Columbus Part II Plan shall conform to the active transportation routes shown on Schedule “B” – Columbus Transportation Plan to provide a continuous, connected system throughout the Columbus Part II Plan and connecting to areas outside of the Columbus Part II Plan. The specific types of facilities to be provided on the main routes (excluding sidewalks) are identified on Schedule “B” – Columbus Transportation Plan, and are described in Policies 8.8.9.4.2 and 8.8.9.4.3 of this Part II Plan.

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

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

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

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

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

#### **8.8.9.4.2 Off-Road Active Transportation Facilities**

An extensive, integrated system of off-road active transportation facilities has been identified in the C.T.M.P., and as shown on Schedule “B” – Columbus Transportation Plan. The extensive system will result in a network of active transportation routes and linkages and provide connections between valleylands, parks, utility corridors, stormwater management facilities, the open space system and adjacent land uses and along the boulevards of road rights-of-way. The system will facilitate active transportation for recreational and utilitarian purposes and provide access to major activity centres, as appropriate, while addressing issues such as but not limited to grading and access control. Off-road active transportation facilities along routes shown on Schedule “B” – Columbus Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule “B” – Columbus Transportation on the basis of ultimate anticipated level of usage. Both classes of trail are paved multi-use paths with a marked centre-line and signage. However, barring physical constraints, Class I Trails are intended to be located within the boulevard of the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.) and Class II Trails are intended to be located outside the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.).

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

Off-road active transportation facilities will be developed in accordance with the standards in the City’s Active Transportation Master Plan (2015), and

Provincial standards and guidelines (e.g. Ontario Traffic Manual Book 15 and 18).

Off-road facilities associated with active transportation routes and linkages are permitted within an environmental buffer, including a *Vegetation Protection Zone* associated with part of the *Natural Heritage System* in accordance with Section 5.0 of the Part I Plan. In circumstances where an off-road facility is located within an environmental buffer or *Vegetation Protection Zone*, the facility shall be sited along the outside edge of the buffer or *Vegetation Protection Zone*. Further, in the event that siting an off-road facility, including any associated grading, in a buffer or *Vegetation Protection Zone* would otherwise adversely affect the functionality of the relevant *Natural Heritage System* feature, the required minimum width of the buffer or *Vegetation Protection Zone* shall be widened to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, to ensure adequate protection for the feature.

Generally, off-road facilities associated with active transportation routes and linkages shall be located outside of the identified *Hazard Lands* and *Natural Heritage System* shown on Schedule “C” – Columbus Environmental Management Plan, but may be considered within their associated buffers and/or *Vegetation Protection Zones*. The M.E.S.P. and/or an Environmental Impact Study (E.I.S.) will more precisely determine the location of the off-road active transportation facilities. Where off-road facilities associated with active transportation routes or linkages are accommodated within a buffer or *Vegetation Protection Zone* of *Hazard Lands* and the *Natural Heritage System* as shown on Schedule “C” – Columbus Environmental Management Plan, the off-road facilities shall generally be designed and located with consideration to environmental sensitivity, flood and/or erosion-prone areas, existing vegetation, wildlife habitat, and user safety.

Where possible, off-road facilities associated with active transportation routes and linkages should be designed/aligned to include existing hedgerows.

#### **8.8.9.4.3 On-Road Cycling Facilities**

Cycling facilities associated with active transportation routes and linkages along arterial or collector road corridors may be separately accommodated on-road within the paved portion of road rights-of-way on both sides of the roadway. Such facilities may be provided in lieu of cycling facilities normally located off-road in boulevards.

Schedule “B” – Columbus Transportation Plan indicates the location of on-road cycling facilities, which include on-road cycling lanes and on-road cycling routes.

On-road cycling lanes may include the following:

- (a) Separate, dedicated bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the bicycle lane is prohibited; and,
- (b) Separate, dedicated buffered bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the buffered bicycle lane is prohibited, and which include a curb to further separate cyclists from vehicular traffic.

On-road cycling routes may include the following:

- (a) Lined and signed bicycle routes where on-street parking that occupies the area lined and signed for bicycles is permitted; and,
- (b) Painted decals (“sharrows”) within widened travel lanes to indicate designed joint use of the travel lane by motorists and cyclists.

8.8.9.4.4 Notwithstanding the classifications on Schedule “B” – Columbus Transportation Plan, or any policy of this Plan to the contrary, the City may accommodate on-road cycling routes on lands where on-road cycling lanes are identified and vice-versa or as Class I Trails, without an amendment to this Plan, if it is determined that it is in the best interest of the City to do so, having regard for, but not necessarily limited to, the quantity of intersecting driveways, available boulevard space, on-street parking, adjacent land use and road operating speed.

## 8.8.10 Environmental Management

8.8.10.1 *Hazard Lands and Natural Heritage System* areas shown on Schedule “C” – Columbus Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan and the policies of the Columbus Part II Plan.

8.8.10.2 The *Natural Heritage System* is intended to be protected, pursuant to the policies under Section 8.8.10 of this Part II Plan and the relevant policies in Section 5.0 of the Part I Plan. Enhancing and restoring natural heritage and hydrologic features and functions will be undertaken through site-specific planning, design and/or conditions of approval as part of the *development* review process where *development* proposals interface with or contain components of the *Natural Heritage System* or natural heritage or hydrologic features that are not part of the *Natural Heritage System*. Enhancement and restoration measures shall include the establishment of appropriate native, self-sustaining vegetation within buffers, including *Vegetation Protection Zones*, and in particular, the portions of the Greenbelt Natural Heritage System that interface with the boundary of the Columbus Part II Plan Area, to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

- 8.8.10.3 Before any proposed draft plans of subdivision or substantial *development* applications are processed, a more precise determination of the location and extent of the *Natural Heritage System*, including a determination of the appropriate required minimum width and extent of buffers, shall be undertaken pursuant to the requirements of Section 5.0 of the Part I Plan. The exact location and extent of the *Natural Heritage System* including a determination of the appropriate required minimum width and extent of buffers will be determined by applying the requirements of Section 5.0 of the Part I Plan at a precise and site-specific level through detailed Environmental Impact Studies (E.I.S.), in accordance with the supporting analysis contained within the C.S.W.S, M.E.S.P. and/or Master Storm Servicing Plan, as part of the review of *development* proposals and shall be detailed in the zoning by-law. Refinements to the extent of the *Natural Heritage System*, including the associated buffers and *Vegetation Protection Zones*, resulting from the M.E.S.P./E.I.S. prepared in conformity with Section 5.0 of the Part I Plan to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, may occur without an amendment to this Plan. Where boundaries are adjusted, the abutting land use designation shall apply, provided the intent of the Plan is maintained.
- 8.8.10.4 The City will encourage the creation and maintenance/protection of active transportation linkages, where feasible and appropriate, between *Hazard Lands* and the *Natural Heritage System* and the surrounding community, provided there are no negative impacts to the natural heritage features and their functions.
- 8.8.10.5 Retention of other existing natural heritage and hydrologic features not shown on Schedule "C" – Columbus Environmental Management Plan such as specimen trees, tree stands and hedgerows is encouraged. These features shall be identified and considered during the *development* review process and may be retained and incorporated where appropriate into the design of roads, parks, site plans and plans of subdivision in consultation with the City and Central Lake Ontario Conservation Authority where jurisdictionally appropriate. In this regard, the City may require that a Tree Preservation Plan be submitted in conjunction with a *development* application. Features found to be suitable and feasible for retention shall be detailed and implemented in the *development* agreement. Mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control and protection of soil moisture regime shall be utilized before, during and after construction.
- 8.8.10.6 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to *Hazard lands* to be conveyed along the landward limit of the applicable erosion hazard limit.
- 8.8.10.7 Notwithstanding Policy 8.8.10.6 of this Part II Plan, the allowance for municipal trail facilities/maintenance access may be located within the applicable erosion hazard limit only if it may be safely accommodated and is approved by the City and the Central Lake Ontario Conservation Authority.

- 8.8.10.8 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to the *Natural Heritage System* to be accommodated within the identified *Vegetation Protection Zone* or buffer measuring from the outside edge of the *Vegetation Protection Zone* or buffer, furthest away from the feature. **Grading within the *Vegetation Protection Zone* or buffer shall be minimized to the greatest extent possible.**
- 8.8.10.9 As a condition of *development*, proponents may be required to enhance the natural state of an adjacent *watercourse*, *wetland* and/or *woodland*, **including if required by an E.I.S.** This may include re-vegetation including the planting of trees, shrubs, and herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.
- 8.8.10.10 Where determined to be appropriate by the City in consultation with the Central Lake Ontario Conservation Authority, natural channel design features shall be incorporated to preserve, regenerate and/or enhance areas identified as *Natural Heritage System*. A greater width for the *Natural Heritage System* may be required to accommodate natural channel design features, stable slopes, vegetation and buffer areas.
- 8.8.10.11 *Development* involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private drilled wells shall ensure that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of such adjacent properties. In this regard, a plan to ensure pre *development* testing of the well water on adjacent sites shall be developed in consultation with the City, **generally using the recommended monitoring approach for private well monitoring as outlined in the C.S.W.S.,** and execution of said plan shall be with the consent of the owner to establish baseline well water quality conditions. During the *development* process, regular and frequent testing shall be undertaken in accordance with the Region of Durham's well water sampling protocols. If such adverse effects occur, they shall be rectified by the developer in a timely manner, at their sole expense, based on an approach developed in consultation with the City and/or Region of Durham and carried out to the satisfaction of the same.
- 8.8.10.12 Significant restoration projects in the Columbus Part II Plan Area, as identified in the C.S.W.S, are to be implemented pursuant to the M.E.S.P. through the *development* process, including restoration of previously unauthorized removed vegetation communities and the restoration of lands identified as forming natural heritage linkage areas.

## **8.8.11 Heritage and Archaeological Features**

- 8.8.11.1 The built *heritage resources* in the Columbus Part II Plan, as documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report prepared for the area by ASI, dated February 2019 (revised April 2019), are integral components of the area's historical community and rural legacy and their maintenance, conservation and preservation is of primary importance.

- 8.8.11.2 A Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa to consider the potential implementation of a Heritage Conservation District Plan for the Columbus community. Regardless, unless it is demonstrated to the satisfaction of the City that it is not otherwise feasible, *development* shall conserve built *heritage resources* and be designed to integrate such resources into the community so that the scale, form and character supports and complements the heritage values, attributes and integrity of the resources.
- 8.8.11.3 When considering a *development* application, the preferred approach to the conservation and preservation of any built *heritage resources* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report shall be their retention in situ, through integration and/or adaptive re-use. However, if it is demonstrated to the satisfaction of the City that retention in situ is not feasible, the preferred secondary approach shall be relocation to a different location on the same property for adaptive re-use or, if such is not feasible, relocation off-site for adaptive re-use. Only after it is demonstrated to the City's satisfaction that these approaches are not feasible should an application to demolish a built heritage resource be submitted, whereupon appropriate opportunities for salvage should be pursued.
- 8.8.11.4 The City may take appropriate actions including imposing conditions of approval on the *development* application to ensure the continued protection of identified built *heritage resources*.
- 8.8.11.5 A Heritage Impact Assessment, prepared by a qualified heritage professional, shall be submitted with any *development* application containing a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report. It shall likewise be an ~~expectation of~~ **requirement of** the City that any application to demolish a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report submitted in the absence of a *development* application will be accompanied by a Heritage Impact Assessment. In addition, any planning application for *development* or permit for site alteration to facilitate development that includes, or is adjacent to, an identified built *heritage resource* shall require **the** submission of a Heritage Impact Assessment which will evaluate the proposed *development* and demonstrate that the heritage attributes of the built *heritage resources* will be conserved.
- 8.8.11.6 A Heritage Impact Assessment, as referenced in Policy 8.8.11.5 of this Part II Plan shall provide a detailed analysis and evaluation of the built heritage resource, identify options for conserving the resource – including preservation of the resource in conjunction with any related proposed *development* in accordance with Policy 8.8.11.3 of this Part II Plan – and recommend a preferred approach based on a balanced, detailed justification and rationale.
- 8.8.11.7 Before a *development* is approved for lands having archaeological potential within the Columbus Part II Plan, a Stage 2 Archaeological Assessment will



be conducted by a qualified archaeologist, in consultation with Indigenous Communities. Further, specific lands identified in the Stage 1 Archaeological Assessment prepared by ASI, dated April 2019 shall require a Stage 3 Archaeological Assessment. Any sites found containing archaeological resources are to be preserved or these resources are to be removed, catalogued and analyzed prior to *development*, in consultation with the Ministry of Citizenship and Multiculturalism. Any Stage 3 or 4 Archaeological Assessment will be conducted in consultation with Indigenous Communities.

## **8.8.12 Urban Design**

### **8.8.12.1 General**

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

8.8.12.1.2 The following urban design principles shall guide *development* and define the specific character of the Columbus Part II Plan:

(a) Respect and Embrace the Columbus Context

The design of buildings and sites shall consider the existing context, giving special consideration to the rural heritage of the Columbus community. *Development* in the Columbus Planning Area should enhance the special attributes and character of Columbus and conserve cultural heritage resources and natural heritage features. Site features such as landscape features shall be considered and conserved where possible through sensitive site design.

(b) Protect and Enhance the *Natural Heritage System*

Recognize the importance of the *Natural Heritage System* and the need to protect the air, water, and land resources for future generations. Properties abutting the *Natural Heritage System* shall consider the sensitivity of the natural area while conserving views and access to the *Natural Heritage System* where appropriate.

(c) Design for the Pedestrian Scale

Create pedestrian-scaled streetscapes and public realm elements including wide sidewalks, street trees, pedestrian seating and

amenities, and street-fronting buildings with publicly accessible at-grade uses. Ensure safe, convenient ease of travel within the community through enhanced, well connected active transportation connections. **Street trees and boulevard landscaping will be located to maximize the urban tree canopy, provide shade, contribute to neighbourhood character and help control water runoff.**

(d) Encourage Sustainable Design

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

**8.8.12.2 Urban Design Studies and Comprehensive Master Site Plan Requirements**

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

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

- (a) The Columbus Special Policy Area – This designation recognizes the special character of the area where the existing community is focused, which contains many heritage features. A Heritage Conservation District Plan or a Master Urban Design Plan and implementing guidelines shall be prepared prior to any substantial new *development* in this designation.
- (b) The Simcoe Street North Corridor outside of the Columbus Special Policy Area – Simcoe Street North is the major north-south street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Simcoe Street North, north and south of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have a significant influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Simcoe Street North outside

of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Simcoe Street North Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

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

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

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

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

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

8.8.12.2.5 A comprehensive master site plan and urban design guidelines for individual sites within areas for which urban design studies are to be prepared shall indicate the built form, siting, massing, heights, layout, streetscape, architectural fabric and relationship of buildings, parking, service and loading areas, landscaped areas and access points, such that *development* on individual properties may be integrated with that of adjacent properties, including the public realm, in accordance with the provisions of the Columbus Part II Plan, and particularly the policies of Section 8.8.12.12 of this Part II Plan.

### 8.8.12.3 Design Principles for Development Applications

*Development* applications will be evaluated in accordance with these urban design principles and the Columbus Part II Plan Community Urban Design Guidelines.

#### 8.8.12.3.1 Road and Block Pattern

The design of public and private roads and blocks shall provide easy access and permeability for pedestrians, cyclists and motorists, and promote a continuous, grid-like road network.

The arrangement and size of blocks shall be designed to minimize walking and cycling distances to schools, parks, community uses, shopping areas, trails and public transit. Where reasonable walking and cycling distances are not possible along road rights-of-way and through parks and open space, active transportation linkages through blocks shall be provided, generally in the form of walkways as described in Policy 8.8.9.4.1 of this Part II Plan.

The road pattern shall contribute to the efficient provision of public transit services and convenient, safe active transportation. Transit stops along arterial and collector roads should be located to provide safe, direct and convenient access to buildings or uses at those locations and should be integrated into site plans.

Street medians in rights-of-way and, where appropriate, roundabouts, shall be provided in accordance with Policies 8.8.9.1.6 and 8.8.9.2.67 of this Part II Plan to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Streets, including Columbus Road and Simcoe Street North in the Columbus Special Policy Area in particular, should be designed to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Where possible, common access arrangements shall be made to minimize the number and location of vehicular access points.

The road pattern should avoid the need for permanent secondary emergency access locations and should instead support routes in favour of direct road connections.

Where possible, new transportation and infrastructure projects should avoid wildlife corridors, and/or demonstrate that there will be no barrier to wildlife crossing functions.

#### **8.8.12.3.2 Site Development and Built Form**

Site design and the location and orientation of buildings shall be informed by site characteristics and adjacent land uses to ensure that *development*, particularly in the Columbus Special Policy Area, is well integrated with the existing or planned context.

Major contributors to the character of the Columbus Special Policy Area are the generous yards and well-established mature tree canopy. Site design for new *development* in the Columbus Special Policy Area and abutting areas should be in keeping with this existing character. In addition, new construction should be visually compatible with, while still being distinguishable from, existing heritage buildings and properties to allow heritage assets to be readily recognizable.

Throughout Columbus, the preservation of view corridors and the termination of views with attractive features, buildings or open spaces is encouraged. In particular, prominent community use buildings such as schools, places of worship and libraries should be strategically sited to serve as landmarks at the termination of view corridors and as orienting elements within the community.

The design of individual buildings can shape the look and feel of the community. New buildings should be traditional in expression and complementary to existing *development* inside and adjacent to the Columbus Special Policy Area, particularly abutting land uses and building forms. In addition, to respect the natural heritage of Columbus, building designs should prioritize sustainability, and aesthetics.

Buildings should, wherever possible, frame streets with a comfortably scaled primary front wall, and appropriate access to light, view and privacy. As the portion of the building that influences the pedestrian experience most directly, the primary street wall should create a pedestrian-scaled experience that relies on high quality materials and active facades that complement the historical character of the community.

Building scale and massing should be modulated and articulated through the use of stepping, projections, canopies, trellises, fenestration, proportions, materials and finishes. For buildings taller than three **four** storeys, the upper storeys shall be stepped back to ensure a pedestrian scale at the street.

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

of sidewalks, support retail continuity and viability, and contribute to a safer and more vibrant pedestrian environment.

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

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

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

#### **8.8.12.3.3 Sustainability**

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

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

In particular, the City will encourage:

- (a2) Site design that prioritizes alternative modes of transportation;
- (b2) Consideration to orienting buildings, where possible, to maximize solar gain through windows and openings;
- (c2) Low Impact Development measures as part of site landscaping;
- (d) The use of green building design, such as green roofs;

- (e) Permeable surfaces (e.g. permeable pavers, landscaping treatments) shall be used wherever feasible and appropriate to reduce stormwater runoff and increase water recharge of aquifers;
- (f) The incorporation of the necessary infrastructure into site plans and/or buildings to support and accommodate electric vehicle charging;
- (g) The incorporation of bioretention areas into site design; and,
- (h) The protection of natural heritage and hydrological features and functions to support sustainable communities.

#### **8.8.12.3.4 Barrier-free Access and Design**

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

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

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

Residential and non-residential building designs are encouraged to incorporate accessibility features, feature barrier-free units/spaces and, in the case of residential *development*, dwellings that meet the needs of all residents, including vulnerable populations such as seniors and people with disabilities.

### **8.8.13 Implementation and Interpretation**

8.8.13.1 The Columbus Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation.

8.8.13.2 All *development* in proximity to oil and natural gas pipelines and hydro corridors shall comply with the requirements of the agencies having jurisdiction, including the applicable required setbacks. Applicants are encouraged to consult early in the *development* approval process with the relevant agencies.

8.8.13.3 The City will encourage the provision of major community uses, transportation and transit, stormwater, water and wastewater servicing at the earliest feasible stage of community *development*.

8.8.13.4 Because *development* will occur over many years and the timing and phasing of transportation and infrastructure improvements will depend on the rate of *development* and future travel characteristics, the City shall monitor transportation demand.



8.8.13.5 Comprehensive *development* of land in separate ownerships within the Columbus Part II Plan will be encouraged through the *development* approval process in order to achieve well-designed and integrated *development*. The following shall be examined, as guided by the relevant policies of Section 8.8.13 of this Part II Plan, to ensure that individual proposals are properly integrated with adjacent lands:

- (a) The distribution of lots and blocks;
- (b) Public road and active transportation connections, including all on- and off-road facilities associated with active transportation routes and linkages;
- (c) Integration of internal circulation systems for pedestrians, cyclists, automobiles and, where appropriate, transit vehicles;
- (d) Co-ordination of access points in order to minimize the total number of access points to abutting roads;
- (e) Integration of parking, loading and service areas;
- (f) Compatibility of building design and location, in order to achieve a consistent streetscape, a balanced, defined edge to the public realm, and a harmonious relationship between different buildings and land uses;
- (g) Complementary grading and landscaping;
- (h) Co-ordination and integration of site servicing and stormwater management for the area; and,
- (i) Consideration, through the *development* approval process, to requiring designs that facilitate the severance of excess lands on abutting lots, where appropriate.

8.8.13.6 The City shall require that the lands required for a Community Park be dedicated to the City in accordance with the requirements of the Planning Act.

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

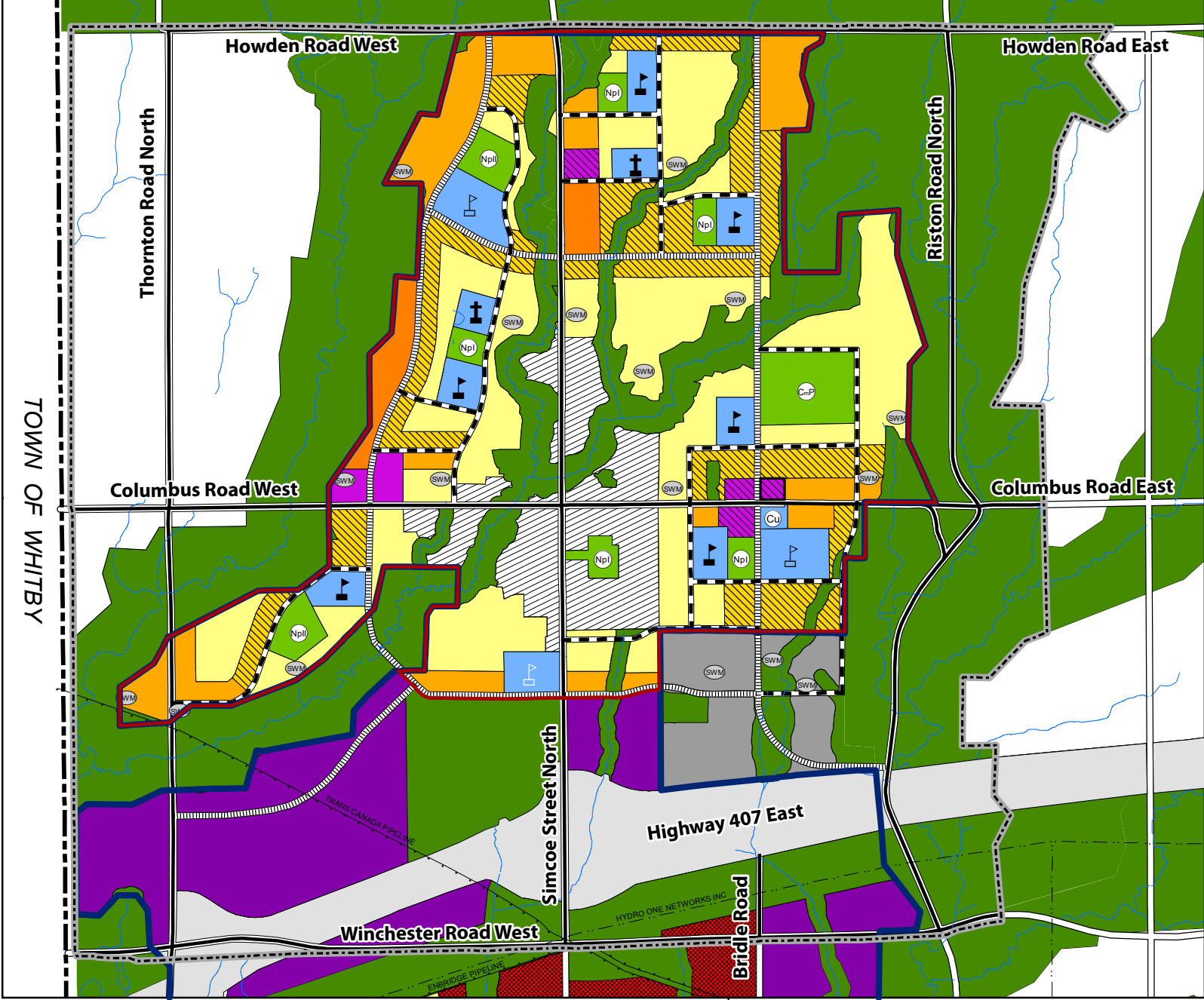
8.8.13.8 The City shall investigate funding opportunities for the provision of infrastructure and programs that promote sustainability.

8.8.13.9 The City recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Part II Plan that prior to the approval of any draft plan of subdivision, or registration of phase thereof, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs of developing the community (including Region

of Durham costs) are to be shared. The City may also require, as a condition of draft approval or site plan approval, that a clearance letter be provided to the City from the trustee named in the cost sharing agreement that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision or site plan approval.

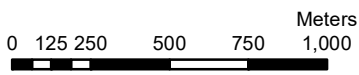
#### **8.8.14 Site Development Phasing Plan**

- 8.8.14.1 A Site Development Phasing Plan may be required by the City for lands that require phasing to achieve the ultimate build-out conditions anticipated by the Columbus Part II Plan. Each phase of the *development* undertaken by the proponent shall protect for future phases in accordance with the Site Development Phasing Plan. The phasing of *development* in accordance with the approved Site Development Phasing Plan shall be a requirement of any related Site Plan Agreement.
- 8.8.14.2 It is understood that the Site Development Phasing Plan may be amended from time to time. However, all such amendments shall continue to demonstrate, to the satisfaction of the City, the ability to ultimately achieve *development* in a fashion that maintains the intent of the Part I Plan, the Columbus Part II Plan and the Zoning By-law.



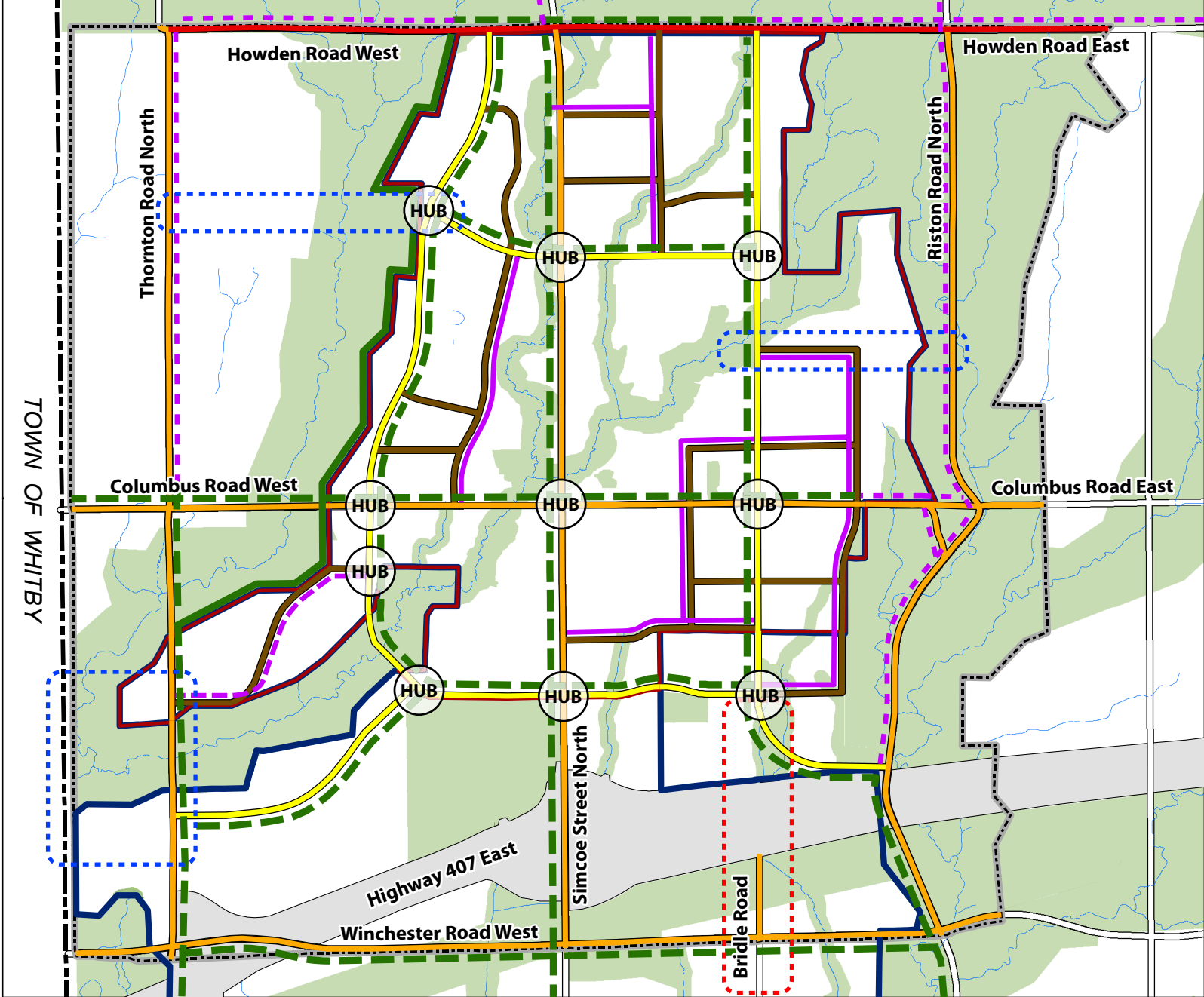
**Schedule 'A'**  
**Columbus Land Use and Road Plan**  
 Part II Plan for the Columbus Planning Area

February 2023  
 Economic and Development Services Department



<p><b>Residential</b></p> <ul style="list-style-type: none"> <li> Columbus Special Policy Area</li> <li> Low Density Residential</li> <li> Medium Density I Residential</li> <li> Medium Density II Residential</li> <li> High Density I Residential</li> <li> Subject to Policy 8.8.4.2.3 in the Columbus Part II Plan</li> </ul> <p><b>Mixed Use</b></p> <ul style="list-style-type: none"> <li> Mixed Use Node I</li> <li> Mixed Use Node II</li> </ul> <p><b>Open Space and Recreation</b></p> <ul style="list-style-type: none"> <li> Open Space and Recreation</li> <li> Neighbourhood Park I</li> <li> Neighbourhood Park II</li> <li> Community Park</li> </ul> <p><b>Industrial</b></p> <ul style="list-style-type: none"> <li> Industrial</li> </ul> <p><b>Commercial</b></p> <ul style="list-style-type: none"> <li> Planned Commercial Centre</li> </ul>	<p><b>Community Use</b></p> <ul style="list-style-type: none"> <li> Community Use</li> <li> Public Elementary School</li> <li> Separate Elementary School</li> <li> Public Secondary School</li> <li> French Public Secondary School</li> </ul> <p><b>Agricultural</b></p> <ul style="list-style-type: none"> <li> Prime Agricultural</li> </ul> <p><b>Proposed Settlement Area Boundary Expansion</b></p> <ul style="list-style-type: none"> <li> Proposed Settlement Area Boundary Expansion</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li> Type 'A' Arterial Road</li> <li> Type 'B' Arterial Road</li> <li> Type 'C' Arterial Road</li> <li> Collector Road</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li> Stormwater Management Facilities</li> <li> Columbus Study Area Boundary</li> <li> Columbus Part II Plan Area</li> <li> Boundary of Major Urban Area</li> </ul>
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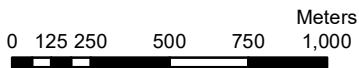


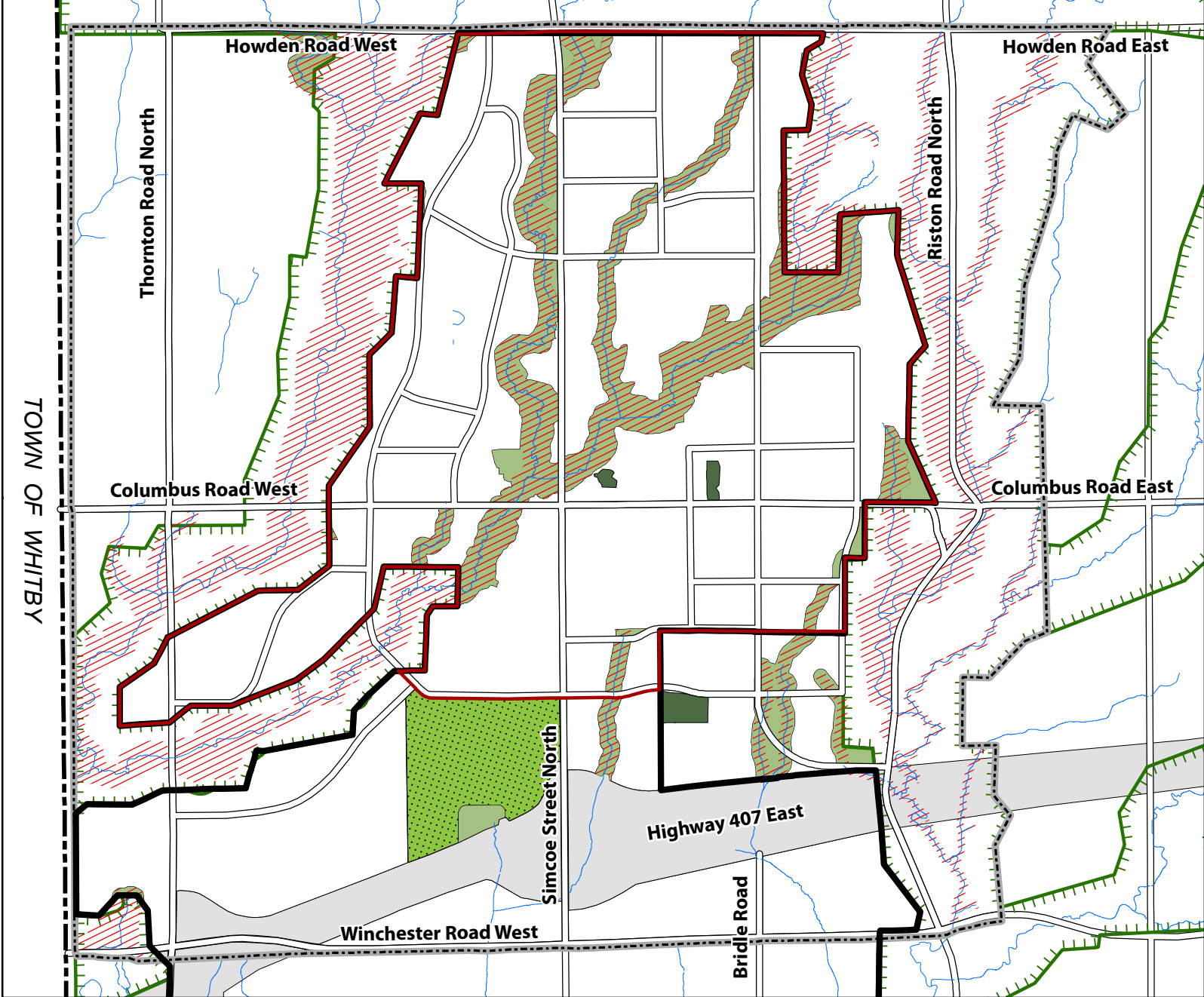
**Schedule 'B'**  
**Columbus**  
**Transportation Plan**  
 Part II Plan for the  
 Columbus Planning Area

February 2023

Economic and  
 Development Services  
 Department

<b>Legend</b>	<b>Road Classification</b>	Type "A" Arterial Road	Columbus Study Area Boundary
	Type "B" Arterial Road	Columbus Part II Plan Area	Boundary of Major Urban Area
	Type "C" Arterial Road		
	Collector Road		
	<b>Active Transportation Network</b>		<b>Note:</b>
	On Road Cycling Lanes		Highest order cycling facility is shown in
	On Road Cycling Routes		instances of multiple active transportation
	Class I Trail		facilities on a road segment
	Class II Trail		
	Transit / EcoMobility Hub		
	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

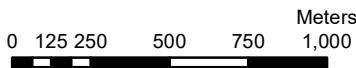
**Legend**

- 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

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- 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.



## Recommended Amendment \_\_\_\_ to the City of Oshawa Official Plan

### Part I: Introduction

#### Purpose

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

#### Location

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

#### Basis

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

### Part II: Actual Amendment

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

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

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

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

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

3. The Oshawa Official Plan is hereby amended by deleting Section 2.14.3 Columbus Special Development Area in its entirety.
4. The Oshawa Official Plan is hereby amended by amending Section 3.2.5 to include a reference to the Columbus Special Policy Area as follows:

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

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

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

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

design requirements, including driveway restrictions, to the satisfaction of the City and the Region of Durham.”

6. The Oshawa Official Plan is hereby amended by deleting Policy 8.1.3 (xi) in its entirety.
7. The Oshawa Official Plan is hereby amended by deleting Policy 8.2.2 in its entirety, and updating the numbering for all subsequent policies.
8. The Oshawa Official Plan is hereby amended by amending Section 8.2 Part II Planning Areas to add a new policy as Section 8.2.9 as follows:

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

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

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

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



- Extending Bridle Road north across Highway 407 East as a future Type “C” arterial road and removing the Deferral 5 symbol;
- Deleting the small future Type “C” arterial road designation between Winchester Road West and Highway 407 East and removing the Deferral 5 symbol;
- Adding a number of future collector roads;

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

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

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

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

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

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

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

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

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

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

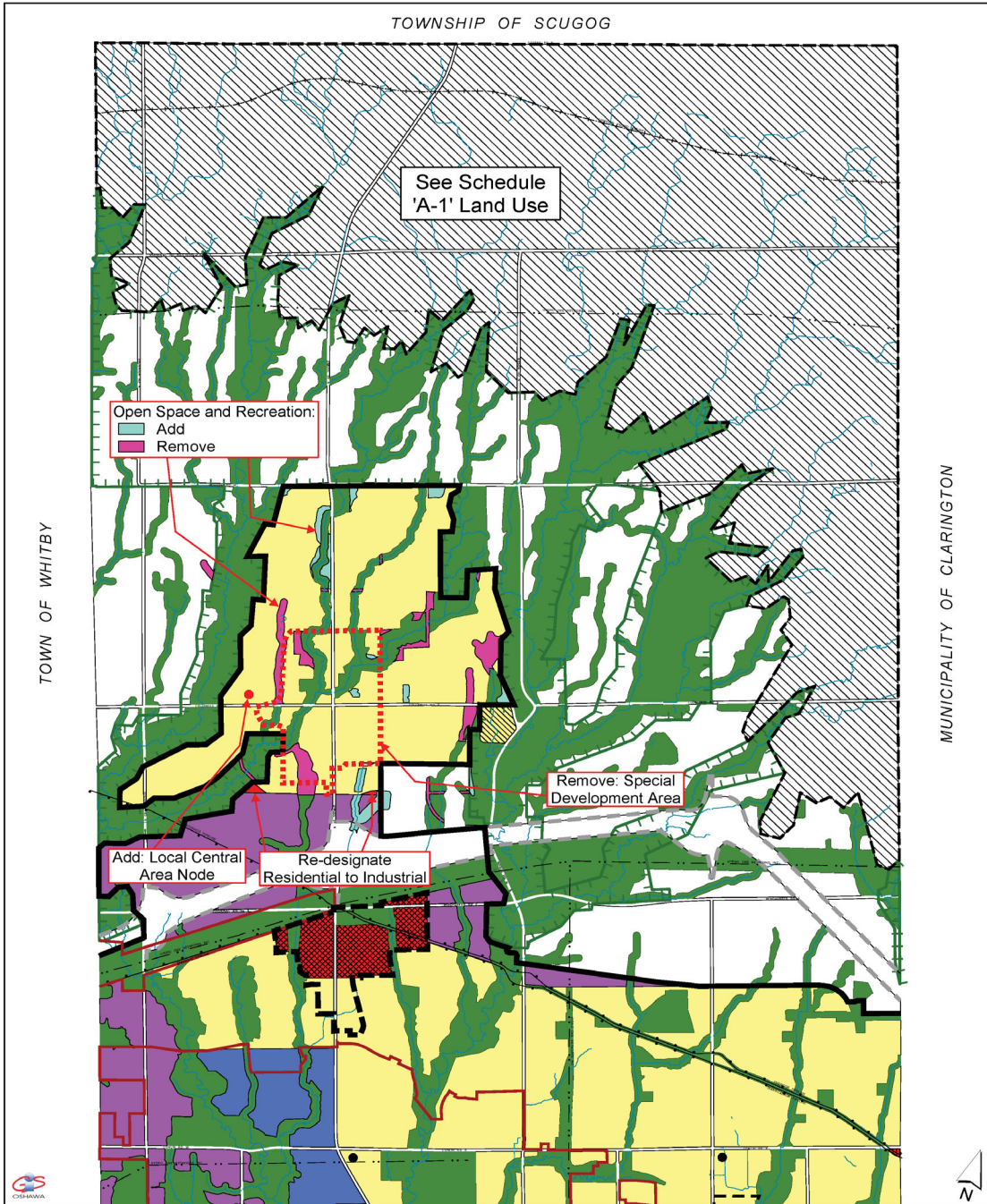
### **Part III: Implementation**

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

### **Part IV: Interpretation**

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

# Exhibit 'A' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'A' Land Use



**Schedule 'A' Land Use**  
City of Oshawa  
Official Plan

North Half

July 2022

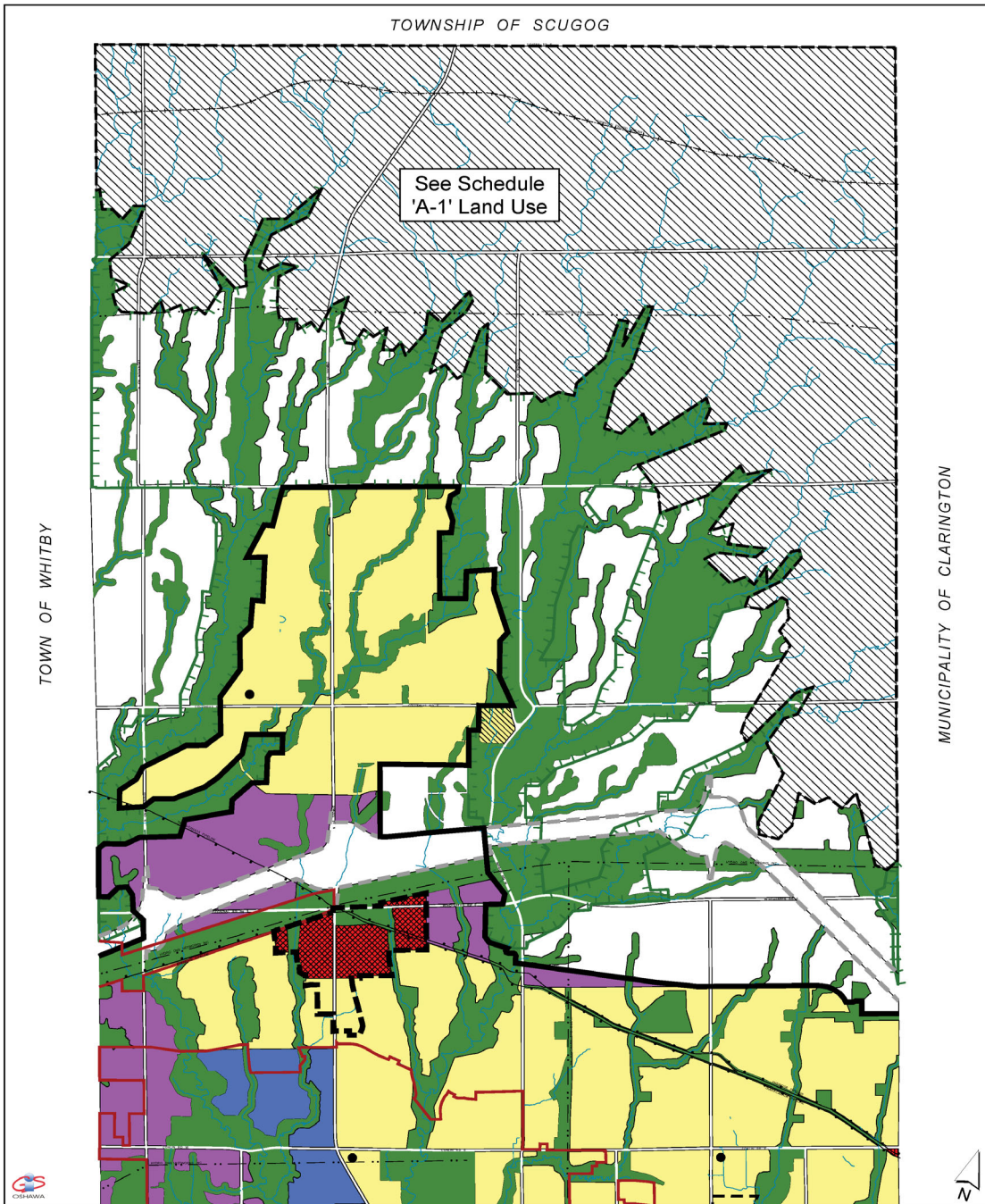
Development Services Department


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

**Legend**

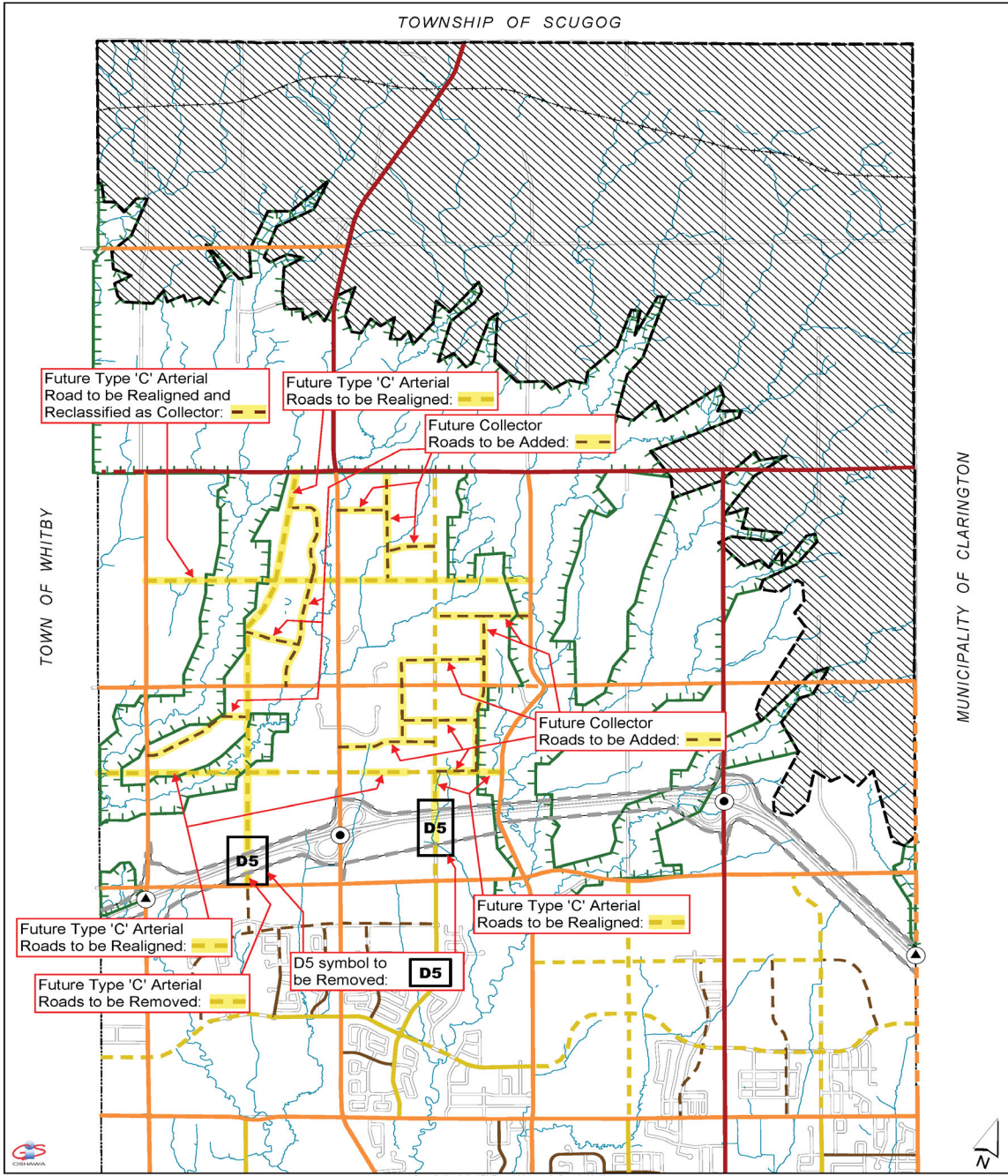
<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Downtown Oshawa Urban Growth Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black; margin-right: 5px;"></span> Planned Commercial Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black; margin-right: 5px;"></span> Planned Commercial Strip</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black; margin-right: 5px;"></span> Special Purpose Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black; margin-right: 5px;"></span> Institutional</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: pink; border: 1px solid black; margin-right: 5px;"></span> Industrial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black; margin-right: 5px;"></span> Regeneration Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgrey; border: 1px solid black; margin-right: 5px;"></span> Airport</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightyellow; border: 1px solid black; margin-right: 5px;"></span> Special Waterfront Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black; margin-right: 5px;"></span> Utilities</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Local Central Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid black; margin-right: 5px;"></span> Boundary of Major Urban Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black; margin-right: 5px;"></span> Built Boundary</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: black; border: 1px solid black; margin-right: 5px;"></span> Special Development Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid black; margin-right: 5px;"></span> Main Central Area Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black; margin-right: 5px;"></span> Sub-Central Area Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dotted black; margin-right: 5px;"></span> Community Central Area Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Marina Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Recreational Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Tourist Node</li> </ul> <p><b>Rural Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Estate Residential (refer to section 2.7.3.1)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></span> Prime Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgrey; border: 1px solid black; margin-right: 5px;"></span> Oak Ridges Moraine</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Limits of Approved Highway 407 Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Greenbelt Protected Countryside Area Boundary</li> </ul> <p><b>Greenland Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black; margin-right: 5px;"></span> Open Space and Recreation</li> </ul>
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# Exhibit 'B' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'A' Land Use



<p><b>Schedule 'A' Land Use</b> City of Oshawa Official Plan</p> <p>North Half</p> <p>July 2022</p> <p style="text-align: center;">  </p> <p style="text-align: center;">Development Services Department</p> <p><small>Notes:</small> 1. This Schedule should be read in conjunction with the text</p>	<p><b>Legend</b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%; border: none;"> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Downtown Oshawa Urban Growth Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black; border-style: dashed; margin-right: 5px;"></span> Planned Commercial Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black; border-style: dotted; margin-right: 5px;"></span> Planned Commercial Strip</li> <li><span style="display: inline-block; width: 15px; height: 10px; 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# Exhibit 'C' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'B' Road Network

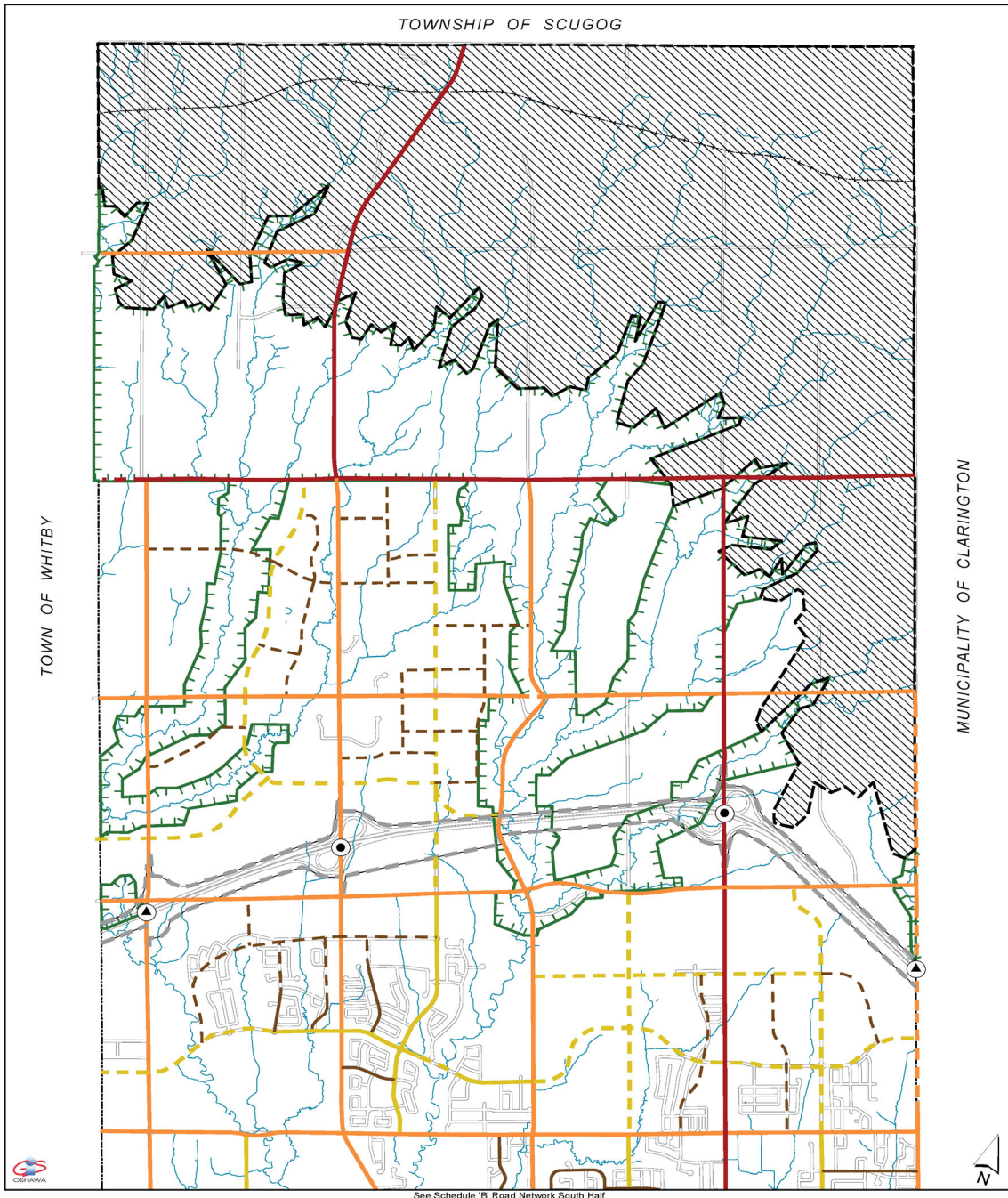


**Schedule 'B'  
Road Network**  
 City of Oshawa  
 Official Plan  
 North Half  
 January 2021  
 Development Services Department

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.

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

# Exhibit 'D' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'B' Road Network

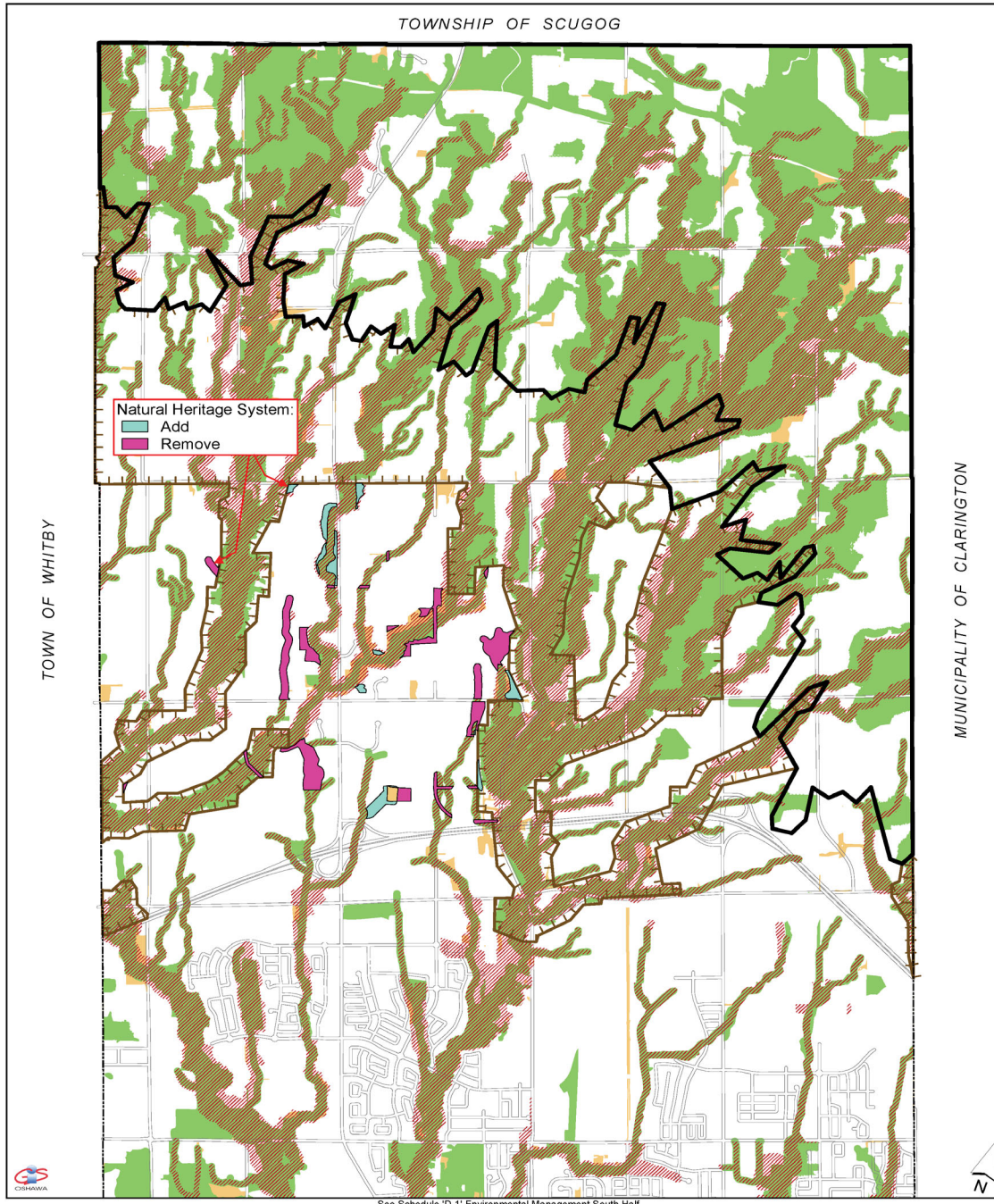


**Schedule 'B'**  
**Road Network**  
City of Oshawa  
Official Plan  
North Half  
January 2021  
Development Services Department

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


# Exhibit 'E' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'D-1' Environmental Management



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

North Half

July 2022

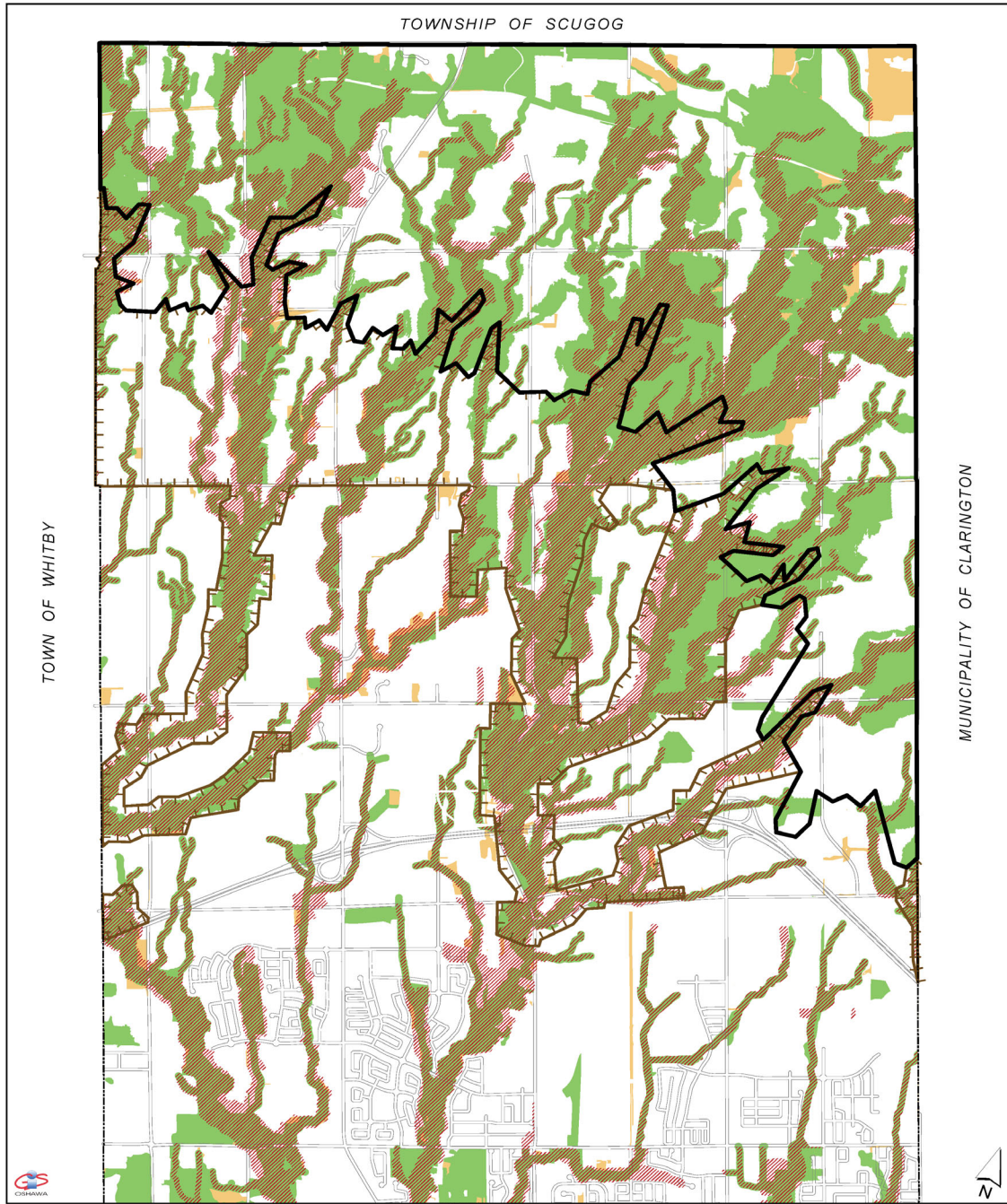


Development Services Department

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

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

# Exhibit 'F' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'D-1' Environmental Management



## Schedule 'D-1' Environmental Management

City of Oshawa  
Official Plan

North Half

July 2022



Development Services Department

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

Legend









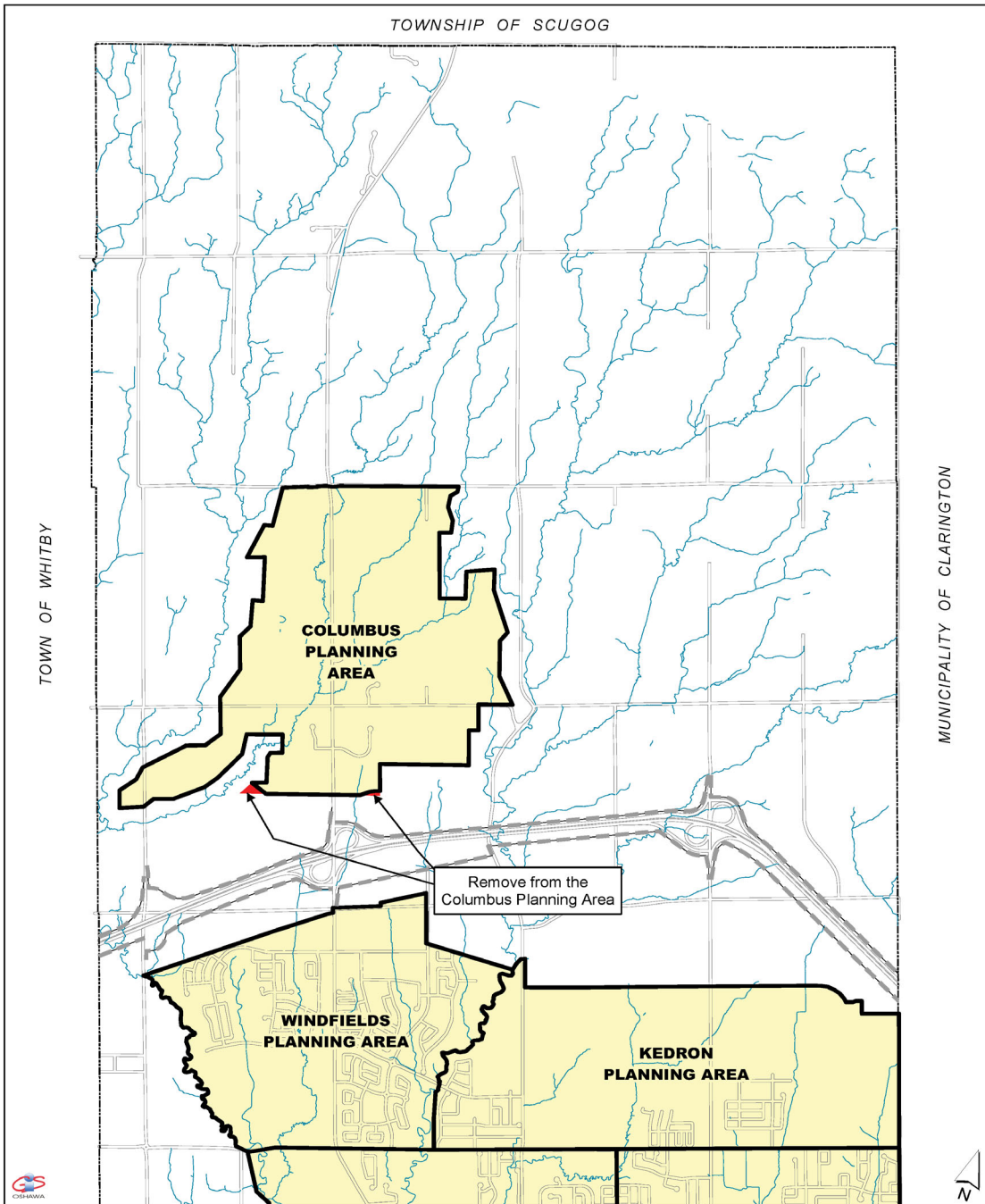
- |                                                                                                                                                                        |                                                                                                                                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

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



City of Oshawa  
Economic and Development Services



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

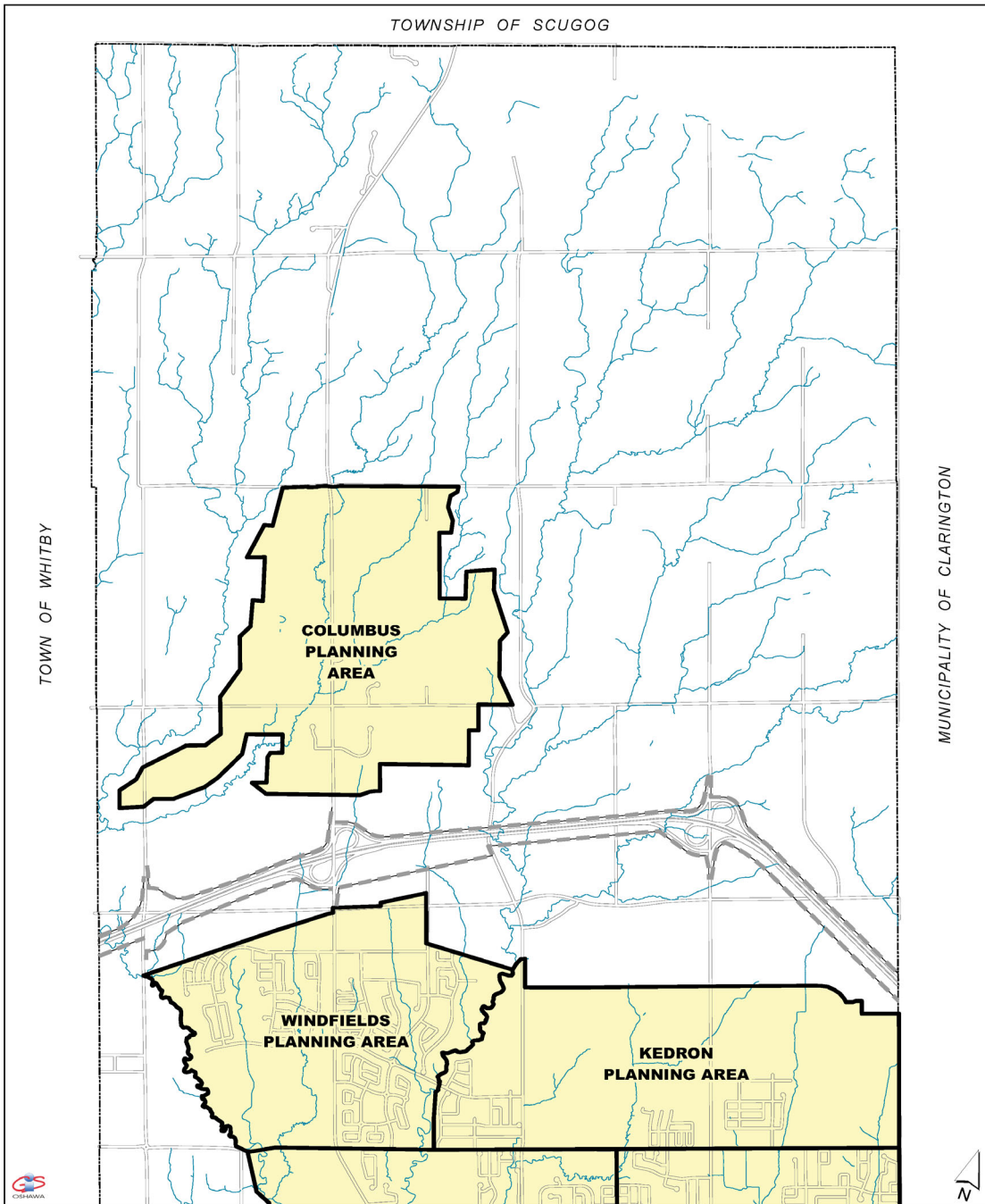
- Legend
- Part II Planning Area Boundary
  - Part II Planning Area
  - Limits of Approved Highway 407 Corridor



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



City of Oshawa  
Economic and Development Services



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

North Half  
January 2021

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Development Services Department

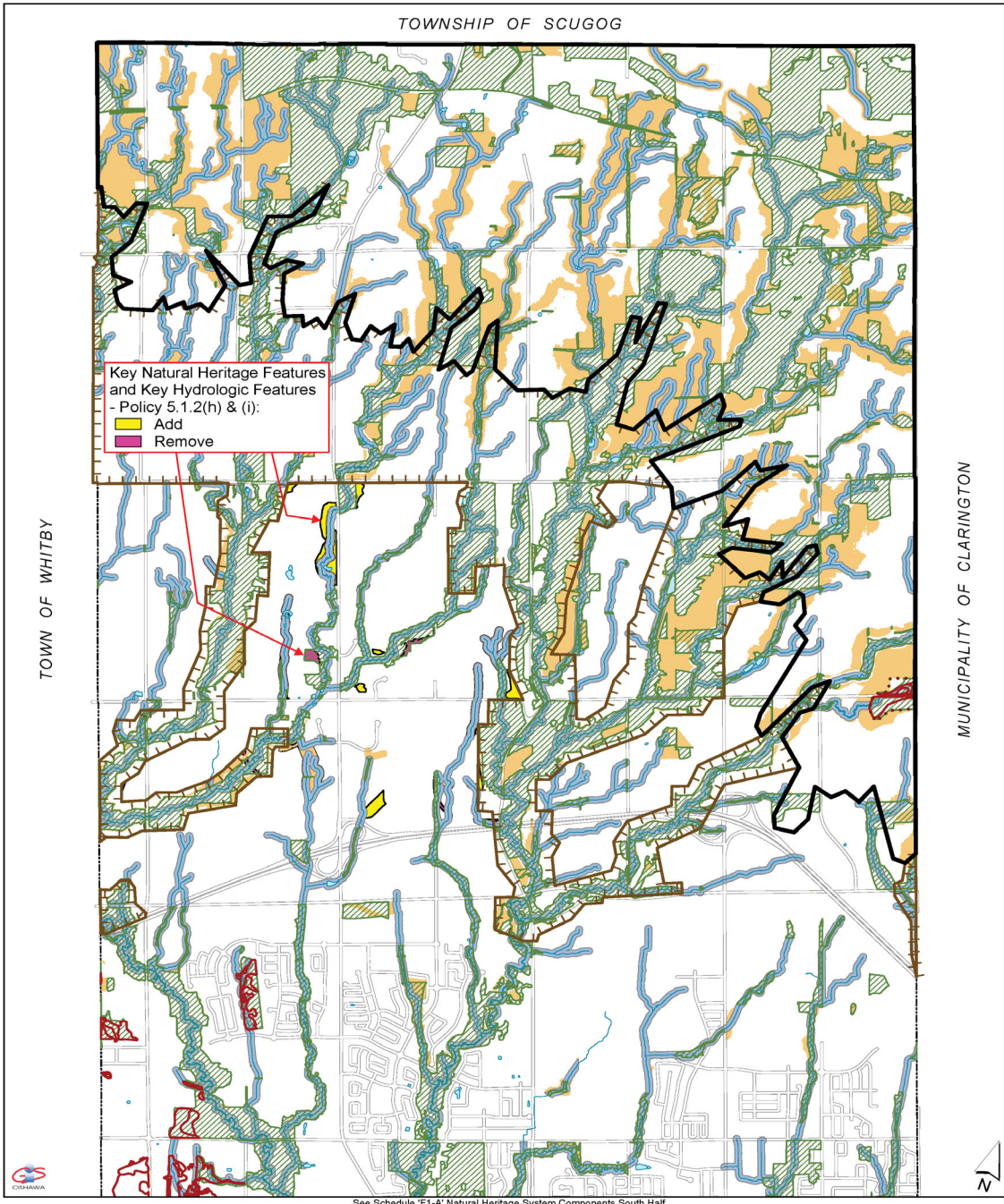
Notes:  
1. This Schedule should be read in conjunction with the text

See Schedule 'E' Part II Planning Areas South Half










Legend

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

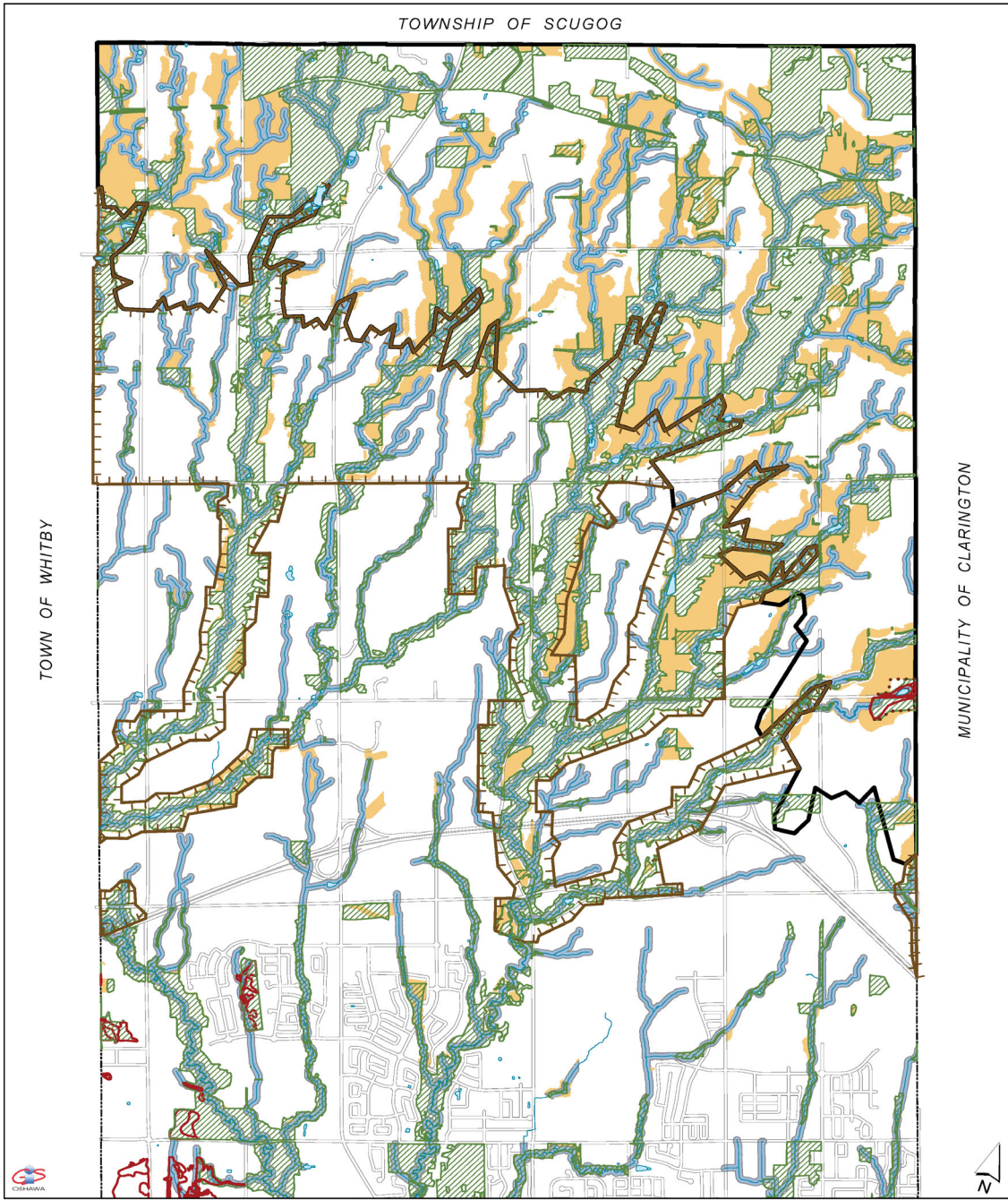
# Exhibit 'I' to Amendment No. \_\_\_ to the Oshawa Official Plan Schedule 'F1-A' Natural Heritage System Components (Excluding High Volume Recharge Areas)



**Schedule 'F1-A'**  
**Natural Heritage System Components (Excluding High Volume Recharge 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  
 \*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.










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

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



**Schedule 'F1-A'**  
**Natural Heritage System Components (Excluding High Volume Recharge 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  
 \*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.

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

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

## **Recommended Amendment \_\_\_ to the City of Oshawa Official Plan**

### **Part I: Introduction**

#### **Purpose**

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

#### **Location**

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

#### **Basis**

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

### **Part II: Actual Amendment**

The City of Oshawa Official Plan is hereby amended by adding a new Part II Plan for the Columbus Planning Area as Section 8.8 as set out in Exhibit "A" to this Amendment.

### **Part III: Implementation**

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

### **Part IV: Interpretation**

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

## Exhibit “A” to Amendment \_\_\_\_\_ of the Oshawa Official Plan

### 8.8 Part II Plan for the Columbus Planning Area

#### 8.8.1 General Policies

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

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

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

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

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

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

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

- 8.8.1.8 The Columbus Part II Plan will be developed as a sustainable community promoting a compact *development* form at transit-supportive densities with a mix of residential, commercial and community uses for the lands outside the area identified in the *Development Plan* for the Hamlet of Columbus, which generally corresponds to the area designated as “Columbus Special Policy Area” on Schedule “A” – Columbus Land Use and Road Plan. Specifically, the Part II Plan recognizes the character of the area where the existing community is generally focused and will ensure any *development* in the area identified as “Columbus Special Policy Area” will be sensitive to its historical context and cultural heritage and contextually appropriate, while encouraging the following generally throughout the Part II Plan area:
- (a) *Development* at higher densities, particularly along Type “A” and “B” arterial road corridors and potential transit routes, to support transit and reduce land consumption;
  - (b) Mixed use *developments* to minimize the amount of vehicular travel and to provide employment opportunities within the community;
  - (c) The provision of active transportation routes and linkages, and appropriate associated facilities, to minimize the reliance on the automobile, improve accessibility and promote the concept of complete streets;
  - (d) The use of green infrastructure technologies and best practices in sustainable *development* including site and building design, and the use of practices which minimize the generation of excess fill and, where practical, make use of natural topographical contours; and,
  - (e) *Development* that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.
- 8.8.1.9 The Columbus Part II Plan was prepared through an integrated planning and Municipal Class Environmental Assessment process that incorporated extensive public consultation. The Plan was developed through an iterative process that integrated land use planning, commercial and retail analysis, environmental management, stormwater management, transportation and municipal servicing.
- 8.8.1.10 The Columbus Part II Plan was developed to ensure that future planned land uses in the Columbus Part II Plan reflect long term community land use needs, in the context of the Columbus Part II Plan as an integrated and complementary part of the broader City.
- 8.8.1.11 For the purposes of the Columbus Part II Plan, references made to “areas designated” shall mean the areas designated on Schedule “A” – Columbus Land Use and Road Plan.
- 8.8.1.12 The Columbus Part II Plan shall be developed generally in accordance with Schedule “A” – Columbus Land Use and Road Plan, Schedule “B” –

Columbus Transportation Plan, and Schedule “C” – Columbus Environmental Management Plan.

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

## 8.8.2 Community Structure

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

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

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

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

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

- (a) Create a vibrant, complete community composed of neighbourhoods which reflect the historical context, are pedestrian oriented and pedestrian-scaled, and are integrated with, and supportive to, the natural environment.
- (b) Design a community for healthy, active living. A community which provides a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable *development* which is fiscally responsible;
- (c) Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-

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

- (d) Create a network of parks, open spaces and trails which contribute to the overall character of the community, and provide opportunities for active and passive recreation, as well as active transportation choices throughout and beyond the Part II Plan Area;
- (e) Provide effective interfaces between different land uses, especially between existing residential uses and new uses, between residential and existing *agricultural uses*, between urban uses and the *Natural Heritage System*, including the Greenbelt Natural Heritage System, and between residential and future industrial uses south of the Columbus Part II Plan, to facilitate compatibility of land uses and a high-quality urban and natural *environment*;
- (f) Incorporate the many cultural heritage features in a sensitive manner especially in the existing community (Columbus Special Policy Area), but also in other areas of the Columbus Part II Plan;
- (g) Create a valued and liveable community which reflects the right balance between protecting and restoring the environment and fostering a healthy, equitable and complete community including economic development opportunities and opportunities for residents to live and work in the same community;
- (h) Protect, maintain, restore, and where possible, improve the *Natural Heritage System*, including the Greenbelt Natural Heritage System, with respect to features within the system and at the interface with urban land uses and infrastructure;
- (i) Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; and,
- (j) Ensure no adverse environmental impacts on surrounding lands and downstream areas.

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

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



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

- 8.8.2.5 The network of arterial and collector roads, as identified on Schedule “B” – Columbus Transportation Plan, is an important feature of the Columbus Part II Plan consisting of improvements to existing Type “A” and “B” arterial roads, a network of new Type “C” arterial roads and new collector roads. These streets incorporate dedicated space for pedestrians and cyclists providing a well-connected modified grid network intended to maximize mobility choice. Given that Simcoe Street North already accommodates high volumes of traffic through the existing community, the road system is designed to provide alternative routes to Simcoe Street North which encourages access to and from the new community via Thornton Road North, Ritson Road North and the Type “C” arterial roads. The intent is to mitigate the increase in traffic on Simcoe Street North impacting the Columbus Special Policy Area in consideration of the context of the existing community.
- 8.8.2.6 Simcoe Street North and Columbus Road, outside of the limits of the Columbus Special Policy Area, will be a primary focus of *development* for the Columbus Part II Plan. Simcoe Street North is the main north-south corridor that links the Columbus Part II Plan to Highway 407 East and the *Built-up Area* of the City to the south, as well as communities outside of the City limits such as Port Perry in the Township of Scugog and beyond. Simcoe Street North is a Type “B” arterial road within the Columbus Part II Plan, is identified as a Regional Transit Spine on Schedule ‘B-1’ of the Part I Plan, and forms a major multi-modal transportation corridor for the Columbus Part II Plan. It is intended that Simcoe Street North and Columbus Road and adjacent lands be developed to accommodate local traffic, transit and through traffic in a controlled manner, to optimize safety, convenience and access for pedestrians and cyclists and to create a functional, attractive and liveable streetscape, built to a pedestrian scale with a strong interface with the public right-of-way.
- 8.8.2.7 Columbus Road is a Type “B” arterial road, which is planned to be an east-west multi-modal transportation corridor. It is intended that Columbus Road and the adjacent lands be developed to sensitively and harmoniously integrate vehicular traffic, transit, and active transportation. Columbus Road will provide the primary east-west connection to the Brooklin community in the Town of Whitby from the Columbus Part II Plan for all modes of travel.
- 8.8.2.8 The Type “C” arterial road system is an important feature of the Columbus Part II Plan. It is designed to maximize mobility choice and improve safety for all modes of travel.
- 8.8.2.9 The Columbus Part II Plan is structured to provide a range of housing types and densities. Medium and high density residential land uses have been structured with the goal of being generally located within walking distance of

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

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

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

### **8.8.3 Columbus Special Policy Area**

#### **8.8.3.1 General**

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

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

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

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

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

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

- (a) Any Heritage Conservation District and related Plan that has been approved, pursuant to Section 8.8.11.2 of this Part II Plan, under the *Ontario Heritage Act*;
- (b) Any Master Urban Design Plan that has been adopted by Council for all, or a portion of, the lands in the Columbus Special Policy Area designation in accordance with Section 8.8.12 of this Part II Plan; and,
- (c) Any comprehensive master site plan and urban design guidelines that have been prepared in conformity with the policies of Section 8.8.12 of this Part II Plan.

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

### **8.8.3.2 Simcoe Street North and Columbus Road**

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

## **8.8.4 Mixed Use**

### **8.8.4.1 General**

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

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

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

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

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

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

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

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

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

#### **8.8.4.2 Mixed Use Node I**

- 8.8.4.2.1 The Areas designated as Mixed Use Node I is shown on Schedule “A” – Columbus Land Use and Road Plan at the intersection of Columbus Road East and the north/south Type “C” arterial road, and along the east side of Simcoe Street North, south of Howden Road. The Mixed Use Node I that abuts Columbus Road East includes cultural heritage resources subject to Policy 8.8.4.2.3 of this Part II Plan in the northeast quadrant of Columbus Road East and the north/south Type “C” arterial road.
- 8.8.4.2.2 The areas designated as Mixed Use Node I will form neighbourhood focal areas and shall be designed to provide opportunities for a mix of uses including commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.4 of this Part II Plan.
- 8.8.4.2.3 *Development* of areas designated as Mixed Use Node I shall be designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses, cultural heritage resources in the northeast quadrant of Columbus Road East and the north/south Type “C” arterial road, and other permitted uses, in a mixed use format during the initial *development* phase or over the longer term. The cultural heritage resources, where applicable, shall be conserved in accordance with the policies of this Part II Plan, including Policy 8.8.11.3.
- 8.8.4.2.4 The areas designated as Mixed Use Node I are intended to serve as local community focal areas, however, any commercial component shall be limited in size and scale to be sensitive to the surrounding community.
- 8.8.4.2.5 The maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East, 4 storeys south of Columbus Road East, and 6 storeys directly east of Simcoe Street North, south of Howden Road.
- 8.8.4.2.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node I shall have a density range of 65 to 95 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.2.7 *Development* of the lands designated as Mixed Use Node I must be planned comprehensively, together with adjacent lands in the Low Density Residential, Medium Density Residential and High Density Residential designations. In accordance with the provisions of Section 8.8.12 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application for the lands designated Mixed Use Node I.

### **8.8.4.3 Mixed Use Node II**

- 8.8.4.3.1 The area designated as Mixed Use Node II is shown on Schedule “A” – Columbus Land Use and Road Plan on the north side of Columbus Road West, east of a Type “C” arterial road.
- 8.8.4.3.2 The area designated as Mixed Use Node II shall be developed with commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.5 of this Part II Plan.
- 8.8.4.3.3 While the area designated as Mixed Use Node II shall be the primary focus for commercial uses in the Columbus Part II Plan, in addition to appropriate forms of commercial *development* along Simcoe Street North and Columbus Road, it shall be designed to accommodate the sensitive integration of medium density residential uses, and other permitted uses, in a mixed use format during the initial *development* phase and/or over the longer term.
- 8.8.4.3.4 The lands designated as Mixed Use Node II are intended to serve as a local community focal area. The commercial component of the Mixed Use Node II shall generally not exceed a maximum *gross floor area* of 7,432 square metres (80,000 sq. ft.) and may contain a supermarket.
- 8.8.4.3.5 The minimum height of any mixed use commercial/residential or multi-unit commercial and/or office building, or single use residential building in an area designated as Mixed Use Node II shall be 2 storeys, with the exception of standalone single use non-residential buildings (such as a standalone grocery store or restaurant pad building) which may be a single storey, but designed at a height equivalent to two storeys. The maximum height of all buildings shall be 6 storeys.
- 8.8.4.3.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the area designated as Mixed Use Node II shall have a density range of 65 to 95 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.3.7 *Development* of the lands designated as Mixed Use Node II must be planned comprehensively, together with adjacent lands in the Low Density Residential and Medium Density Residential designations. In accordance with the provisions of Section 8.8.12 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application in the lands designated Mixed Use Node II.

### **8.8.5 Residential**

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

- 8.8.5.2 For the purposes of the Columbus Part II Plan, gross residential density shall be calculated on the basis of gross residential area which shall include lots on which residential *development* is permitted by the Columbus Part II Plan and abutting local, collector and arterial roads, parks and schools, but shall exclude those components of the *Natural Heritage System* identified in Policy 5.4.4 of the Part I Plan and major infrastructure that is built or approved under the Environmental Assessment Act (Provincial 400-series highway rights-of-way, hydro corridors, hydro generation stations and airports). Net residential density shall be calculated on the basis of net residential area which shall include all of the developable portion of any individual site or lot on which residential *development* is permitted, after the conveyance of any required road widening.
- 8.8.5.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Low Density Residential areas shall be 24 units per hectare (10 u/ac.) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).
- 8.8.5.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density I Residential areas shall be 35 units per hectare (14 u/ac.) and the maximum net residential density shall be no more than 65 units per hectare (26 u/ac).
- 8.8.5.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, single detached dwellings in areas designated as Medium Density I Residential are only permitted provided the total number of such units does not exceed 25% of the total number of units that would be permitted if developed at the mid-point of the Medium Density I Residential density range on lands designated Medium Density I Residential in a plan of subdivision and, further, the minimum net residential density for such single detached dwellings shall be 24 units per hectare (10 u/ac) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).
- 8.8.5.6 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density II Residential areas shall be 65 units per hectare (26 u/ac.) and the maximum net residential density shall be no more than 95 units per hectare (38 u/ac).
- 8.8.5.7 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for High Density Residential areas shall be 95 units per hectare (38 u/ac.) and the maximum net residential density shall be no more than 150 units per hectare (60 u/ac).
- 8.8.5.8 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the calculation of net residential density may be averaged within areas designated as Low Density Residential, Medium Density I Residential or Medium Density II Residential on Schedule "A" – Columbus Land Use and Road Plan, within the same plan of subdivision. For clarity, the calculation of net residential density cannot be averaged between different density

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

- 8.8.5.9 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the maximum building height in the Low Density Residential and Medium Density I Residential designations shall be 3 storeys and 3 ½ storeys, respectively.
- 8.8.5.10 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum building height in areas designated as Medium Density II shall be 2 storeys and the maximum building height shall be 4 storeys. Further, the minimum building height in areas designated as High Density I Residential shall be 3 storeys and the maximum building height shall be 6 storeys.
- 8.8.5.11 Certain lands designated as Residential on Schedule “A” – Columbus Land Use and Road Plan, may be constrained by road alignments, the *Natural Heritage System*, stormwater management facilities and/or utility corridors or to other physical constraints. The proponent of *development* on such lands shall be required to demonstrate that *development* of the site as proposed is feasible when more precise information about road alignments, the *Natural Heritage System* and the applicable required minimum buffers to natural hazards and *Vegetation Protection Zones* to the *Natural Heritage System* features, stormwater management facility sizing and/or other constraints is available. If *development* is not feasible due to such constraints, Schedule “A” – Columbus Land Use and Road Plan may be interpreted such that the road segment or other facility in question is considered to abut the *Natural Heritage System*, utility corridor or stormwater management facility, without requiring an amendment to the Columbus Part II Plan.
- 8.8.5.12 The residential densities and mix and distribution of residential types are intended to provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Part II Plan and allow opportunities for residents to age in the community.
- 8.8.5.13 *Affordable housing* types will be encouraged to contribute to the City’s goal of a minimum of twenty-five percent (25%) affordable housing, in accordance with Section 6.2.2 of the Part I Plan. The provision of a range of housing types, including integrated affordable housing options, shall be a consideration in the *development* approvals process. Additional residential units shall be permitted in single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse in accordance with Policy 6.4 of the Part I Plan, notwithstanding any policy in Section 6.4 of the Part I Plan to the contrary, subject to the inclusion of appropriate provisions in the zoning by-law.



- 8.8.5.14 *Group homes* shall be permitted in accordance with the policies of Section 6.5 of the Part I Plan.
- 8.8.5.15 *Home occupation* uses shall be permitted in Residential designations, or integrated into residential *developments*, in accordance with Policy 2.3.1.4 of the Part I Plan.
- 8.8.5.16 Nursing homes, homes for the aged, retirement homes, day care centres and libraries may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.5.17 Convenience stores may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.5.18 Reverse lot frontages shall only be permitted where other design approaches are not considered by the City to be technically or functionally feasible. In such instances, the extent/length of reverse lot frontages shall be minimized as much as possible to promote a highly visible, connected, safe and attractive public realm along, and in priority order, arterial, collector and local roads.
- 8.8.5.19 *Development* applications for lands designated as Residential shall demonstrate that the *development* is sensitively integrated by using appropriate building orientation, design, heights, location and setbacks, landscaping, fencing and/or buffering, as well as heights and lot configuration, to ensure compatibility with adjacent land uses, particularly adjacent lands designated as Columbus Special Policy Area, Open Space and Recreation, Community Use, lands in a lower residential density category, or lands designated for mixed use purposes. *Development* shall comply with the relevant policies of Section 8.8.12, Urban Design, of this Part II Plan and the Columbus Community Urban Design Guidelines.

## **8.8.6 Community Use**

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

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

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

- 8.8.6.2 The precise locations of Community Uses are flexible within the area shown as bounded by arterial roads and/or areas designated as Open Space and Recreation, and the location may be shifted without an amendment to the Plan, provided the intent of the Plan is maintained as determined at the City’s sole discretion. Where a Community Use is shifted from the location shown on Schedule “A” – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Community Use shall be assumed to be Low Density Residential, Medium Density I Residential or Medium Density II Residential in accordance with the relevant policies of Section 8.8.5 of this Part II Plan for the relevant community use. For clarity in this regard, Low Density Residential *development* shall only be permitted where the Community Use site in question abuts lands already designated for Low Density Residential purposes.
- 8.8.6.3 Public and separate elementary schools and public and French public secondary schools are shown on Schedule “A” – Columbus Land Use and Road Plan. If not required for these specific uses, other community uses may be permitted in such areas without requiring an amendment to the Columbus Part II Plan provided that such uses are compatible with surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.6.4 The size of elementary and secondary school sites shall be determined through the subdivision approval process. The land area required for school sites should be minimized in order to promote compact *development* and conserve land. School Boards are encouraged to build more compact, multi-storey facilities.
- 8.8.6.5 The Columbus Part II Plan includes five public elementary schools based on a student allocation of approximately 600 students per school.
- 8.8.6.6 Unless otherwise agreed to by any of the applicable school boards, public elementary school sites will have a size and configuration that accommodates a school for 600 students, and a broader range of services, including but not limited to, all day kindergarten and child care facilities.
- 8.8.6.7 The size and configuration of school sites will be determined through the *development* approval review process by a preliminary site plan and facility fit analysis that considers site design issues, including vehicular access, parking and grading and may include the provision of seven elementary school sites (ranging in size from 2.4 net hectares (5.9 ac.) to 3.2 net

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

- 8.8.6.8 Where a Community Use is identified with a “Cu” symbol on Schedule “A” – Columbus Land and Road Use Plan, the maximum site area shall not exceed 2 hectares (5.0 ac.) in size. The *development* of a Community Use identified with a “Cu” symbol having a site area in excess of 2 hectares (5.0 ac.) shall be subject to an amendment to the Columbus Part II Plan and the zoning by-law. The documentation submitted in support of the amendment shall address transportation impacts (including traffic impacts on the surrounding road and active transportation network), parking and other matters deemed appropriate by the City.
- 8.8.6.9 In the event that a site designated as Community Use and intended for a public or separate elementary school or a public or French public secondary school is not needed for that use, the maximum site area of any alternate community use shall generally not exceed 2 hectares (5.0 ac.).
- 8.8.6.10 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or separate elementary school is not needed for that use or other community uses, in whole or in part, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.11 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or French public secondary school is not required for a secondary school or other community uses, in whole or in part, the site may alternatively be used for Low Density Residential uses, Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.12 In the event that a site designated as a Community Use and identified with a “Cu” symbol is not needed for a community use, the site may alternatively be used for Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan. During the *development* approvals process, consideration shall be given to ensuring that areas designated as a Community Use with a “Cu” symbol are of a size and configuration suitable for an alternative use should they not be needed for a community use.
- 8.8.6.13 Proposals for the *development* of Community Use sites shall optimize the integration of active transportation and associated amenities and transit connections and demonstrate a flexible design that reflects the heritage character of the community and can be adjusted as the needs of the community evolve over time.
- 8.8.6.14 In the event that a site for a public library is needed in the Columbus Part II Plan, consideration shall be given to a central location that is readily

accessible by transit, active transportation, and that is integrated with other community or public facilities wherever possible.

## **8.8.7 Open Space and Recreation**

### **8.8.7.1 General**

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

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

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

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

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

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

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

and safety within the park. In this regard, parks shall generally be fronted as follows:

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

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

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

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

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

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

8.8.7.1.10 Naturalized parkland that is also appropriate for passive recreation may be accepted as parkland dedication and may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation

Authority where jurisdictionally appropriate, in the Greenbelt Natural Heritage System, provided that:

- (a1) The lands are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule “C” – Columbus Environmental Management Plan and/or Schedule ‘D-1’ Environmental Management of the Part I Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*;
- (b1) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions; and,
- (c1) The quantity of naturalized parkland being acquired does not impede the City’s ability to meet the planned function of any City-owned park in terms of providing an appropriate level of active recreational opportunities.

For the purposes of this policy, determination of what constitutes naturalized parkland appropriate for passive recreation shall be at the City’s sole discretion, in consultation with the Central Lake Ontario Conservation Authority, where jurisdictionally appropriate. For clarity, passive recreation refers to recreational activity that has minimal impact on the natural environment and requires very little terrain or vegetation modification and few, if any, structures, including but not limited to the following:

- (a2) Non-motorized trail uses; and
- (b2) Natural heritage appreciation (e.g. bird watching).

### **8.8.7.2 Community Park**

8.8.7.2.1 The general location of the Community Park is indicated on Schedule “A” – Columbus Land Use and Road Plan. The Community Park shall be developed in accordance with the relevant policies of the Part I Plan and this Part II Plan.

8.8.7.2.2 The Community Park is intended to address the community level recreational needs of the Columbus Part II Plan as well as to contribute to the recreational opportunities of the City.

8.8.7.2.3 The Community Park is intended to contribute to the planned character of the City as a whole and the Columbus Part II Plan, as well as act as a key community focus area and destination by providing recreational facilities and programming at a City and community scale.

8.8.7.2.4 The Community Park shall have a minimum site area of approximately 8.5 hectares (21.0 ac.).

### **8.8.7.3 Neighbourhood Parks**

8.8.7.3.1 The general locations of the Neighbourhood Parks are shown on Schedule “A” – Columbus Land Use and Road Plan. However, the precise

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

8.8.7.3.2 Neighbourhood Parks shall have a minimum site area of approximately 2.0 hectares (4.9 ac.).

#### **8.8.7.4 Parkettes**

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

8.8.7.4.2 Parkettes are intended to serve local neighbourhoods and may include playgrounds and passive recreation areas. In addition, the City recognizes that community gardens contribute to sustainability and neighbourhood cohesion and may consider the use of Parkettes for community gardens where interest is expressed by the local residents.

8.8.7.4.3 Parkettes acquired by the City on the basis of a demonstrated need shall generally have a minimum site area of approximately 0.6 hectares (1.5 ac.). However, parkettes may be greater than 0.6 hectares (1.5 ac.) in size if the density of planned *development* in the vicinity supports the conveyance of parkland in accordance with Policy 2.6.3.2 of the Part I Plan. Conversely, parkettes may also be less than 0.6 hectares (1.5 ac) in size in the event that the City, in consultation with the developer, considers it appropriate to provide a smaller parkette to serve a particular *development*, and the size and shape provides for a usable Parkette based on the intended function of the Parkette.

8.8.7.4.4 The location of Parkettes shall be coordinated where possible with the location of stormwater management facilities, *woodlands*, and other lands proposed for open space and recreation purposes, as well as to provide connections between these features and other land uses, including roads and utility corridors.

8.8.7.4.5 Parkettes may be linear in form in order to provide appropriate connectivity, and this function shall be reflected in the submission of *development* applications for the affected lands.

## **8.8.8 Municipal Services and Utilities**

### **8.8.8.1 General**

8.8.8.1.1 *Development* within the Columbus Part II Plan shall be subject to Section 9.7 of the Part I Plan with respect to servicing.

8.8.8.1.2 *Development* shall be phased in accordance with the availability and provision of services and phasing shall reflect a cost-efficient and sequential extension of infrastructure.

8.8.8.1.3 Where feasible, electrical, cable, telecommunications infrastructure and other utilities shall be required to be located underground and the design and location of associated at-grade service boxes shall have regard for the pedestrian environment, vehicular sight-lines, landscaping and urban design.

8.8.8.1.4 Water and sewage trunk services shall be located in accordance with the recommendations of the Columbus Subwatershed Study (C.S.W.S.) and the Columbus Servicing Study.

8.8.8.1.5 Functional servicing reports shall be required at the *development* approvals stage to identify capacity and required improvements, and mitigation measures to minimize impacts. Such reports will reflect the recommendations of the C.S.W.S., the Master Environmental Servicing Plan (M.E.S.P.) and the Columbus Servicing Study.

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

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

### **8.8.8.2 Master Environmental Servicing Plan**

8.8.8.2.1 Before any *development* of land within the Columbus Part II Plan including the processing of any proposed draft plans of subdivision or a substantial *development* application, a Master Environmental Servicing Plan (M.E.S.P.)



shall be prepared which will reflect the recommendations of the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan.

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

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

(a) Hydrogeology/Groundwater Management: The investigation will provide a sufficient level of understanding of the hydrogeological conditions of the subject area and identify areas, if any, within the Columbus Part II Plan where the soil and groundwater conditions are conducive for promoting groundwater recharge in an urban setting. The groundwater management analysis will address water budget, groundwater quality and quantity and protection of recharge and discharge functions. It will address pre- and post-*development* analysis of recharge, infiltration, runoff and evapotranspiration conditions as well as the calculated change in water balance due to *development*. Pre-*development* infiltration conditions should be maintained and/or enhanced to preserve groundwater function and linkages to natural features. Mitigative measures should also be described to maintain the recharge function, including identifying suitable locations for and types of Low Impact Development techniques. The analysis will also either establish a minimum basement elevation or a recommended approach to determine a minimum basement elevation. Finally, the analysis will determine appropriate design criteria for a foundation drainage system for *development*, if applicable.

(b) Aquatic/Terrestrial Environmental Management: The environmental management analysis will apply the minimum required width of *Vegetation Protection Zones*, in order to determine if a greater width is appropriate pursuant to Section 5 of the Part I Plan, to address *fish habitat* protection and management, aquatic setback requirements, and key natural and hydrologic features protection and setbacks, including natural channel design considerations. It will also determine the appropriate specific location of off-road active transportation facilities and linkages within or adjacent to *Hazard Lands* and/or the *Natural Heritage System*.

- (c) **Stormwater Management:** The stormwater management analysis will not only establish the target flows along riparian corridors as shown on Schedule 'F1-A' of the Part I Plan within the Columbus Part II Plan area (to be used and how to be used) and the minor and major flow routes within the Columbus Part II Plan area, but also identify the general characteristics for stormwater management facilities, including pond sizing, location and type, as well as a preliminary design that includes accommodation on-site for the deposition of sediment resulting from maintenance activities. The use of Low Impact Development techniques/alternative stormwater management designs and practices shall be considered.
- (d) **Biology:** The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the *watercourses*, as well as to the implementation of stormwater management facilities and valleyland and *woodland* edge management.
- (e) **Municipal Servicing:** The municipal engineering investigation will identify significant cut and fill areas, and will provide a preliminary water supply strategy and water distribution model, the preliminary design of major trunks and sub-trunks for the sanitary, storm drainage and foundation drain collector system, and the identification of overland flow routes. The municipal engineering investigation will also include one or more sanitary servicing drawings and one or more water supply servicing drawings based on Schedule "A" – Columbus Land Use and Road Plan, and these servicing drawings shall include details showing how existing *development* within the Columbus Special Policy Area could be serviced.
- (f) **Transportation:** The transportation investigation will be undertaken in accordance with the City's and Region's transportation impact study guidelines and the Columbus Part II Plan Transportation Master Plan. The investigation will identify the transportation infrastructure, facilities and design elements needed to appropriately address and support each mode of travel, including walking, biking and transit, as well as vehicular travel, such that the transportation system functions as a balanced, integrated network and operates on the premise of a balanced approach to *Level of Service* that considers all modes. The investigation should make recommendations regarding neighbourhood traffic management. It will also determine the approximate location of the arterial and collector road crossings of *watercourses*.

### **8.8.8.3 Stormwater Management**

- 8.8.8.3.1 Stormwater management facilities shall be permitted in any land use designation on Schedule "A" – Columbus Land Use and Road Plan but are not permitted on lands identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan, including *Vegetation Protection Zones* or buffers associated with *Hazard*

*Lands* or the *Natural Heritage System*. For clarity, naturalized stormwater management facilities or naturalized components thereof may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, in the Greenbelt Natural Heritage System, provided that:

- (a) They are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule “C” – Columbus Environmental Management Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*; and,
- (b) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions.

For the purposes of this policy, determination of what constitutes an appropriate naturalized design for stormwater management facilities or components thereof shall be at the City’s sole discretion, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.2 The City shall require the use of Urban Stormwater Management Practices, which reflect the recommendations of the Master Storm Servicing Plan, and as defined by current best practices of the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry, the City of Oshawa, and the Central Lake Ontario Conservation Authority, in every *development* application where feasible and appropriate, in order to promote environmental objectives consistent with sound engineering practices which maintain or enhance the health of the receiving *watercourse*. All *development* applications shall be accompanied by information/studies as required by the City in the context of the C.S.W.S. and/or the Master Storm Servicing Plan, demonstrating that the impact of the proposed *development* can be dealt with to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.3 In accordance with Policy 8.8.8.3.2 of this Part II Plan, the information/studies that accompany *development* applications must address as required by the City in the context of the C.S.W.S. and/or Master Storm Servicing Plan, but not necessarily be limited to the following:

- (a) Water quality and quantity control requirements;
- (b) Major and minor flow routes;
- (c) Underground services requirements (e.g. storm sewer and foundation drains);
- (d) Erosion and sediment control requirements;
- (e) Downstream *development* impacts;

- (f) Groundwater condition of the land and its implications to the *development* (e.g. Calcium carbonate formation, pond design and location and the establishment of basement elevations);
- (g) Application of Low Impact Development techniques;
- (h) *Watercourse* improvement requirements;
- (i) Floodplain and/or hazard limit requirements;
- (j) Slope stability requirements;
- (k) Potential impact to and from significant natural feature(s) (e.g. woodlots and *wetlands*);
- (l) Road crossing hydraulic design and stability requirements; and,
- (m) Financial implications to the City.

8.8.8.3.4 Stormwater management plans shall be designed to maintain and/or improve the pre-*development* stream temperature regime to the receiving waterbody in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.5 Stormwater flow should be managed to take into account the entire watershed including potential downstream impacts in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.6 The City shall require the application of sustainable stormwater management/Low Impact Development techniques such as bioswales, green roofs, rainwater harvesting and permeable pavement, to manage stormwater flows where appropriate and financially sustainable in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.7 The detailed design and location of stormwater management facilities shall be determined through the preparation of an M.E.S.P. and/or stormwater management engineering studies and drawings undertaken as part of the *development* approval process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

8.8.8.3.8 Stormwater management facilities shall be designed and constructed based on the best practices and technology available and applicable at the time of *development* and shall satisfy all the requirements of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

8.8.8.3.9 Schedule "A" – Columbus Land Use and Road Plan shows the general location of stormwater management facilities. The design, configuration, size and location of these stormwater management facilities and the drainage areas that they serve will be determined as part of the M.E.S.P. and detailed stormwater management engineering studies/environmental studies

undertaken as part of the *development* approvals process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan. In the preparation of such studies, consideration shall be given to the following:

- (a) The potential integration with stormwater management facilities outside the Columbus Part II Plan where feasible and where it can be demonstrated that there will be no adverse impacts on downstream areas;
- (b) Potential reduction in the number of facilities, where feasible, while maintaining adequate stormwater management quality and quantity control;
- (c) The location of facilities outside of *Hazard Lands*, natural heritage and hydrologic features and their required *Vegetation Protection Zones*;
- (d) The impact of groundwater elevations/conditions on the design of stormwater management facilities;
- (e) The design requirements and liability implications of the facility based on the expected future ownership (public versus private);
- (f) Provision of a dedicated sediment drying area in the design of the facility to accommodate the natural deposition of sediment in stormwater management facilities over time;
- (g) Erosion control and stabilization of the downstream watercourse.
- (h) The use of Low Impact Development techniques and/or other new acceptable stormwater management measures available at the time of *development* to further the objective of improved water quality and quantity of the receiving water body;
- (i) Use of stormwater management best practices to encourage baseflow enhancement and to maintain and/or enhance pre-*development* stream temperatures within the watershed of the receiving watercourse;
- (j) Safety aspects of the stormwater management facility in terms of its slope, depth and visibility to the general public;
- (k) The structural stability of the surrounding lands/features;
- (l) The easy and safe access to the stormwater management facility for maintenance purposes;
- (m) Efficient operation and maintenance of the facility;
- (n) Design of stormwater management facilities which minimize the creation of dead drainage zones to mitigate potential health risks

potentially associated with these facilities such as West Nile virus;  
and,

- (o) The location of stormwater management facilities inboard from arterial roads, where feasible, in order to create transit supportive built form along arterial roads. The studies shall explore how grading and infrastructure can be designed to accommodate the inboard location of these facilities.

- 8.8.8.3.10 Variations in the number and location of stormwater management facilities shown on Schedule “A” – Columbus Land Use and Road Plan may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of the Master Stormwater Servicing Plan and/or a stormwater management study, prepared as part of the *development* approval process to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, without requiring an amendment to the Columbus Part II Plan. With respect to the issue of location, stormwater management facilities shall generally be sited to avoid being situated adjacent to Type “B” arterial roads, unless not otherwise feasible.
- 8.8.8.3.11 The siting of stormwater management facilities adjacent to parks and other open space areas shall be encouraged to complement surrounding land uses, where feasible and appropriate, provided the stormwater management facilities are located outside of the *Natural Heritage System* and/or associated *Vegetation Protection Zones* and buffers from natural hazards, and provided there are no adverse impacts on surrounding natural heritage features, and associated buffers and functions. Where stormwater management facilities cannot be sited with these uses, the facility shall be designed to complement and integrate with adjacent land uses with emphasis on safety, attractiveness and appropriate landscaping.
- 8.8.8.3.12 If the City, in consultation with Central Lake Ontario Conservation Authority where jurisdictionally appropriate, determines that a stormwater management facility shown on Schedule “A” – Columbus Land Use and Road Plan is not required, the underlying land use designation shall apply without amendment to the Columbus Part II Plan.
- 8.8.8.3.13 Subject to Policy 8.8.7.1.8, stormwater management facilities conveyed to the City shall not otherwise be accepted as parkland dedication in accordance with the Planning Act.
- 8.8.8.3.14 Stormwater management facilities conveyed to the City shall be dedicated in conjunction with the *development* approval process. The dedication of these facilities shall be at no cost to the City. The City may not necessarily accept ownership of stormwater management facilities which serve commercial and/or institutional and/or other non-residential land uses. If conveyance of such facilities is proposed, the rationale for City ownership must be demonstrated and the requirements of the City, financial and otherwise, must be satisfied.

## 8.8.9 Transportation

### 8.8.9.1 General

8.8.9.1.1 The City's intention is to achieve a balanced, multi-modal transportation environment in the Columbus Part II Plan. The transportation corridors shall be designed to safely accommodate a range of viable travel options, including automobile, transit, and active transportation modes, together with street trees, other landscaping and street furniture. Such facilities shall conform to the classification, functions and design requirements outlined in Schedule "B" – Columbus Transportation Plan, the Columbus Part II Plan Transportation Master Plan (C.T.M.P.), and, with respect to Regional roads, the Durham Regional Official Plan, while having regard for Table 5 of the Part I Plan, and shall be subject to the approval of the relevant agencies.

8.8.9.1.2 To achieve a balanced, multi-modal transportation environment, the City supports a balanced approach to *Level of Service measures* for all transportation modes and may be prepared to use a variety of traffic calming measures depending on the function of the road such as those referenced in the City's Neighbourhood Traffic Management Guide. These include, but are not necessarily limited to the following:

- (a) Appropriate lane widths;
- (b) Provision of landscaped centre medians;
- (c) Provision of on-street parking, including laybys;
- (d) Provision of transit priority measures;
- (e) Provision, where appropriate, of regular intersections of local roads with regional and other major roads to allow for the creation of a modified grid network;
- (f) Provision, where appropriate, of roundabouts, pursuant to Policy 8.8.9.2.7 of this Part II Plan; and,
- (g) Use of alternative road geometrics and materials at active transportation crossing areas.

8.8.9.1.3 In addition to other approaches to support transit and active transportation, the transit network identified on Schedule "B" – Columbus Transportation Plan incorporates Ecomobility Hubs. These can range in scale based on their function with respect to the transit system and similar to the services they provide from a major transit hub for local and regional transit service with a full range of facilities from bike/scooter share, e-car sharing, and ridesharing to a bus stop with integrated bike/scooter share or a bus stop with bike parking and an enclosed shelter.

8.8.9.1.4 Schedule "A" - Columbus Land Use and Road Plan features a mix of uses at higher densities outside of the Columbus Special Policy Area along existing

and potential transit routes to support transit infrastructure, facilitate transit-supportive *development* and optimize conditions for the usage and efficient provision of transit, with a goal of providing convenient and safe access to transit service within a 400 metre (1,312 ft.) (generally equivalent to a five minute walk) walking distance for the majority of residents, employees and visitors in the Columbus Part II Plan.

8.8.9.1.5 The City recognizes the important role Transportation Demand Management efforts play in using transportation infrastructure more efficiently, using private vehicles in a more sustainable fashion and encouraging increased transit use and active transportation. *Development* proponents shall employ Transportation Demand Management strategies, as may be identified in the City's Integrated Transportation Master Plan (2015) or any future updated Integrated Transportation Master Plan developed by the City and the C.T.M.P., in support of these objectives. Such strategies shall form an important component of any proposed *development* and will be addressed through a transportation impact study.

8.8.9.1.6 The City, or the Region of Durham specifically for Simcoe Street North, may require, at no additional cost to the City or Region, where applicable, the conveyance of additional lands for road rights-of-way beyond the requirements of the C.T.M.P. and Table 5 of the Part I Plan to appropriately accommodate active transportation facilities, either within the paved portion of the road or in the boulevard area, and/or medians. In particular, a minimum 3 metre wide vegetated median will be provided to the satisfaction of the City on Columbus Road outside of the Columbus Special Policy Area, on Simcoe Street North outside of the Columbus Special Policy Area and along Howden Road. With respect to the median to be provided along Howden Road, appropriate design consideration shall be given to accommodate the movements of farm vehicles, including access to farm properties.

8.8.9.1.7 Where feasible and appropriate, consideration shall be given to the incorporation of existing hedgerows and Low Impact Development features into the planned rights-of-way of roads.

## **8.8.9.2 Road Network**

8.8.9.2.1 The alignment of the arterial and collector road system as shown on Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan generally reflects a grid-based road pattern, which has been modified due to *watercourses*, topography, utility corridors, and natural features such as valleylands, and to ensure appropriate intersection spacing and connections to established arterial or collector road alignments in and outside the Columbus Part II Plan.

8.8.9.2.2 The City encourages the completion of the Type "C" arterial road network early in the development process in a sequential fashion so as to avoid, wherever possible, discontinuities in the road network.



#### 8.8.9.2.3

The alignment of the arterial and collector roads, as indicated on Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan will be more precisely defined during the preparation of a M.E.S.P. and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process, incorporating the requirements of the Greenbelt Plan. These studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including *watercourse* crossing locations, and recommend any necessary mitigation measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process. The studies will also have regard for the need to protect the potential Bridle Road/Highway 407 East overpass and the following potential future east-west corridor extensions identified on Schedule “B” – Columbus Transportation Plan:

- (a) The westerly extension to Thornton Road North of the planned east-west collector road located approximately midway between Columbus Road West and Howden Road West;
- (b) The easterly extension to Ritson Road North of the planned east-west collector road located adjacent to the north limit of the planned Community Park; and,
- (c) The westerly extension to the Oshawa-Whitby boundary of either the planned east-west Type “C” arterial road located north of Highway 407 East in the South Columbus Industrial Area or the westerly extension from Thornton Road North to the Oshawa-Whitby boundary of the planned extension, in the form of an east-west Type “C” arterial road, of the collector road located approximately midway between Columbus Road West and Highway 407 East. The selection of the final route for the alignment of the extension to the Oshawa-Whitby boundary shall be determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, prior to the construction of this road, and in advance of any *development* in this area, to the satisfaction of the City and the Region of Durham.

#### 8.8.9.2.4

Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, should the northerly of the two route options described in Policy 8.8.9.2.3(c) be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the collector road located approximately midway between Columbus Road West and Highway 407 East shown east of and connecting to Thornton Road North may be required, at the City’s sole discretion in consultation with the Region of Durham, to be reclassified as a Type “C” arterial road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network

for the area. This reclassification from a collector road to a Type “C” arterial road may occur without an amendment to this Plan.

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

- 8.8.9.2.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the right-of-way width of the east-west collector road located approximately midway between Columbus Road and Howden Road and the east-west collector road located adjacent to the north limit of the planned Community Park shall be 26 metres (85 ft.).
- 8.8.9.2.6 Local roads and laneways are not designated in the Columbus Part II Plan. Their location shall be determined through the *development* approval process and shall be designed to provide a highly accessible network based on a fine-grained modified grid arrangement. The design shall incorporate, where appropriate, traffic calming measures to alleviate negative effects of motor vehicle uses by altering driver behaviour, improving conditions for non-motorized street users and discouraging traffic infiltration, particularly through residential areas.
- 8.8.9.2.7 Outside of and along the perimeter of the Columbus Special Policy Area, the City will consider the use of roundabouts as a form of intersection control, where deemed appropriate by the authority or authorities having jurisdiction over the roads involved. Intersections of Type “C” arterial roads with another Type “C” arterial road or a collector road, or the intersection of two collector roads may be designed to be controlled by a roundabout, if required by the City, as informed by the requirements of Section 8.8.9.3 of this Part II Plan.
- 8.8.9.2.8 Direct access onto Type “C” arterial roads is generally not permitted. Direct access may be permitted where all other *development* options are impractical or unfeasible. Driveway access to all non-block residential *development* shall generally be provided through laneways, internal local roads or window roads to optimize traffic flow and safety, and provide comfortable and attractive opportunities for active transportation.
- 8.8.9.2.9 Generally, access driveways shall be located in accordance with the City’s most recent Engineering Design Standards.
- 8.8.9.2.10 Where residential *development* on public laneways is proposed, such *development* shall generally be limited to narrow lot residential dwellings, on at least one side of the public laneway, whose primary front façade faces onto an arterial or collector road, or onto parkland. In cases where residential dwellings front onto parkland rather than an arterial or collector road, the design of laneways may be required, at the sole discretion of the

City, to provide a wider cross section to appropriately accommodate services and utilities. In addition, where waste management is considered on public laneways supporting residential *development*, consultation with the Region's Waste Management Division shall be undertaken to determine the minimum public laneway width required to appropriately support waste receptacle vehicles.

- 8.8.9.2.11 Laneways shall generally have a minimum cross section width of 8.5 metres (29 ft.) and a minimum 6.5 metre (21.5 ft.) pavement width, subject to the need to potentially provide a wider cross section as noted in Policy 8.8.9.2.10 of this Part II Plan.
- 8.8.9.2.12 Laneways shall generally have a maximum length of 150 metres (493 ft.) to facilitate designs that minimize the need for internal storm sewers, where feasible, by draining to catchbasins located at the end of the laneway at the intersecting municipal street. In cases where block lengths exceed 150 metres (493 ft.), an additional access point should be provided for laneways in a central location.
- 8.8.9.2.13 Where residential *development* on public laneways is proposed, areas shall be set aside for snow storage, such as by including wider lots at periodic intervals along the laneway to increase the separation distance between adjacent garages, as well as wider corner lots at the end of laneways to allow for wider exterior side yards for storage of snow pushed by snow removal vehicles out of the laneway. To ensure appropriate periodicity of wider lots along the laneway, generally no more than 6 side-by-side dwelling units facing a laneway shall be permitted in a building.
- 8.8.9.2.14 An easement generally 2.5 metres (8.5 ft.) in width on either side of the public laneway shall be granted to the City for the purposes of snow storage. These easements are to be kept free and clear of all encumbrances such as, but not limited to, fences, gates and hedges. For clarity, the area of the easement intended for snow storage relates to landscaped areas in between driveways and/or garages, the size of which shall generally be maintained by limiting the number and size of parking spaces in and outside of a garage to the minimum requirements specified in the City's Zoning By-law for the associated use. Alternatively, an easement narrower in width, or no easement at all, may be required to be provided in the event that it is demonstrated to the satisfaction of the City that snow storage can be accommodated through other design means.

### **8.8.9.3 Transportation Impact Assessment**

- 8.8.9.3.1 A Transportation Impact Assessment study, updating and refining the work undertaken in Policy 8.8.8.2.3 (f) of this Part II Plan, shall be required as part of the *development* approvals process in accordance with the City's and Region's Transportation Impact Study Guidelines, the C.T.M.P., the M.E.S.P. and the Municipal Class Environmental Assessment. The Transportation Impact Assessment shall be conducted in accordance with an approved

Terms of Reference to be developed in consultation with City and Regional staff and shall include, but not necessarily be limited to, the following tasks:

- (a) Identify the demand, and identify efficient and effective supply solutions and right-of-way requirements for transit, pedestrian, bicycle, road and parking facilities (automobile and bicycle) necessary to support the proposed *development* application;
- (b) Confirm the adequacy and cost-effectiveness of the proposed road network and provide functional designs for road improvement plans and access management strategies to accommodate the *development* (include land-use phasing plan if necessary); and,
- (c) Identify issues or conflicts between the goals and objectives of the Part II Plan and the results of these transportation studies and recommended solutions.

8.8.9.3.2 The City will consult with the Town of Whitby, where applicable, during the preparation of Terms of Reference for a Transportation Impact Assessment Study to ensure the Town's requirements for Columbus Road West and other roadways are considered, including any financial implications related to road improvements required in Whitby.

8.8.9.3.3 Where appropriate, the City may require other technical studies such as a safety study, traffic calming study, parking study, access management plan, traffic control feasibility study, intersection control study, Traffic Management Plan and/or transportation demand management checklist and report.

#### **8.8.9.4 Active Transportation Routes and Linkages**

##### **8.8.9.4.1 General**

The active transportation network for the Columbus Part II Plan shall conform to the active transportation routes shown on Schedule "B" – Columbus Transportation Plan to provide a continuous, connected system throughout the Columbus Part II Plan and connecting to areas outside of the Columbus Part II Plan. The specific types of facilities to be provided on the main routes (excluding sidewalks) are identified on Schedule "B" – Columbus Transportation Plan, and are described in Policies 8.8.9.4.2 and 8.8.9.4.3 of this Part II Plan.

In addition to the active transportation network shown on Schedule "B" – Columbus Transportation Plan, additional active transportation linkages shall be provided, where appropriate, to facilitate efficient and convenient connections between land uses and/or streets. In this regard, the potential provision of additional active transportation linkages may include opportunities for such linkages to be provided for public access through common elements of condominium developments. These additional linkages are intended to provide easy access to main active transportation routes, schools, parks, community uses, the open space system and, where appropriate, commercial uses. In particular, additional active transportation

linkages may be required to be provided to facilitate active transportation access to all school sites and transit stops where a route exclusively using the road network would be excessively circuitous. These additional active transportation linkages may not be indicated on Schedule “B” – Columbus Transportation Plan, and the precise location and implementation of the linkages shall be determined through the *development* approval process.

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

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

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

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

#### **8.8.9.4.2 Off-Road Active Transportation Facilities**

An extensive, integrated system of off-road active transportation facilities has been identified in the C.T.M.P., and as shown on Schedule “B” – Columbus Transportation Plan. The extensive system will result in a network of active transportation routes and linkages and provide connections between valleylands, parks, utility corridors, stormwater management facilities, the open space system and adjacent land uses and along the boulevards of road rights-of-way. The system will facilitate active transportation for recreational and utilitarian purposes and provide access to major activity centres, as appropriate, while addressing issues such as but not limited to grading and access control. Off-road active transportation facilities along routes shown on Schedule “B” – Columbus Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule “B” – Columbus Transportation Plan on the basis of ultimate anticipated level of usage. Both classes of trail are paved multi-use paths with a marked centre-line and signage. However, barring physical constraints, Class I Trails are intended to be located within the boulevard of the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.) and Class II Trails are intended to be located outside the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.).

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

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

Off-road facilities associated with active transportation routes and linkages are permitted within an environmental buffer, including a *Vegetation Protection Zone* associated with part of the *Natural Heritage System* in accordance with Section 5.0 of the Part I Plan. In circumstances where an off-road facility is located within an environmental buffer or *Vegetation Protection Zone*, the facility shall be sited along the outside edge of the buffer or *Vegetation Protection Zone*. Further, in the event that siting an off-road facility, including any associated grading, in a buffer or *Vegetation Protection Zone* would otherwise adversely affect the functionality of the relevant *Natural Heritage System* feature, the required minimum width of the buffer or *Vegetation Protection Zone* shall be widened to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, to ensure adequate protection for the feature.

Generally, off-road facilities associated with active transportation routes and linkages shall be located outside of the identified *Hazard Lands* and *Natural Heritage System* shown on Schedule "C" – Columbus Environmental Management Plan, but may be considered within their associated buffers and/or *Vegetation Protection Zones*. The M.E.S.P. and/or an Environmental Impact Study (E.I.S.) will more precisely determine the location of the off-road active transportation facilities. Where off-road facilities associated with active transportation routes or linkages are accommodated within a buffer or *Vegetation Protection Zone* of *Hazard Lands* and the *Natural Heritage System* as shown on Schedule "C" – Columbus Environmental Management Plan, the off-road facilities shall generally be designed and located with consideration to environmental sensitivity, flood and/or erosion-prone areas, existing vegetation, wildlife habitat, and user safety.

Where possible, off-road facilities associated with active transportation routes and linkages should be designed/aligned to include existing hedgerows.

#### **8.8.9.4.3 On-Road Cycling Facilities**

Cycling facilities associated with active transportation routes and linkages along arterial or collector road corridors may be separately accommodated on-road within the paved portion of road rights-of-way on both sides of the roadway. Such facilities may be provided in lieu of cycling facilities normally located off-road in boulevards.

Schedule "B" – Columbus Transportation Plan indicates the location of on-road cycling facilities, which include on-road cycling lanes and on-road cycling routes.

On-road cycling lanes may include the following:

- (a) Separate, dedicated bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the bicycle lane is prohibited; and,
- (b) Separate, dedicated buffered bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the buffered bicycle lane is prohibited, and which include a curb to further separate cyclists from vehicular traffic.

On-road cycling routes may include the following:

- (a) Lined and signed bicycle routes where on-street parking that occupies the area lined and signed for bicycles is permitted; and,
- (b) Painted decals (“sharrows”) within widened travel lanes to indicate designed joint use of the travel lane by motorists and cyclists.

8.8.9.4.4 Notwithstanding the classifications on Schedule “B” – Columbus Transportation Plan, or any policy of this Plan to the contrary, the City may accommodate on-road cycling routes on lands where on-road cycling lanes are identified and vice-versa or as Class I Trails, without an amendment to this Plan, if it is determined that it is in the best interest of the City to do so, having regard for, but not necessarily limited to, the quantity of intersecting driveways, available boulevard space, on-street parking, adjacent land use and road operating speed.

## **8.8.10 Environmental Management**

8.8.10.1 *Hazard Lands* and *Natural Heritage System* areas shown on Schedule “C” – Columbus Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan and the policies of the Columbus Part II Plan.

8.8.10.2 The *Natural Heritage System* is intended to be protected, pursuant to the policies under Section 8.8.10 of this Part II Plan and the relevant policies in Section 5.0 of the Part I Plan. Enhancing and restoring natural heritage and hydrologic features and functions will be undertaken through site-specific planning, design and/or conditions of approval as part of the *development* review process where *development* proposals interface with or contain components of the *Natural Heritage System* or natural heritage or hydrologic features that are not part of the *Natural Heritage System*. Enhancement and restoration measures shall include the establishment of appropriate native, self-sustaining vegetation within buffers, including *Vegetation Protection Zones*, and in particular, the portions of the Greenbelt Natural Heritage System that interface with the boundary of the Columbus Part II Plan Area, to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate.

- 8.8.10.3 Before any proposed draft plans of subdivision or substantial *development* applications are processed, a more precise determination of the location and extent of the *Natural Heritage System*, including a determination of the appropriate required minimum width and extent of buffers, shall be undertaken pursuant to the requirements of Section 5.0 of the Part I Plan. The exact location and extent of the *Natural Heritage System* including a determination of the appropriate required minimum width and extent of buffers will be determined by applying the requirements of Section 5.0 of the Part I Plan at a precise and site-specific level through detailed Environmental Impact Studies (E.I.S.), in accordance with the supporting analysis contained within the C.S.W.S, M.E.S.P. and/or Master Storm Servicing Plan, as part of the review of *development* proposals and shall be detailed in the zoning by-law. Refinements to the extent of the *Natural Heritage System*, including the associated buffers and *Vegetation Protection Zones*, resulting from the M.E.S.P./E.I.S. prepared in conformity with Section 5.0 of the Part I Plan to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate, may occur without an amendment to this Plan. Where boundaries are adjusted, the abutting land use designation shall apply, provided the intent of the Plan is maintained.
- 8.8.10.4 The City will encourage the creation and maintenance/protection of active transportation linkages, where feasible and appropriate, between *Hazard Lands* and the *Natural Heritage System* and the surrounding community, provided there are no negative impacts to the natural heritage features and their functions.
- 8.8.10.5 Retention of other existing natural heritage and hydrologic features not shown on Schedule “C” – Columbus Environmental Management Plan such as specimen trees, tree stands and hedgerows is encouraged. These features shall be identified and considered during the *development* review process and may be retained and incorporated where appropriate into the design of roads, parks, site plans and plans of subdivision in consultation with the City and Central Lake Ontario Conservation Authority where jurisdictionally appropriate. In this regard, the City may require that a Tree Preservation Plan be submitted in conjunction with a *development* application. Features found to be suitable and feasible for retention shall be detailed and implemented in the *development* agreement. Mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control and protection of soil moisture regime shall be utilized before, during and after construction.
- 8.8.10.6 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to *Hazard lands* to be conveyed along the landward limit of the applicable erosion hazard limit.
- 8.8.10.7 Notwithstanding Policy 8.8.10.6 of this Part II Plan, the allowance for municipal trail facilities/maintenance access may be located within the applicable erosion hazard limit only if it may be safely accommodated and is approved by the City and the Central Lake Ontario Conservation Authority.



- 8.8.10.8 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to the *Natural Heritage System* to be accommodated within the identified *Vegetation Protection Zone* or buffer measuring from the outside edge of the *Vegetation Protection Zone* or buffer, furthest away from the feature. Grading within the *Vegetation Protection Zone* or buffer shall be minimized to the greatest extent possible.
- 8.8.10.9 As a condition of *development*, proponents may be required to enhance the natural state of an adjacent *watercourse*, *wetland* and/or *woodland*, including if required by an E.I.S. This may include re-vegetation including the planting of trees, shrubs, and herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.
- 8.8.10.10 Where determined to be appropriate by the City in consultation with the Central Lake Ontario Conservation Authority, natural channel design features shall be incorporated to preserve, regenerate and/or enhance areas identified as *Natural Heritage System*. A greater width for the *Natural Heritage System* may be required to accommodate natural channel design features, stable slopes, vegetation and buffer areas.
- 8.8.10.11 *Development* involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private wells shall ensure that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of such adjacent properties. In this regard, a plan to ensure pre *development* testing of the well water on adjacent sites shall be developed in consultation with the City, generally using the recommended monitoring approach for private well monitoring as outlined in the C.S.W.S., and execution of said plan shall be with the consent of the owner to establish baseline well water quality conditions. During the *development* process, regular and frequent testing shall be undertaken in accordance with the Region of Durham's well water sampling protocols. If such adverse effects occur, they shall be rectified by the developer in a timely manner, at their sole expense, based on an approach developed in consultation with the City and/or Region of Durham and carried out to the satisfaction of the same.
- 8.8.10.12 Significant restoration projects in the Columbus Part II Plan Area, as identified in the C.S.W.S, are to be implemented pursuant to the M.E.S.P. through the *development* process, including restoration of previously unauthorized removed vegetation communities and the restoration of lands identified as forming natural heritage linkage areas.

## **8.8.11 Heritage and Archaeological Features**

- 8.8.11.1 The built *heritage resources* in the Columbus Part II Plan, as documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report prepared for the area by ASI, dated February 2019 (revised April 2019), are integral components of the area's historical community and rural legacy and their maintenance, conservation and preservation is of primary importance.

- 8.8.11.2 A Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa to consider the potential implementation of a Heritage Conservation District Plan for the Columbus community. Regardless, unless it is demonstrated to the satisfaction of the City that it is not otherwise feasible, *development* shall conserve built *heritage resources* and be designed to integrate such resources into the community so that the scale, form and character supports and complements the heritage values, attributes and integrity of the resources.
- 8.8.11.3 When considering a *development* application, the preferred approach to the conservation and preservation of any built *heritage resources* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report shall be their retention in situ, through integration and/or adaptive re-use. However, if it is demonstrated to the satisfaction of the City that retention in situ is not feasible, the preferred secondary approach shall be relocation to a different location on the same property for adaptive re-use or, if such is not feasible, relocation off-site for adaptive re-use. Only after it is demonstrated to the City's satisfaction that these approaches are not feasible should an application to demolish a built heritage resource be submitted, whereupon appropriate opportunities for salvage should be pursued.
- 8.8.11.4 The City may take appropriate actions including imposing conditions of approval on the *development* application to ensure the continued protection of identified built *heritage resources*.
- 8.8.11.5 A Heritage Impact Assessment, prepared by a qualified heritage professional, shall be submitted with any *development* application containing a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report. It shall likewise be a requirement of the City that any application to demolish a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report submitted in the absence of a *development* application will be accompanied by a Heritage Impact Assessment. In addition, any planning application for *development* or permit for site alteration to facilitate development that includes, or is adjacent to, an identified built *heritage resource* shall require the submission of a Heritage Impact Assessment which will evaluate the proposed *development* and demonstrate that the heritage attributes of the built *heritage resources* will be conserved.
- 8.8.11.6 A Heritage Impact Assessment, as referenced in Policy 8.8.11.5 of this Part II Plan shall provide a detailed analysis and evaluation of the built heritage resource, identify options for conserving the resource – including preservation of the resource in conjunction with any related proposed *development* in accordance with Policy 8.8.11.3 of this Part II Plan – and recommend a preferred approach based on a balanced, detailed justification and rationale.
- 8.8.11.7 Before a *development* is approved for lands having archaeological potential within the Columbus Part II Plan, a Stage 2 Archaeological Assessment will be conducted by a qualified archaeologist, in consultation with Indigenous

Communities. Further, specific lands identified in the Stage 1 Archaeological Assessment prepared by ASI, dated April 2019 shall require a Stage 3 Archaeological Assessment. Any sites found containing archaeological resources are to be preserved or these resources are to be removed, catalogued and analyzed prior to *development*, in consultation with the Ministry of Citizenship and Multiculturalism. Any Stage 3 or 4 Archaeological Assessment will be conducted in consultation with Indigenous Communities.

## **8.8.12 Urban Design**

### **8.8.12.1 General**

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

8.8.12.1.2 The following urban design principles shall guide *development* and define the specific character of the Columbus Part II Plan:

(a) Respect and Embrace the Columbus Context

The design of buildings and sites shall consider the existing context, giving special consideration to the rural heritage of the Columbus community. *Development* in the Columbus Planning Area should enhance the special attributes and character of Columbus and conserve cultural heritage resources and natural heritage features. Site features such as landscape features shall be considered and conserved where possible through sensitive site design.

(b) Protect and Enhance the *Natural Heritage System*

Recognize the importance of the *Natural Heritage System* and the need to protect the air, water, and land resources for future generations. Properties abutting the *Natural Heritage System* shall consider the sensitivity of the natural area while conserving views and access to the *Natural Heritage System* where appropriate.

(c) Design for the Pedestrian Scale

Create pedestrian-scaled streetscapes and public realm elements including wide sidewalks, street trees, pedestrian seating and amenities, and street-fronting buildings with publicly accessible at-

grade uses. Ensure safe, convenient ease of travel within the community through enhanced, well connected active transportation connections. Street trees and boulevard landscaping will be located to maximize the urban tree canopy, provide shade, contribute to neighbourhood character and help control water runoff.

(d) Encourage Sustainable Design

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

**8.8.12.2 Urban Design Studies and Comprehensive Master Site Plan Requirements**

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

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

- (a) The Columbus Special Policy Area – This designation recognizes the special character of the area where the existing community is focused, which contains many heritage features. A Heritage Conservation District Plan or a Master Urban Design Plan and implementing guidelines shall be prepared prior to any substantial new *development* in this designation.
- (b) The Simcoe Street North Corridor outside of the Columbus Special Policy Area – Simcoe Street North is the major north-south street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Simcoe Street North, north and south of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have a significant influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Simcoe Street North outside of the Columbus Special Policy Area. If this Plan is prepared prior to

the Columbus Special Policy Area Master Urban Design Plan, the Simcoe Street North Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

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

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

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

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

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

8.8.12.2.5 A comprehensive master site plan and urban design guidelines for individual sites within areas for which urban design studies are to be prepared shall indicate the built form, siting, massing, heights, layout, streetscape, architectural fabric and relationship of buildings, parking, service and loading areas, landscaped areas and access points, such that *development* on individual properties may be integrated with that of adjacent properties, including the public realm, in accordance with the provisions of the Columbus Part II Plan, and particularly the policies of Section 8.8.12 of this Part II Plan.

### 8.8.12.3 Design Principles for Development Applications

*Development* applications will be evaluated in accordance with these urban design principles and the Columbus Community Urban Design Guidelines.

#### 8.8.12.3.1 Road and Block Pattern

The design of public and private roads and blocks shall provide easy access and permeability for pedestrians, cyclists and motorists, and promote a continuous, grid-like road network.

The arrangement and size of blocks shall be designed to minimize walking and cycling distances to schools, parks, community uses, shopping areas, trails and public transit. Where reasonable walking and cycling distances are not possible along road rights-of-way and through parks and open space, active transportation linkages through blocks shall be provided, generally in the form of walkways as described in Policy 8.8.9.4.1 of this Part II Plan.

The road pattern shall contribute to the efficient provision of public transit services and convenient, safe active transportation. Transit stops along arterial and collector roads should be located to provide safe, direct and convenient access to buildings or uses at those locations and should be integrated into site plans.

Street medians in rights-of-way and, where appropriate, roundabouts, shall be provided in accordance with Policies 8.8.9.1.6 and 8.8.9.2.7 of this Part II Plan to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Streets, including Columbus Road and Simcoe Street North in the Columbus Special Policy Area in particular, should be designed to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Where possible, common access arrangements shall be made to minimize the number and location of vehicular access points.

The road pattern should avoid the need for permanent secondary emergency access locations and should instead support routes in favour of direct road connections.

Where possible, new transportation and infrastructure projects should avoid wildlife corridors, and/or demonstrate that there will be no barrier to wildlife crossing functions.

#### **8.8.12.3.2 Site Development and Built Form**

Site design and the location and orientation of buildings shall be informed by site characteristics and adjacent land uses to ensure that *development*, particularly in the Columbus Special Policy Area, is well integrated with the existing or planned context.

Major contributors to the character of the Columbus Special Policy Area are the generous yards and well-established mature tree canopy. Site design for new *development* in the Columbus Special Policy Area and abutting areas should be in keeping with this existing character. In addition, new construction should be visually compatible with, while still being distinguishable from, existing heritage buildings and properties to allow heritage assets to be readily recognizable.

Throughout Columbus, the preservation of view corridors and the termination of views with attractive features, buildings or open spaces is encouraged. In particular, prominent community use buildings such as schools, places of worship and libraries should be strategically sited to serve as landmarks at the termination of view corridors and as orienting elements within the community.

The design of individual buildings can shape the look and feel of the community. New buildings should be traditional in expression and complementary to existing *development* inside and adjacent to the Columbus Special Policy Area, particularly abutting land uses and building forms. In addition, to respect the natural heritage of Columbus, building designs should prioritize sustainability, and aesthetics.

Buildings should, wherever possible, frame streets with a comfortably scaled primary front wall, and appropriate access to light, view and privacy. As the portion of the building that influences the pedestrian experience most directly, the primary street wall should create a pedestrian-scaled experience that relies on high quality materials and active facades that complement the historical character of the community.

Building scale and massing should be modulated and articulated through the use of stepping, projections, canopies, trellises, fenestration, proportions, materials and finishes. For buildings taller than four storeys, the upper storeys shall be stepped back to ensure a pedestrian scale at the street.

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



of sidewalks, support retail continuity and viability, and contribute to a safer and more vibrant pedestrian environment.

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

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

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

#### **8.8.12.3.3 Sustainability**

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

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

In particular, the City will encourage:

- (a2) Site design that prioritizes alternative modes of transportation;
- (b2) Consideration to orienting buildings, where possible, to maximize solar gain through windows and openings;
- (c2) Low Impact Development measures as part of site landscaping;
- (d) The use of green building design, such as green roofs;

- (e) Permeable surfaces (e.g. permeable pavers, landscaping treatments) shall be used wherever feasible and appropriate to reduce stormwater runoff and increase water recharge of aquifers;
- (f) The incorporation of the necessary infrastructure into site plans and/or buildings to support and accommodate electric vehicle charging;
- (g) The incorporation of bioretention areas into site design; and,
- (h) The protection of natural heritage and hydrological features and functions to support sustainable communities.

#### **8.8.12.3.4 Barrier-free Access and Design**

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

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

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

Residential and non-residential building designs are encouraged to incorporate accessibility features, feature barrier-free units/spaces and, in the case of residential *development*, dwellings that meet the needs of all residents, including vulnerable populations such as seniors and people with disabilities.

#### **8.8.13 Implementation and Interpretation**

8.8.13.1 The Columbus Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation.

8.8.13.2 All *development* in proximity to oil and natural gas pipelines and hydro corridors shall comply with the requirements of the agencies having jurisdiction, including the applicable required setbacks. Applicants are encouraged to consult early in the *development* approval process with the relevant agencies.

8.8.13.3 The City will encourage the provision of major community uses, transportation and transit, stormwater, water and wastewater servicing at the earliest feasible stage of community *development*.

8.8.13.4 Because *development* will occur over many years and the timing and phasing of transportation and infrastructure improvements will depend on the rate of *development* and future travel characteristics, the City shall monitor transportation demand.

8.8.13.5 Comprehensive *development* of land in separate ownerships within the Columbus Part II Plan will be encouraged through the *development* approval process in order to achieve well-designed and integrated *development*. The following shall be examined, as guided by the relevant policies of Section 8.8.13 of this Part II Plan, to ensure that individual proposals are properly integrated with adjacent lands:

- (a) The distribution of lots and blocks;
- (b) Public road and active transportation connections, including all on- and off-road facilities associated with active transportation routes and linkages;
- (c) Integration of internal circulation systems for pedestrians, cyclists, automobiles and, where appropriate, transit vehicles;
- (d) Co-ordination of access points in order to minimize the total number of access points to abutting roads;
- (e) Integration of parking, loading and service areas;
- (f) Compatibility of building design and location, in order to achieve a consistent streetscape, a balanced, defined edge to the public realm, and a harmonious relationship between different buildings and land uses;
- (g) Complementary grading and landscaping;
- (h) Co-ordination and integration of site servicing and stormwater management for the area; and,
- (i) Consideration, through the *development* approval process, to requiring designs that facilitate the severance of excess lands on abutting lots, where appropriate.

8.8.13.6 The City shall require that the lands required for a Community Park be dedicated to the City in accordance with the requirements of the Planning Act.

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

8.8.13.8 The City shall investigate funding opportunities for the provision of infrastructure and programs that promote sustainability.

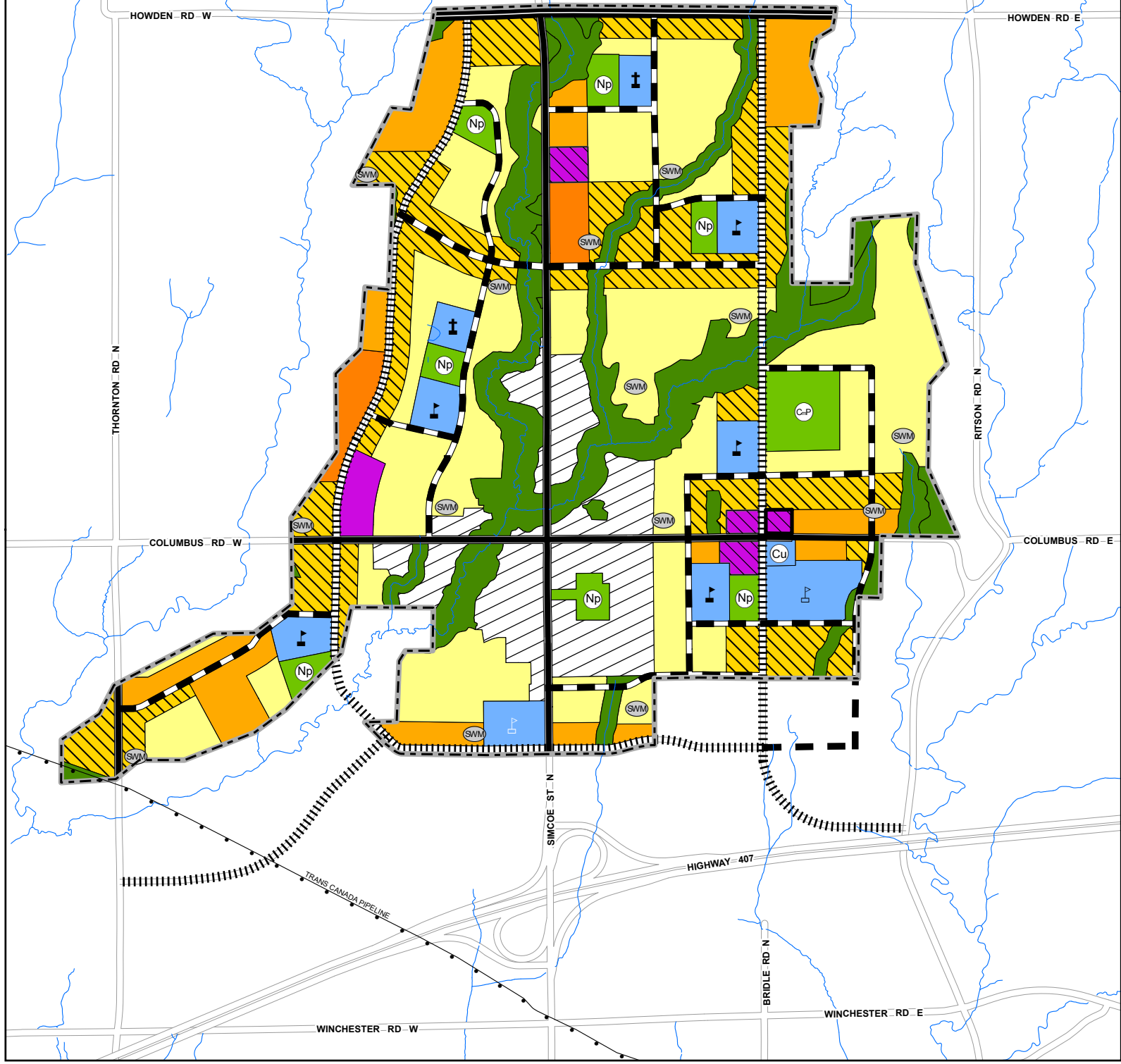
8.8.13.9 The City recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the *development* of land. It is a policy of this Part II Plan that prior to the approval of any draft plan of subdivision, or registration of phase thereof, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs of developing the community (including Region

of Durham costs) are to be shared. The City may also require, as a condition of draft approval or site plan approval, that a clearance letter be provided to the City from the trustee named in the cost sharing agreement that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision or site plan approval.

#### **8.8.14 Site Development Phasing Plan**

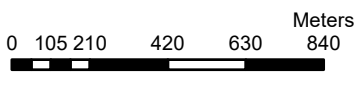
8.8.14.1 A Site Development Phasing Plan may be required by the City for lands that require phasing to achieve the ultimate build-out conditions anticipated by the Columbus Part II Plan. Each phase of the *development* undertaken by the proponent shall protect for future phases in accordance with the Site Development Phasing Plan. The phasing of *development* in accordance with the approved Site Development Phasing Plan shall be a requirement of any related Site Plan Agreement.

8.8.14.2 It is understood that the Site Development Phasing Plan may be amended from time to time. However, all such amendments shall continue to demonstrate, to the satisfaction of the City, the ability to ultimately achieve *development* in a fashion that maintains the intent of the Part I Plan, the Columbus Part II Plan and the Zoning By-law.



# Schedule 'A' Columbus Land Use and Road Plan

Part II Plan for the  
Columbus Planning Area

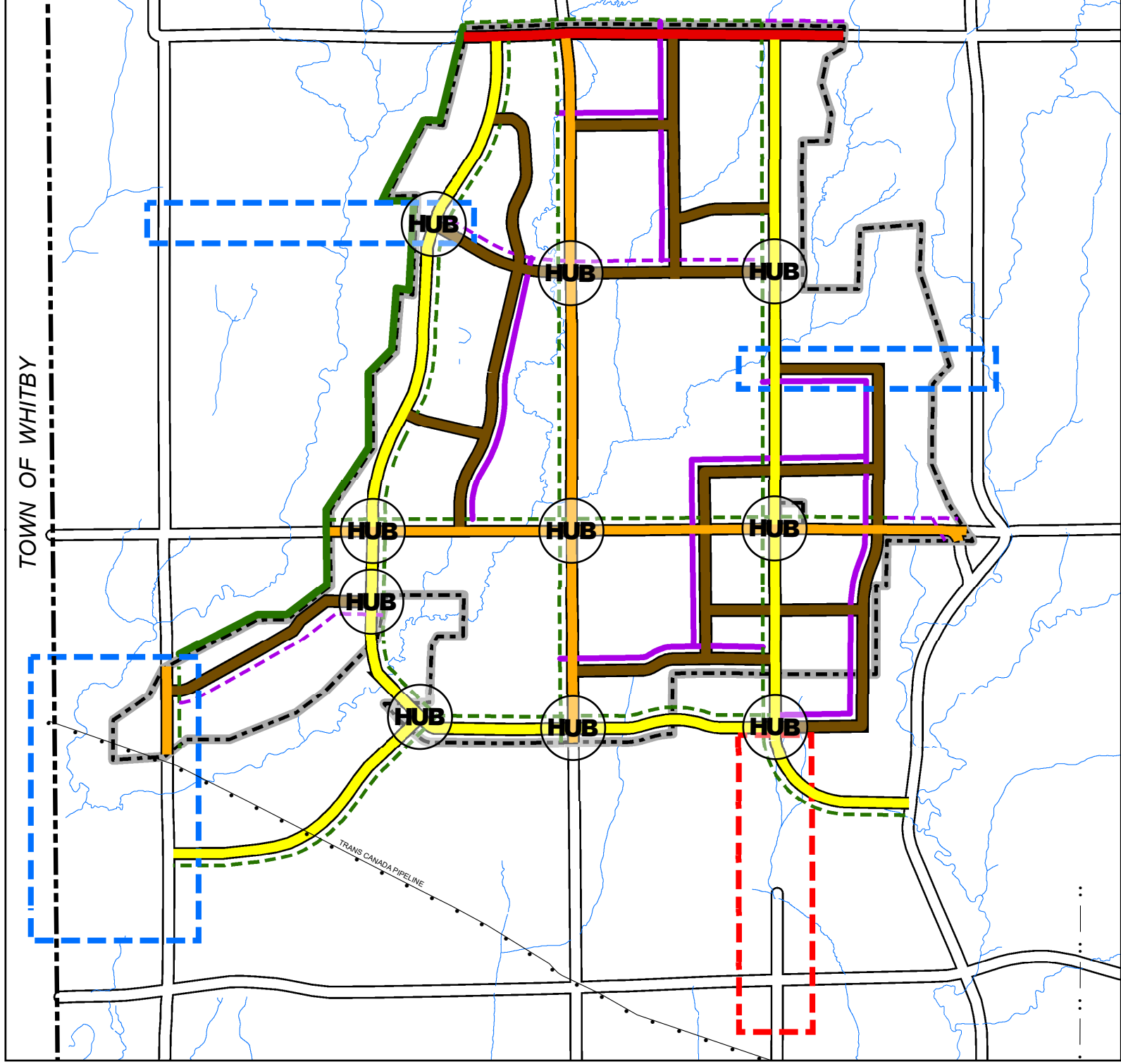


May 2023

Economic and  
Development Services  
Department

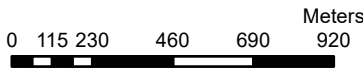
<b>Legend</b>	<b>Residential</b>	<b>Community Use</b>
	Columbus Special Policy Area	Community Use
	Low Density Residential	Public Elementary School
	Medium Density I Residential	Separate Elementary School
	Medium Density II Residential	Public Secondary School
	High Density I Residential	French Public Secondary School
	Subject to Policy 8.8.4.2.3 in the Columbus Part II Plan	<b>Transportation</b>
	<b>Mixed Use</b>	Type 'A' Arterial Road
	Mixed Use Node I	Type 'B' Arterial Road
	Mixed Use Node II	Type 'C' Arterial Road
<b>Open Space and Recreation</b>	Collector Road	
Open Space and Recreation	Stormwater Management Facilities	
Neighbourhood Park	Columbus Part II Plan Area	
Community Park		





**Schedule 'B'**  
**Columbus**  
**Transportation Plan**

Part II Plan for the  
 Columbus Planning Area



May 2023  
 Economic and  
 Development Services  
 Department

**Legend**

**Road Classification**

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

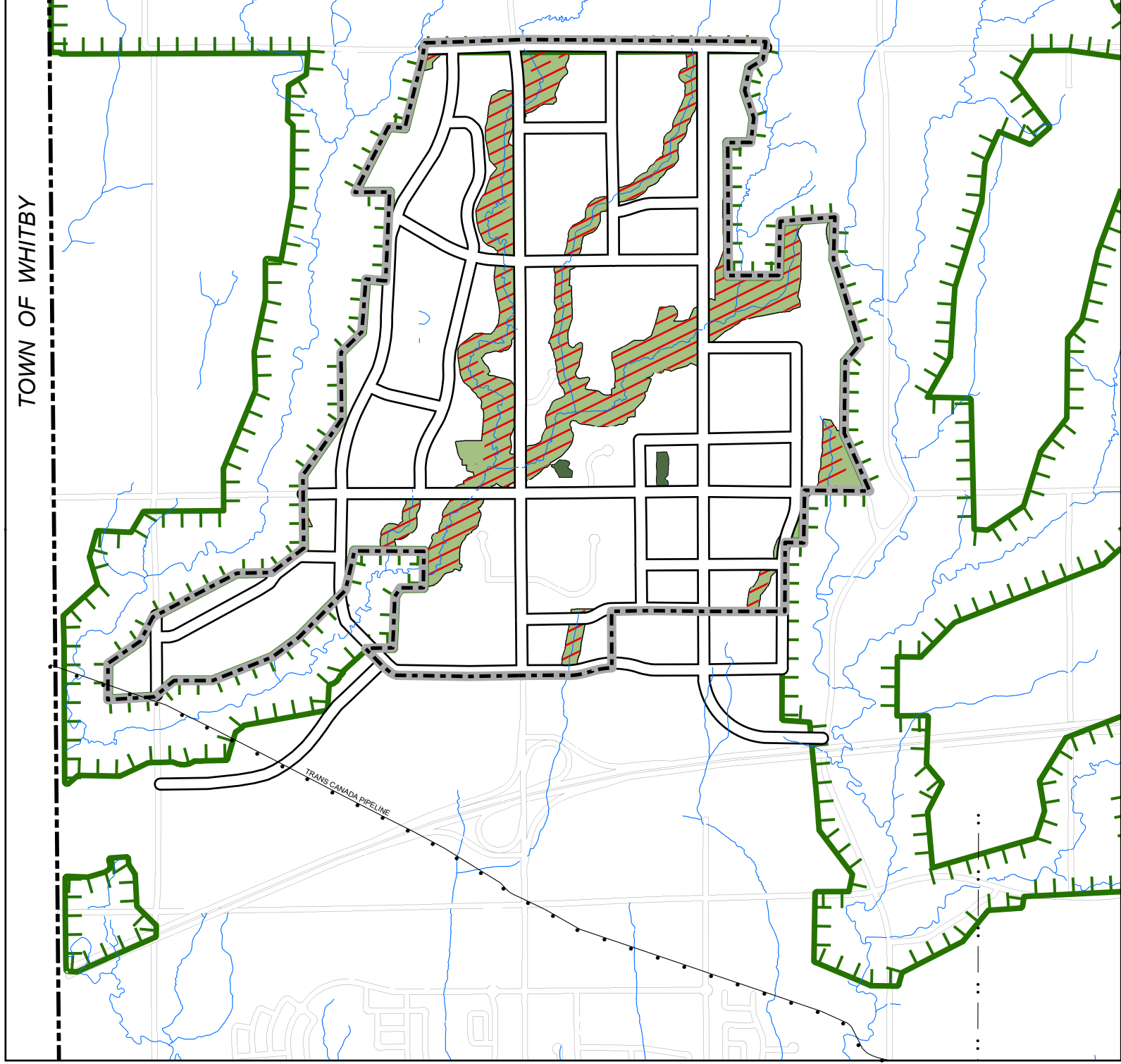
**Active Transportation Network**

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

**Other Features**

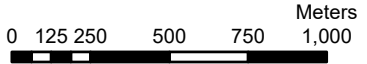
- Protect for Future Corridor
- Protect for Potential Overpass
- Columbus Part II Plan Area

**Note:**  
 Highest Order Cycling Facility is shown in instances of multiple active transportation facilities on a road segment



**Schedule 'C'**  
**Columbus**  
**Enviromental**  
**Management Plan**

Part II Plan for the  
 Columbus Planning Area



May 2023

Economic and  
 Development Services  
 Department

- Legend**
- Natural Heritage System
  - Greenbelt Protected Countryside Area Boundary\*
  - Natural Heritage System
  - Natural Heritage Features Outside of the Natural Heritage System
  - Hazard Lands
  - Columbus Part II Plan Area



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

**Summary of Requested/Proposed Changes to the Columbus Part II Plan as presented at the March 6, 2023 Planning Act Public Meeting and Recommended Staff Response**

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

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

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

Policy/Map	Agency/Land Owner Comment	Staff Response
Policy 8.8.1.3	A request was made by the Columbus Developers' Group (C.D.G.) that text be added to Policy 8.8.1.3 to note that the Columbus Part II Plan is also in conformity with the Durham Regional Official Plan.	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.1.3:</b></p> <p>“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 <b>and the Durham Regional Official Plan</b>, and advances the goals of the Oshawa Strategic Plan.”</p>
Policy 8.8.1.5	A request was made by Setcon Investments Inc. (Setcon) that Policy 8.8.1.5 be updated to read “50 residents and jobs combined per hectare” rather than “50 units and jobs combined per hectare” to align with the existing wording in the Provincial Growth Plan.	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.1.5:</b></p> <p>“Based on the Provincial requirement to achieve a minimum <i>gross density</i> of 50 <del>units</del> <b>residents</b> and jobs combined per hectare in <i>Greenfield</i> areas, a minimum population of approximately 48,959 <b>19,028</b> 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 <del>23,400</del> <b>24,000</b> people.”</p>



Policy/Map	Agency/Land Owner Comment	Staff Response
Policy 8.8.1.13	A request was made by the C.D.G. that Policy 8.8.1.13 also reference housing types and densities in addition to the list of permitted uses.	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.1.13:</b></p> <p>“The Columbus Part II Plan refines and complements the policies of the Part I Plan. In instances where a detailed policy in the Columbus Part II Plan provides direction, it shall supersede the policies in the Part I Plan. Where the Columbus Part II Plan is silent on a policy direction contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Columbus Part II Plan Area. Where a list of permitted uses, housing types, and densities within a land use designation provided in the Columbus Part II Plan expands, contracts or further details permitted uses, housing types, and densities listed in the Part I Plan, the permitted uses, housing types, and densities shall be those contained in the Columbus Part II Plan.”</p>
Policy 8.8.2.2 (c)	A request was made by the C.D.G. that the reference to “significant” tree canopy in subsection (c) of Policy 8.8.2.2 be removed, such that the policy only states “tree canopy.”	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.2.2 (c):</b></p> <p>“Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-oriented streetscapes, and with a significant tree canopy, while incorporating elements of safety for all road users;”</p> <p>Staff note that text has been added to Policy 8.8.12.1.2 (c) as a result of the removal of the word “significant” related to tree canopy.</p> <p><b>Recommended revised Policy 8.8.12.1.2 (c):</b></p> <p>“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-</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		<p>grade uses. Ensure safe, convenient ease of travel within the community through enhanced, well connected active transportation connections. <b>Street trees and boulevard landscaping will be located to maximize the urban tree canopy, provide shade, contribute to neighbourhood character and help control water runoff.</b></p>
Policy 8.8.2.2 (h)	<p>A request was made by the C.D.G. for changes to subsection (h) of Policy 8.8.2.2 to adjust the order of certain words. The C.D.G. also requested to remove the reference to restoring the Natural Heritage System.</p>	<p><b>Disagree.</b></p> <p>The existing wording (i.e. “Protect, maintain, restore and where possible, improve the Natural Heritage System...”) accommodates situations where an element of the Natural Heritage System may potentially be removed and replaced in a manner or context that is superior to the initial arrangement.</p> <p>The existing text of Policy 8.8.2.2(h) as presented at the March 6, 2023 Planning Act Public Meeting has been maintained.</p>
Policy 8.8.2.11	<p>A request was made by Setcon that the City revise Policy 8.8.2.11 to expedite the inclusion of the Proposed Settlement Area Expansion lands, subject to the approval of an Official Plan Amendment, but without the need for a comprehensive review. This will eliminate the need for a lengthy Official Plan review process and will support the Province’s goal of constructing 1.5 million new homes by 2031.</p>	<p><b>Disagree.</b></p> <p>At this moment in time, a Municipal Comprehensive Review is still required by the Province. Currently, the draft Durham Regional Official Plan identifies these lands as “2051 Urban Expansion Areas.” As well, the new draft proposed Provincial Planning Statement will, if approved, permit municipalities to undertake settlement area boundary expansions without requiring a Municipal Comprehensive Review.</p> <p>In the event that the new Provincial Planning Statement is adopted, staff would undertake appropriate action to address this policy through City-initiated amendments as a housekeeping exercise. No changes to the existing text of Policy 8.8.2.11 are required at this time.</p>
Policy 8.8.4.1.6	<p>A recommendation was made by the C.D.G. to delete the following sentence from Policy 8.8.4.1.6:</p>	<p><b>Partially agree.</b></p> <p>Rather than delete this sentence, additional information has been added for clarity, to further articulate the intent of Policy 8.8.4.1.6.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>“Further, generally no more than 50% of the developable area of a site subject to a <i>development</i> application shall be comprised of street, block and/or back-to-back townhouse <i>development</i>, including roads, laneways, parking, amenity space and landscaping associated with said <i>development</i>.”</p>	<p><b>Recommended revised Policy 8.8.4.1.6:</b></p> <p>“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 <i>development</i> application <b>areas designated as Mixed Use Node I or Mixed Use Node II</b> shall be comprised of street, block and/or back-to-back townhouse <i>development</i>, including roads, laneways, parking, amenity space and landscaping associated with said <i>development</i>.</p> <p><b>For clarity, the application of the 50% criterion applies to the entirety of the Mixed Use Node I cluster located on Columbus Road East, east of Simcoe Street North, as opposed to each of the three individual pockets collectively comprising the Node.”</b></p>
Policy 8.8.4.2.5	<p>A request was made by the C.D.G. that the maximum height of any building in an area designated as Mixed Use Node I be 4 storeys.</p>	<p><b>Disagree.</b></p> <p>Limiting the maximum height of any building in an area designated as Mixed Use Node I to 3 storeys north of Columbus Road East helps to protect the existing cultural heritage resources and preserve the existing character of the immediate area. Policy 8.8.4.2.5 maintains that the maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East, 4 storeys south of Columbus Road East, and 6 storeys directly east of Simcoe Street North, south of Howden.</p> <p>The existing text of Policy 8.8.4.2.5 as presented at the March 6, 2023 Planning Act Public Meeting has been maintained.</p>
Section 8.8.5	<p>Concerns were expressed by Menkes Columbus Road Inc. (Menkes) with respect to various policies in this section, including the residential density and population projections.</p>	<p><b>Partially agree.</b></p> <p>The density ranges for the various categories of residential development addressed in Section 8.8.5 (i.e. Low Density Residential, Medium Density I Residential, Medium Density II Residential and High Density I Residential) have been modified</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		and the overall planned population of Columbus has been revised based on adjustments to the various land use designations on Schedule “A” – Columbus Land Use and Road Plan (e.g. more Low Density Residential and Medium Density I Residential lands have been added).
Policy 8.8.5.3	Requests were made by the C.D.G., Powell 89 Acres Developments Inc. (Powell) and 3950 Simcoe Street North Inc. (3950 Simcoe) to reduce the minimum density for Low Density Residential development from 26 to 24 units per hectare, as 26 units per hectare is restrictive.	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.5.3:</b></p> <p>“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 <del>26</del> <b>24</b> units per hectare (<del>40.5</del> <b>10</b> u/ac.) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).”</p>
Policy 8.8.5.6	Requests were made by the C.D.G., Setcon, Powell and 3950 Simcoe to increase the maximum density for Medium Density II Residential from 90 units per hectare to 100 units per hectare, as 90 units per hectare is restrictive and 100 units per hectare will allow for more variety in residential unit type and tenure.	<p><b>Partially agree.</b></p> <p><b>Recommended revised Policy 8.8.5.6:</b></p> <p>“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 <del>90</del> <b>95</b> units per hectare (<del>36</del> <b>38</b> u/ac).”</p>
Policy 8.8.5.8	The C.D.G. are of the opinion that averaging within areas designated as Low Density Residential, Medium Density I Residential and Medium Density Residential II (within the same plan of subdivision) may result in the distribution of townhouses throughout the Low Density Residential designation.	<p><b>Disagree.</b></p> <p>Townhouses are not permitted in Low Density Residential designations. Staff seek to ensure that Low Density Residential designations generally consist of single detached dwellings, semi-detached dwellings and duplexes. This aligns with what is outlined in Table 2, “Residential”, of the Part I Plan, and will help to maintain an appropriate mix of housing types. Additional wording has been added for clarity.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		<p><b>Recommended revised Policy 8.8.5.8:</b></p> <p>“Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the calculation of net residential density may be averaged within areas designated as Low Density Residential, Medium Density I Residential or Medium Density II Residential on Schedule “A” – Columbus Land Use and Road Plan, within the same plan of subdivision. For clarity, the calculation of net residential density cannot be averaged between different density categories (e.g. areas designated as Medium Density I Residential cannot be averaged with areas designated as Medium Density II Residential).”</p>
Policy 8.8.5.9	A request was made by the C.D.G. to increase the maximum building height in the Medium Density I Residential designation from 3 storeys to 3 ½ storeys.	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.5.9:</b></p> <p>“Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the maximum building height in the Low Density Residential and Medium Density I Residential designations shall be 3 storeys and 3½ storeys, respectively.”</p>
Policy 8.8.5.13	The C.D.G. noted that Policy 8.8.5.13 will need to be reviewed against the latest policies and regulations prescribed by the Province, as a result of Bill 23, More Homes Built Faster Act (Bill 23).	<p><b>Noted.</b></p> <p>Staff are of the opinion that Bill 23 does not impact Policy 8.8.5.13, in which case, no changes to the existing text of the policy are required.</p>
Policy 8.8.5.16	A request was made by the C.D.G. that nursing homes, homes for the aged, retirement homes, day care centres and libraries be permitted in areas designated as Medium Density I Residential, in addition to areas designated as Medium Density II Residential and High Density I Residential.	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.5.16:</b></p> <p>“Nursing homes, homes for the aged, retirement homes, day care centres and libraries may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.”
Policy 8.8.6.4	<p>G8 Oshawa Investments Limited (G8) noted that the size of school sites will be determined at the subdivision stage and that school site sizes should be minimized to promote compact development. In recognition of the direction of the Province to optimize the use of land and build more homes, school boards in southern Ontario are considering building multi-storey facilities thus enabling schools to reduce their site size requirements. G8 recommended that this approach be included in the Part II Plan.</p> <p>As well, G8 suggested that the approach to optimize the use of land and build more homes by building multi-storey facilities and thereby enabling schools to reduce their site size requirements be included in the Part II Plan.</p> <p>The C.D.G. supports minimizing the land area required for school sizes to promote compact development and suggested enhancing this policy by adding wording that is specific to school sites abutting neighbourhood parks.</p>	<p><b>Partially agree.</b></p> <p>Staff agree with the intent but disagree with highlighting schools being located next to parks. The intent of this policy should apply to all school sites, regardless of whether or not they are located next to a park. However, this policy has been revised to encourage the development of multi-storey school facilities.</p> <p><b>Recommended revised Policy 8.8.6.4:</b></p> <p>“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 <i>development</i> and conserve land. School Boards are encouraged to build more compact, multi-storey facilities.”</p>
Policy 8.8.6.5 Policy 8.8.6.7	The Durham District School Board (D.D.S.B.) noted that they require five elementary school sites and one secondary school site instead of six	<p><b>Agree (regarding the number of school sites).</b></p> <p>Schedule “A” – Columbus Land Use and Road Plan has been revised accordingly.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
<p>Schedule "A" – Columbus Land Use and Road Plan</p>	<p>elementary school sites and two secondary school sites. In this regard, the D.D.S.B. indicated that the secondary school site located south of Howden Road West, west of Simcoe Street North and the elementary school site located south of Howden Road East, east of Simcoe Street North, were no longer necessary.</p> <p>The D.D.S.B. also noted that the remaining secondary school site needs to be 17 acres instead of 15 acres, given that the school would have to be larger in size to accommodate the estimated student population for the entire area under consideration.</p> <p>The Durham Catholic District School Board has indicated that the two designated separate elementary school sites are to be no smaller than 2.625 hectares each.</p> <p>The C.D.G. are opposed the addition of a sixth elementary school site and a second secondary school site.</p> <p>The C.D.G. are of the opinion that the size of the elementary school sites should be reduced and range in size from 2.4 hectares to 3.0 hectares, rather than 3.2 hectares, in order to promote more compact school sites.</p>	<p><b>Recommended revised Policy 8.8.6.5:</b></p> <p>"The Columbus Part II Plan includes six <b>five</b> public elementary schools based on a student allocation of approximately 600 students per school."</p> <p><b>Agree (regarding the Durham Catholic District School Board's comment).</b></p> <p>The two separate elementary schools each have a gross area of 2.625 hectares (resulting in a net area of 2.4 hectares). Policy 8.8.6.7 has been revised for clarity.</p> <p><b>Disagree (regarding the C.D.G.'s request to decrease the size of elementary school sites).</b></p> <p>The minimum elementary school size specified by the D.D.S.B. is 3.2 hectares. However, Policy 8.8.6.4 encourages more compact multi-storey schools, which can help to promote smaller school sites.</p> <p><b>Recommended revised Policy 8.8.6.7:</b></p> <p>"The size and configuration of school sites will be determined through the <i>development</i> 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 <del>eight</del> <b>seven</b> elementary school sites (ranging in size from 2.4 <b>net</b> hectares (5.9 ac.) to 3.2 <b>net</b> hectares/7.9 acres), <del>two</del> <b>one</b> 6.0 <b>6.9 net</b> hectare (15 <b>17.0</b> ac.) public secondary school sites and one 4.0 <b>net</b> hectare (9.9 ac.) French public secondary school site."</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	Concerns were raised by both Powell and 3950 Simcoe regarding the proposed number of school sites.	
Policy 8.8.7.1.1	A request was made by the C.D.G. that references to parks and parkland in Policy 8.8.7.1.1 also include references to parkettes.	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.7.1.1:</b></p> <p>“Areas designated as Open Space and Recreation consist of sites designated for a Community Park, Neighbourhood Parks, and lands for Open Space and Recreation purposes. For the purposes of this Part II Plan, references to parks and parkland shall include Community Park and Neighbourhood Parks, as well as Parkettes. Lands designated as Open Space and Recreation include lands within the <i>Natural Heritage System</i> and lands subject to environmental or other constraints to <i>development</i>.”</p>
Policy 8.8.7.1.4 Policy 8.8.7.2.4 Policy 8.8.7.3.2 Policy 8.8.7.4.1 Schedule “A” – Columbus Land Use and Road Plan	<p>The C.D.G. are of the opinion that as a result of Bill 23, an assumed overall parkland area dedication of approximately 22 hectares is more appropriate. The C.D.G. recommended:</p> <ul style="list-style-type: none"> <li>- Reducing the size of all Neighbourhood Parks to 2.0 hectares;</li> <li>- Adding two parkettes totaling 1.5 hectares; and,</li> <li>- Reducing the size of the Community Park to 8.5 hectares.</li> </ul> <p>A recommendation was made by the C.D.G. to revise Policy 8.8.7.1.4 to note that Parkettes are included on Schedule “A” – Columbus Land Use and</p>	<p><b>Partially agree.</b></p> <p>As a result of Bill 23, the City is no longer entitled to collect as much parkland as was previously possible. Staff have completed an updated parkland analysis, factoring in the updated parkland dedication requirements prescribed under Bill 23. Based on the updated parkland analysis, the new park sizes as shown on Schedule “A” Land Use and Road Plan are as follows:</p> <ul style="list-style-type: none"> <li>- The Community Park has been reduced from 12 hectares to 8.5 hectares; and,</li> <li>- All Neighbourhood Parks have been reduced to 2.0 hectares in size. There is also no longer a Neighbourhood Park I and Neighbourhood Park II designation. There is only one Neighbourhood Park designation.</li> </ul> <p>There will be a total of approximately 20.5 hectares of new parks in Columbus.</p> <p>Parkettes are not shown on Schedule “A” – Columbus Land Use and Road Plan, but there are policies in the Part II Plan that</p>



Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>Road Plan, in addition to Neighbourhood Parks and the Community Park.</p> <p>The C.D.G. also recommended that updates be made to Policy 8.8.7.4.1 to note that Parkettes are included on Schedule “A” – Columbus Land Use and Road Plan.</p> <p>Powell and 3950 Simcoe also expressed concerns with respect to the location, size and amount of parks.</p>	<p>describe the purpose of parkettes and note that the locations of any parkettes shall be determined through the development approval process without requiring an amendment to the Part II Plan. Recommended policy text proposed by the C.D.G. to note that parkettes are shown on Schedule “A” – Columbus Land Use and Road Plan, has not been implemented, as they are not shown on Schedule “A”.</p> <p>No changes to the existing text of Policies 8.8.7.1.4 and 8.8.7.4.1 are required.</p> <p><b>Recommended revised Policy 8.8.7.2.4:</b></p> <p>“The Community Park shall have a minimum site area of approximately 12 <b>8.5</b> hectares (29.6 <b>21.0</b> ac.)”</p> <p><b>Recommended revised Policy 8.8.7.3.2:</b></p> <p>“Neighbourhood Parks <del>designated as NP I</del> shall have a minimum site area of approximately <b>2.0</b> <del>2.4</del> hectares (5.2- 4.9 ac.). Neighbourhood Parks <del>designated as NP II</del> shall have a minimum site area of approximately 4.1 hectares (10.1 ac.)”</p>
Policy 8.8.7.1.7	A recommendation was made by the C.D.G. to delete this policy in its entirety and replace it with updated policy text in a new policy.	<p><b>Partially agree.</b></p> <p>Staff disagree with deleting this policy in its entirety. However, staff have reviewed Schedule “A” – Columbus Land Use and Road Plan, and have made modifications to Policy 8.8.7.1.7 which reflect various park contexts as already shown on the mapping. In addition, Policy 8.8.7.1.7 has been revised to include proposed wording from the C.D.G.</p> <p><b>Recommended revised Policy 8.8.7.1.7:</b></p> <p><b>“Neighbourhood Parks shall be co-located with elementary schools wherever feasible. Parks shall also be located and designed to maximize visibility to and safety within the park. In this regard, parks shall generally be fronted as follows: by a public street on at least two complete sides, and abut residential</b></p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		<p><del>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.</del></p> <p>(a) by a public street on at least two complete sides; or,</p> <p>(b) by a public street on at least one complete side and by an elementary school block on at least one other complete side; or,</p> <p>(c) by a public street on at least one complete side and, where the remaining sides abut residential development, at least one other complete side shall consist of dwelling units featuring frontal quality facades, including a yard presenting as a front yard, directly facing onto the park.</p> <p>Parks may incorporate active transportation linkages that connect to active transportation facilities shown on Schedule “B” – Columbus Transportation Plan.”</p>
Policy 8.8.7.1.8	<p>Recommendations were made by the C.L.O.G., Powell and 3950 Simcoe to modify Policy 8.8.7.1.8 by deleting references related to what is not considered acceptable as parkland. They also recommended the addition of text which would allow parkland with underground infrastructure and associated easements to be accepted as parkland dedication, to align with the recent changes to the Planning Act as a result of Bill 23.</p>	<p><b>Partially agree.</b></p> <p><b>Recommended revised Policy 8.8.7.1.8:</b></p> <p>“Where aboveground services and/or stormwater management facilities and associated infrastructure are proposed to be located in whole or in part within or adjacent to an area intended to function as a park, such services and infrastructure shall be designed and located in a manner to the satisfaction of the City so as not to impact the functionality and optimal programming of the park. In the event that the City deems at its sole discretion that the functionality and programming of the park is adversely affected, the affected area will generally not be considered acceptable as lands for park purposes and not be accepted for parkland dedication in accordance with the Planning Act.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		<p>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 <b>aboveground</b> 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.</p> <p><b>However, lands that are encumbered by below grade infrastructure, including easements for the same, will be acceptable for parkland dedication in accordance with the Planning Act."</b></p>
Policy 8.8.7.1.9	A recommendation was made by the C.D.G. to include additional text to note that linear park connections will be acquired in accordance with other policies of the Part II Plan related to parkland dedication.	<p><b>Disagree.</b></p> <p>Policy 8.8.7.1.9 is being deleted in its entirety. It is not relevant to Columbus, owing to the fact that there are no linear park connections as shown on Schedule "A" – Columbus Land Use and Road Plan.</p> <p><b>Policy 8.8.7.1.9 (to be deleted):</b></p> <p><del>"The Open Space and Recreation system is intended to achieve a linked open space and <i>Natural Heritage System</i>. 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."</del></p>
New policy following Policy 8.8.7.1.11 (now Policy 8.8.7.1.10)	A recommendation was made by the C.D.G. to add a new policy to clarify that parks may be located in the Protected Countryside of the Greenbelt provided that such parks (or portions thereof) are	<p><b>Partially agree.</b></p> <p>A new policy is not required, as the intent of the C.D.G.'s proposed new policy is already captured in Policy 8.8.7.1.11 (now</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>situated outside of key natural heritage features or key hydrologic features or their associated vegetation protection zones. This is in conformity with the Greenbelt Plan and will promote efficient use of land on the edge of the urban area and free up adjacent urban land for development purposes.</p> <p>Powell and 3950 Simcoe also had comments related to permitting park space in the Greenbelt.</p>	<p>Policy 8.8.7.1.10). Policy 8.8.7.1.11 (now Policy 8.8.7.1.10) has been revised for additional clarity.</p> <p><b>Recommended revised Policy 8.8.7.1.11 (now Policy 8.8.7.1.10):</b></p> <p>“Naturalized parkland that is also appropriate for passive recreation may be <b>accepted as parkland dedication and may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority where jurisdictionally appropriate,</b> in the Greenbelt Natural Heritage System, provided that:</p> <p>(aa1) The lands are not within areas identified as <i>Hazard Lands</i> or <i>Natural Heritage System</i> on Schedule “C” – Columbus Environmental Management Plan <b>and/or Schedule ‘D-1’, Environmental Management of the Part I Plan,</b> or the <i>Vegetation Protection Zones</i> or buffers associated with <i>Hazard Lands</i> or the <i>Natural Heritage System</i>; <del>and,</del></p> <p>(bb1) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions; <b>and,</b></p> <p><b>(c1) The quantity of naturalized parkland being acquired does not impede the City’s ability to meet the planned function of any City-owned park in terms of providing an appropriate level of active recreational opportunities.</b></p> <p>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, <b>where jurisdictionally appropriate. For clarity, passive recreation refers to recreational activity that has minimal impact on the natural environment and requires very</b></p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		<p>little terrain or vegetation modification and few, if any, structures, including but not limited to the following:</p> <p>(a2) Non-motorized trail uses; and</p> <p>(b2) Natural heritage appreciation (e.g. bird watching).”</p>
<p>New policy following Policy 8.8.7.1.10 (now Policy 8.8.7.1.9) General: Proposed Master Parkland Agreement</p>	<p>A recommendation was made by the C.D.G. to add a new policy requiring the City to enter into a Master Parkland Agreement with landowners who propose to develop their lands within the Part II Plan Area.</p> <p>The C.D.G. also requested that Policy 8.8.7.1.10 (now Policy 8.8.7.1.9) be updated to reference the new recommended Master Parkland Agreement policy.</p>	<p><b>Disagree.</b></p> <p>A Master Parkland Agreement specifies a set amount of parkland required to be provided to the City within the Part II Plan Area. However, staff note that this amount of parkland could be subject to change at a later date, in the event that the Province again updates legislation related to parkland dedication requirements. In the event this were to occur, the City runs the potential risk of not obtaining the parkland that it would otherwise be entitled to and/or would have less flexibility to redistribute the arrangement of parkland in the community based on the City’s needs.</p>
<p>Policy 8.8.7.2.1</p>	<p>A request was made by Setcon to modify Policy 8.8.7.2.1 to ensure some flexibility in the location of the Community Park, similar to that of the Neighbourhood Parks.</p>	<p><b>Disagree.</b></p> <p>The Community Park is a significantly larger site (when compared to the Neighbourhood Parks) that operationally requires certain contextual conditions in order for its use to be optimized from a programming perspective. In addition, shifting the location of the Community Park could significantly impact abutting land uses. The Community Park location and general configuration as shown on Schedule “A” – Columbus Land Use and Road Plan is the intended location/configuration of this park and will be advanced through the review of plans of subdivision.</p>
<p>Policy 8.8.7.4.1</p>	<p>A recommendation was made by the C.D.G. to delete the references to parkettes being conveyed to the City as a donation and parkettes having to be within the same ownership if conveyed to the City.</p>	<p><b>Disagree.</b></p> <p>There have been past instances where a parkette has been donated to the City. In addition, the City seeks to ensure that any parkette is within the same ownership, owing to the fact that parkettes are smaller in nature and their delivery to the City as</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		parkland is expedited if the area of the parkette is within the same ownership.
Policy 8.8.8.1.3	The Oshawa Active Transportation Advisory Committee (O.A.T.A.C.) questioned if Policy 8.8.8.1.3 can be worded to consider the requirements of other active transportation needs on multi-use paths in boulevards as well as the needs of pedestrians. The O.A.T.A.C. noted that it is likely that a sidewalk and multi-use path are going to be required on each side of Type “A” and “B” arterial roads in the long term.	<b>Disagree.</b> The reference to Policy 8.8.8.1.3 appears to be incorrect. In any event, this comment is already addressed in Section 3.4, “Walking and Cycling System”, of Part I of the Oshawa Official Plan.
Policy 8.8.8.2.3	A recommendation was made by the C.D.G. that Policy 8.8.8.2.3 be updated to note that the Master Environmental Servicing Plan (M.E.S.P.) should provide information that is not already captured within the Columbus Subwatershed Study (C.S.W.S.), the Columbus Servicing Study and the Master Storm Servicing Plan.	<b>Noted.</b> Policy 8.8.8.2.3 is already worded such that the M.E.S.P. builds upon the information contained in the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan. Policy 8.8.8.2.3 specifically states that “The M.E.S.P. shall address, but not necessarily be limited to, the following issues, to provide greater precision and direction to the analysis contained in the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan.”  No change to the existing text of Policy 8.8.8.2.3 is required.
Policy 8.8.8.2.3 (f)	The O.A.T.A.C. questioned if subsection (f) of Policy 8.8.8.2.3 can also consider appropriate locations for pedestrian and other active transportation crossings of arterial and collector roads.	<b>Disagree.</b> This level of detail will be captured in future phases of the Environmental Assessment process. It is not intended to be addressed through the Master Environmental Servicing Plan document, which is a high-level plan.
Policy 8.8.8.3.1	A request was made by G8 to permit stormwater management facilities to be	<b>Disagree.</b>

Policy/Map	Agency/Land Owner Comment	Staff Response
	located in Hazard Land buffer areas, as identified on Schedule “C” – Columbus Environmental Management Plan, where there is adequate space adjacent to developable lands.	<p>The purpose of the buffers is to protect and mitigate the potential impact of development on Hazard Lands. Permitting stormwater management facilities within the Hazard Land buffer areas may have negative impacts to the Hazard Lands, and should be avoided.</p> <p>It should also be noted that the location of the stormwater management facilities as shown on Schedule “A” – Columbus Land Use and Road Plan align with the location of stormwater management facilities as shown in the Columbus Subwatershed Study.</p>
Policy 8.8.8.3.1	Oshawa Columbus Holdings Inc. (O.C.H.I.) supports Policy 8.8.8.3.1, which now permits naturalized stormwater management facilities in the Greenbelt Natural Heritage System, provided they are not within areas identified as Hazard Lands or the Natural Heritage System and their associated buffer or vegetation protection zones, and that there shall be no adverse impacts on surrounding natural heritage features, and associated buffers and functions.	<b>Noted.</b>
Policy 8.8.8.3.1	A recommendation was made by the C.D.G. to modify Policy 8.8.8.3.1 to add a provision that explicitly permits stormwater management facilities in the Protected Countryside Area of the Greenbelt provided that they are located outside of hazard lands, key natural heritage features, key hydrologic	<p><b>Noted.</b></p> <p>This is already addressed in the existing policy language. The Greenbelt Protected Countryside Area adjacent to the Columbus Part II Plan consists of various components including the Greenbelt Natural Heritage System. The wording in Policy 8.8.8.3.1 explicitly references the Greenbelt Natural Heritage System.</p> <p>No change to the existing text of Policy 8.8.8.3.1 is required.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>features and their associated vegetation protection zones.</p> <p>Powell and 3950 Simcoe also had comments related to permitting stormwater management facilities in the Greenbelt.</p>	
Policy 8.8.8.3.10	<p>A recommendation was made by the C.D.G. that the wording “with respect to the issue of location, stormwater management facilities shall generally be sited to avoid being adjacent to Type ‘B’ arterial roads” be deleted in Policy 8.8.8.3.10, as the C.S.W.S. has identified the ideal location for at least 3 stormwater management facilities to be adjacent to arterial roads.</p> <p>Powell and 3950 Simcoe also had comments related to this wording.</p>	<p><b>Partially agree.</b></p> <p>The locations of the stormwater management facilities may be subject to change, in which case it is necessary to keep this text in. However, staff have made a modification to Policy 8.8.8.3.10 for greater clarity.</p> <p><b>Recommended revised Policy 8.8.8.3.10:</b></p> <p>“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 <i>development</i> approval process to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority, <b>where jurisdictionally appropriate</b>, 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, <b>unless not otherwise feasible.</b>”</p>
Policy 8.8.8.3.13	<p>A recommendation was made by the C.D.G. to undertake minor edits to Policy 8.8.8.3.13, including adding a reference to Policy 8.8.7.1.9 (now Policy 8.8.7.1.8).</p>	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.8.3.13:</b></p> <p>“<b>Subject to Policy 8.8.7.1.8</b>, stormwater management facilities conveyed to the City shall not <b>otherwise</b> be accepted as parkland dedication in accordance with the Planning Act.”</p>



Policy/Map	Agency/Land Owner Comment	Staff Response
Policy 8.8.9.2.2 (c) [now Policy 8.8.9.2.3 (c)]	The Town Of Whitby noted that they continue to support identifying and protecting for the future corridor of the planned east-west Type “C” arterial road located midway between Columbus Road West and Highway 407 East, as identified in Policy 8.8.9.2.2 (c) [now Policy 8.8.9.2.3(c)].	<b>Agree.</b>  Policy 8.8.9.2.2 (c) [now Policy 8.8.9.2.3(c)] and Policy 8.8.9.2.4 continue to identify and protect for the future corridor of the planned east-west Type “C” arterial road that will extend to the Oshawa-Whitby boundary.
Policy 8.8.9.2.2 (now Policy 8.8.9.2.3) Policy 8.8.9.2.3 (now deleted) Policy 8.8.9.2.4	The O.A.T.A.C. noted that care should be taken to maintain the function of Type “C” arterial roads.	<b>Partially agree.</b>  Policy 8.8.9.2.2 (now Policy 8.8.9.2.3) and Policy 8.8.9.2.4 identify and protect for certain corridors and roads.  However, these policies have been modified to ensure that the additional studies to determine the final road classification and route for a “Protect for Future Corridor” area are conducted before any development occurs. This will provide clarity regarding road classification and subsequent design requirements. Based on further study, this road may potentially remain as a collector road (with specific right-of-way requirements).
Policy 8.8.9.2.3 (now deleted) Policy 8.8.9.2.4 Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan	The C.D.G., G8, O.C.H.I., Powell, and 3950 Simcoe do not support Policy 8.8.9.2.3 (now deleted) and Policy 8.8.9.2.4. They are of the opinion that these roads are not expected to carry significant amounts of traffic and that forcing the design requirements of a Type ‘C’ arterial road will have significant impacts on driveway access, intersection spacing and general liveability.  Recommendations were made by the C.D.G., G8, O.C.H.I., Powell, and 3950 Simcoe to delete Policies 8.8.9.2.3	<b>Partially agree.</b>  Both City staff and the Region of Durham strongly support protecting for these corridors. Once completed, the Carnwith Avenue road extension will connect multiple neighbourhoods across two municipalities and is therefore likely to attract higher traffic volumes. It will clearly function as an arterial road within the planned transportation networks of Columbus and Brooklin. Both potential routes for the connection to Carnwith Avenue need to be kept viable until further study including, where necessary, the completion of the Municipal Class Environmental Assessment, identifies the preferred route.  Staff agree that Policy 8.8.9.2.3 can be deleted. The collector road identified in Policy 8.8.9.2.3 can remain designated as a

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>(now deleted) and 8.8.9.2.4 in their entirety. They also recommended that these roads be designated and built to a collector road status, including intersection spacing, traffic volumes, posted speeds and allowing direct access, etc. They recommended that the collector road right-of-way be 26 metres (85 ft.).</p> <p>The C.D.G. proposed new policy text to replace Policy 8.8.9.2.4 to include their proposed requirements noted above.</p> <p>O.C.H.I. noted that in the event there are concerns that traffic volumes will be greater than anticipated, the projected volumes need to be determined and the appropriate road classification be applied now.</p> <p>The Region of Durham noted that the east-west collector road located adjacent to the north limit of the planned Community Park can remain as a collector road, as long as a 26 metre (85 ft.) right-of-way is proposed for the road.</p>	<p>collector road as long as it has a 26 metre (85 ft.) right-of-way and continues to include a “Protect for Future Corridor” bubble shown on Schedule “B” – Columbus Transportation Plan.</p> <p><b>Policy 8.8.9.2.3 (to be deleted):</b></p> <p><del>“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.”</del></p> <p>However, Policy 8.8.9.2.2 (now Policy 8.8.9.2.3), and Policy 8.8.9.2.4 have been modified to clarify that the additional studies to determine the final appropriate route and road classification for the “Protect for Future Corridor” area in question, are to be conducted before any development occurs. This will provide clarity regarding road classification and subsequent design requirements, and will avoid a situation where the road is designed and built to an inappropriate standard.</p>

		<p><b>Recommended revised Policy 8.8.9.2.2 (now Policy 8.8.9.2.3):</b></p> <p>“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. <del>and functional alignment studies</del> and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the <i>development</i> 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 <i>watercourse</i> 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:</p> <ul style="list-style-type: none"> <li>(a) The westerly extension to Thornton Road North of the planned east-west Type ‘C’ arterial <b>collector</b> road located approximately midway between Columbus Road West and Howden Road West;</li> <li>(b) The easterly extension to Ritson Road North of the planned east-west collector road <del>or, if required pursuant to Policy 8.8.9.2.34, a Type ‘C’ arterial road</del> located adjacent to the north limit of the planned Community Park; and,</li> <li>(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</li> </ul>
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Policy/Map	Agency/Land Owner Comment	Staff Response
		<p>the Oshawa-Whitby boundary of the planned extension, in the form of an east-west Type “C” arterial road, of the collector road located approximately midway between Columbus Road West and Highway 407 East. The selection of the final route for the alignment of the extension to the Oshawa-Whitby boundary shall be determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, prior to the construction of this road, and in advance of any <i>development</i> in this area, to the satisfaction of the City and the Region of Durham.”</p> <p><b>Recommended revised Policy 8.8.9.2.4:</b></p> <p>“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 8.8.9.2.23(c) be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the collector road located approximately midway between Columbus Road West and Highway 407 East shown east of and connecting to Thornton Road North may be required, at the City’s sole discretion in consultation with the Region of Durham, to be reclassified as a Type “C” arterial road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type “C” arterial road may occur without an amendment to this Plan.</p> <p>Further studies including, where necessary, the completion of the Municipal Class Environmental Assessment, shall be completed prior to the construction of this road, and in advance of any development in this area, in order to determine the final appropriate route and road classification (i.e. collector road or Type “C” arterial road) and subsequent design requirements,</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
		<p>including driveway restrictions, to the satisfaction of the City and the Region of Durham.</p> <p><del>To protect for the potential reclassification of the above noted collector road to a Type ‘C’ arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City’s design requirements for a Type ‘C’ arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.8 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.3 of this Part II Plan.”</del></p>
<p>New Policy 8.8.9.2.5 Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan and Schedule ‘B’, Road Network of the Part I Plan</p>	<p>The C.D.G., Powell and 3950 Simcoe is of the opinion that the east-west Type “C” arterial road located mid-block between Columbus Road and Howden Road should be designated as a collector road. Based on the advice of their transportation consultant, this road is not expected to carry significant amounts of traffic and is better suited as a collector road. The C.D.G. recommended that the right-of-way for the collector road should be 26 metres (85 ft.), which is the minimum requirement for the road allowance of a Type “C” arterial road.</p> <p>The Region of Durham noted that while the Region’s preference is to maintain this connection as a Type “C” arterial road, changing its function to a collector road is acceptable as long as a 26 metre (85 ft.) right-of-way is proposed for the road.</p>	<p><b>Agree.</b></p> <p>Schedule “A” – Columbus Land Use and Road Plan, Schedule “B” – Columbus Transportation Plan and Schedule ‘B’, Road Network of the Part I Plan have been revised accordingly.</p> <p><b>Recommended New Policy 8.8.9.2.5:</b></p> <p>“Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the right-of-way width of the east-west collector road located approximately midway between Columbus Road and Howden Road and the east-west collector road located adjacent to the north limit of the planned Community Park shall be 26 metres (85 ft.).”</p> <p><b>Recommended revised Policy 8.8.9.2.2 (now Policy 8.8.9.2.3):</b></p> <p>“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 <del>functional alignment studies</del> and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the <i>development</i> approval process, incorporating the requirements of the Greenbelt Plan. These</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>A request was made by the Region of Durham to extend this road from the Part II Planning Area boundary west to Thornton Road North on Schedule 'B', Road Network of the Part I Plan.</p> <p>The Region of Durham also noted that the east-west collector road located adjacent to the north limit of the planned Community Park can remain as a collector road, as long as a 26 metre (85 ft.) right-of-way is proposed for the road.</p>	<p>studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including <i>watercourse</i> 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:</p> <p>(a) The westerly extension to Thornton Road North of the planned east-west <del>Type 'C' arterial</del> collector road located approximately midway between Columbus Road West and Howden Road West;</p> <p>(b) The easterly extension to Ritson Road North of the planned east-west collector road or, if required pursuant to <del>Policy 8.8.9.2.34</del>, a Type 'C' arterial road located adjacent to the north limit of the planned Community Park; and,</p> <p>..."</p>
<p>Policy 8.8.9.2.11 (now Policy 8.8.9.2.12)</p>	<p>Recommendations were made by the C.D.G., Powell and 3950 Simcoe to modify Policy 8.8.9.2.11 (now Policy 8.8.9.2.12) to increase the maximum length of laneways from 150 metres (493 ft.) to 200 metres (656 ft.). This corresponds to the City's practice of requiring a minimum spacing of intersections of 200 metres (656 ft.) along arterial roads and the modification will allow a laneway that extends parallel to an arterial road fully from one intersection to the next.</p>	<p><b>Disagree.</b></p> <p>Arterial roads are significantly different in size and functionality when compared to laneways. The spacing requirements of intersections along arterial roads should not be the same for laneways. Further, in the absence of advance knowledge of every aspect of the design of the laneway including such matters as location of services outside of the laneways (e.g. spacing of fire hydrants, length of fire hoses, etc.), Engineering Services staff is of the opinion that the maximum length of laneways should remain as 150 metres (493 ft.).</p> <p>No change to the existing text of Policy 8.8.9.2.11 (now Policy 8.8.9.2.12) is required.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
Policy 8.8.9.3.1	The O.A.T.A.C supports Policy 8.8.9.3.1 as it recognizes the need for bicycle parking.	<b>Noted.</b>
Policy 8.8.9.4.1	The O.A.T.A.C supports Policy 8.8.9.4.1 as it recognizes that walkways need to be wide.	<b>Noted.</b>
Policy 8.8.9.4.2 and Schedule “B” – Columbus Transportation Plan	The O.A.T.A.C. noted that Policy 8.8.9.4.2 indicates that there is an extensive, integrated system of off-road active transportation facilities as shown on Schedule “B” – Columbus Transportation Plan. However, Schedule “B” – Columbus Transportation Plan appears to show only one off-road trail. As a result, the O.A.T.A.C. requested that Schedule “B” – Columbus Transportation Plan be updated to identify the extensive, integrated system of off-road active transportation facilities identified in Policy 8.8.9.4.2, and to comply with the road related active transportation facilities recommended by O.A.T.A.C.	<b>Disagree.</b> Policy 8.8.9.4.2 states that “off-road active transportation facilities along routes shown on Schedule “B” – Columbus Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule “B” – Columbus Transportation Plan on the basis of ultimate anticipated level of usage.” Both Class I and II trails are captured under the definition of “off-road active transportation facilities.” Owing to the fact there are a number of Class I trails identified on Schedule “B” – Columbus Transportation Plan, no changes are required.
Policy 8.8.9.4.3 Policy 8.8.9.4.4	The O.A.T.A.C. requested that the type of safe cycling facilities on each road be identified as part of the preparation of the Columbus Part II Plan.	<b>Disagree.</b> This level of detail is beyond the scope of the Part II Plan and will be considered during the future detailed design stage, such as during the additional Municipal Class Environmental Assessments and Plans of Subdivision.
Policy 8.8.10.3	Recommendations were made by the C.D.G., Powell and 3950 Simcoe to modify Policy 8.8.10.3 to make it clear that the C.D.G.’s preferred plan and land	<b>Disagree.</b> C.L.O.C.A.’s Policy and Procedural Document, dated February 27, 2014, is an obsolete document that contains

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>use budget are based on the assumption that there are no Provincially Significant Natural Heritage Features in Columbus, and that the buffers to apply in the Columbus Part II Plan Area are the same as those set out in the Central Lake Ontario Conservation Authority (C.L.O.C.A.) Policy and Procedural Document. The C.D.G. recommended that the following specific buffers for each type of Natural Heritage Feature be added to Policy 8.8.10.3 for clarity:</p> <p>Wetlands – 15 metres (49.2 ft.)  Woodlands – 10 metres (32.8 ft.) from dripline  Watercourse - 30 metres (98.4 ft.)  River and stream systems – the greater of either the defined Hazard Limit or 10 metres (32.8 ft.) from top of bank.</p>	<p>outdated policies with no current status. The Oshawa Official Plan is a more up-to-date document and should be the guiding policy document when determining appropriate buffers to the Natural Heritage System features. The existing policies in the Oshawa Official Plan exceed the buffer requirements contained in C.L.O.C.A.'s Policy and Procedural document, and instead reflect the recommendations contained in C.L.O.C.A.'s more recent watershed plans.</p> <p>The Oshawa Official Plan environmental policy framework has been established with the primary objectives of promoting an ecosystem-based watershed approach that minimizes and mitigates the impact of development on the Natural Heritage System to the greatest extent possible.</p> <p>Staff continue to be of the opinion that the exact location and extent of the Natural Heritage System including a determination of the appropriate required minimum width and extent of buffers will be determined by applying the requirements of Section 5.0 of the Part I Plan at a precise and site-specific level through detailed Environmental Impact Studies (E.I.S.), in accordance with the supporting analysis contained within the C.S.W.S, M.E.S.P. and/or Master Storm Servicing Plan, as part of the review of development proposals.</p> <p>As a result of the above, no change to the existing text of Policy 8.8.10.3 is required.</p>
Policy 8.8.10.8	The O.A.T.A.C. questioned whether or not seven (7) metres (23 ft.) is adequate for two trails.	<p><b>Agree.</b></p> <p>Seven (7) metres (23 ft.) is a minimum requirement. Trails can be larger, if necessary, and if there is enough space to accommodate.</p>
Policy 8.8.10.9	A suggestion was made by the C.D.G. that Policy 8.8.10.9 be updated to clarify that proponents may be required to	<p><b>Agree.</b></p> <p>To ensure that an E.I.S. is not the only mechanism to trigger this potential requirement, the text of Policy 8.8.10.9 has been</p>



Policy/Map	Agency/Land Owner Comment	Staff Response
	enhance the natural state of an adjacent watercourse, wetland and/or woodland, if required by an E.I.S.	<p>modified to indicate that such a trigger includes, but is not limited to, a recommendation in an E.I.S.</p> <p><b>Recommended revised Policy 8.8.10.9:</b></p> <p>“As a condition of <i>development</i>, proponents may be required to enhance the natural state of an adjacent <i>watercourse, wetland</i> and/or <i>woodland</i>, including if required by an E.I.S. This may include re-vegetation including the planting of trees, shrubs, and herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.”</p>
Policy 8.8.13.6	A recommendation was made by the C.D.G. that Policy 8.8.13.6 be deleted in its entirety.	<p><b>Disagree.</b></p> <p>Policy 8.8.13.6 provides clarity that the City intends to secure tangible lands through the development approvals process, specifically for the Community Park.</p> <p>No change to the existing text of Policy 8.8.13.6 is required.</p>
New Policy 8.8.13.9	A recommendation was made by the C.D.G. to add a new policy relating to the requirement of appropriate cost sharing agreements for landowners.	<p><b>Agree.</b></p> <p><b>Recommended new Policy 8.8.13.9:</b></p> <p>The City recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the development of land. It is a policy of this Part II Plan that prior to the approval of any draft plan of subdivision, or registration of phase thereof, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs of developing the community (including Region of Durham costs) are to be shared. The City may also require, as a condition of draft approval or site plan approval, that a clearance letter be provided to the City from the trustee named in the cost sharing agreement that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision or site plan approval.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan	The C.D.G., Powell and 3950 Simcoe recommend fewer collector road connections in favour of the concept of allowing "main" local roads to connect to arterial roads in limited circumstances.	<p><b>Partially agree.</b></p> <p>Staff recommend limiting the number of local road connections to arterial roads whenever possible. However, staff support the removal of certain collector roads if it is demonstrated that they are not required.</p> <p>Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan have been revised accordingly to show fewer collector roads, where it has been demonstrated that they are not required.</p>
Schedule "A" – Columbus Land Use and Road Plan	711371 Ontario Corp. requested that their lands located on the west side of Thornton Road North, south of Columbus Road West, be designated as Medium Density I and not Medium Density II.	<p><b>Agree.</b></p> <p>Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly.</p>
Schedule "A" – Columbus Land Use and Road Plan	<p>Menkes expressed concern with the location and size of the Community Park. Specifically, as a result of Bill 23, Menkes is of the opinion that the Community Park is too big and exceeds Bill 23 parkland requirements. They have requested confirmation to understand how parkland will be dealt with under Bill 23.</p> <p>In addition, Menkes is of the opinion that it is appropriate to locate parkland in open space and recreation lands which can provide an opportunity to access both the Community Park and natural environment that can lead to more outdoor activities.</p>	<p><b>Partially agree.</b></p> <p>Staff have completed an updated parkland analysis, using the requirements under Bill 23 to determine new parkland dedication numbers for Columbus. As a result, the size of the Community Park has been reduced from 12 hectares (29.7 ac.) to 8.5 hectares (21 ac.) and all Neighbourhood Parks have been reduced in size to 2 hectares (4.9 ac.).</p> <p>There is an existing draft policy (Policy 8.8.7.1.10) which may permit naturalized parkland in the Greenbelt Natural Heritage System (with certain constraints). However, staff do not support the Community Park being located within Open Space and Recreation lands. The Community Park is intended to be sited in a location as generally shown on Schedule "A" – Columbus Land Use and Road Plan, which is not within any area designated as Open Space and Recreation.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan	The C.D.G., G8, 711371 Ontario Corp. and O.C.H.I. requested that the alignment of the collector road located in the south-west quadrant of the Part II Planning Area connecting Thornton Road North and the north-south Type "C" arterial road, be shifted so that it is more linear and intersects further north along Thornton Road North. The current alignment of this road is very awkward.	<b>Agree.</b> Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan has been revised accordingly, with a minor modification.
Schedule "A" – Columbus Land Use and Road Plan	The C.D.G. and Halloway Holdings Limited (Halloway) are opposed the Mixed Use Node II designation being divided into two smaller blocks separated by a Type "C" arterial road. It was requested that the Mixed Use Node II designation remain as a single, continuous block of at least four (4) hectares (9.9 ac.) in size, and be re-oriented to run north-south at the northeast corner of Columbus Road West and the Type "C" arterial road. They also requested that the Mixed Use Node II designation on the west side of the Type "C" arterial road be replaced with Medium Density I Residential.	<b>Agree.</b> Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly.
Schedule "A" – Columbus Land Use and Road Plan and Schedule "C" – Columbus	A request was made by the C.D.G. and Setcon that the limits of a natural heritage feature located outside of the Columbus Part II Planning Area boundary match the limits of the features	<b>Agree.</b> Schedule "A" – Columbus Land Use and Road Plan and Schedule "C" – Columbus Environmental Management Plan do not show these features outside of the Part II Planning Area boundary. However, appropriate updates will be made to

Policy/Map	Agency/Land Owner Comment	Staff Response
Environmental Management Plan	as identified in the Columbus Subwatershed Study.	Schedule 'A', Land Use, and Schedule 'D-1', Environmental Management, of the Part I Plan.
Schedule "A" – Columbus Land Use and Road Plan	Setcon requested that the Mixed Use Node I site located south of Columbus Road East not be located within the boundary of their lands at 201 Columbus Road East.	<p><b>Partially agree.</b></p> <p>A small portion of the subject Mixed Use Node I site falls within the boundary of Setcon's lands. However, reducing the size or relocating this mixed use node would not make it a viable development site, and it is meant to frame the intersection of Columbus Road East and the north-south Type "C" arterial road. However, as a result of reducing the size of the abutting Neighbourhood Park to the south, the western boundary of this mixed use node will be shifted east, and additional mixed use land will be added to the south, where the abutting Neighbourhood Park is being reduced in size. This will slightly reduce the total area of the Mixed Use Node I designation on Setcon's lands.</p>
Schedule "A" – Columbus Land Use and Road Plan	O.C.H.I. requested that the land use designations in the southwest quadrant of the Part II Planning Area (in the "finger area") be changed back to the original land use designations shown on the Draft Preferred Land Use and Road Plan. O.C.H.I. does not support the removal of the Medium Density I Residential designation on their lands.	<p><b>Partially agree.</b></p> <p>Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly with some modifications.</p>
Schedule "A" – Columbus Land Use and Road Plan	G8 requested a new land use configuration on their land located in the southwest quadrant of the Part II Planning Area. G8's proposed new land use configuration provides opportunities to adjust the locations of the Medium Density I and II Residential designations and increase the land areas associated with these designations.	<p><b>Agree.</b></p> <p>Schedule "A" – Columbus Land Use and Road Plan has been revised accordingly with a minor modification.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	Lands on the north and south sides of the east-west collector road are well suited to accommodate Medium Density I and II Residential designations, while lands adjacent to the valleylands and directly beside the existing lands located within the Columbus Special Policy Area are ideally suited for Low Density Residential.	
Schedule "A" – Columbus Land Use and Road Plan	The Region acknowledges and supports the addition of the Mixed Use Node I that has been added along Simcoe Street North, south of Howden Road East.	<b>Noted.</b>
Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan	The Region of Durham noted that the stub of Bridle Road located south of Highway 407 East should be identified as a Type "C" arterial road, not a Type "B" arterial road.	<p><b>Partially agree.</b></p> <p>The final version of Schedule "A" – Columbus Land Use and Road Plan does not show any land use designations or roads beyond the Part II Planning Area Boundary (other than three proposed Type "C" arterial roads that extend beyond the Part II Planning Area boundary). Consequently, no change is required to be made to Schedule "A" – Columbus Land Use and Road Plan.</p> <p>Schedule "B" – Columbus Transportation Plan does not show the road or active transportation network beyond the Columbus Part II Plan Area boundary. However, the stub of Bridle Road located south of Highway 407 East is already identified as a future Type "C" arterial road on Schedule 'B', Road Network, of the Part I Plan.</p>
Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" –	The Region of Durham noted that the alignment of the collector road located in the southwest quadrant of the Part II Planning Area (the "finger area") has been revised significantly and is much	<p><b>Agree.</b></p> <p>Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan have been revised</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
Columbus Transportation Plan	more curvilinear. The Region of Durham questions how this collector road will potentially function as a Type “C” arterial road (in the event it is determined necessary to upgrade the road to a Type “C” arterial road through additional studies) with such a curvilinear alignment.	accordingly. The collector road located in the “finger area” has been re-aligned to be more linear.
Schedule “A” – Columbus Land Use and Road Plan	<p>G8 suggested relocating both the public elementary school site and Neighbourhood Park located in the southwest quadrant of the Part II Plan Area (in the “finger area”) to abut the north-south Type “C” arterial road, with the public elementary school site also having frontage onto the collector road.</p> <p>In addition, G8 requested that the park located in the “finger area” be reduced in size from 4.1 hectares (10.1 ac.) to 2.5 hectares (4.9 ac).</p> <p>G8 also requested that a portion of the Neighbourhood Park be located within the abutting Open Space and Recreation lands.</p>	<p><b>Partially agree.</b></p> <p>Schedule “A” – Columbus Land Use and Road Plan has been revised to alter the location of the public elementary school and Neighbourhood Park. However, the Neighbourhood Park has been reduced in size from 4.1 hectares (10.1 ac.) to 2.0 hectares (4.9 ac.). Staff disagree that the Neighbourhood Park should be located within the abutting Open Space and Recreation lands, especially given the overall park size has been reduced significantly.</p>
Schedule “A” – Columbus Land Use and Road Plan	<p>G8 requested that the Columbus Special Policy Area designation on the south side of Columbus Road West, east of the new north-south Type “C” arterial road, be significantly reduced in size.</p> <p>G8 is of the opinion that these existing lots are not part of the Columbus village. As well, the nature of the existing lots is</p>	<p><b>Disagree.</b></p> <p>The Columbus Special Policy Area is intended to generally capture the boundary of the former hamlet of Columbus, which includes the existing properties along Columbus Road West. These lands are currently included within the limit of the Hamlet Plan Area for the Development Plan for the Hamlet of Columbus.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>such that there are large setbacks from the existing dwellings to the property lines (on their respective lots), providing for adequate separation distances from neighbouring properties, including the G8 lands. The existing dwellings are further buffered from the G8 lands by significant amounts of mature trees and shrubbery. Therefore, the northeast corner of the G8 lands (adjacent to the Columbus Special Policy Area) should provide for more Medium Density I residential opportunities.</p>	<p>This has been a long-standing request of the residents of Columbus.</p> <p>However, it should be noted that Policy 8.8.3.2.1 permits certain development, where appropriate, along Columbus Road in the Columbus Special Policy Area, subject to relevant policies concerning urban design requirements.</p>
<p>Schedule “A” – Columbus Land Use and Road Plan</p>	<p>Powell and 3950 Simcoe are opposed the High Density I Residential block located south of Howden Road East, on the east side of Simcoe Street North. The preferred location is further south along Simcoe Street North, including a reduced size.</p>	<p><b>Disagree.</b></p> <p>There should be a gradual transition of density abutting the Columbus Special Policy Area. The existing configuration as shown on Schedule “A” – Columbus Land Use and Road Plan allows for Medium Density I Residential to abut Low Density Residential, rather than High Density I Residential directly abutting Low Density Residential. In addition, the High Density I Residential block is better suited in its existing location, owing to its proximity to the Mixed Use Node I designation and separate elementary school site to the north.</p>
<p>Schedule “A” – Columbus Land Use and Road Plan</p>	<p>The Durham Catholic District School Board requested that the separate elementary school site located on the east side of Simcoe Street North be relocated adjacent to a Neighbourhood Park and not adjacent to any natural heritage areas. The preferred location is where it was previously shown on the</p>	<p><b>Agree.</b></p> <p>Schedule “A” – Columbus Land Use and Road Plan has been revised accordingly such that the separate elementary school site located on the east side of Simcoe Street North is now abutting a Neighbourhood Park and is located away from Open Space and Recreation lands.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	Draft Preferred Land Use and Road Plan.	
Schedule "A" – Columbus Land Use and Road Plan and Schedule "B" – Columbus Transportation Plan	Setcon requested that the proposed east-west collector road located south of the Columbus Special Policy Area, connecting Simcoe Street North to the proposed north-south Type "C" arterial road, be removed.	<p><b>Disagree.</b></p> <p>This collector road will provide access to the residential lands located north and south of this road. Removing this collector road would limit access from the residential lands either to Simcoe Street North, which as a Type "B" arterial road is not permitted, or to the proposed east-west Type "C" arterial road to the south, which is generally not permitted.</p>
Schedule "A" – Columbus Land Use and Road Plan	Setcon requested that the Mixed Use Node I site located north of Columbus Road East, east of the north-south Type "C" arterial road, not be located within the boundary of their lands at 310 Columbus Road East.	<p><b>Disagree.</b></p> <p>A small portion of this Mixed Use Node I site falls within the boundary of Setcon's lands. Reducing the size of this mixed use node would not make it a viable development site, and relocating it elsewhere would not be practical, as it is meant to frame the intersection of Columbus Road East and the north-south Type "C" arterial road.</p>
Schedule "A" – Columbus Land Use and Road Plan	Powell and 3950 Simcoe expressed concern with the proposed land use designations identified on their lands, and would prefer that lower density residential designations be applied to their lands.	<p><b>Partially agree.</b></p> <p>Staff must ensure that the required greenfield density target as prescribed by the Province, which is a minimum 50 residents and jobs combined per hectare, is being met. To meet this target, a mix of land uses and densities including medium and high density designations in Columbus are necessary. However, where possible, staff have made modifications to the land use designations on these lands. Specifically, a portion of the Medium Density II Residential lands have been replaced with Medium Density I Residential, and more Low Density Residential has also been added.</p>
Schedule "A" – Columbus Land Use and Road Plan	276 Columbus Road West Inc. requested that their lands located west of Simcoe Street North on Columbus Road West, at the western edge of the	<p><b>Agree.</b></p> <p>As a result of staff relocating the Mixed Use Node I to be wholly located east of the north-south Type "C" arterial road, there is</p>



Policy/Map	Agency/Land Owner Comment	Staff Response
	Part II Planning Area boundary, be designated as Medium Density I residential, instead of Mixed Use Node II.	opportunity to replace the previous Mixed Use Node II designation west of the north-south Type “C” arterial road to Medium Density I. Schedule “A” – Columbus Land Use and Road Plan has been revised accordingly.
Schedule “A” – Columbus Land Use and Road Plan and Schedule “C” – Columbus Environmental Management Plan	Certain Columbus residents noted that there are discrepancies between the Natural Heritage System mapping on Schedule “A” – Columbus Land Use and Road Plan, Schedule ‘A’, Land Use of the Oshawa Official Plan and the draft Durham Regional Official Plan environmental mapping. The Region of Durham and the existing Oshawa Official Plan mapping show an updated version of the Natural Heritage System and hazard lands on their property, and they have requested that these boundaries be reflected on Schedule “A” – Columbus Land Use and Road Plan.	<p><b>Partially agree.</b></p> <p>The Region of Durham has not yet approved its new Official Plan. Once the Region finalizes and adopts their new Regional Official Plan (including the updated boundary of the Natural Heritage System), the City would then, through a municipal comprehensive review, amend its Official Plan to align with the Regional Official Plan, as appropriate. In this regard, staff note that the Regional mapping of the Natural Heritage System is intended to be more high level, with the Oshawa Official Plan mapping typically reflecting a more precise delineation of the natural heritage features as they exist on the ground.</p> <p>As part of the Columbus Part II Planning process, the City is also amending certain components of the Part I Plan (including various schedules) to ensure that the mapping is consistent between the Columbus Part II Plan and the Part I Plan. Accordingly, the Natural Heritage System will be updated in the various Part I Schedules to align with what is shown in Schedule “A” – Columbus Land Use and Road Plan and Schedule “C” – Columbus Environmental Management Plan.</p> <p>Staff also note that proposed Policy 8.8.10.3 states that “Before any proposed draft plans of subdivision or substantial development applications are processed, a more precise determination of the location and extent of the Natural Heritage System, including a determination of the appropriate required minimum width and extent of buffers, shall be undertaken pursuant to the requirements of Section 5.0 of the Part I Plan...”</p> <p>No changes are required to the mapping at this time.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
Schedule "A" – Columbus Land Use and Road Plan	Certain Columbus residents expressed concerns with the proposed land use designation on their property. They have requested that their property be designated as Mixed Use, rather than as Community Use, as the Community Use designation makes the property less desirable to any future developer and could impact the value of the property.	<p><b>Disagree.</b></p> <p>The Community Use designation supports the adjacent Mixed Use Node I designations and frames the corner of the intersection of Columbus Road East and the future north-south Type "C" arterial road located east of Simcoe Street North. It is also adjacent to a secondary school site, which may allow for the sharing of resources between the future community use building(s) and the secondary school.</p>
Schedule "B" – Columbus Transportation Plan	The Region of Durham noted that the south boundary of the Part II Plan Area (along the southern east-west Type "C" arterial road) is not clearly visible.	<p><b>Agree.</b></p> <p>Schedule "B" – Columbus Transportation Plan has been revised accordingly.</p>
Schedule "B" – Columbus Transportation Plan	The Region of Durham noted that with the proposed settlement area boundary expansions as part of the draft new Regional Official Plan to the east and west of the Columbus Part II Planning Area, the "Protect for Future Corridor" symbol takes on greater importance for these Type "C" arterial extensions than previously contemplated through the planned arterial road network in the current Regional Official Plan. While a transportation network review to support the settlement area boundary expansions has not yet been completed, these Type "C" arterial roads provide logical mid-block extensions west of Thornton Road North and east of Ritson Road North into these proposed urban areas.	<p><b>Agree.</b></p> <p>No changes to Schedule "B" – Columbus Transportation Plan are required.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
Schedule "B" – Columbus Transportation Plan and Schedule "C" – Columbus Environmental Management Plan	TransCanada Pipelines Limited (T.C.P.L.) requested that their pipeline right-of-way be added to Schedule "B" – Columbus Transportation Plan and Schedule "C" – Columbus Environmental Management Plan.	<b>Agree.</b> Schedule "B" – Columbus Transportation Plan and Schedule "C" – Columbus Environmental Management Plan have been revised accordingly.
Schedule "B" – Columbus Transportation Plan	C.L.O.C.A. has concerns with the three proposed east-west potential road linkages through the Greenbelt, but understand that only the corridors are to be protected for the long-term via proposed Schedule "B" – Columbus Transportation Plan and the associated policy direction.	<b>Noted.</b> No changes to Schedule "B" – Columbus Transportation Plan are required.
Schedule "B" – Columbus Transportation Plan	C.L.O.C.A. noted that they assume that the Transit/EcoMobility Hubs that are shown symbolically on the transportation mapping will be sited outside of Hazard Lands and any associated portions of the Natural Heritage System.	<b>Agree.</b> The Transit/EcoMobility Hubs will be sited outside of Hazard Lands and any associated portions of the Natural Heritage System.
Schedule "B" – Columbus Transportation Plan	Setcon is of the opinion that there may not be the need for the "Protect for Future Overpass" designation located north and south of Highway 407 East at Bridle Road, given the presence of the existing overpass at Simcoe Street North to the west and the underpass at Ritson Road North to the east.	<b>Disagree.</b> The City and Region of Durham would like to continue to protect for this potential future overpass, in the event that it is determined through further study that it is required in the future.
Schedule "B" – Columbus Transportation Plan	The O.A.T.A.C. is of the opinion that the concept of Transit/EcoMobility Hubs should be fully supported at the	<b>Agree.</b> Schedule "B" – Columbus Transportation Plan identifies the proposed locations of the Transit/EcoMobility Hubs in Columbus,

Policy/Map	Agency/Land Owner Comment	Staff Response
	locations shown in the Columbus Transportation Master Plan Final Report.	which align with what is shown in the Columbus Transportation Master Plan Final Report.
Schedule “B” – Columbus Transportation Plan	The O.A.T.A.C. is of the opinion that the City and Region should not be protecting for the future western connection to Whitby via Carnwith Drive. For Type “C” arterial roads to perform their intended function, they should not be long and generally not provide inter-municipal linkages. This protection is contrary to the intended function of a Type “C” arterial road and would reduce its ability to provide multi-modal safe travel within each community.	<p><b>Disagree.</b></p> <p>Both the City and the Region of Durham support protecting for a western connection to the Town of Whitby via Carnwith Drive. Once completed, this road will connect multiple neighbourhoods across two municipalities and is therefore likely to attract higher traffic volumes.</p>
Schedule “B” – Columbus Transportation Plan	A recommendation was made by the Town of Whitby that the Type “A” arterial road designation on Howden Road West be extended westward to intersect with the Town of Whitby boundary. This will safeguard for a future through connection between both municipalities along the Brawly/Howden corridor.	<p><b>Agree.</b></p> <p>The final Schedule “B” – Columbus Transportation Plan only shows the road designations within the Columbus Part II Planning Area boundary (and hence does not show the designation of the portion of Howden Road West located west of the Columbus Part II Plan Area boundary). However, the mapping in Part I of the Oshawa Official Plan (specifically Schedule ‘B’, Road Network) already identifies Howden Road as an existing Type “A” arterial road westward to Thornton Road North, with the portion between Thornton Road North and the Oshawa-Whitby boundary identified as a future Type “A” arterial road.</p> <p>No changes to Schedule “B” – Columbus Transportation Plan are required.</p>
Schedule “B” – Columbus Transportation Plan	A concern was raised by Menkes with respect to the eastern “Protect for Future Corridor” area, located directly north of the Community Park, which protects for a future connection to Ritson Road	<p><b>Partially agree.</b></p> <p>Staff agree that there is a grade difference within this “Protect for Future Corridor” area that may lead to construction challenges. However, both the Oshawa Official Plan and Durham Regional</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>North. The protected future corridor continues to have a large grading difference between the land owned by Menkes and Ritson Road North, which is not favourable from a construction perspective. This may cause obligations for future infrastructure that warrants further review and consideration.</p>	<p>Official Plan currently show a future east-west connection to Ritson Road North. As such, a proposed future connection is already being protected for.</p> <p>Staff note that the “Protect for Future Corridor” area is shown further south compared to the existing Official Plan mapping. This is due to the fact that the location of the future connection as shown on Schedule “B” – Columbus Transportation Plan is anticipated to have a reduced environmental impact when compared to the proposed alignment as shown on Schedule ‘B’, Road Network, of Part I of the Official Plan.</p> <p>It is appropriate that Schedule “B” – Columbus Transportation Plan continue to show the “Protect for Future Corridor” area until it is determined through further study that this connection is or is not required.</p>
<p>Schedule “B” – Columbus Transportation Plan</p>	<p>T.C.P.L. noted that Schedule “B” – Columbus Transportation Plan demonstrates that Thornton Road North will remain as a Type “B” arterial road and identifies a Class I Trail crossing the pipeline right-of-way. As a result, for any road and trail works, T.C.P.L. may require an engineering analysis of the crossings, which could result in the installation of permanent protective measures depending on site-specific conditions. This would be at the cost of the property owner/application.</p>	<p><b>Noted.</b></p>
<p>Schedule “C” – Columbus Environmental Management Plan</p>	<p>Chippewas of Georgina Island First Nation requested clarification regarding Schedule “C” – Columbus Environmental Management Plan as it relates to hazard lands and their relation</p>	<p><b>Noted.</b></p> <p>Staff clarified that the streams within the Part II Planning Area boundary are also identified as Hazard Lands, and that the Hazard Lands mapping is similar to what is shown in Part I of the existing Oshawa Official Plan.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	to streams outside of the Part II Planning Area boundary.	
General: Accessibility	A recommendation was made by the Oshawa Accessibility Advisory Committee to include policy provisions to ensure that the design of buildings in the new neighbourhood areas incorporate accessibility features, offering barrier-free units and/or dwellings that meet the needs of people with disability, their families, and an aging population.	<p><b>Agree.</b></p> <p><b>Recommended revised Policy 8.8.12.3.4:</b></p> <p><b>8.8.12.3.4 Barrier-free Access and Design</b></p> <p>“Barrier-free access features shall be integrated into the design components of public sites and/or buildings.</p> <p><i>Development</i> proponents are encouraged to give consideration to the City’s Accessibility Design Standards and best practices, wherever possible.</p> <p>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.</p> <p><b>Residential and non-residential building designs are encouraged to incorporate accessibility features, feature barrier-free units/spaces and, in the case of residential development, dwellings that meet the needs of all residents, including vulnerable populations such as seniors and people with disabilities.”</b></p>
General: French Secondary School	The C.D.G. are of the opinion that the French Secondary Public School is not a Columbus-based school which requires a designation within the Columbus Part II Plan. This school could be located anywhere in Whitby, Oshawa or Clarington.	<p><b>Disagree.</b></p> <p>Conseil scolaire Viamonde (the French Public School Board) has requested that this school be identified in the Columbus Part II Plan.</p> <p>Staff note that there are policies in place to permit residential uses on school sites without requiring an amendment to the Part II Plan, in the event that a school site is no longer needed for a school use or any other community use.</p>
General: Land Budget	The C.D.G., Powell and 3950 Simcoe do not support the existing land budget and land use configuration. They are of the	<p><b>Partially Agree.</b></p> <p>Schedule “A” – Columbus Land Use and Road Plan has been revised accordingly, where possible. Specifically, the amount of</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>opinion that the land use budget should be based on ensuring close to 50% low density unit types, with a housing mix containing a higher proportion of singles and semis, increased low density and decreased amounts of medium and high density. The C.D.G., Powell and 3950 Simcoe are also concerned that the existing land use budget assumes a range of unit yields, rather than one target.</p>	<p>Low Density Residential and Medium Density I Residential lands have increased, and the amount of the Medium Density II Residential and High Density I Residential lands have decreased.</p> <p>It is standard practice for City staff to prepare a Part II Plan using unit and density ranges when forecasting population of a planned community. However, Policy 8.8.1.5 references the minimum population target for the Columbus Part II Planning Area, as well as the anticipated planned population, which is noted as a specific target and not a range.</p>
<p>General: Protect for Future Corridor</p>	<p>A request was made by T.C.P.L. to receive additional information/clarification on the “Protect for Future Corridor” area as shown on Schedule “B” – Columbus Transportation Plan.</p>	<p><b>Noted.</b></p> <p>Staff have provided additional information to T.C.P.L. on the “Protect for Future Corridor” area.</p>
<p>General: References to C.L.O.C.A.</p>	<p>The C.D.G. has suggested that as a result of Bill 23 and the subsequent amendments to the Conservation Authorities Act restricting conservation authorities to reviewing and commenting only on natural hazards and source water protection matters, any references to C.L.O.C.A. being consulted on matters that are beyond its jurisdiction should be removed.</p>	<p><b>Agree.</b></p> <p>The policy text has been updated accordingly and where applicable, references to C.L.O.C.A. include “where jurisdictionally appropriate.”</p>
<p>General: Regional Official Plan Amendment</p>	<p>The Region of Durham noted that the D.R.O.P. will need to be amended in order to approve the proposed amendments to the Oshawa Official Plan, specifically related to the</p>	<p><b>Noted.</b></p> <p>One of the recommendations in this Report includes language requesting that the Region of Durham amend the D.R.O.P. to implement the City’s proposed amendments in accordance with the comments contained in this Report.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>reclassification of the Type “C” arterial road located approximately midway between Columbus Road and Howden Road to a collector road, and the extension of the confirmed collector road located adjacent to the north limit of the planned Community Park east to Ritson Road North.</p>	
<p>General: Road Reclassification</p>	<p>The Region of Durham questioned if policy language should be included in the Part II Plan so that if the east-west Type “C” arterial road located in the South Columbus Industrial Area is not selected as the future corridor extension to connect to Carnwith Drive, it can be reclassified as a collector road in the event that further study determines that a reclassification is appropriate.</p>	<p><b>Agree.</b></p> <p>Owing to the fact that this road is located outside of the Part II Planning Area boundary, it is appropriate to add a new policy in the Part I Plan.</p> <p><b>Recommended New Policy 3.2.26 of the Part I Plan:</b></p> <p>“Notwithstanding any other policies of this Part I Plan to the contrary, should the southerly of the two route options described in Policy 8.8.9.2.3(c) in the Columbus Part II Plan not be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the remaining proposed east-west Type “C” arterial road located north of Highway 407 East in the South Columbus Industrial Area may be required, at the City’s sole discretion in consultation with the Region of Durham, to be reclassified as a collector road in the event that it is determined through further study including, where necessary, the completion of the Municipal Class Environmental Assessment, that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a Type “C” arterial road to a collector road may occur without an amendment to this Plan.</p> <p>Further studies including, where necessary, the completion of the Municipal Class Environmental Assessment, shall be completed prior to the construction of this road and in advance of any</p>



Policy/Map	Agency/Land Owner Comment	Staff Response
		development in this area, in order to determine the final appropriate route and road classification (i.e. collector road or Type “C” arterial road) and subsequent design requirements, including driveway restrictions, to the satisfaction of the City and the Region of Durham.”
General: Road Design	The O.A.T.A.C. recommended the addition of the following guideline within the Oshawa Engineering Design Criteria: “access points with curb cutouts from subdivisions to M.U.P.s”.	<b>Disagree.</b> This level of detail is beyond the scope of the Part II Plan.
General: Road Widths	A request was made by the Town of Whitby to add information to the Columbus Part II Plan regarding right-of-way widths for the various road classes, to ensure that the road connections between municipalities are consistent.	<b>Partially agree.</b> This information is already available in Part I of the Oshawa Official Plan and therefore is not necessary to be included in the Columbus Part II Plan.
General: Schedule ‘B’, Road Network of the Part I Plan	A recommendation was made by the Region of Durham to extend the planned east-west Type “C” arterial road located north of Highway 407 East in the South Columbus Industrial Area westerly from Thornton Road North to the Oshawa/Whitby boundary on Schedule ‘B’, Road Network, of the Part I Plan.	<b>Agree.</b> Schedule ‘B’, Road Network of the Part I Plan has been revised accordingly.
General: Schedule ‘B’, Road Network of the Part I Plan	A request was made by the Region of Durham to extend Bridle Road north across Highway 407 East as a future Type “C” arterial road. This will allow Regional staff to resolve deferral (D5) to the Regional Official Plan shown on	<b>Agree.</b> Schedule ‘B’, Road Network, of the Part I Plan has been revised accordingly.

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>Schedule 'B', Road Network, of the Part I Plan when the Oshawa Official Plan amendments for the Columbus Part II Plan are reviewed for approval by the Region.</p> <p>Similarly, the deferral (D5) is also in place for the north-south Type "C" arterial road located west of Simcoe Street North across Highway 407 East. With Amendment 171 to the Regional Official Plan in effect, this deferral can be resolved by removing the small future Type "C" arterial designation between Winchester Road West and Highway 407 East.</p>	
<p>General: Schedule 'B', Road Network of the Part I Plan</p>	<p>The Region of Durham noted that lands to the west and east of the Columbus Part II Planning Area are now being considered for settlement area boundary expansions through Envision Durham and the new Regional Official Plan. While outside of the scope of the Columbus Part II Plan, having these road connections maintained in Schedule 'B', Road Network, of the Part I Plan is important for corridor protection purposes, as future planning for these settlement area boundary expansions will be required.</p>	<p><b>Noted.</b></p>
<p>General: Schools</p>	<p>A recommendation was made by the C.D.G. to add a new policy permitting schools in any land use designation,</p>	<p><b>Disagree.</b></p> <p>All of the City's Part II Plans have a separate land use designation for school sites. There is already flexibility for schools to move as</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>other than on Open Space and Recreation lands, provided that the site fronts onto a collector or arterial road.</p>	<p>per proposed Policy 8.8.6.2. Staff also note that Policy 2.5.1.3 of the Part I Plan indicates that areas for community uses such as schools shall be designated, wherever applicable, in Part II Plans.</p> <p>No change to the proposed policy text is required.</p>
<p>General: Utilities</p>	<p>A request was made by T.C.P.L. to include the following policies in the Columbus Part II Plan:</p> <ol style="list-style-type: none"> <li>1. T.C.P.L. operates two (2) high-pressure natural gas pipelines and associated facilities within its right-of-way crossing the Columbus Part II Planning Area and is identified on Schedule B to this Plan.</li> <li>2. T.C.P.L. is regulated by the Canada Energy Regulator (C.E.R.), which has a number of requirements regulating development in proximity to its pipelines, including approval for activities within 30 metres of the pipeline centreline.</li> <li>3. New development can result in increasing the population density in the area that may result in T.C.P.L. being required to replace its pipeline(s) to comply with CSA Code Z662. Therefore, the City of Oshawa shall require early consultation with T.C.P.L. or its designated representative for any development proposals within 200 metres of its pipelines.</li> </ol>	<p><b>Disagree.</b></p> <p>This level of detail is not typically included in a Part II Plan. T.C.P.L.'s notification and setback requirements will be addressed through the development approvals process and in the City's Zoning By-law.</p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>4. T.C.P.L.'s pipeline right-of-way should be used for passive open/green space or part of a linear park system. (Note: Additional policies related to Open Space land use designations shall include references to T.C.P.L.'s pipeline rights-of-way and restrictions on uses).</p> <p>5. No permanent building or structure shall be located within 7 metres of the limit of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.</p> <p>6. In addition to the requirements of setbacks for principle buildings, structures and accessory buildings and structures, the following should be setback a minimum of 7 metres from the limit of the pipeline right-of-way:</p> <ul style="list-style-type: none"> <li>a. road rights-of-way (paralleling pipeline rights-of-way), paved private driveways, parking spaces and parking areas; and,</li> <li>b. stormwater management facilities.</li> </ul>	
General: Utilities	T.C.P.L. noted that they require circulation of the draft M.E.S.P. report for review and comment, and that a	<b>Noted.</b>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>stormwater management facility is proposed in close proximity to the pipeline right-of-way. Review and approval for any stormwater management facility within 30 metres of the pipeline is required from T.C.P.L. and will be subject to setbacks.</p>	
<p>General: Utilities and Notification</p>	<p>T.C.P.L. request notification of the following:</p> <ul style="list-style-type: none"> <li>▪ Land use changes within 200 metres of the pipeline;</li> <li>▪ Changes to transportation policies or road crossings of the pipeline right-of-way;</li> <li>▪ Recreational open space uses, parks and trails in proximity to the pipeline right-of-way;</li> <li>▪ Development applications within 200 metres of the pipelines; and</li> <li>▪ Further studies and/or projects undertaken by the City within the Columbus Part II Plan.</li> </ul>	<p><b>Noted.</b></p>
<p>General: Utilities and Urban Design</p>	<p>Bell Canada noted that they are interested in changes to the transportation network and/or policies and regulations relating to the direction of population growth and public infrastructure investments, heritage character, urban design, broadband and economic development related</p>	<p><b>Noted.</b></p>

Policy/Map	Agency/Land Owner Comment	Staff Response
	<p>objectives. Bell Canada would like to assist the City to be a connected community and minimize the impact to Bell Canada's existing equipment.</p> <p>Bell Canada understands the City's desire to support high quality urban design through built form to enhance the appearance and livability of its urban areas and strives to minimize the impact of their infrastructure. However, with the evolving nature of telecommunication/communication technology it is not always possible for a number of reasons. Bell Canada appreciates the opportunity to work with the City to find solutions that align as much as possible with the City's urban design interests in principle, where feasible.</p>	

**City of Oshawa Integrated Columbus Part II Planning Act and Municipal Class  
Environmental Assessment Act Study**

**Columbus Community Advisory Committee (C.A.C.) Meeting Minutes**

**Date: February 8, 2023 (6:30 pm – 8:30 pm)**

**Location: Columbus Community Centre, 3265 Simcoe Street North, Oshawa, ON**

**Attendees:**

Laura Moebs, City of Oshawa  
Meaghan Harrington, City of Oshawa  
Councillor John Neal, City of Oshawa  
Liz Howson, MSH  
Jonathan Chai, HDR  
Liz Anderson, Member  
Arlene Feeney, Member  
Darryl Koster, Member  
Philippe Coutu, Member  
Elvis Stefanovici, Member

**Matters Discussed**

**1. Welcome and Introduction**

- Laura Moebs welcomed members to the Columbus C.A.C. meeting and attendees introduced themselves.
- Laura Moebs provided an overview of the role of the C.A.C.

**2. Presentation: Draft Recommended Land Use and Road Plan**

- Laura Moebs presented a status update, overviewed the draft recommended land use and road plan and supporting documents, and outlined next steps of the Study.
- Jonathan Chai provided an overview of the transportation related components of the Study, including the revised draft Transportation Master Plan Final Report.

**3. Questions, Comments and Discussion**

- A member asked for clarification on the various active transportation features shown on the draft recommended transportation plan. Staff provided an

## City of Oshawa Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study

overview of what each feature is (e.g. on road cycling lanes, on road cycling routes and Class I and II trails).

- There was a discussion on the amount of space required to implement the active transportation network within the existing roads in Columbus. Staff advised that during the detailed design phase of the roads and active transportation network, design decisions will be made to try and minimize impacts to the existing residents.
- Staff confirmed that it is unknown at this time what side of the road the active transportation network would be built on, and that how it is currently shown on the draft recommended transportation plan does not reflect how it will actually be built.
- A member noted that they would like to see streetscaping improvements along Columbus Road similar to Simcoe Street. Staff agreed it was worth considering and will look into it.
- There was a discussion regarding how the active transportation network would be built without destroying the natural environment (e.g. ponds and trees, etc.). Staff advised that additional environmental assessment studies will need to be carried out to determine the best routes and designs to minimize the impact on the environment, taking into account the existing built environment and natural features.
- There was a discussion on traffic and speed concerns on Simcoe Street North and Columbus Road. Staff advised that Simcoe Street North (within the Columbus Special Policy Area) is recommended for streetscaping and Columbus Road is recommended for a road reconstruction and potentially streetscaping improvements. Streetscaping can include signage and new traffic lights to assist with speeding, and road reconstruction can also include adding new traffic lights to assist with speeding. As well, policies have been drafted to ensure appropriate traffic calming measures along both Simcoe Street North and Columbus Road.
- There was a discussion on how to encourage drivers to avoid using Simcoe Street North and general traffic concerns related to Simcoe Street North.
- A member asked if staff have looked at the use of roundabouts in Columbus. Staff advised that we have looked into this and noted that there is a draft policy in place that specifies the City will consider the use of roundabouts outside of and along the perimeter of the Columbus Special Policy Area as a form of intersection control (draft policy 8.8.9.2.6).
- There was a discussion about rental properties in Columbus.
- There was a discussion on public transportation in Columbus. Staff noted that the Region is currently working on a Simcoe Street Rapid Transit Visioning Study to help assess the demand for rapid transit along Simcoe Street in



## City of Oshawa Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study

Oshawa. As part of the Columbus Study, the transportation assessment recommends that the Region lengthen the Simcoe Street rapid transit spine to north of Highway 407 East.

- A member requested the link to the revised draft Columbus Community Urban Design Guidelines, which can be found at the following link:  
<https://www.oshawa.ca/en/city-hall/development-studies.aspx>
- There was a discussion about the upcoming statutory Planning Act public meeting related to the Study. Staff advised that notice will be mailed to everyone in the Columbus Study Area, as well as to all property owners located within 120 metres of the Study Area boundary. Staff advised that notice will be provided in the local newspaper and emailed to everyone on the Study notification list, in addition to being posted on the City's website. Staff also advised that the public meeting will be held in the Council chambers at Oshawa City Hall, and that there could be other Planning Act public meetings being held that same night.
- A member asked when staff anticipate development in Columbus to start. Staff estimated that development may start in five to ten years, however there are many constraints (e.g. servicing) and further studies and plans that have to get approved first.
- A member asked how the existing residents will be serviced, and where the servicing would come from. Staff advised that they would have to follow-up on this. However, after looking into this matter, staff advise that to service the existing residents for water, it is anticipated that local watermains along Simcoe Street and Columbus Road would be required. To service the existing residents from a wastewater perspective, the existing village could potentially be serviced by gravity. However, it is anticipated that a sanitary sewer would have to be extended along Simcoe Street North.
- There was a discussion about draft policy 8.8.10.11 related to water testing and wells. A member requested that this policy be updated to remove the word "drilled", so that all private wells are protected, rather than only private "drilled" wells. Staff advised that this is something they can look at updating in the final policy text.
- There was a discussion about the status of the Columbus Heritage Conservation Study. Staff advised that as part of the 2023 budget process, it has been deferred until the Columbus Part II Planning process is complete. However, staff noted that the draft policy text contains a policy outlining that a Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa.
- A member advised that they recognize and appreciate the changes that were made in the development of the draft recommended land use and road plan.

## City of Oshawa Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study

- There was a discussion regarding the golf course. Staff advised that there is very limited development permitted on open space and recreation lands.
- There was a discussion on eco mobility hubs. Staff advised that they can range in size and be larger transit stations with many amenities, or small bus stops.
- A member asked whether or not hazard lands would be fenced. Staff advised that they are not usually fenced, but it would depend on each specific draft plan of subdivision and the design of the various subdivisions.
- There was a discussion regarding land expropriation in Columbus, and how much land the City or Region may need. Staff advised that it is unknown at this time how much privately owned land would be required for road widenings or the implementation of active transportation facilities. Staff noted that they can send members a map showing the draft recommended land use and road plan with property lines overlaid. Staff also confirmed that developers are unable to expropriate land. Only governments (i.e. municipal, provincial or federal) have the ability to expropriate lands. The City of Oshawa would only do so if the land was required for a specific use by the City, and the City would have to first prove why expropriation is necessary.
- A member had a question about their specific property related to potential future widenings. Staff advised that they will follow-up directly with that member.
- A member asked whether or not the electrical wires will be above ground or below ground. Staff advised that they are unsure at this point where the electrical wires will be placed.
- There was a discussion about privacy screening between the existing homes and future development. Staff advised that the Urban Design Guidelines include guidelines and language related to establishing privacy between the existing residents and future development via vegetative buffers and other development and design configurations.
- A member asked if there were height restrictions within the Columbus Special Policy Area. Staff advised that there is no specific height restrictions within the Columbus Special Policy Area, but there is a maximum height restriction of 6 storeys throughout the entire Columbus Part II Planning Area. Staff also advised that this is something they can consider when preparing the final Part II Plan (i.e. implementing a height restriction within the Columbus Special Policy Area).
- A member asked how long a school board has to determine whether or not they want to build a school on the lands designated for schools in a Part II Plan. Staff have followed up and advise that when a subdivision is registered, a schoolboard typically has seven years to decide whether or not they

## **City of Oshawa Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study**

actually need the land to build a school. Staff also note that in the interim, the property owners of the potential school site are responsible for maintaining these lands (in advance of a school being built).

### **4. Next Steps**

- Laura Moebs advised that:
  - Comments on the draft recommended land use and road plan and supporting documents are requested by March 31, 2023.
  - A statutory Planning Act public meeting for the Columbus Study will be held on March 6, 2023 at Oshawa City Hall (in the Council chambers).
  - Meeting minutes will be circulated for review and once finalized, posted on the City's website.
  - If members have additional questions, they can contact her via email or telephone.

**Excerpts from the Minutes of the Economic and Development Services Committee  
Planning Act Public Meeting held on March 6, 2023**

**Application ED-23-45**

**Presentation**

**Planning Services - Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan**

Laura Moebs, Principal Planner, provided a presentation concerning the Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan.

Members of the Committee questioned the Principal Planner.

**Delegations**

**Ann Dulhanty - Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan**

Ann Dulhanty addressed the Economic and Development Services Committee concerning the Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan expressing concerns about the preservation of the existing Hamlet of Columbus, certain parts of the report which threaten the special policy area such as the designation area of Simcoe and Columbus, and the wording in the plan concerning the new development areas.

**Correspondence**

None.

**Reports**

**ED-23-45 - Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan (Ward 1)**

Moved by Councillor Chapman

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

Motion Carried