



# The Regional Municipality of Durham

## COUNCIL INFORMATION PACKAGE

### July 21, 2017

#### **Information Reports**

- [2017-INFO-77](#) Commissioner of Planning and Economic Development - Durham  
Tourism E-Newsletter- July 2017
- [2017-INFO-78](#) Commissioner of Finance - Economic Update: Interest Rate Decision by  
the Bank of Canada

#### **Early Release Reports**

There are no Early Release Reports

#### **Staff Correspondence**

There are no Staff Correspondence

#### **Durham Municipalities Correspondence**

1. [Christopher Harris, Town Clerk, Town of Whitby](#) re: Planning and Development Department Report, PL 55-17, Town Initiated Official Plan Amendment and Zoning By-law Amendment Applications
2. [Christopher Harris, Town Clerk, Town of Whitby](#) re: Planning and Development Department Report, PL 65-17, Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment

#### **Other Municipalities Correspondence/Resolutions**

1. There are no Other Municipalities Correspondence/Resolutions

#### **Miscellaneous Correspondence**

1. [Brian Gibbs, WOR Association National Wall of Remembrance](#) – re: Requesting support of Remembrance Magazine
2. [LEGION BR. #63 Veteran's Tea Corp](#) – re: seeking used postage stamps

**Advisory Committee Minutes**

1. Transit Advisory Committee (TAC) minutes – [July 6, 2017](#)
2. Durham Environmental Advisory Committee (DEAC) minutes – [June 8, 2017](#)

**Action Items from Council (For Information Only)**

[Action Items](#) from Committee of the Whole and Regional Council meetings

Members of Council – Please advise the Regional Clerk at [clerks@durham.ca](mailto:clerks@durham.ca) by 9:00 AM on the Monday one week prior to the next regular Committee of the Whole meeting, if you wish to add an item from this CIP to the Committee of the Whole agenda.



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2017-INFO-77  
Date: July 13, 2017

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**Subject:**

Durham Tourism E-Newsletter- July 2017

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

1.1 The Durham Tourism e-newsletter is a monthly snapshot of the tourism initiatives and activities across the Region of Durham. It serves as an environmentally-conscious, cost-effective marketing tool to promote economic development and tourism activity in Durham Region.

**2. Background**

2.1 The Durham Tourism e-newsletter was distributed to 8,198 subscribers in July 2017 with a 33% open rate. It is also posted on the Region's Economic Development website, and distributed via social media channels through the Corporate Communications office.

- View the [Durham Tourism e-newsletter](http://myemail.constantcontact.com/Savour-summer-in-Durham-Region.html?soid=1101562300271&aid=GZhi5dLQ8lc) online at <http://myemail.constantcontact.com/Savour-summer-in-Durham-Region.html?soid=1101562300271&aid=GZhi5dLQ8lc>.

2.2 The Durham Tourism e-newsletter is produced in cooperation with Corporate Communications.

Respectfully submitted,

Original signed by

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B.E. Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development



# The Regional Municipality of Durham Information Report

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From: Commissioner of Finance  
Report: #2017-INFO-78  
Date: July 21, 2017

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**Subject:**

Economic Update: Interest Rate Decision by the Bank of Canada

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

1.1 This report outlines implications of the recent decision by the Bank of Canada (BoC) to increase its target for the overnight rate by 25 basis points from 0.5 per cent to 0.75 per cent for the local economy, Regional taxpayers and the current business planning process.

**2. Background**

2.1 The BoC's principal mandate is to conduct monetary policy by using the overnight lending rate as its primary tool to contain inflation within a narrow band (i.e. between one and three per cent) in order to preserve the value of the Canadian dollar.

2.2 On July 12, 2017, the BoC raised its target for the overnight rate from 0.5 per cent to 0.75 per cent. The increase in the overnight rate marks the first time that the central bank has increased the rate in seven years. In 2015, the BoC cut interest rates twice by a quarter of a percentage point on each occasion to help the economy deal with the effects of plunging oil prices.

2.3 Recent economic data supported the BoC's decision to increase the overnight rate, including an outlook for above-potential economic growth fuelled by household spending, expanding business investment and strong Canadian exports. However, inflation, as measured by the total Consumer Price Index, is still relatively low, measured at 1.3 per cent as at May 2017 (i.e. at the lower end of the BoC's target range).

2.4 The BoC considers the weakness in inflation to be temporary. Stephen Poloz, the BoC's governor, stated "...it can take 18 to 24 months for a monetary policy action to have its full effect on inflation. This means that central banks must target future inflation by anticipating future deviations from target."

### **3. Implications of higher interest rates**

#### **3.1 Government debt**

3.1.1 Rising interest rates will increase federal and provincial governments' borrowing costs. Spending on government programs may be restrained due to higher debt servicing costs incurred.

#### **3.2 Household debt**

3.2.1 The increase in the household debt-to-income ratio has been driven by historically low interest rates. As of the first quarter of this year, Canadians owed \$1.67 for every dollar of disposable income earned. Households have been able to take on large debt levels primarily because the monthly cost to service that debt has been relatively low and stable.

3.2.2 The increase in the BoC's overnight rate will drive up the costs of mortgages, home equity lines of credit and other loans that are tied to prime rates. Canada's five biggest financial institutions increased their prime interest rates effective July 13, 2017 from 2.7 per cent to 2.95 per cent, matching the quarter point increase to the BoC's overnight rate.

3.2.3 The Parliamentary Budget Office recently estimated the debt service ratio for Canadian households will increase and issued a warning that the "financial vulnerability of the average Canadian household would rise to levels beyond historical experience."

3.2.4 If Canadians are paying more to service debt, then households will have less money to spend, which may weigh on the economy. Although debt-fuelled spending has helped boost the Canadian economy since the financial crisis, a stronger Canadian economy is likely to sustain a moderate increase in interest rates. As such, many economists anticipate the BoC will increase its benchmark rate gradually to allow households time to adjust to higher interest rates.

#### **3.3 Mortgage rates**

3.3.1 Mortgage rates will rise as a result of the increase in the BoC's benchmark rate. Prior to the interest rate announcement, some of the major financial institutions hiked their fixed mortgage rates by as much as 20 basis points. However, most Canadians with fixed mortgages will not be affected immediately. Canadians with variable mortgages will see an immediate effect, though still modest, as those rates move in tandem with the BoC's benchmark rate.

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### 3.4 Housing market

- 3.4.1 Low interest rates have been an important driver of the residential real estate market across Canada, primarily because homebuyers, on average, can take on larger mortgages in a low interest rate environment. Higher carrying costs associated by the central bank's tightening of interest rates will dampen housing activity. In particular, first-time homebuyers will be impacted by the BoC's decision, as this segment is more sensitive to interest rate changes.
- 3.4.2 A combination of policy changes that impact housing markets and a change in the mortgage rate environment will likely slow housing sales activity across Canada. For example, the federal government has tightened mortgage rules numerous times over the past few years, including implementing a regulation that insured borrowers qualify for loans based on the five-year posted mortgage rate.
- 3.4.3 On April 20, 2017, the Ontario government introduced the Ontario's Fair Housing Plan, which outlines sixteen measures designed to further improve housing affordability, including the introduction of a foreign buyer tax. Partially, as a result, home sales in the Greater Toronto Area dropped 37.3 per cent in June (compared to a year earlier).
- 3.4.4 The recent decision by the BoC to lift the benchmark overnight rate to 0.75 per cent from 0.5 per cent may slow the market down further. In addition, in early July, the Office of the Superintendent of Financial Institutions announced a proposal to toughen mortgage rules in the fall by requiring lenders to ensure home buyers could still qualify for uninsured mortgages, even if interest rates were two percentage points higher than the offered rate.

### 3.5 Currency exchange rate and trade

- 3.5.1 Prior to the interest rate announcement, the Canadian dollar had already appreciated against the U.S. dollar in anticipation of a rate hike. The BoC's decision to increase interest rates has placed additional upward pressure on the Canadian dollar, which is currently valued at 0.7919 U.S. dollars at market close on July 18, 2017.
- 3.5.2 Generally, a higher Canadian dollar can harm Canadian exports. As the Canadian dollar appreciates, it makes Canadian goods and services more expensive in comparison to global competitors. It also has the effect of reducing the value of Canadian owned corporate profits from global operations. A strong dollar may well impact a number of large Canadian Corporations that compete in global markets. However, a stronger dollar may have positive implications for Canadian firms that import goods and services from abroad, as the Canadian dollar has relatively more purchasing power to buy those goods and services.
- 3.5.3 U.S. trade policy remains another concern for Canadian exports, especially contemplated measures, such as border taxes, trade tariffs associated with the

renegotiation of the North American Free Trade Agreement, and U.S. protectionism. The BoC will need to monitor these developments to react to any adverse developments in the U.S. markets.

**4. Conclusion**

- 4.1 The Finance Department will continue to monitor the economic environment and relevant indicators as they will impact financing and the current Business Planning process.

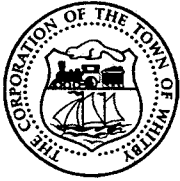
Respectfully submitted,

Original signed by

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R.J. Clapp, CPA, CA  
Commissioner of Finance





**Town of Whitby  
Office of the Town Clerk**

575 Rossland Road East, Whitby, ON L1N 2M8  
www.whitby.ca

C.S. - LEGISLATIVE SERVICES

Original
To: CIP
Copy
To: B. Bridgeman ✓
C.C. S.C.C. File
Take Appr. Action

July 10, 2017

Brian Bridgeman, Commissioner of Planning  
and Economic Development  
Region of Durham  
605 Rossland Road E.  
Whitby ON L1N 6A3

Re: Planning and Development Department Report, PL 55-17  
Town Initiated Official Plan Amendment and Zoning By-law Amendment  
Applications, Former Land Registry Office on 400 Centre Street South (OPA-  
2016-W/05, Z-21-16)

Please be advised that the Council of the Town of Whitby at its meeting held on June 26, 2017 adopted the following resolution:

1. That Council approve the Town initiated Amendment to the Town of Whitby Official Plan (OPA-2016-W/05) as Amendment No. 106 to the Whitby Official Plan, as shown on Attachment #6, subject to the comments and conditions contained in Section 8 of Planning Report Item No. 55-17;
2. That a By-law to adopt Official Plan Amendment No. 106 to the Whitby Official Plan be brought forward for consideration by Council;
3. That the Clerk forward a copy of Planning Report Item No. 55-17, two (2) copies of the adopted Amendment, and a copy of the by-law to adopt Official Plan Amendment No. 106 to the Region of Durham's Commissioner of Planning;
4. That Council approve the Town initiated Amendment to amend Zoning By-law No. 2585, (Z-21-16), subject to the conditions contained in Section 8 of Planning Report Item No. PL 55-17 and the Approval of Amendment No. 106 to the Whitby Official Plan;
5. That a By-law to amend Zoning By-law 2585 be brought forward for consideration by Council;
6. That the site plan for 400 Centre Street be amended to include, with appropriate signage and marking, two accessible parking spaces adjacent to the western entrance; and,
7. That Council approval include the directions set out under Section 8 to Planning and Development Report PL 55-17.

Further to Council's resolution, please find enclosed the following documentation:

1. One (1) copy of Planning Report, PL 55-17
2. Two (2) copies of the adopted Amendment; and,
3. One (1) copy of the By-law to adopt Official Plan Amendment No. 106.

Also enclosed for your information is a copy of the Notice of Adoption for Amendment No. 106. Should you require further information, please do not hesitate to contact the Town's Planning Department at 905.430.4306.



Christopher Harris  
Town Clerk

/lm

Copy: Ralph Walton, Regional Clerk, Region of Durham ✓  
M. McDonnell, Acting Commissioner of Planning  
E. Belsey, Manager, Long Range Planning & Strategic Design

Attach.



# Town of Whitby Report

**Report to:** Planning and Development Committee  
**Date of meeting:** June 12, 2017  
**Department:** Planning and Development Department  
**Report Number:** PL 55-17  
**File Number(s):** OPA-2016-W/05, Z-21-16

## **Report Title: Town Initiated Official Plan Amendment and Zoning By-law Amendment Applications, Former Land Registry Office on 400 Centre Street South**

### **1. Recommendation:**

- 1. That Council approve the Town initiated Amendment to the Town of Whitby Official Plan (OPA-2016-W/05) as Amendment No. 106 to the Whitby Official Plan, as shown on Attachment #6, subject to the comments and conditions contained in Section 8 of Planning Report Item No. 55-17;**
- 2. That a By-law to adopt Official Plan Amendment No. 106 to the Whitby Official Plan be brought forward for consideration by Council;**
- 3. That the Clerk forward a copy of Planning Report Item No. 14-17, two (2) copies of the adopted Amendment, and a copy of the by-law to adopt Official Plan Amendment No. 106 to the Region of Durham's Commissioner of Planning;**
- 4. That Council approve the Town initiated Amendment to amend Zoning By-law No. 2585, (Z-21-16), subject to the conditions contained in section 8 of Planning Report Item No. PL 55-17 and the Approval of Amendment No. 106 to the Whitby Official Plan;**

**That a By-law to amend Zoning By-law 2585 be brought forward for consideration by Council.**

- 5. That the site plan for 400 Centre Street be amended to include, with appropriate signage and marking, two accessible parking spaces adjacent to the western entrance; and,**

Report to: Planning and Development Committee  
Report number: PL 55-17

**6. That Council approval include the directions set out under Section 8 to Planning and Development Report PL 55-17.**

**2. Executive Summary:**

The subject property was purchased by the Town of Whitby in 2014.

On June 6, 2016, Town Council directed staff to undertake a number of actions for the former Land Registry Office, municipally known as 400 Centre Street South, in Downtown Whitby. The directions were to explore interior renovations, initiate the necessary planning and development processes to permit an office as an additional use and to report back to Council regarding the proposed use of the Land Registry Office and the implications as part of the update to the Municipal Office Needs Assessment (refer to staff report CMS-41-16). The site renovations will accommodate an accessible entrance from the parking lot to the west entrance of the building (see Attachment #4).

The currently permitted office uses within the terms of the Institutional 1 – Downtown Zone (I1-DT) are limited to what can be summarized as government office space.

Further to Council's direction, the Planning and Development Department initiated Official Plan and Zoning By-law amendment applications in accordance with the Planning Act. Staff Report PL 55-17 brings forward the amendments to allow site specific exceptions to the Institutional designation in the Downtown Secondary Plan and Zoning By-law 2585 to add an office use, other than an office for a public agency, within the "Institutional" designation and zoning category on the subject land.

The approval of the amendments would allow offices of charitable and not for profit organizations, private business, and professional offices opportunity for the adaptive reuse and continued preservation of a designated heritage resource, as well as contribute to the social and economic vitality of Downtown Whitby. The additional office use maintains the intent of the institutional designation and is considered to be compatible with adjacent land uses.

**3. Origin:**

Pursuant to Council Resolution #286-16 (Item 4) and Staff Report CMS-41-16, Council directed the Planning and Development Department to initiate amendments to the Town of Whitby Official Plan and Zoning By-law 2585 to permit office use, other than offices for a public agency on the subject land.

**4. Background:**

**4.1. Property Description**

The subject land is located at the southwest corner of Centre Street South and Gilbert Street West. The other two (2) abutting lots are under the ownership of the Regional Municipality of Durham and include the Centennial Building. The subject

land is designated under Part IV of the Ontario Heritage Act and is also within the proposed Werden's Heritage Conservation District Study Area (Part V of the Ontario Heritage Act) and identified as a historic landmark.

Although the subject land does not include any parking spaces on the lot itself, the abutting parking lot is shared with the Region which includes the Whitby Centennial Building. Full movement vehicular access is provided from both Gilbert Street West and King Street.

#### 4.2. Background

On May 30, 2016, the Community and Marketing Services Department presented an action report to the Operations Committee (refer to Staff Report CMS-41-16) to undertake a number of actions related to the former Land Registry Office (LRO) in order to occupy the building for office uses. The interior of the building is to be extensively renovated and land use permissions are being sought to broaden the potential users that could occupy the building. Staff were directed by Council to undertake the following actions:

- explore renovations and engage an engineering and architectural consultant to prepare the detailed building designs and Tender documents for the project;
- to issue the tender documents to secure a general contractor to complete the renovations;
- to undertake the planning and development process and report back on the provision(s) to permit additional uses, particularly as it relates to non-public agency office uses (the subject of this report); and,
- that staff report back to Council regarding the proposed use of the former Land Registry Office and the implications as part of the update to the Municipal Office Needs Assessment.

The former LRO is approximately 830 square metres (9,000 square feet) and was built in 1873 for registry offices, with additions in 1929 and 1953/1954. The Town purchased the building from the Ontario Ministry of Energy and Infrastructure in the Fall of 2014. Town staff had requested authorization from Council to commence the renovations and approve the adaptive reuse for the accommodation of Town employees. Council directed staff to work with the Whitby Chamber of Commerce and the Spark Centre, a local business innovation centre, to determine a strategic long term vision and the opportunity to share the building and report back on the vision and opportunities.

#### 4.3. Description of Town Initiated Amendment Applications

Applications have been initiated to amend the Town of Whitby Official Plan and Zoning By-law 2585 to permit an office use within the existing building.

- The proposed Official Plan Amendment (OPA) seeks to add, as an exception, an office use, other than an office for a public agency on the subject land, within the "Institutional" designation on the subject land.

- The proposed Zoning By-law amendment seeks to add, as an exception, an office use, other than an office for a public agency on the subject land within the existing building (of up to 830 square metres), within the "I1-DT" - Institutional Zoning on the subject land.

#### 4.4. Site Statistics

Site Statistics	Description
Site Location	400 Centre Street South (Refer to Attachment #1)
Present Use	Vacant building
Proposed Use	Office use within the existing building
Town Official Plan Designation	Institutional (Refer to Attachment #2B)
Proposed Town Official Plan Designation	Institutional, with a site-specific exception to add the office use on the subject property (see Attachment #5)
Regional Official Plan Designation	Living Area
Present Zoning Category	Institutional 1 – Downtown Zone (I1-DT), Zoning By-law 2585 (see Attachment #3)
Proposed Zoning Category	Institutional 1 –Downtown Zone – Exception to permit an additional use of an office, other than for a public agency
Surrounding Uses	North – Low rise residential East – Low rise residential South – Institutional (Centennial Building), and low rise residential West – Low rise residential

#### 4.5. Pre-Consultation

A formal pre-consultation meeting was conducted by Whitby Planning Staff with the Community and Marketing Services (CMS) Department and the relevant agencies/departments on August 8, 2016 in accordance with Town of Whitby By-law 5967-07. CMS was provided with preliminary comments and required

materials for the submission of a Zoning By-law Amendment applications to permit the proposed office use within the existing building on the subject land and the required building upgrades. Through further discussions after the meeting, it was determined that an Official Plan Amendment would also be required as office uses are not a permitted use within an Institutional designation, in the Downtown Secondary Plan.

#### **4.6. Submission Material**

A conceptual site plan with revised building elevation drawings were provided in support of the amendments, as prepared by SB Architects Ltd. as coordinated by the Community and Marketing Services Department.

### **5. Discussion/Options:**

#### **5.1. Provincial Policy Statement, 2014**

Section 1.3 directs the promotion of economic development and competitiveness by means including: providing for an appropriate mix and range of employment and institutional uses to meet long-term needs; providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities.

Section 1.7 directs support for long-term economic prosperity by means including: promoting opportunities for economic development and community investment-readiness; optimizing the long-term availability and use of land and public service facilities; maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and, the conservation of features that help define character and sense of place, including built heritage resources.

Section 2.6.1 directs that "significant built heritage resources and significant cultural heritage landscapes shall be conserved."

The subject land is located within the urban settlement area and is well served by transit. The amendments will offer the opportunity for the Town to introduce a broader range of office uses beyond the present limitation of government offices.

#### **5.2. Places to Grow: Growth Plan for the Greater Golden Horseshoe**

Within the Greater Golden Horseshoe, the Province's Growth Plan directs where and how growth should occur and promotes the creation of compact, vibrant, and complete communities with a diverse mix of land uses, range and mix of employment and housing types that are transit-supportive, pedestrian-friendly, and reduce dependence on the automobile.

The subject land is located inside of the 2006 built boundary, as determined by the Province. The additional use would promote the adaptive reuse of an existing

building and services, and allow for a greater mix of land uses in a location that is well served by transit and is pedestrian friendly.

### 5.3. Durham Regional Official Plan

The subject land is within the 'Living Area' designation, which are intended to be used predominantly for housing purposes, in addition to limited office development and limited retailing of goods and services, in appropriate locations, as components of mixed use developments, provided that Local Centres are designated in the area municipal official plan, and the functions and characteristics of such Centres are not adversely affected. (Policy 8B.2.1.b).

### 5.4. Town of Whitby Official Plan

The subject land is designated "Residential" in Schedule 'A' – Land Use (see Attachment #2a) and "Institutional" on Schedule 'H' – Downtown Secondary Plan (see Attachment #2b).

The predominant use in areas designated "Residential" shall be for residential purposes and supporting uses including recreational, institutional, and community uses. Accordingly, the subject lands are more specifically designated "Institutional" in the Downtown Whitby Secondary Plan.

The goal of the Downtown Whitby Secondary Plan is "to provide for the integrated development of commercial, residential, institutional, cultural and recreational uses that will enhance the Downtown's role as a focal point and source of identity for the entire municipality".

The "Institutional" designation in the Downtown Whitby Secondary Plan permits schools, places of worship, hospitals, day care centres, cultural and community centres, public utilities, nursing homes and homes for the aged. In accordance with Section 11.3.7.2 of the Official Plan, an Amendment to the Whitby Official Plan is required in order to consider uses other than those permitted in the "Institutional" designation.

Policy 11.3.3.10 of the Downtown Whitby Secondary Plan allows for flexibility in applying zoning and other regulations in order to encourage rehabilitation and redevelopment which is in keeping with the existing character of the area. The proposed additional use of an office use as a site specific exception within the existing building is in keeping with the former use of the building and will contribute to the enhancement of the vitality of Downtown Whitby by providing for more diverse employment opportunities and the conservation of a significant cultural heritage resource.

### 5.5. Cultural Heritage

The subject land is individually designated under Part IV of the Ontario Heritage Act and is also located within the proposed Werden's Plan Neighbourhood Heritage Conservation District (Part V of the Ontario Heritage Act). The building is identified as a historic landmark in the Town. The Part IV and proposed Part V



heritage designations are intended to protect the integrity of the heritage property and the surrounding neighbourhood.

Development permitted by the policies and designations of the Whitby Official Plan must have regard to heritage resources and shall incorporate these resources, wherever possible, into any plan that may be prepared. The preservation of cultural heritage resources, on their original sites, is encouraged. Council shall not restrict alterations to a property designated under the Ontario Heritage Act, provided such alterations do not affect the reasons for designation and that such alterations conform to the policies of the Official Plan and applicable Zoning By-law.

The former Land Registry Office requires renovations prior to occupancy. The building has predominantly remained vacant since being acquired. To utilize the building to support existing uses, as well the proposed additional office use, extensive renovations must be undertaken to the interior of the building. In addition, some exterior renovation work has and is intended to be completed, including the roof, restoration of the brick façade, upgrades to the building's HVAC system, electrical systems and lighting. The building (interior and exterior) will be made accessible, flooring needs to be upgraded, the windows need to be replaced, the installation of sound proofing in some areas will be required to accommodate for the potential of a double-unit conversion and a kitchenette and eating area would be required to serve future office tenants of the building. Renovations and alterations being undertaken do not affect the reasons for designation.

An objective of the Downtown Whitby Secondary Plan is to preserve buildings of architectural and historical significance and encourage their rehabilitation where necessary.

#### 5.6. Zoning By-law 2585, as amended

The subject land is currently zoned Institutional 1 - Downtown Zone (I1-DT) in Zoning By-law 2585 (see Attachment #4). This zoning category permits offices of a public agency and a range of traditional institutional uses but not that of a non-public agency office use. Therefore, the Town has initiated a zoning by-law amendment to add the proposed use for an office use.

#### 5.7. Planning and Development Comments

Concerns were expressed by the public at the introductory public meeting regarding the parking capacity for the subject land and the abutting Centennial Building.

The subject land relies on the parking spaces on the Centennial Building site.

The Community and Marketing Services (CMS) Department has indicated that it is undetermined at this time as to whether the former LRO building will be leased for

a single tenant, or internally split into two (2) separate units. Subject to the outcome of this resolution, an accessible pedestrian entrance shall be provided from the parking lot (rear of the building). The programming of events at the Centennial Building is organized through the Town's Community and Marketing Services Department. If the applications were to be approved, Town staff will be required to coordinate any substantive events/programming with the future tenant(s) of the former LRO to ensure that capacities are offset. If the subject land were to be occupied by an office user, the tenant(s) are expected to only operate during traditional daytime business hours, and not include active work periods that extend into the evenings as to conflict with evening scheduled programming held at the Centennial Building. The Planning and Development notes that the Centennial Building by its lease agreement is intended for community uses. Programming of the Centennial Building during the day time will require appropriate monitoring so as to avoid conflicts in community based programs and to properly manage parking demands should new programs supporting the Innovative Hub be permitted.

It is also noted that the Public Works Department is to undertake a larger study of parking demands within the downtown area. This will include a review of on-street parking opportunities. The significance of the Heritage Conservation Plan for the Werden's Neighbourhood, assuming approval, will be required to be considered as part of the parking review. The parking study is to include future public consultation.

In calculating the required parking for the subject land, based on an approximate floor space of 830 m<sup>2</sup>, a minimum of 28 parking spaces would be required if it were to be used as office space. For the purpose of calculating the required parking for the Centennial Building, a parking rate of 1 space per 4 persons of permitted capacity has been established based on the largest room available for use which is the theatre room, with a capacity of 154 persons. This was based on the Town's current practice of booking events and space so as to not conflict with one another from a functional capacity standpoint. In addition, the office uses within the former LRO would be principally used in the weekday daytime hours, whereas the rooms within the Centennial Building currently are predominantly used during non-peak hours. The coordination of the uses of the two (2) buildings is not anticipated to significantly increase the parking demand on the site. Therefore, a minimum of 39 parking spaces would be required for the Centennial Building, plus a minimum of 28 spaces for the former LRO, for a total of 67 required parking spaces, whereas 80 spaces shall be provided on-site. Staff note that on-street parking immediate to the street block also exists on Centre Street, Ontario and Gilbert Streets. Improvements to King Street will also include new on-street parking spaces.

The Department notes that to meet the accessible parking standard that the asphalt apron adjacent to the accessible entrance on the west side of the building, the site plan needs to be amended to include two accessible parking spaces.

The amendments meet the general intent of the institutional policies and would contribute to the achievement of a major, multi-faceted, downtown and to realize the economic and social potential of the downtown area.

The proposed additional office uses would allow for greater opportunity for the adaptive reuse of an existing designated heritage building and would preserve the significant elements of the community's cultural heritage and providing the opportunity for new development and growth. The added use to the building would also encourage the preservation of the site and building's architectural and historical significance particularly within the downtown area, as well as contribute to the social and economic vitality of Downtown Whitby.

The amendment would meet the goals and intent and would be consistent with the Provincial Policy Statement, the Growth Plan, the Durham Regional Official Plan and the Whitby Official Plan, and is considered to be compatible with adjacent land uses.

## **6. Public Communications/Plan:**

An introductory public meeting was held on November 28, 2016, for the purpose of informing the public with respect to the applications to add an office use, other than offices for a public agency, as an additional use on the subject land. Notification of that meeting was provided to all property owners within 120 metres (400 feet) of the subject land. Notice of the Public Information Meeting was also published in the Whitby This Week on Wednesday, November 16, 2016. Additionally, a notification sign was placed on the property to notify the public of the applications.

Notice of the June 12, 2017 Planning and Development Committee meeting was mailed to all Interested Parties, including those who requested further notification. Additionally, notice of this meeting has been published in Whitby This Week on Wednesday, May 24, 2017.

## **7. Considerations:**

### **7.1. Public**

Minutes of Public Meeting – November 28, 2016.

The following are the minutes from the November 28, 2016 public meeting:

R. Short, Commissioner of Planning, provided an overview of the proposed applications.

The Chair opened the floor for comments from the public.

Cathy Ambler, 611 King Street, appeared before the Committee and stated that her property is located at the rear of the subject property. She inquired whether the Town intends to sell the building or to retain it for its own use. She further inquired regarding the occupancy load of the building would be after completion of renovations. Ms. Ambler stated that the area is a quiet

residential neighbourhood as well as a heritage area of the Town. She raised concerns regarding the lack of parking noting that the R.A. Sennett School building would occupy approximately 250 employees. She stated that the Whitby Centennial Building has lots of parking but it is a busy location and well used. Ms. Ambler inquired regarding the number and location of additional parking.

There were no further submissions from the public.

A question and answer period ensued between Members of Council and Staff regarding:

- the occupancy load of the building;
- clarification of the older portion of the building being designated in accordance with the Ontario Heritage Act;
- whether the current parking available at the Whitby Centennial Building would accommodate the use of this building;
- the dialogue that has taken place with the Whitby Chamber of Commerce, the Spark Centre and 360 Incentives with respect to possible sharing of the building and whether there is still interest in the use of the building; and,
- verification that the Whitby Chamber of Commerce would not be able to relocate to this site without the approval of the applications.

## **7.2. Financial**

Not applicable.

## **7.3. Impact on and input from other Departments/Sources**

The following agencies and departments have advised that they have no concerns with the proposed site plan application:

- Enbridge Consumers Gas;
- Whitby Treasury Department;
- Whitby Fire and Emergency Services;
- Whitby Building Division; and,
- Whitby Hydro Electric Corporation.

The conditions of approval from the following agencies and departments have been incorporated into the Planning and Development Department conditions of approval under Section 8.0 of this report.

- Region of Durham Public Works;
- Region of Durham Planning and Economic Development;
- Whitby Public Works;
- Downtown Whitby Development Steering Committee; and,
- Whitby LACAC Committee.

### **7.3.1. Region of Durham Public Works**

Report to: Planning and Development Committee  
Report number: PL 55-17

The Regional Durham Public Works Department has provided the following comments:

### **Sanitary Sewer Inspection Manhole Exemption**

The Town has requested an exemption from the sanitary inspection manhole policy which has since been granted.

**Planning and Development staff have applied to the region of Durham Public Works Department for the exemption.**

### **7.3.2. Region of Durham Planning and Economic Development Department**

The Regional Durham Planning and Economic Development Department has provided the following comments:

#### **Conformity to the Regional Official Plan**

The subject land is located in the "Regional Centres" designation in the Regional Official Plan (ROP). Regional Centres are intended to be developed as the main concentrations of urban activities providing a fully integrated array of institutional, commercial, major retail, residential, recreational, cultural, entertainment and major office uses. The proposed amendment would facilitate a use that conforms with the Regional Centres designation.

#### **Provincial Plan Review Responsibilities**

No matters of provincial interest apply to this application.

#### **Exemption**

In accordance with By-law 11-2000, the amendment application is exempt from Regional Approval. Please advise the Commissioner of Planning and Economic Development Department of your Council's decision. If Council adopts an Amendment, a record must be submitted to this Department within 15 days of the date of adoption. The record must include the following:

- Two (2) copies of the adopted Amendment;
- A copy of the adopting by-law; and
- A copy of the staff report and any relevant materials.

### **7.3.3. Downtown Whitby Development Steering Committee**

At the January 18, 2017 meeting of the Downtown Whitby Development Steering Committee, the Committee reviewed and supported the Official Plan Amendment and Zoning By-law Amendment to add as an exception, an office use, other than an office for a public agency, within the Institutional designation of the former Land Registry Office located at 400 Centre Street South.

#### **7.3.4. Whitby LACAC Committee**

Discussion ensued regarding the Land Registry Office's window wall and whether the Town intended to replace it. Staff advised that further investigation would be needed as to replace the Land Registry Office's window wall.

In response to the above, the Community and Marketing Services Department has proposed to remove the exterior windows, however the mullion spacing will be duplicated to keep the elevation a representation of the original elevation design. The interior original materials shall be exposed, including brick detailing around the window openings, iron grates and iron bars (see Attachment #5). The east building elevation will essentially function as an "archeological architectural interior" that will showcase the past architectural designs. Some of the windows on the north, west, and south building elevations shall be replaced.

#### **7.4. Corporate and/or Department Strategic Priorities**

The recommendations are consistent with Council 2014-2018 Goals as follows:

**Goal 5** To build downtowns that are pedestrian focused; to leverage municipal tools and resources to generate local jobs and prosperity; to facilitate a major, multi-faceted, downtown supportive investment on the lands on and around the fire hall site.

**Goal 8** To become the destination of choice for visitors from across Durham Region and the Greater Toronto Area; to realize the economic and social potential of our downtowns, waterfront and green spaces in developing local tourism; and to create more things to do and places to enjoy.

#### **8. Summary and Conclusion:**

The Planning Department recommends that, subject to the conditions below, Council approve the Official Plan and Zoning By-law Amendments (File Nos. OPA-2016-W/05 and Z-21-16).

Conditions of Approval:

- Any proposed signage shall conform to the Town's permanent sign by-law, and that the use of sign boxes not be permitted;
- That the CMS Department will coordinate to the best of their ability any substantive events scheduled within the Centennial Building with the peak operations of the ultimate tenant of the former LRO to ensure that capacities are offset as to not overwhelm the parking demands during peak periods;
- That the Town monitors events and activities within the Centennial Building to manage parking associated with the tenancies/permitting associated with both 400 Centre Street South and the Centennial Building;

- That a By-law to adopt Official Plan Amendment No. 106 to the Whitby Official Plan be brought forward for consideration by Council; and,  
That a By-law to amend Zoning By-law 2585 be brought forward for consideration by Council.

**9. Attachments:**

Attachment #1: Location Sketch

Attachment #2a: Excerpt from Town's Official Plan Schedule 'A' Land Use

Attachment #2b: Excerpt from Town's Official Plan Schedule 'H' Downtown Secondary Plan

Attachment #3: Zoning Map Excerpt for Zoning By-law 2585

Attachment #4: Conceptual Site Plan

Attachment #5: Proposed Official Plan Amendment No. 106

For further information contact:

Nusrat Omer, Planner, x2416

Kristy Kilbourne, Planner, x2272

Original Approved and Signed.

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Robert B. Short, Commissioner of Planning, x4309

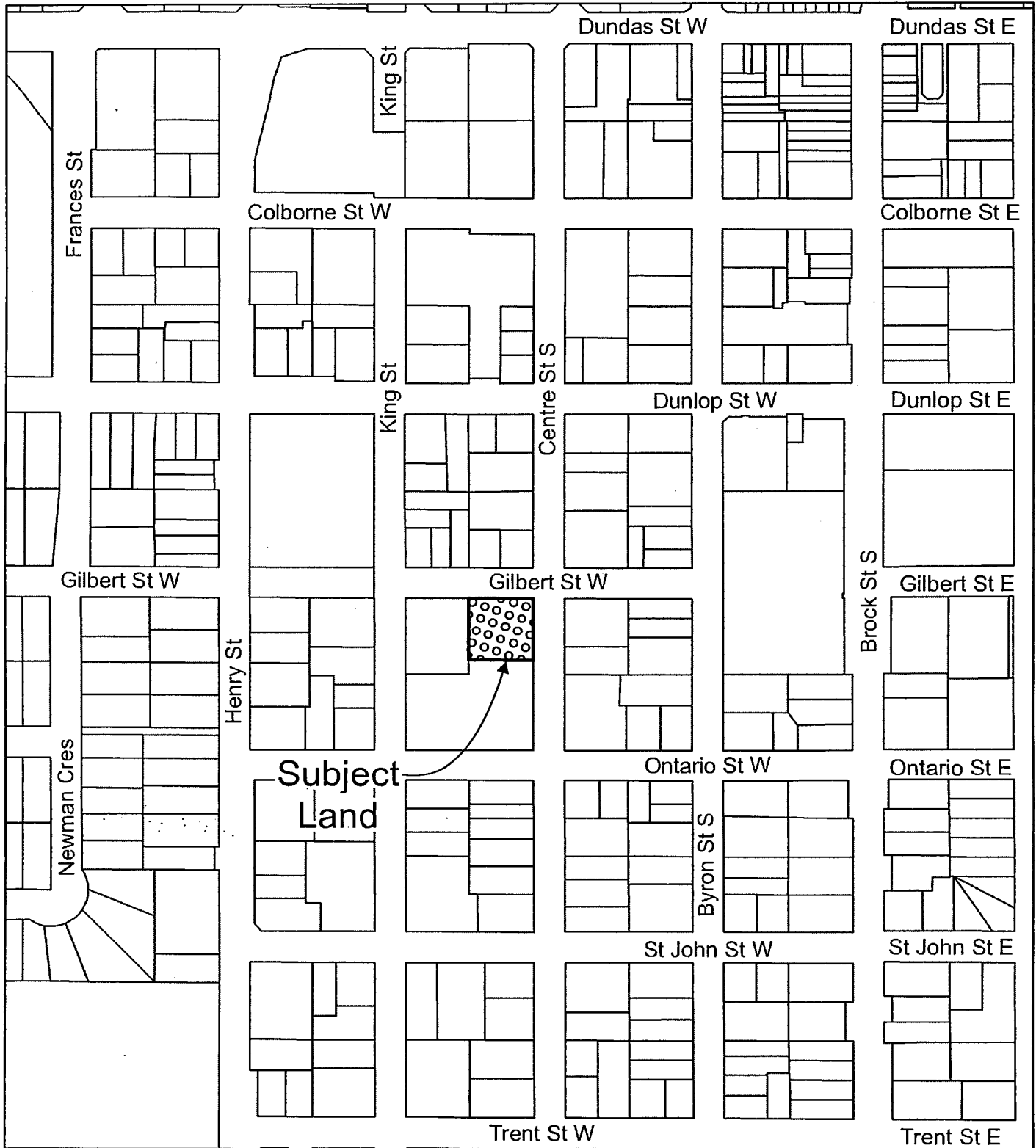
Original Approved and Signed.

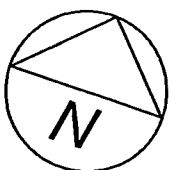
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Matthew Gaskell, Chief Administrative Officer, x2211

# Attachment #1 Location Sketch

PL 55-17

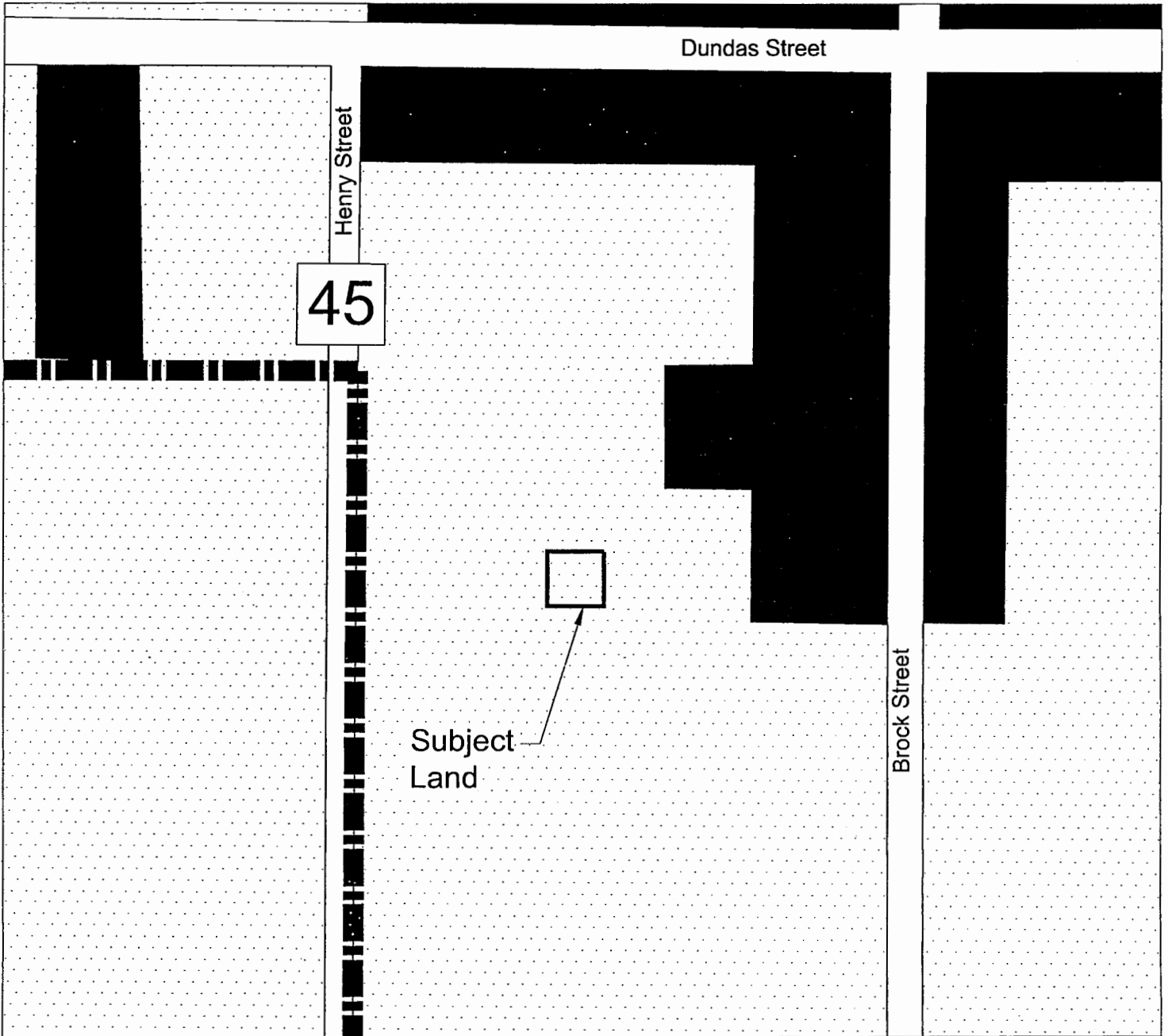


<b>Town of Whitby Planning and Development Department</b>		
Applicant: Town of Whitby	File Number: OPA-2016-W/05, Z-21-16	



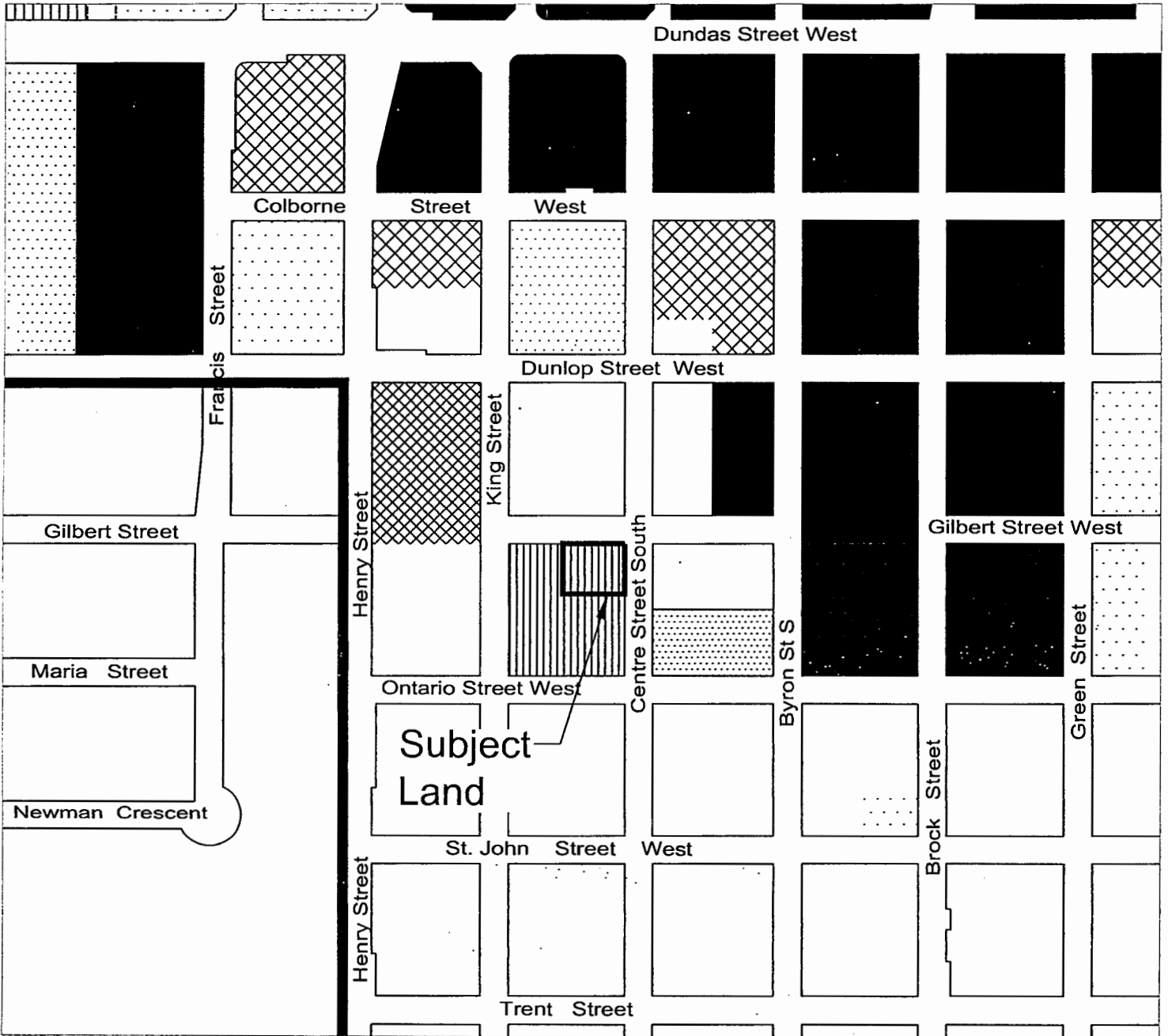
# Attachment #2a

## Excerpt from Town of Whitby Official Plan Schedule 'A'



<p><b>Regional Approval Date:</b> December 6, 1995</p> <p><b>Last Revision Date:</b> December 2010</p> <p><b>Working File Date:</b> January 2016</p>	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <ul style="list-style-type: none"> <li> Residential</li> <li> Major Commercial</li> <li> Community Commercial</li> <li> Commercial Node</li> <li> Special Purpose Commercial</li> <li> General Industrial</li> <li> Prestige Industrial</li> <li> Special Activity Node</li> <li> Institutional</li> <li> Mixed Use</li> <li> Major Open Space</li> <li> Hazard Land</li> </ul> </td> <td style="width: 50%; border: none;"> <ul style="list-style-type: none"> <li> Agriculture</li> <li> Estate Residential</li> <li> Utility</li> <li> Resource Extraction Area <small>(See Section 4.12)</small></li> <li> Hamlet Limits</li> <li> Major Central Area Boundary</li> <li> Community Central Area Boundary</li> <li> Municipal Boundary</li> <li> 20 Year Urban Boundary</li> <li> Future Urban Development Area Boundary</li> <li> Southern Boundary of Oak Ridges Moraine</li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li> Residential</li> <li> Major Commercial</li> <li> Community Commercial</li> <li> Commercial Node</li> <li> Special Purpose Commercial</li> <li> General Industrial</li> <li> Prestige Industrial</li> <li> Special Activity Node</li> <li> Institutional</li> <li> Mixed Use</li> <li> Major Open Space</li> <li> Hazard Land</li> </ul>	<ul style="list-style-type: none"> <li> Agriculture</li> <li> Estate Residential</li> <li> Utility</li> <li> Resource Extraction Area <small>(See Section 4.12)</small></li> <li> Hamlet Limits</li> <li> Major Central Area Boundary</li> <li> Community Central Area Boundary</li> <li> Municipal Boundary</li> <li> 20 Year Urban Boundary</li> <li> Future Urban Development Area Boundary</li> <li> Southern Boundary of Oak Ridges Moraine</li> </ul>	<p><b>Land Use Official Plan</b></p> <p>Town of Whitby</p> <p>Schedule <b>A</b></p> <p style="font-size: small;">This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.</p>
<ul style="list-style-type: none"> <li> Residential</li> <li> Major Commercial</li> <li> Community Commercial</li> <li> Commercial Node</li> <li> Special Purpose Commercial</li> <li> General Industrial</li> <li> Prestige Industrial</li> <li> Special Activity Node</li> <li> Institutional</li> <li> Mixed Use</li> <li> Major Open Space</li> <li> Hazard Land</li> </ul>	<ul style="list-style-type: none"> <li> Agriculture</li> <li> Estate Residential</li> <li> Utility</li> <li> Resource Extraction Area <small>(See Section 4.12)</small></li> <li> Hamlet Limits</li> <li> Major Central Area Boundary</li> <li> Community Central Area Boundary</li> <li> Municipal Boundary</li> <li> 20 Year Urban Boundary</li> <li> Future Urban Development Area Boundary</li> <li> Southern Boundary of Oak Ridges Moraine</li> </ul>			

# Attachment #2b Excerpt from Town of Whitby Secondary Plan Schedule 'H'



**Legend:**

- Commercial
- Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutional
- Open Space
- Secondary Plan Area Boundary

S Elementary School

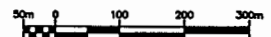
## Downtown Secondary Plan Land Use

Official Plan  
Town Of Whitby

Schedule  
**H**



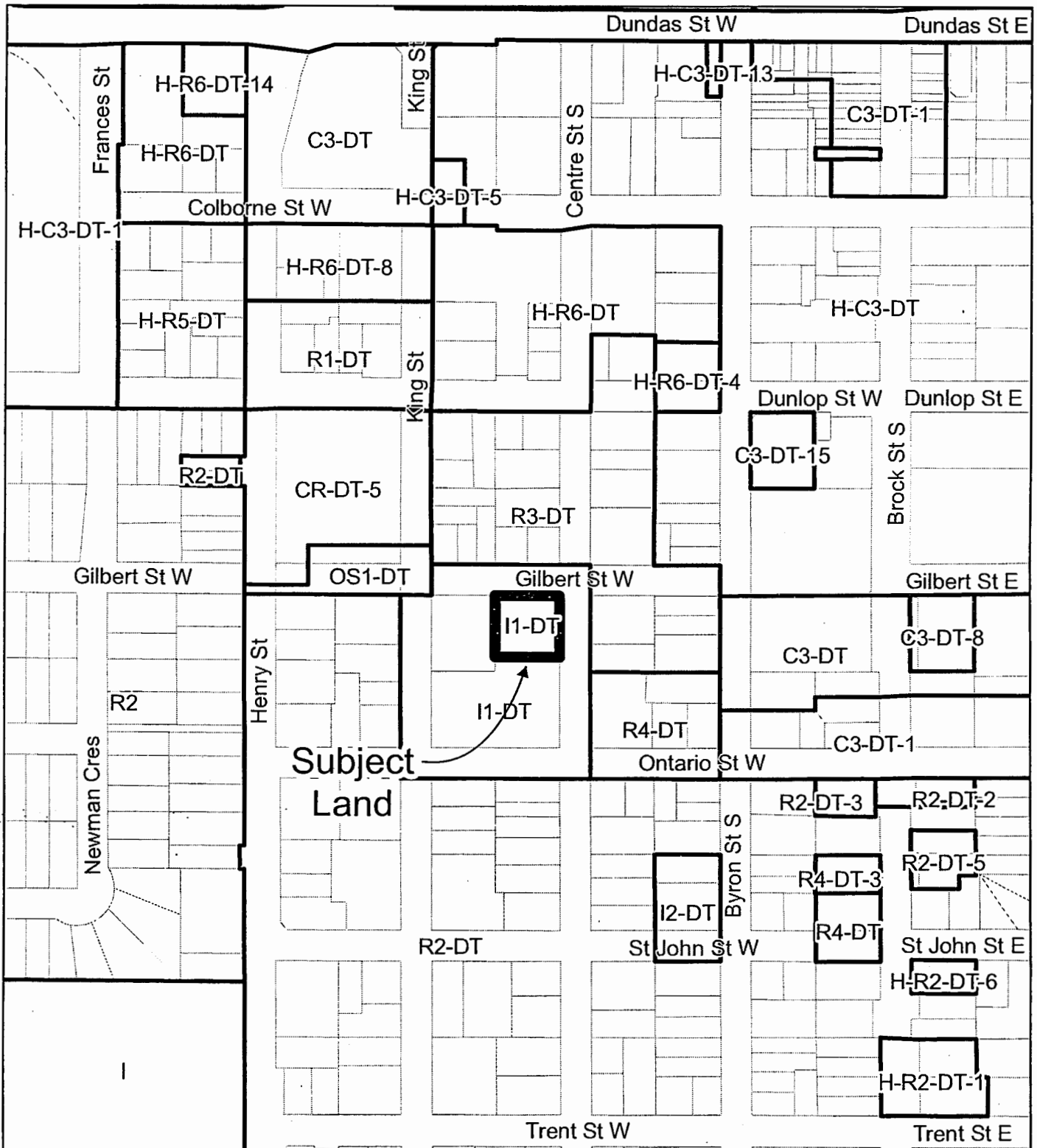
This Schedule Forms Part Of The Official Plan Of The Town Of Whitby And Must Be Read In Conjunction With The Written Text




Regional Approval December 6, 1995  
Last Revision October 2004

# Attachment #3 Excerpt from Zoning By-Law 2585

PL 55-17



<b>Town of Whitby Planning and Development Department</b>			
Applicant: Town of Whitby	File Number: OPA-2016-W/05, Z-21-16	Date: February 2017	



**Proposed Amendment No. 106  
to the Town of Whitby Official Plan**

- Purpose:** The purpose of this Amendment to the Town of Whitby Official Plan is to permit, as an exception, an office, other than an office for a public agency, on the subject land.
- Location:** The lands subject to the Amendment are located at the southwest corner of Gilbert Street West and Centre Street South, municipally known as 400 Centre Street South.
- Basis:** Pursuant to Council's direction, this Town-initiated Official Plan Amendment (File No. OPA-2016-W/05) seeks to permit, as an exception, a private office, on the subject land, subject to the provisions in the implementing Zoning By-law.
- Actual Amendment:** The Town of Whitby Official Plan is hereby amended as follows:
- By amending Section 11.3.7. by adding the following new sub-section as 11.3.7.5:
- "Notwithstanding Section 11.3.7.1, a private office may be permitted, as an exception, on the property located at 400 Centre Street South, identified as Assessment Roll #18-09-030-014-06900-0000, subject to the inclusion of appropriate provisions in the Zoning By-law."
- Implementation:** The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.
- Interpretation:** The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.

# Schedule 'A' to By-Law 7304-17

## Amendment # 106 to the Town of Whitby Official Plan

- Purpose:** The purpose of this Amendment to the Town of Whitby Official Plan is to permit, as an exception, an office, other than an office for a public agency, on the subject land.
- Location:** The lands subject to the Amendment are located at the southwest corner of Gilbert Street West and Centre Street South, municipally known as 400 Centre Street South.
- Basis:** Pursuant to Council's direction, this Town-initiated Official Plan Amendment (File No. OPA-2016-W/05) seeks to permit, as an exception, a private office, on the subject land, subject to the provisions in the implementing Zoning By-law.
- Actual Amendment:** The Town of Whitby Official Plan is hereby amended as follows:
- By amending Section 11.3.7. by adding the following new sub-section as 11.3.7.5:
- "Notwithstanding Section 11.3.7.1, a private office may be permitted, as an exception, on the property located at 400 Centre Street South, identified as Assessment Roll #18-09-030-014-06900-0000, subject to the inclusion of appropriate provisions in the Zoning By-law."
- Implementation:** The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.
- Interpretation:** The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.

# Schedule 'A' to By-Law 7304-17

## Amendment # 106 to the Town of Whitby Official Plan

- Purpose:** The purpose of this Amendment to the Town of Whitby Official Plan is to permit, as an exception, an office, other than an office for a public agency, on the subject land.
- Location:** The lands subject to the Amendment are located at the southwest corner of Gilbert Street West and Centre Street South, municipally known as 400 Centre Street South.
- Basis:** Pursuant to Council's direction, this Town-initiated Official Plan Amendment (File No. OPA-2016-W/05) seeks to permit, as an exception, a private office, on the subject land, subject to the provisions in the implementing Zoning By-law.
- Actual Amendment:** The Town of Whitby Official Plan is hereby amended as follows:
- By amending Section 11.3.7. by adding the following new sub-section as 11.3.7.5:
- "Notwithstanding Section 11.3.7.1, a private office may be permitted, as an exception, on the property located at 400 Centre Street South, identified as Assessment Roll #18-09-030-014-06900-0000, subject to the inclusion of appropriate provisions in the Zoning By-law."
- Implementation:** The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.
- Interpretation:** The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.



# Town of Whitby By-law # 7304-17

## Official Plan Amendment Number 106

Being a By-law to adopt Amendment Number 106 to the Official Plan of the Town of Whitby.

Whereas Sections 17 and 21 of the Planning Act, R.S.O. 1990, c.P.13, as amended, provide that the Council of a municipality may by by-law adopt amendments to its Official Plan;

And whereas, the Council of The Corporation of the Town of Whitby deems it advisable to amend the Official Plan of the Town of Whitby.

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

### 1. General

- 1.1. Amendment Number 106 to the Official Plan of the Town of Whitby, attached as Schedule "A" to this By-law, is hereby adopted.
- 1.2. The Clerk of the Corporation of the Town of Whitby is hereby authorized and directed to forward to the Regional Municipality of Durham the documentation required by Regional By-law 11-2000 and Regional Procedure: Area Municipal Official Plans and Amendments, for exempt Official Plan Amendments.
- 1.3. This By-law shall come into force and take effect in accordance with the provisions of the Planning Act.

By-law read and passed this 26<sup>th</sup> day of June, 2017.

A handwritten signature in cursive script that reads "Don Mitchell".

---

Don Mitchell, Mayor

A handwritten signature in cursive script that reads "Ch. Harris".

---

Christopher Harris, Town Clerk



# Schedule 'A' to By-Law 7304-17

## Amendment # 106 to the Town of Whitby Official Plan

- Purpose:** The purpose of this Amendment to the Town of Whitby Official Plan is to permit, as an exception, an office, other than an office for a public agency, on the subject land.
- Location:** The lands subject to the Amendment are located at the southwest corner of Gilbert Street West and Centre Street South, municipally known as 400 Centre Street South.
- Basis:** Pursuant to Council's direction, this Town-initiated Official Plan Amendment (File No. OPA-2016-W/05) seeks to permit, as an exception, a private office, on the subject land, subject to the provisions in the implementing Zoning By-law.
- Actual Amendment:** The Town of Whitby Official Plan is hereby amended as follows:
- By amending Section 11.3.7. by adding the following new sub-section as 11.3.7.5:
- "Notwithstanding Section 11.3.7.1, a private office may be permitted, as an exception, on the property located at 400 Centre Street South, identified as Assessment Roll #18-09-030-014-06900-0000, subject to the inclusion of appropriate provisions in the Zoning By-law."
- Implementation:** The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.
- Interpretation:** The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.



The Corporation of the Town of Whitby  
Office of the Town Clerk  
575 Rossland Road East  
Whitby, ON L1N 2M8  
[www.whitby.ca](http://www.whitby.ca)

# Town of Whitby Statutory Notice Planning Act

## Notice of the Adoption of Amendment # 106 to the Town of Whitby Official Plan

Take Notice that the Council of the Corporation of the Town of Whitby passed **By-law # 7304-17** on the 26<sup>th</sup> day of June, 2017 under Section 17 of the Planning Act, R.S.O. 1990, c. P.13, as amended, to adopt Amendment No. 106 to the Town of Whitby Official Plan.

And Take Notice that any person or agency may appeal all or part of the decision of the approval authority to the Ontario Municipal Board in respect of the By-law by filing with the Clerk of the Corporation of the Town of Whitby, **not later than 4:30 p.m. on July 31, 2017, a Notice of Appeal** setting out the objection to the by-law and the reasons in support of the objection, accompanied by a certified cheque or money order made payable to the Minister of Finance in the amount of \$300.00 as prescribed under the Ontario Municipal Board Act. If you wish to appeal to the OMB, a copy of an appeal form is available from the OMB website at [www.elfo.gov.on.ca](http://www.elfo.gov.on.ca).

The proposed Official Plan Amendment is exempt from approval by the Regional Municipality of Durham. The decision of Council is final if a notice of appeal is not received before or on the last day for filing a notice of appeal.

### Purpose and Effect

The purpose and effect of By-law 7304-17 is to adopt Town of Whitby Official Plan Amendment #106, to permit, as an exception, an office, other than an office for a public agency, on the subject land.

Applicant: Town of Whitby. OPA-2016-W/05 (Z-21-16) PL 55-17

Pursuant to Section 17 (23.1) of the Planning Act, this notice shall contain a brief explanation of the effect that the written and oral submissions, pursuant to Subsection 17 (23.2) of the Planning Act, had on the decision respecting this by-law. The changes to the by-law, if any, are a result of the written and oral submissions received, as summarized in PL 55-17, and in the minutes of the June 12, 2017 Planning and Development Committee meeting and June 26, 2017 Council meeting. Please visit [www.whitby.ca/civicweb](http://www.whitby.ca/civicweb) or contact the Clerk's office at 905.430.4315 for a copy of the Planning Report and/or minutes.

**Note:** Only individuals, corporations and public bodies may appeal the by-law to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or group.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to Council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

The complete amendment, by-law and background materials, if any, are available for inspection in the Planning Department at the Whitby Municipal Building at 575 Rossland Road East, Whitby, during regular office hours.

**Further information regarding this matter may be obtained by contacting the Town's Planning Department at 905.430.4306.**

Dated at the Town of Whitby this 11th day of July, 2017.

Christopher Harris  
Town Clerk, Town of Whitby  
575 Rossland Road East, Whitby, ON L1N 2M8



**Town of Whitby**  
**Office of the Town Clerk**  
 575 Rossland Road East, Whitby, ON L1N 2M8  
 www.whitby.ca

C.S. - LEGISLATIVE SERVICES

Original To: CIP
Copy To: Bridgeman
C.C. S.C.C. File
Take Appr. Action

July 10, 2017

Brian Bridgeman, Commissioner of Planning  
 and Economic Development  
 Region of Durham  
 605 Rossland Road E.  
 Whitby ON L1N 6A3

Re: Planning and Development Department Report, PL 65-17  
 Recommendation Report - Minto (Rossland) Inc., Northwest Quadrant of  
 Rossland Road East and Thickson Road North, Official Plan Amendment, Draft  
 Plan of Subdivision and Zoning By-law Amendment (OPA-2016-W/01, SW-2016-  
 02, Z-10-16)

Please be advised that the Council of the Town of Whitby at a meeting held on June 26, 2017 adopted the following resolution:

1. That Planning Report Item No. PL 65-17 be received as information, including the amendments to Section 7.3 dealing with Block 158 as per the memorandum from the Commissioner of Public Works dated June 21, 2017; and,
2. That Council affirms its intention that Block 158 will never be opened as a future road allowance;
3. That Council approve the application to amend the Town of Whitby Official Plan as submitted by Minto (Rossland) Inc. (File OPA 2016-W/01), and as recommended by Staff, as shown on Attachment # 6, as Amendment No. 107 to the Whitby Official Plan, subject to the comments and conditions contained in Section 8 of Planning Report Item No. PL 65-17;
4. That a By-law to adopt Official Plan Amendment No. 107 to the Whitby Official Plan be brought forward for consideration by Council;
5. That the Clerk forward a copy of Planning Report Item No. PL 65-17, two (2) copies of the adopted Amendment, and a copy of the by-law to adopt Official Plan Amendment No. 107 to the Region of Durham's Commissioner of Planning;
6. That Council approve the application to amend Zoning By-law 1784, (File Z-10-16), subject to the conditions contained in Section 5 of Planning Report Item No. PL 65-17 and the Approval of Amendment No. 107 to the Whitby Official Plan;
7. That a By-law to amend Zoning By-law 1784 be brought forward for consideration by Council;

8. That Council approve the recommended Minto (Rossland) Inc. subdivision (see Attachment # 5) (File SW-2016-02) subject to the comments and conditions contained in Section 8 of Planning Report Item No. PL 65-17;
9. That further to the conditions outlined in Section 8 of Report PL 65-17, that the Subdivider implement the recommendations of the Environmental Impact Study (May, 2017) and Arborist Report (May, 2017) regarding tree preservation and buffer plantings;
10. That upon completion of detailed design work, the Subdivider submit an updated Arborist Report that may be peer reviewed at the Town's request at the Subdivider's expense, that includes recommendations to preserve the trees along the western boundary of the development, opportunities to mitigate stress to existing trees during the construction process, and providing for the retaining of a professional certified arborist to care and ensure tree health during the construction process;
11. That the Subdivider provide tree compensation to the satisfaction of the Commissioner of Planning and Development in consultation with CLOCA, supplementary to the tree compensation program recommendations within the enhancement areas identified in the Environmental Impact Study (May, 2017) for the valley corridor restoration and the stormwater management pond.
12. That the Subdivider provide 5% cash-in-lieu of parkland and not convey Medium Density Block 154 (see Attachment #5) to the Town as parkland dedication;
13. That Council appoint the firm of Williams and Stewart Associates as Control Architect for the recommended Draft Plan of Subdivision;
14. That Staff be authorized to prepare a Subdivision Agreement;
15. That the Mayor and Clerk be authorized to sign any necessary documents;
16. That the Region of Durham Commissioner of Planning be advised of Council's decision; and,
17. That the Clerk forward Notice to those parties and agencies who requested to be notified of Council's decision.

Further to Council's resolution, please find enclosed the following documentation:

1. One (1) copy of Planning Report, PL 65-17
2. Two (2) copies of the adopted Amendment; and,
3. One (1) copy of the By-law to adopt Official Plan Amendment No. 107.

Also enclosed for your information is a copy of the Notice of Adoption for Amendment No. 107. Should you require further information, please do not hesitate to contact the Town's Planning Department at 905.430.4306.



Christopher Harris  
Town Clerk

/lm

Copy: Ralph Walton, Regional Clerk, Region of Durham  
M. McDonnell, Acting Commissioner of Planning  
E. Belsey, Manager, Long Range Planning & Strategic Design

Attach.



# Town of Whitby Report

**Report to:** Planning and Development Committee  
**Date of meeting:** June 12, 2017  
**Department:** Planning and Development Department  
**Report Number:** PL 65-17  
**File Number(s):** OPA-2016-W/01, SW-2016-02 and Z-10-16

## **Report Title: Recommendation Report - Minto (Rossland) Inc. Northwest quadrant of Rossland Road East and Thickson Road North – Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment**

### **1. Recommendation:**

- 1. That Planning Report Item No. PL 65-17 be received as information;**
- 2. That Council approve the application to amend the Town of Whitby Official Plan as submitted by Minto (Rossland) Inc. (File OPA 2016-W/01), and as recommended by Staff, as shown on Attachment # 6, as Amendment No. 107 to the Whitby Official Plan, subject to the comments and conditions contained in Section 8 of Planning Report Item No. PL 65-17;**
- 3. That a By-law to adopt Official Plan Amendment No. 107 to the Whitby Official Plan be brought forward for consideration by Council;**
- 4. That the Clerk forward a copy of Planning Report Item No. PL 65-17, two (2) copies of the adopted Amendment, and a copy of the by-law to adopt Official Plan Amendment No. 107 to the Region of Durham's Commissioner of Planning;**
- 5. That Council approve the application to amend Zoning By-law 1784, (File Z-10-16), subject to the conditions contained in Section 5 of Planning Report Item No. PL 65-17 and the Approval of Amendment No. 107 to the Whitby Official Plan;**

Report to: Planning and Development Committee  
Report number: PL 65-17

6. That a By-law to amend Zoning By-law 1784 be brought forward for consideration by Council;
7. That Council approve the recommended Minto (Rossland) Inc. subdivision (see Attachment # 5) (File SW-2016-02) subject to the comments and conditions contained in Section 8 of Planning Report Item No. PL 65-17;
8. That the Subdivider convey Medium Density Block 154 (see Attachment #5) to the Town as parkland dedication;
9. That Council appoint the firm of Williams and Stewart Associates as Control Architect for the recommended Draft Plan of Subdivision;
10. That Staff be authorized to prepare a Subdivision Agreement;
11. That the Mayor and Clerk be authorized to sign any necessary documents;
12. That the Region of Durham Commissioner of Planning be advised of Council's decision; and,
13. That the Clerk forward Notice to those parties and agencies who requested to be notified of Council's decision.

## 2. Executive Summary:

Applications for infill development on the former Turk lands located at the northwest corner of Rossland and Thickson Roads were received in the spring of 2016 at the Planning and Development Department by agent GHD Limited on behalf of the new landowner, Minto (Rossland) Inc. Minto submitted applications for an Official Plan Amendment, a Draft Plan of Subdivision and a Zoning By-law Amendment in support of a development proposal consisting of a minimum of 356 residential dwelling units up to a maximum of 436 on a 30.06 hectare parcel of land (see Attachment #4). Also proposed by the Subdivider is an extension of Dryden Boulevard to Thickson Road, two medium density blocks and a stormwater management facility.

The Official Plan Amendment application included deletion of the Collector Road designation on Schedule 'D' of the Official Plan, as illustrated on Attachment #6 to permit the local road network as shown on the draft plan, and to remove the classification outside the draft plan area in response to local resident concerns.

On June 13<sup>th</sup> 2016, the statutory public meeting was held whereby public input provided a variety of comments with particular concern for increased traffic on the adjacent neighbourhood, the connection to Glen Dhu Drive, lot sizes, conformity with the existing lots, the existing trees and the medium density block. Since the public meeting, staff and agencies have undertaken considerable review of the



provincially significant wetlands corridor, storm pond design, traffic, medium density block design options, loting and responding to public input. Any oral and written correspondence received from the public was considered as part of this report back to the Planning and Development Committee.

Staff have assessed the former 'slip lane' townhouse block (Block 154) within the surrounding context, and recommend the block be dedicated to the Town as a parkland contribution, to preserve a one-time opportunity and provide passive, open space for public enjoyment.

At the conclusion of the review period, the Planning and Development Department recommends approval of the proposed Official Plan Amendment, the recommended Draft Plan of Subdivision (see Attachment #5) and the Zoning By-law Amendment, subject to the comments and conditions of draft approval identified in Section 8.0 of this report.

### **3. Origin:**

Applications for an Official Plan Amendment, Draft Plan of Subdivision and a Zoning By-law Amendment have been submitted by Minto (Rossland) Inc. in April 2016.

Further to the statutory public meeting held on June 13<sup>th</sup> 2016, the Planning and Development Committee directed staff to bring forward a recommendation report for Council's consideration at such time as the applications were reviewed and assessed by the applicable departments, agencies and the public.

### **4. Background:**

In April 2016, Minto (Rossland) Inc. owner of the subject lands, municipally known as 1542 Rossland Road East, applied for an Official Plan Amendment, a Draft Plan of Subdivision and a Zoning By-law Amendment to develop an infill subdivision over the former Turk lands (see Attachment # 4). Included in the development proposal is the proposed extension of Dryden Boulevard eastward to Thickson Road and a stormwater management facility within a portion of the Pringle Creek tributary.

In accordance with the Planning Act, a statutory public meeting was held in June 2016 to present the concept proposal to the public and a revised plan has since been submitted back to the Planning and Development Department (see Attachment #5).

The Minto plan will also complete the local road network and through the proposed Official Plan Amendment, re-designate the collector road segment within the Minto draft plan area, identified in the Official Plan Schedule 'D' (see Attachment # 6) to a local road classification.

Through the review process, the Town has identified the need to initiate a public meeting scheduled for the June 12<sup>th</sup> 2017 Planning and Development Committee Meeting, to consult with the public regarding road reclassification from a collector

road designation to a local road on the Official Plan Schedule 'D', outside the Minto draft plan area (see Attachment #6).

A summary of the area and lotting change from the original draft plan concept to the recommended draft plan is described as follows.

#### Original Draft Plan of Subdivision Concept

The 30.06 hectare original draft plan concept (see Attachment #4) proposed a minimum of 356 / maximum 436 dwelling units being comprised of the following:

- 78 single detached lots at 11.0+ metre frontages
- 67 single detached lots at 13.1+ metre frontages

Total single detached lots are 145 lots (5.67 ha.) and a Low Density Residential result of 25.5 units per net hectare.

- 83 street townhouses at 6.0 metre frontages (1.49 ha.)
- 1 Medium density residential block at a minimum density of 30 units per net hectare [min. 128 units / max. 208 units] (3.21 ha.)

Total number of residential units is a minimum of 356 up to a maximum of 436 units on a total residential area of 10.37 ha.

- Part Lot Block (0.01 ha.)
- Open Space (14.86 ha.)
- Park (0.49 ha.)
- Stormwater Management Pond (0.56 ha.)
- 6.0m Walkway / Servicing Blocks (0.04 ha.)
- Road Widenings (0.49 ha.)
- Roads (3.24 ha.)

#### Recommended Draft Plan of Subdivision

Through the review process, Minto revised their draft plan (see Attachment #5) and maintained the same 30.06 hectare (ha.) area, however has been revised to provide a minimum of 340 / maximum 426 residential dwelling units, and is comprised as follows:

- 69 single detached lots at 11.0+ metre frontages
- 74 single detached lots at 13.1+ metre frontages

Total single detached lots are 143 lots (5.71 ha.) and a Low Density Residential result of 25.0 units per net hectare.

- 67 street townhouses at 6.0 metre frontages (1.25 ha.)
- 1 Medium density residential block at a minimum density of 42.9 units per net hectare [min. 130 units / max. 216 units] (3.03 ha.) up to 65 units per net hectare. **(Note, to ensure conformity with the medium density residential maximum, the maximum number of units would be limited to 196 units and not the 216 identified on the draft plan)**

Total number of residential units is a minimum of 340 / maximum of 426 units on a total residential area of 9.99 ha.

- Part Lot Block (0.01 ha.)
- Open Space Blocks including the SWM Pond Facility (15.85 ha.)
- Parkette / Municipal Block (0.06 ha.)
- 6.0m Walkway / Servicing Blocks (0.04 ha.)
- Road Widenings (0.49 ha.)
- Roads (3.62 ha.)

Site Statistics	Description
Site Location and size	North of Rossland Road East, West of Thickson Road North (see Attachment #1); 30.06 hectares
Legal Description	Part of Lot 21, Concession 3
Present Use	Vacant land
Proposed Use	Min. 340 Residential Dwelling Units
Region Official Plan Designation	Living Areas
Town Official Plan Designation	- Schedule 'A' – Land Use – “Low Density Residential”, with symbols for “Medium Density Residential” (Schedule 'B' and Section 4.4.5.3. through OPA 105) and Hazard Land

Site Statistics	Description
	(see Attachment #2)
Present Zone Category	'R2' – Residential Zone; 'A' - Agricultural Zone; 'G' – Greenbelt Zone, By-law 1784, as amended (see Attachment #3)
Proposed Zone Category	See Section 5.0 – Zoning By-law Amendment to implement the draft plan of subdivision
Surrounding Uses to the North	Agricultural
Surrounding Uses to the East	Residential
Surrounding Uses to the South	Residential
Surrounding Uses to the West	Residential

**5. Discussion/Options:**

**Provincial Policy Statement, 2014**

The Provincial Policy Statement, 2014, directs urban growth and development to settlement areas and promotes efficient development patterns that "optimize the use of land, resources and public investment in infrastructure and public service facilities" and "promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel."

With regard to housing in particular, PPS policies require provision of an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents through, among other policies, "promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed."

With regard to natural heritage, the PPS requires natural features and areas to be protected for the long term. More specifically, no development is permitted in significant wetlands. Development and site alteration is also not permitted on lands adjacent to natural heritage features or functions, the extent of which is

identified by the Province or municipal approaches, unless an evaluation demonstrates there will be no negative impacts on the natural features or their function.

The proposed development would be consistent with the Provincial Policy Statement 2014.

### **Places to Grow: Growth Plan for the Greater Golden Horseshoe**

Within the Greater Golden Horseshoe, the Province's Growth Plan directs where and how growth should occur and promotes the creation of compact, vibrant, and complete communities that are transit- supportive, pedestrian-friendly, and reduce dependence on the automobile.

Designated greenfield areas should be developed as compact, transit-supportive, and complete communities with a diverse mix of land uses, a range of employment and housing types, high quality public open space, and easy access to local stores and services. They should be planned to create street configurations, densities, and an urban form that support active transportation and transit use. Designated greenfield areas will be planned to achieve a minimum density target of not less than 50 residents and jobs per hectare.

The subject lands are located outside of the 2016 built boundary (as determined by the Province), and would be considered greenfield development, and subject to the policies pertaining to designated greenfield areas. As the subject lands are located outside of built boundary, the proposed development would not contribute towards the Town's 45% Intensification factor.

The proposed development would conform to the Growth Plan and helps achieve objectives regarding a range of housing types, and compact and transit supportive development.

### **Durham Regional Official Plan**

The subject property is located within the "Living Areas" designation as identified in the Durham Regional Official Plan. Living Areas shall be predominantly used for housing purposes and shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads. Living Areas shall also be developed with particular consideration for supporting and providing access to public transportation and for providing the widest possible variety of housing types, sizes, and tenure.

Although Policy 7 .3.13 of the Durham Regional Official Plan requires a secondary plan for development of greenfield Living Areas greater than 20 hectares, the Region has indicated that since the develop able portion of the subject lands is less than 20 hectares, a secondary plan will not be required for the proposed development.

The Regional Planning Department comments regarding the Durham Regional Official Plan are outlined in Section 7.3 of this report.

## **Whitby Official Plan**

### **Residential**

The predominant use in areas designated "Residential" shall be for residential purposes and supporting uses including recreational, institutional, and community uses. Local Commercial Areas and Convenience Commercial Centres are also permitted.

In accordance with Section 4.2.3.2 of the Whitby Official Plan, each Community Area will contain a range of housing types, adequate services, focal points of activity provided within planned central areas and through community facilities such as parks, schools, places of worship, and higher residential densities. It should be noted that the symbols shown on Schedule 'B' for Residential areas not contained within a Secondary Plan Area are to be implemented through consideration of development applications.

Low Density Residential Areas shall be developed for single detached, semi detached or linked, and duplex dwellings and other similar ground related built forms on a variety of lot sizes, not exceeding 30 dwelling units per net hectare.

The proposed draft plan of subdivision includes 143 single-detached dwellings at a density of approximately 25 units per hectare, and would conform to, and implement the Low Density Residential designation.

Medium Density Residential areas shall be developed for in the range of 30-65 units per net hectare with street and block townhouse, triplex, fourplex, or other forms of multiple dwellings, not exceeding a height of four storeys. Additionally, applications containing medium density residential uses will be reviewed based on certain criteria as outlined in Section 4.2.3.13 of the Whitby Official Plan such as suitable access to major roads, proximity to transit and other amenities, and compatibility with adjacent land uses in order to achieve transition of height and density.

In February 2017, the Town adopted Official Plan Amendment (OPA) 105 regarding its Official Plan Review. OPA 105 has maintained the requirement for two medium density residential symbols, as a Special Provision as follows:

"4.4.5.3 Notwithstanding any other provisions of this Plan to the contrary, residential development on the following sites shall include and integrate Medium Density Residential components in suitable locations in accordance with the provisions of Section 4.4.3.6:

a) the lands identified by Assessment Roll No. 18-09-040-035-11200, municipally known as 1542 Rossland Road East;..."

Medium density residential uses are being proposed on the south-east corner of the subject property at the Thickson Road North and Rossland Road East intersection in the form of freehold street townhouses, as well as a medium

density block for future condominium townhouses or other similar forms of multiple dwellings.

As noted, the Medium Density Residential designation would allow densities of up to 65 units per net hectare, with building heights up to 4 storeys. Minto's proposed street townhouses would be approximately 54 units per net hectare, below the maximum density permitted. However, although Minto's proposed Medium Density Block 153 would meet the minimum density requirements of 30 units per net hectare, it would exceed the maximum density of 65 units per net hectare. Therefore, the proposed plan of subdivision will be required to be revised prior to draft approval.

### Transportation

Schedule 'D' - Transportation identifies a designated proposed Type C Arterial Road (Dryden Boulevard) and a proposed Collector Road over the subject property (see Attachment 2d).

Type C Arterial Roads (e.g. Dryden Boulevard and Manning Boulevard) are intended to move lower volumes of traffic at slower speeds over relatively short distances in comparison to a Type B Arterial Road but greater than a Collector Road or Local Road. Type C Arterial Roads have a right of way width of 26-30 metres. Dryden Boulevard is proposed to be extended to Thickson Road as part of the proposed development in conformity with Schedule 'D' - Transportation of the Town's Official Plan.

The proposed plan of subdivision would implement the requirement for the proposed Type B Arterial Road, by extending Dryden Boulevard, consistent with the Transportation objectives of the Whitby Official Plan.

Collector Roads (e.g. Glen Dhu Drive and Lofthouse Drive) are intended to facilitate traffic movements within and between Residential Community Areas and Central Areas, and between these areas and the overall arterial and regional highway system. Collector Roads have a right of way width of 20-26 metres. The proposed Collector Road on the subject property was intended to connect Glen Dhu Drive with Lofthouse Drive.

The applicant has submitted an Official Plan Amendment Application to delete the Collector Road on Schedule 'D' in order to permit the road network as shown on the proposed draft plan of subdivision. The proposed draft subdivision plan contains Local Roads only and does not propose a road crossing of the Pringle Creek tributary with the exception of the planned Dryden Boulevard extension.

In consideration of the applicant's proposed Amendment, agency and department comments, as well as comments received from the public, it would be appropriate to consider deletion of the collector road beyond the applicant's subject lands.

Through the review and assessment of the application it has been determined that:

- deletion of the 'Collector Road' would avoid a creek crossing;
- any additional traffic volumes from the proposed development can be accommodated on the existing collector road, and new local roads;
- adding a 'Collector Road' to connect to existing and proposed development to Dryden Boulevard provides a continuation and connection of the existing collector road network to an Arterial Road; and,
- the amendment meets the general intent of the Official Plan.

It should also be noted that a 20 metre right-of-way is to be maintained from Rossland Road to Glen Dhu Drive.

### Environment

Portions of the subject property contain Environmentally Sensitive Areas (ESA's), including Provincially Significant Wetlands, and the Pringle Creek Tributary as shown on Schedule 'C - Environmental Management (see Attachment # 2c).

Environmentally Sensitive Areas shall be retained wherever possible in a natural state. Conservation uses and passive (non-intensive) recreation uses are permitted. With such uses, natural features are to be preserved to the maximum degree possible. Development within or adjacent to ESAs may be permitted to the extent that the type or magnitude of development is compatible with the environmental conditions or that measures have been undertaken to mitigate any resulting negative environmental impact.

Development shall not be permitted within Provincially Significant Wetlands, however, may be permitted on lands adjacent (within 120 metres) to Provincially Significant Wetlands provided an Environmental Impact Study indicates there will be no negative impact to the feature.

The original proposed draft subdivision plan shows the limits of the proposed residential development in relation to the natural features on the subject property (see Attachments # 4a & # 4b). Attachment # 4b shows the original proposed subdivision plan over top of orthoimagery. An Environmental Impact Study has been submitted with the applications and has been reviewed by Central Lake Ontario Conservation Authority.

Central Lake Ontario Conservation's comments regarding the Environmentally Sensitive Areas are outlined in Section 7.3.

### Draft Plan Layout Revisions

In response to the comments from the public, agencies and departments, the Subdivider has revised the original draft plan concept and submitted the



recommended draft plan. The recommended plan incorporated the following changes;

The proposed Minto lots at Dehart Drive, Lofthouse Drive and Deverell Street at Street 'A', have been rotated 90 degrees to front the aforementioned existing roads. Lots along either side of Street 'A' have been reconfigured to distribute the larger 13m lots more evenly along the road, particularly where they back onto existing lots to reduce the number of new lots backing on to the existing. The former park block illustrated on the original plan in proximity to Deverell Street at Street 'A' was removed and will now be sought as parkland dedication elsewhere on the plan. A cul-de-sac is now proposed at the south end of Street 'A' and will also serve as an overland flow route.

A 6.0m wide walkway block was introduced to facilitate a paved 2.5m wide multi-use trail / pedestrian connection from Street 'A' to the Thickson Road right-of-way, along the future stormwater management pond. The trail/walkway will connect to the maintenance access of the pond facility before connecting to a future multi-use trail along the west side of Thickson Road. The multi-use path route will be further specified through the subdivision agreement.

Along the west side of Thickson Road, Minto now proposes a block townhouse concept with a private cul-de-sac within Medium Density Block (Block 154) rather than the former 'slip lane' townhouse concept illustrated in the original plan.

At the southern portion of the draft plan, the former Street 'E' road connection to Glen Dhu Drive has been reconfigured as a 20.0m wide municipal block (Block 158) to prevent vehicular access at this time, and to allow for a pedestrian connection from the adjacent neighbourhood to the Minto development and maintains public access to the nearby Rossland Road / Thickson Road intersection. Furthermore, Street 'C' was introduced to afford frontage to the proposed street townhouse dwellings. Consequently, the Medium Density Block (Block 153) was reduced to 2.45 hectares from 3.2 hectares. Minto has provided a concept plan for Block 153 has been attached as Attachment # 7, demonstrating how the block could be developed in the future. Ultimately, a future pre-consultation meeting and subsequent site plan application would be required to develop Block 153 for any future medium density proposal, and would detail specifics as they relate to the block.

#### **Medium Density Block 154**

As noted, the former slip lane townhouse block concept was reimagined as a cul-de-sac townhouse block concept (Block 154) shown immediately north of the future stormwater management pond facility, west of Thickson Road.

The Community and Marketing Services Department have provided their comments with respect to this block and recommend cash-in-lieu of parkland dedication at the medium density rate, as well as indoor and outdoor private amenity space for future residents of the block.

The Planning and Development Department however, have evaluated Block 154 in context with the surrounding features and is not supportive of the block being utilized for medium density residential development.

Block 154 as a residential use would impede a planned future multi-use trail and would be better suited as a location for tree planting, as both compensation for the placement of the pond facility within the PSW buffer area, and for the replacement of the tree canopy and hedge rows, largely slated for removal along the western portion of the property.

Located on the margins of the provincially significant wetland, Block 154 as proposed is isolated from the surrounding community context and offers poor connectivity and continuity to the adjacent residential lot fabric. The block concept fragments the opportunity for a naturalized and unimpeded public access route along the west side of Thicksen Road.

Planning and Development Department Staff recommend the block be secured as passive open space, similar in kind to the public meandering open space corridor enjoyed on the west side of Anderson Street, just north of Rosslund. Staff support the installation of a sidewalk along west side of Thicksen Road from Street 'B', northward to the northern limit of the pond facility, whereby it could transition from a sidewalk to a multi-use trail head and link to the proposed 'east-west' trail which would connect to Street 'A' and around the pond. The trail would lead northward connecting to Dryden Boulevard and beyond. A concept sketch has been appended as Attachment #8.

Block 154 as a residential block would present a missed opportunity to provide a large uninterrupted naturalized setting, in conjunction with the naturalized SWM pond to the south. Should it remain as open space, it would provide a rare opportunity for a naturalized open space outside the valley corridor for public use and as an area of urban relief.

Therefore, the Planning and Development Department recommend that Block 154 be conveyed to the Town at no cost as parkland dedication, equal to 5% of the total land holdings in accordance with Section 4.8.4.2. The parkland would then be utilized as passive open space for public enjoyment.

In the event Council supports the retention of the Block 154 as a residential Medium Density Block, rather than public open space, the Subdivider shall provide cash-in-lieu of parkland dedication at the medium density rate of 1 hectare per 312 units and 5 percent of the remaining low density residential lands as per the request of the Community and Marketing Services Department.

### **Pringle Creek Tributary**

Central to the Minto proposal exists a tributary of the Pringle Creek, draining from the north end of the draft plan area southward until it flows westward beyond the subject lands. Through the review process, representatives from the Ministry of Natural Resources visited the site to confirm if the tributary was connected to the

Iroquois Beach Provincially Significant Wetlands situated immediately north of the draft plan area. Upon conclusion of their visit and through site characteristics of a variety of plant life and ground conditions, the MNR confirmed that the tributary of the Pringle Creek had been complexed into the greater provincially significant wetland. Therefore, the limits of the PSW were defined, assisting in determining the ultimate location of the stormwater management facility to be located outside of the wetlands, but within the PSW buffer.

### **Stormwater Management Pond Facility**

Minto's draft plan features a stormwater management pond on the site, not specifically necessary for the subject development, but for the treatment of stormwater from the adjacent drainage catchment area, east of the proposed development. The need for a storm water facility was highlighted in the Pringle Creek Master Drainage Plan and has long been anticipated for construction on the former Turk Lands.

Over the last several years the Town has been collecting development charges from adjacent development proposals with the intent to pool the funds under the Town's Future Specified Capital Works program to develop a new stormwater management facility. This facility would treat run-off stormwater collected from existing developments in the adjacent drainage catchment area and provide quality treatment for the conveyed flows prior to outletting to a tributary of Pringle Creek running through the Minto site.

The pond will be a Town owned facility; however the Subdivider will initially be financially responsible for the design and construction of the proposed stormwater management facility. The Subdivider will be subsequently be reimbursed by the Town for the construction of the pond plus 10% for engineering and construction contract administration (less any oversizing required to accommodate the Minto development).

Stormwater resulting from Minto's own development will generally be collected through a series of storm sewers and treated beyond the cul-de-sac at the terminus of Street 'A'. Servicing design for the balance of the site will be addressed through detailed design with the Public Works Department in consultation with CLOCA.

### **Road Network**

The Minto subdivision will complete the municipal road network including the connection of Dryden Boulevard to Thickson Road. Additionally, Dehart Drive, Lofthouse Drive and Deverell Street are now poised to connect to Street 'A' after remaining as Town owned temporary cul-de-sacs.

Minto will be responsible to pay for the removal of the three temporary cul-de-sacs outside the Minto draft plan and reconstruct the road and boulevard to the satisfaction of the Public Works Department, as well as extending any impacted residential driveways. Furthermore, the Subdivider will be responsible for the legal

costs to convey portions of the turning circles to the adjacent property owners. In order to convey the road allowances, a by-law to stop up and close and convey to the adjacent property owners will be required at the Subdividers cost.

At the south end of the draft plan, vehicular access from Rossland Road to Street 'B' will maintained as a right-in/right-out access only with an associated median extension from the Rossland/Thickson intersection. In its evaluation of the traffic impact study, the Region Works Department has determined that the dedicated left turn and through-traffic queue lane lengths on eastbound Rossland Road at Thickson intersection 'would be negatively impacted by the reduction of the left-turn lane' as proposed by the Preliminary Functional Road Design and therefore require that the access remain restricted to right-in / right out movements per the traffic study.

Region Works Department does support however, the southbound Thickson Road at Street 'B' vehicular access right-in / right-out and a left-in turn lane from Thickson Road as a satisfactory queue lane can be accommodated.

### Zoning By-law Amendment

The application by Minto for a Zoning By-law Amendment on the subject land intends to change the existing zoning category from 'R2' – Residential Zone, 'A' – Agricultural Zone and 'G' – Greenbelt Zone within By-law 1784, as amended, to various appropriate zone categories to implement the proposed subdivision.

In support of the zoning amendment, Minto has provided correspondence to Staff requesting changes to the building heights, interior setbacks, rear yard setbacks, lot coverage and depth. The following chart summarizes the relief sought by Minto and the Staff recommended zone provisions.

Zone Provision	Minto Request	Planning Recommendation
Maximum Building Height	11.0m (single detached)	9.5m; West of Streets 'A & B' (singles) 11.0m; East of Street 'A' (singles) and Lots 121-123
Min. Interior Yard Setbacks	1.2m & 0.6m (all singles)	1.2m & 0.6m (all singles)
Lot Coverage 13.0m+ Lots 11.0m+ Lots	51.5% Maximum 49.0% Maximum	52% Maximum 50% Maximum
Min. Lot Depth 6.0m Street Townhouses	28.0m	Determined by minimum lot area

Zone Provision	Minto Request	Planning Recommendation
Min. Rear Yard Setbacks		
13.0+m Lots	7.5m	7.5m
11.0+m Lots	7.5m	7.5m
6.0m Street Townhouses	7.5m	7.5m

\* notwithstanding the above, a single storey covered and unenclosed porch or verandah having no habitable space above it to a maximum floor area of 20m<sup>2</sup> may be permitted, provided it is located in the front yard and/or exterior side yard area of the lot.

Building heights for the single detached dwellings proposed under the current by-law have a maximum height of 8.5 metres whereas the Subdivider has requested a height limit of 11.0m.

Staff have determined it appropriate to consider 9.5m building height for lots on the west side of both Streets 'A' and 'B' (Lots 124-141) to accommodate the greater ceiling heights of contemporary singles and to gently transition to the adjacent residential neighbourhood. For single detached units east of Street 'A' backing on to the Pringle Creek tributary, Staff support a building height of up to 11.0m.

At the southern portion of the plan, Lots 121-123 which also back on to the Pringle Creek open space, are similarly recommended for 11.0m building height. The 11.0m height on the single detached dwellings within Lots 121-123 serve as a transition in height from the adjacent street townhouses, wherein a maximum height of 12.0m is recommended, before lowering to a 9.5m maximum height for lots abutting existing dwellings west of Street 'B'.

Planning and Development Staff recommend Minto utilize the zone provisions of the Medium Density Zone within Section 14 of the Official Plan for the townhouse blocks and the medium density residential block (Block 153). This contemporary zone category allows the following types of permitted uses/built form within the medium density residential block (Block 153) at the corner of Rossland Road at Thickson and within the nine townhouse blocks as illustrated on the draft plan:

- Street Townhouse Dwelling Unit; with a front access garage; detached rear access garage; or integral rear garage.
- Block Townhouse Dwelling Unit
- Stacked Townhouse Dwelling Unit
- Back to Back Townhouse Dwelling Unit
- Apartment Dwelling / Retirement home

With regard to the lots on the east side of Street 'D' (Lots 3-9 inclusive), identified by the conservation authority as encroaching within the hazard setbacks of the tributary, the Subdivider will be required by the conservation authority to adjust Street 'D' and any related affected lots to removed from the hazard setback. Staff suggest wide shallow zoning be applied to the affected lots to provide further relief from the hazard feature.

### **Extension of Dryden Boulevard**

As part of the draft plan proposal, Dryden Boulevard is planned to be extended from its current terminus, eastward to Thickson Road. The new road segment will maintain its arterial road designation and will continue as a 30m wide right-of-way. The Public Works Department has noted that the Subdivider will be financially responsible for the design, construction of the extension and creek crossing structure, up to and including a 10m pavement width.

### **Existing Trees**

The existing trees found on the former Turk property have generally been used for agricultural purposes as hedge rows and were not actively maintained, but left to grow as wind breaks and privacy screening. Through the submissions of an arborist report and accompanying tree preservation plan, the site was documented including identifying the quality and character of the trees by qualified arborists. Town staff has reviewed the report and are satisfied with the recommendations. Minto will carry out the recommendations contained in both documents and remove dead or hazardous trees and retain quality species where identified in the noted report and plan.

### **Part Lot Consolidation**

Outside of the subject development proposal, remnant part lots located between Morning Star Drive and Barnabas Street from an adjacent registered plan will be consolidated with a part lot and a lot on the Minto draft plan (Block 155 and Lot 10) to form whole lots to compete the neighbourhood parcel fabric. The existing emergency access between Morning Star Drive and Dryden Boulevard would then be removed and replaced with the newly formed lots. Emergency access for fire services cannot be removed until the road network has been constructed and is open to the public.

### **Street Trees / Boulevard Plantings**

The Subdivider shall be responsible to provide the boulevard tree planting along the boulevards and within the subdivision as required and determined by the Planning and Development Department through the landscape plans review and approval.

### **Control Architect**

Minto has selected the architectural firm of Williams & Stewart Associates as the control architect to provide architectural review services for all ground related built

form within the development. The Subdivider will be responsible to reimburse the Town for the architectural service payments in accordance with the provisions of the subdivision agreement.

### **Noise Attenuation**

Recommendations identified within the noise report as prepared by HGC Engineering Limited dated April 1, 2016 and any subsequent updates, shall be implemented by the Subdivider and be included within the subdivision agreement. Any warning clauses will be registered on title to notify future homeowners. Noise attenuation fencing shall be installed on private property and any future maintenance of said fencing will be the responsibility of the homeowner.

## **6. Public Communications/Plan:**

Any individuals whom registered as interested parties at the June 13<sup>th</sup> 2016 statutory public meeting and any individual whom provided written correspondence to the Town have been provided notice by mail of the June 12<sup>th</sup> 2017 Planning and Development Committee Meeting. Additionally, notice of the June 12<sup>th</sup> 2017 meeting has been included in the Wednesday May 24<sup>th</sup> edition of the Whitby this Week local newspaper.

## **7. Considerations:**

### **7.1. Public**

In accordance with the Planning Act, an introductory statutory public meeting was held on June 13<sup>th</sup> 2016, concerning the Minto (Rossland) Inc. development applications. At the meeting, agent GHD appeared before the Planning and Development Committee on behalf of the landowner to provide an overview of the development proposal and its context adjacent to an existing mature neighbourhood.

The Chair opened the floor for comments from the public. Generally, the comments by the public at the statutory meeting and the subsequent related written correspondence as received thereafter pertained to the following key concerns:

- Potential access concerns extending/connecting Glen Dhu Drive
- Lot sizing and multiple lots backing on to existing lots (conformity)
- Tree loss on the subject lands and loss of the tree canopy
- Traffic from the proposed development and associated community impacts to the adjacent neighbourhood
- Density concerns about the medium density block

R. Short, Commissioner of Planning and Development provided an overview of the process that occurs after the public meeting to review public feedback.

Steve Edwards, GHD representing client Minto (Rossland) Inc., appeared before the Committee to answer questions from Members of Council regarding:

- holding a community meeting specifically around traffic issues, concept plan designs and environmental issues;
- construction traffic access to the site and preparation of construction management plan to mitigate dust and noise during construction;
- protecting mature trees that abut and back on to the existing residential properties;
- extending the pond that is proposed for the development to handle stormwater that runs into Pringle Creek from lands to the east of Thickson Road;
- details of what is proposed for the medium density area;
- the Glen Dhu Drive connection and consideration to deal with the issue of maintaining Glen Dhu Drive as only being accessed from Anderson Street, not Rossland Road;
- projected timing of the Dryden Boulevard extension;
- the cost of bridging to go over the creeks and who would pay for the extension of Dryden Boulevard;
- concerns about the slip lane and how it would operate; and,
- provision of an advanced green light on Rossland Road to access Anderson Street.

A complete summary of the minutes from the public meeting item PL 74-16 has been appended to this report as Attachment #9.

## **7.2. Financial**

With each new subdivision development approved by the Municipality, the Town of Whitby assumes assets requiring regular operational maintenance and eventually capital replacement.

The following assets will be generated as a result of the subdivision and included in the Town's Asset Management Plan. The Capital replacement and annual operating costs would be included in future budgets. Further details regarding infrastructure costs would also be identified in the Public Works Asset Management annual report.



<b>Asset</b>	<b>Quantity</b>
Roads	3.6 lane km
Sidewalks/Multi Use paths	4.2 km
Storm Sewers	1.8 km
Pond	2.2 ha.
Bridge	1

This does not include costs associated with additional staff resources, vehicles and equipment, or other indirect costs (e.g. building space, administration, service requests generated, etc.).

### **7.3. Impact on and input from other Departments/Sources**

#### **Region of Durham**

##### Conformity to the Regional Official Plan

The Regional Official Plan (ROP) designates the site as a "Living Areas". Living Areas are predominantly for housing purposes and shall be developed to incorporate a variety of housing types, sizes and tenure that address various socio-economic factors. These areas are to be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads.

The ROP also designates Thickson Road as a Type "A" Arterial Road, Rossland Road East as a Type "B" Arterial Road, and Dryden Boulevard (to be extended through the plan of subdivision) as a Type "C" Arterial Road.

Thickson Road is also designated a "Transit Spine". Transit Spines are intended to facilitate inter-regional and inter-municipal services along arterial roads, and intersect with local transit services.

The proposed development will provide for a residential density of approximately 76.5 units per gross hectare (factoring out the Open Space Blocks). The proposal will accommodate a compact, residential built form with a range and mix of housing types and densities, which will service a variety of housing needs and provide housing options for various socio-economic demographics. As such, the proposed development conforms to the Regional Official Plan.

## Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) requires planning authorities to provide an appropriate range and mix of housing types and densities by:

- establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be available to support current and projected needs; and
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, amongst other provisions.

The proposed development will provide a residential development that supports increased residential densities that will provide a variety of housing options and affordability to the area. The development will also take advantage of existing infrastructure, public service facilities and support active transportation and transit in the neighbourhood as well as providing for the extension of Dryden Boulevard to connect to Thickson Road. The proposal is consistent with the direction of the PPS.

## Growth Plan for the Greater Golden Horseshoe

The Growth Plan includes policies that ensure that designated "Greenfield Areas" are designed in a manner that:

- a) contributes to creating complete communities;
- b) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;
- c) provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods; and
- d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.

The subject lands are within a designated "Greenfield Area". This development proposal will help increase intensification within the urban area while supporting various modes of transportation by connecting the existing subdivision to the west to Thickson Road, and by providing the extension of Dryden Boulevard east to Thickson Road. As a result, the applicant's proposal is consistent with the direction of the Growth Plan.

## Delegated Provincial Plan Review Responsibilities

We have screened this application for delegated Provincial Plan review responsibilities.

### Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) report, prepared by Blu Metric Environmental, dated March 21, 2016 was submitted in support of these applications. The Phase One ESA identified potentially contaminated activities (PCAs) affecting existing soil and groundwater quality, which resulted in four Areas of Potential Environmental Concerns (APECs) on the subject lands. The study recommends that a Phase Two ESA be completed to examine the impacts in soil, and ground water on the Phase One property.

As such, the Region will require that an RSC compliant Phase Two ESA be completed, and if necessary a Record of Site Condition be filled on the property.

### Archaeological Site Assessment

According to Region's Archaeological Potential Model, the subject site is located within an area of archaeological potential. This requirement was identified to the applicant through the Region's comments sent to the Town of Whitby on January 29, 2016.

The Region will require that a Stage 1 Archaeological Assessment and any further assessments required by the Licensed Ontario Archaeologist be completed. The report(s) must be sent to the Ministry of Tourism, Culture and Sport (MTCS) for clearance prior to final approval of this plan of subdivision.

### Noise Impact Study

An Environmental Noise Feasibility Study was prepared by HGC Engineering, dated April 1, 2016 in support of the proposed development.

The report identified transportation noise sources from Rossland Road and Thickson Road. The report also identified stationary noise sources from:

- the car wash on the north/east corner of Rossland Road and Thickson Road;
- an auto repair shop and gas station on the south/west corner of Thickson Road and Rossland Road; and
- a commercial plaza at Dryden Boulevard and Thickson Road which may cause adverse noise impacts on the proposed developments.

HGC Engineering recommended a variety of mitigation requirements, such as acoustic barriers, mandatory air conditioning systems, ventilation systems

and upgraded building construction, as well as warning clauses for the affected residential dwellings.

It is therefore recommended that appropriate warning clauses and mitigation measures for both indoor and outdoor living areas be included in the Town of Whitby's Subdivision Agreement, in accordance with the recommendations of the HGC Engineering Study.

#### Environmental Impact Study

An Environmental Impact Study was prepared by Beacon Environmental, dated April 2016 in support of this application.

The subject property is within the Pringle Creek subwatershed, and a tributary of Pringle Creek bisects the property. A site assessment was completed in September 2015, with a more detailed investigation to be conducted in early 2016. This study proposes to maintain a 30m buffer from each side of the watercourse to protect this feature.

The Whitby-Oshawa Iroquois Beach Provincially Significant Wetland (PSW) is located in the northern portion of the site. There are also a number of small wetlands on the property located within the valley corridor. These areas are being protected from development.

A wooded area is located in the northeast portion of the subject site. CLOCA has recommended that a 10m buffer be applied to this feature. Minor encroachments into the buffer are proposed to be compensated by "Potential Enhancement Areas" in other areas of the site to offset the reduction to the woodland buffer in this location.

In light of the above comments, we are now in a position to support the application and provide the Region's conditions of draft approval which must be satisfied prior to clearance by the Region for registration of this plan.

#### **Central Lake Ontario Conservation Authority (CLOCA)**

Authority staff has reviewed the revised draft plan of subdivision dated May 2017 as well as supporting documentation and offer the following comments.

#### Hazard Lands

The property contains a tributary of Pringle creek with associated hazard lands. The extent of hazard lands is determined based upon a confined system calculation for the valley separating Streets A and B, and for an unconfined system for the majority of the north/south reach of the tributary passing through the site.

### Unconfined Reach

For unconfined sections, the meander belt remains inside of the flood plain as currently modelled, and as such the hazard will be based upon the location of the flood plain plus 6 metres. The plan has not adequately accommodated this hazard with the northwest corner of Block 154, lots 3-9 (inclusive) and 20, and part of street D all encroaching into hazard lands. This is not consistent with Provincial Policy Statement (2014) direction to locate development outside of hazardous lands, and therefore CLOCA can only support the application conditionally upon the plan being subject to revision to remove residential lots and blocks from areas of hazard to the satisfaction of the Conservation Authority. As the Pringle Creek Master Drainage Plan and flood plain modeling is currently being updated, final lot limits should be based upon the new flood limits once they are approved.

### Confined Reach

For the confined valley the hazard is determined based upon a long term stable slope plus access allowance plus erosion allowance for the creek. A slope stability analysis has determined that a 2:1 slope would be suitable for the location of the long term stable slope, and that a 5 metre erosion allowance should be used for the creek. The report indicates the creek is further than 5 metres from the toe-of-slope and concludes therefore that the long term stable slope would be based on the projected 2:1 slope from the existing toe. Plotting the projected stable slope location plus the 6 metre access allowance (hazard lands) the Environmental Impact Study (EIS) shows the proposed lots to be outside of the hazard.

While the reports indicate that the hazard lands should be outside of the proposed lots, Authority Engineering has requested some additional clarifications to confirm the suggested limit of hazard. With other CLOCA setbacks (dripline and top of bank) appearing to extend beyond the hazard limits CLOCA do not anticipate this additional information will impact on the lots, however as a precaution CLOCA will ask that a condition be included to confirm hazard setbacks to the satisfaction of the Authority prior to final approval of the plan, with potential for revisions.

### Natural Heritage Setbacks

As confirmed through the EIS, the property includes significant woodlands, provincially significant wetlands, and other natural areas forming part of a Natural Heritage System. Normal Authority setbacks from these areas are not being achieved for the lots in all instances with this plan. However, to compensate for the encroachment the EIS is recommending enhancement plantings be undertaken within the buffer areas and adjacent agricultural lands, as well as invasive species management within the existing natural area(s). Authority staff is supportive of these recommendations and is satisfied that a plan can be prepared that would compensate for the encroachment. A condition of draft approval will be requested in this regard.

## Stormwater Management

### External lands

A stormwater management facility is proposed within the subject lands to provide treatment for previously untreated development lands to the east of Thickson Road. This pond has been planned for many years but is only now coming forward for construction owing to land ownership issues. The facility will be constructed overtop a small section of the valley and a remnant tributary section that includes some wetland area. Compensation for this wetland loss should be incorporated into the buffer and open space restoration plan discussed in the previous point. CLOCA also note that grading for the pond will encroach well into provincially significant wetland buffers that would normally be applied by the Authority to new development. Recognizing the environmental benefits of this pond, and the long standing proposal to construct the pond at this location, CLOCA are prepared to accept this encroachment but will require extensive restoration planting of native, self-sustaining vegetation on the remainder of the buffer and on the side slope of the pond.

### Subject Land

The stormwater management report prepared for the residential area of this plan documents quantity and quality control measures required for the site and describes a multiple outlet scenario for the proposed storm services. While control targets appear accurate, the two outlets with stormwater polishing areas being proposed to discharge into the tributary are problematic. Both locations are adjacent sections of the valley with relatively steep slopes, and overflow from the polishing areas would have to flow down the slopes to get to the creek. The Slope Stability Study specifically states that concentrated runoff is not to be allowed to drain to the bank face, and that ponding or saturation at the crown of the bank must not be permitted. CLOCA is not satisfied that this would not occur with the plan as proposed and require that the outlet locations for the two storm sewer sections be revisited. If the southern lands could discharge to the proposed stormwater pond then one of the outlets could be eliminated entirely. CLOCA will require that this issue be addressed under our general condition pertaining to the conveyance of stormwater from the site.

In addition to the two outlets noted in the previous point, CLOCA note a third outlet to the tributary is being proposed for Block 154 fronting on Thickson Road. This block is immediately adjacent the proposed stormwater pond and CLOCA question the rationale for not using the pond to provide treatment.

As fewer outfalls to a watercourse are generally preferred, unless CLOCA are satisfied with the reasoning CLOCA will ask that the outlet be re-directed to discharge into the facility.

Authority Engineering has reviewed the design brief for the stormwater management pond as well as the Functional Servicing Report for the subject land. Most points are design issues and can be addressed with a general condition relating to the provision of satisfactory information relating to the conveyance and treatment of stormwater.

#### Dryden Boulevard Extension

Dryden Boulevard is indicated as being part of this development. As the road will be passing through a provincially significant wetland and cutting across a natural heritage system corridor including a watercourse and floodplain, it will need to be designed to minimize impacts on the wetland and natural heritage system and to avoid increasing flood elevations. The latter is of particular concern as the plan is proposing lots upstream of the crossing. With an update to the Pringle Creek flood plain mapping anticipated in 2017, the design of the crossing should be based upon this updated information once approved. A condition of draft approval will be requested in requiring additional design information in support of the crossing.

#### Gabions

Gabion baskets and a section(s) of gabion-lined channel were discussed in the geomorphic assessment of the tributary undertaken by Beacon Environmental, noting some undermined sections of gabion baskets. In order to better understand the condition of the gabion structures and potential implications to valley erosion and stream system health, Authority staff had requested additional information pertaining to the gabions. The reply to this request was to indicate the issue should be looked at as part of the ongoing Pringle Creek Master Drainage Plan Update (PCMDPU).

While the PCMDPU may be identifying the condition of structures and their condition and other erosion conditions within the watershed on a holistic basis, it does not preclude the subject development from needing a site specific review of conditions within its lands to determine if corrective measures are required and that should be undertaken as part of the development. A condition of draft approval will be requested in this regard.

In consideration of the foregoing, CLOCA would ask that the conditions of draft approval found in Section 8.0 of this planning report be applied on behalf of the Central Lake Ontario Conservation Authority

#### **Community and Marketing Services Department**

The Town of Whitby Community and Marketing Services Department (CMS), Parks Development Division has reviewed this application and has the following comments:

The CMS Department will require cash-in-lieu of parkland dedication at a rate of 1 hectare per 312 units for medium density residential unit blocks. The

remaining blocks will require parkland dedication at a rate of 5% of the residential land holdings. This is consistent with the Town's Official Plan policy 4.8.4.2 and the CMS Department's standard practice. The value of the land shall be determined as of the day before the approval of the draft plan of subdivision.

The CMS Department will require 1.2 metre black vinyl standard park fencing to be installed where open space blocks abut residential lots.

The CMS Department will not require Block 158 as parkland dedication. Block 158 would serve as a pedestrian and active transportation connection to connect the existing and future communities together. Block 158 would provide access to Deverell Park, Jack Wilson Park, and existing trails west of the proposed development. The Subdivider would be required to provide a concept landscape design for Block 158.

The Community and Marketing Services Department recommends incorporating indoor and outdoor private amenity space for the future residents of Block 154.

The 6.0 metre wide walkway in Block 159, shall link to a 2.5 metre paved multi-use trail that would travel east to west and appropriately connect to the multi-use trail on Thickson Road, ideally linking to a transit stop.

A north-south oriented 2.5 metre gravel trail shall be installed in the Open Space Block 157. The trail would travel north from the proposed east-west multi-use trail, west of the medium density block (Block 154) and connect to the corner of Dryden Boulevard.

A 2.5 metre trail adjacent to Lot 66 shall be installed and appropriately connect from the existing trail to the cul-de-sac at the southern terminus of Street 'A'.

A 2.5 metre trail shall connect from Dryden Boulevard to Street 'D' within Open Space Block 156.

#### **Public Works Department**

The Public Works Department, Development Engineering Section has reviewed the circulated draft plan of subdivision application and supporting documentation outlined below:

- Draft Plan, DP-2, dated May 2017 (2nd submission), received May 8, 2017;
- Functional Servicing Report, Minto (Rossland) Inc., by COLE Engineering, dated May 2, 2017,
- Slope Stability Assessment, 1542 Rossland Road East, Soil Engineering, dated July 21, 2016,



- Geomorphic Assessment, East Tributary of Pringle Creek, 1542 Rossland Road, Town of Whitby, Ontario, Beacon Environmental Limited, dated November, 2016,
- Environmental Impact Study, 1542 Rossland Road, Town of Whitby, Beacon Environmental Limited, dated November 2016;
- Traffic Impact Study, BA Group, dated May 5, 2017

Public Works has reviewed the traffic volumes and community function of the streets within the plan, and supports the following changes:

- Use of local roads, Street 'A' and 'B', instead of a north/south collector road identified in the Official Plan.
- The removal of a creek crossing for north/south collector road.

To accommodate the above changes and to better reflect the needs of the subject development, Public Works has identified some Draft Plan modifications required as following:

Prior to final acceptance of the Draft Plan of Subdivision, the following shall be addressed to the satisfaction of the Public Works Department.

- a) Revise the Draft Plan to show 6.0m hazard access allowance (Town maintenance access) on both sides of the Pringle Creek tributary along the proposed development limits. This shall be established from the greater of any CLOCA identified set back requirement.
- b) Block 158 will be reserved for possible future connection of existing Glen Dhu Drive to Street B. Revise the Draft Plan to rename the Block 158 from Parkette to Municipal Use Block. Add 5x5m triangles (from Lots 139 and 140) to Block 158 as future visibility triangles for the future road connection.
- c) Revise the Draft Plan to show 20.0m right-of-way for the following roads:
  - Street "B", from Rossland Road to the intersection with Street "C" to accommodate sidewalk on both sides;
  - Street "B", from Thickson Road to the intersection with Street "C" to accommodate sidewalk on both sides; and,
  - Street "A", from Street F to Dryden Boulevard as a continuation of the existing Collector Road network (Lofthouse Drive).
- d) Revise the Draft Plan to show the proposed Pond Block (subject to Town and CLOCA acceptance).

The Public Works Department supports a favourable decision to the applications based on the following comments as noted in this section, in addition to the draft conditions identified in Section 8.0 of this planning report.

### **No Objection**

The following agencies have reviewed the development applications, provided their formal comments to the Town and have no objection to the Minto (Rossland) Inc. development applications.

- Whitby Fire and Emergency Services
- Whitby Hydro Energy Services Corporation
- Durham District School Board
- Durham Catholic District School Board
- Canada Post
- Enbridge Gas Distribution
- Canada Post

### **7.4. Corporate and/or Department Strategic Priorities**

Not Applicable

### **8. Summary and Conclusion:**

The Planning and Development Department has reviewed the subject applications and recommend Council approve the Official Plan Amendment, the recommended Draft Plan of Subdivision (see Attachment # 5) and Zoning By-law Amendment as submitted by GHD on behalf of developer Minto (Rossland) Inc., subject to the conditions contained in Section 8.0 of Planning Report PL 65-17.

#### **Planning and Development Conditions of Approval**

The Subdivider shall satisfy the requirements of the Town of Whitby and enter into a subdivision agreement for the development. Without limiting the generality of the foregoing, the following matters shall be addressed in any agreement related to the development of the lands.

i) Agency Comments

That the Subdivider shall satisfy the requirements of the Town of Whitby and those of the Region of Durham.

ii) Lands to be Conveyed or Acquired by the Town or Others That the Subdivider shall convey the following lands to the Town;

- All public roads on the plan

- All 0.3 metre reserves
- All sight triangles
- Municipal Block (Block 158)
- Open Spaces (Blocks 156-157)
- 6.0m Walkway / Servicing Block (Block 159-160)
- Road Widening (Block 161)

iii) Reports and Studies

That the following be approved to the satisfaction of the Town of Whitby:

- a. Functional Servicing and Stormwater Management Report
  - b. Geotechnical Investigation Report
  - c. Topsoil Management Plan
  - d. Pavement Marking and Signage Plan
- iv) Financial and Other Requirements of the Town of Whitby
- a. That the Subdivider shall pay the general development levies to the Town of Whitby at the rate of which is in effect at the time of the building permit issuance;
  - b. The standard requirements for sidewalks, fencing, landscaping and architectural control be those in effect at the time of subdivision agreement negotiations;
  - c. That all plans shall be prepared and be related to the Universal Transverse Mercator and be provided in a form appropriate for use in the Town's Geographic Information System;
  - d. That the availability of full municipal services is a precondition to development and the construction of any buildings and structures;
  - e. That the Subdivider's Consulting Engineer shall demonstrate how the drainage during the Major Storm Event will be temporarily conveyed;
  - f. That the actual frontages be established and reflected upon a draft 40M plan prior to final approval of the engineering drawings;
  - g. That Council appoint the firm of Williams and Stewart Associates as Control Architect for the subdivision plan.

The Town's Subdivision Agreement requires that the construction or erection of any building on any lot/block in the subdivision plan shall not commence

until the architectural control guidelines, the exterior architectural design and the siting of each building have been approved by the Architectural Control Committee.

The Committee is typically comprised of a professional architect chosen by the Town with the members appointed by the Subdivider and participants as required by the Municipality which may include the Planning and Development Department, Public Works Department and the Building Division.

The Subdivider / Builder agrees that no sales office shall be opened and no residential units shall be offered for sale to the public until the architectural control guidelines and exterior architectural design of each building has been approved by the Architectural Committee and the draft approval has been received.

The Town will pay the fees of the control architect, wherein the Subdivider will reimburse the Town for the fees paid to the architect for his/her professional service. Such payments shall be made to the Town within fourteen (14) days of the Town submitting to the Subdivider its invoice for each payment made to the architect.

- h. The Subdivider shall be required to construct a noise attenuation fence in accordance with the recommendations of the updated noise report and provide municipal fencing as required through the Subdivision Agreement;
- i. Buffer planting will be provided as part of the Subdivision Agreement; and,
- j. That all warning clauses be registered on title for all lots/blocks.

#### **Proposed Conditions of Draft Approval**

1. The Subdivider shall prepare the final plan on the basis of the approved draft plan of subdivision prepared by GHD, dated May 2017, which illustrates a range of 340-426 residential units including 143 single-detached dwellings, 9 blocks for 67 street townhouses, 2 medium density blocks for a maximum of 216 units, one part lot, 2 open space blocks; one municipal block, two walkway/servicing blocks, a road widening block and roads.
2. The Subdivider shall name road allowances included in this draft plan to the satisfaction of the Regional Municipality of Durham and the Town of Whitby.
3. The Subdivider shall submit plans showing the proposed phasing to the Regional Municipality of Durham for review and approval if this subdivision is to be developed by more than one registration.
4. The Subdivider shall agree in the area municipality subdivision agreement to update the noise report, dated April 1, 2016, completed by HGC Engineering to reference the new plan dated May 2017. The report should be submitted to the Region for review and approval. The noise measures of the updated report shall be included in the subdivision agreement and must also contain a full and

complete reference to the noise report (i.e. author, title, date and any revisions/addenda) and shall include any required warning clauses identified in the study.

5. Prior to final approval, the proponent shall engage a qualified professional to carry out, to the satisfaction of the Ministry of Culture, a Stage 1 Archaeological Assessment and any further studies required, to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. No demolition, grading or other soil disturbance shall take place on the subject property prior to a letter of clearance from the Ministry of Tourism, Culture and Sport.
6. Prior to final approval, the Subdivider is required to submit a signed Record of Site Condition (RSC) complaint Phase Two ESA report to the Regional Municipality of Durham and the Town of Whitby, along with the Region's Reliance Letter and Certificate of Insurance, and any further site contamination works including an RSC Acknowledgement of Receipt by the MOECC if applicable.
7. The Subdivider shall grant to the Regional Municipality of Durham, any easements required to provide Regional services for this development and these easements shall be in locations and of such widths as determined by the Region.
8. The Subdivider shall provide for the extension of such sanitary sewer and water supply facilities which are external to, as well as within, the limits of this plan that are required to service this plan. In addition, the Subdivider shall provide for the extension of sanitary sewer and water supply facilities within the limits of the plan which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Regional Municipality of Durham. All arrangements, financial and otherwise, for said extensions are to be made to the satisfaction of the Regional Municipality of Durham, and are to be completed prior to final approval of this plan.
9. Prior to entering into a subdivision agreement, the Regional Municipality of Durham shall be satisfied that adequate water pollution control plant and water supply plant capacities are available to the proposed subdivision.
10. The Subdivider shall satisfy all requirements, financial and otherwise, of the Regional Municipality of Durham. This shall include, among other matters, the execution of a subdivision agreement between the Subdivider and the Region concerning the provision and installation of sanitary sewers, water supply, roads and other regional services.
11. The Subdivider shall convey to the Region, free and clear of all encumbrances, a road allowance widening across the total frontage of the plan on Rossland

- Road East. This widening shall be determined as a distance of 18.0 metres north of the centreline of the original 66-foot road allowance.
12. The Subdivider shall convey to the Region, free and clear of all encumbrances, a road allowance widening across the total frontage of the plan on Thickson Road North. This widening shall be determined as a distance of 18.0 metres west of the centreline of the original 66-foot road allowance.
  13. The Subdivider shall convey to the Region, free and clear of all encumbrances, a 15.0m x 15.0m sight triangle, measured from the widened right-of-way, at the northwest corner of Thickson Road North and Rossland Road East.
  14. The Subdivider shall convey to the Region, free and clear of all encumbrances, 15.0m x 15.0m sight triangles, measured from the widened right-of-way, at the northwest and southwest corners of Thickson Road North and Dryden Boulevard.
  15. The Subdivider shall convey to the Region, free and clear of all encumbrances, 7.0m x 14.0m sight triangles, measured from the widened right-of-way, at the northwest and southwest corners of Thickson Road North and Street 'B'.
  16. The Subdivider shall convey to the Region, free and clear of all encumbrances, 7.0m x 14.0m sight triangles, measured from the widened right-of-way, at the northwest and northeast corners of Rossland Road East and Street 'B'.
  17. The subdivision agreement between the Subdivider and the Town of Whitby shall contain, among other matters, the following provisions:
    - a) The Subdivider agrees to implement the noise control measure(s) and any warning clause(s) recommended in the Revised Noise Impact Study required in Condition No. 4.
  18. The plan shall be subject to redline revision to the satisfaction of the Central Lake Ontario Conservation Authority in order to remove lot coverage for Lots 3 to 9 inclusive, Lot 20, and Block 154 from hazard lands associated with the Pringle Creek tributary passing through the site. Where hazard lands are determined by the flood plain, the flood plain shall be reflective of flood elevations being determined in the 2017 Pringle Creek Master Drainage Plan update in association with the proposed Dryden Blvd. extension and stream crossing.
  19. The Subdivider shall provide information satisfactory to the Conservation Authority confirming Lots 121 to 123, and Blocks 150 and 151 are located outside of the hazard lands, associated with the Pringle Creek tributary passing through the site. If necessary the plan shall be revised to remove hazard lands from the lot/blocks.
  20. The Subdivider shall undertake and provide an assessment of gabion structures within the valleyland and undertake repairs or carry out remedial

measures as may be determined necessary by the Central Lake Ontario Conservation Authority.

21. That prior to any on-site grading or construction or final approval of the plan, the Subdivider shall submit to, and obtain approval from, the Town of Whitby and the Central Lake Ontario Conservation Authority for reports describing the following:
  - a) The intended means of conveying stormwater flow from the site, including use of stormwater techniques which are appropriate and in accordance with provincial guidelines; Stormwater outlets to the tributary valley shall be situated so as to avoid valley slopes.
  - b) The means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with provincial guidelines. The report must outline all actions to be taken to prevent an increase in the concentration of solids in any water body as a result of on-site, or other related works.
  - c) A restoration/enhancement planting plan (including wetland creation where deemed necessary) for open space buffers, former agricultural lands outside development area, and the stormwater management pond, in general conformity with the recommendations of the Environmental Impact Study prepared in support of the plan of subdivision (Beacon Environmental May 2017).
  - d) An invasive species management plan as per the Beacon Environmental Impact Study for the open space lands including both the existing vegetated areas and areas to be planted for restoration/enhancement purposes.
  - e) The means whereby Dryden Blvd. will be extended to Thickson Road including plans/reports to demonstrate how impacts to the provincially significant wetland will be minimized, how natural heritage system corridor functions will be maintained and how negative impacts to flooding will be prevented to the satisfaction of the Central Lake Ontario Conservation Authority.
22. Blocks 156 and 157 shall be dedicated to an appropriate public agency and zoned to prohibit buildings or structures with the exception of those to be used for flood or erosion control. Any compensation for Lands for the Stormwater Management Pond shall be determined between the Town of Whitby and the Subdivider.
23. The Subdivider shall satisfy all financial requirements of the Central Lake Ontario Conservation Authority. This shall include Application Processing Fees and Technical Review Fees owing as per the approved Authority Fee Schedule.

24. The subdivision agreement between the Subdivider and the Town of Whitby shall contain, among other matters, the following provisions:
- a) The Subdivider agrees to carry out the works referred to and abide by recommendations arising from plans and reports prepared/required as per Conditions 18, 19, 20 and 21 to the satisfaction of the Central Lake Ontario Conservation Authority.
  - b) The Subdivider agrees to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Central Lake Ontario Conservation Authority.
  - c) The Subdivider agrees to advise the Central Lake Ontario Conservation Authority 48 hours prior to commencement of grading or the initiation of any on-site works.
  - d) The Subdivider agrees to install rear lot fencing adjacent open space areas, and future Owners shall not be permitted to install gates in this fencing to access the open space lands.

In order to expedite clearance of Condition 24, a copy of the fully executed subdivision agreement between the Town of Whitby and the Subdivider should be submitted to the Authority.

25. The Subdivider shall convey the Medium Density Block (Block 154) as parkland dedication to the Town;
26. The Subdivider shall install a 1.2 metre high black vinyl standard park fencing where open space blocks abut residential lots.
27. The Subdivider shall grant such easements as may be required for utilities, drainage and servicing purposes to the appropriate authorities.
28. In accordance with the Council approved Pringle Creek Master Drainage Plan, the Stormwater Management (SWM) Facility (Turk Pond), to treat external flows from existing residential developments, shall be provided on the subject lands. The SWM Block shall be sized to accommodate all Town of Whitby, CLOCA and MOECC design elements / features for sediment drying area, maintenance roads, access and turn around provision, forebay length and length to width ratios. At the time of detailed engineering design, should the review of the SWM Facility show that the block has been undersized, the Subdivider shall increase the block size accordingly.
29. The south portion of the Development (Lots 121-143 and Blocks 144-152, both inclusive) shall be placed on-hold until such time that the detail pond design is completed and approved to the Public Works and CLOCA satisfaction. Should issues arise during the course of construction that require modification to the SWM Block, the limit of development may be impacted in order to accommodate the necessary changes.



30. The Subdivider shall provide Geotechnical and Slope Stability Reports to the satisfaction of Public Works.
31. The Subdivider shall provide a detailed preloading scheme (as part of the Geotechnical Report) prior to Site Alteration permit application.
32. The Subdivider shall be responsible for report peer review costs as deemed necessary by Public Works.
33. The Draft Plan for the Development shall be revised, if required, as per recommendations of the final accepted Geotechnical and Slope Stability Reports.
34. The Subdivider will be financially responsible for the design and construction of the proposed stormwater management facility (Turk Pond), subject to cost oversizing recoveries from the Town.
35. The Subdivider will be financially responsible for the design and construction of the Dryden Boulevard extension and creek crossing structure, up to and including a 10m pavement width.
36. The Subdivider shall be responsible for 1.5m wide sidewalk in the following locations:
  - On one side of the proposed Street "C" along the frontage of Medium Density Block 153;
  - On one side of the proposed 18.0m right-of-way of Street "B" along the frontage of Lots 121-139 and Blocks 150 & 151;
  - On both sides of the proposed 20.0m right-of-way of Street "B";
  - Through Blocks 158, 159 & 160;
  - On both sides of Street "A", from Dryden Boulevard to Street "F" (Lot 107);
  - On the west side of Street "A" from Street "F" to the south end of Street "A" (Lot 66).
  - On both sides of the proposed Street "F" and Street "G".
  - On the north side of the proposed Street "E".
  - On both sides of proposed Dryden Boulevard. Note that active transportation facilities (i.e. sidewalk, multi-use path) will be confirmed as part of on-going studies, including the Active Transportation Plan and the Dryden Boulevard Environmental Assessment.
  - On one side of the proposed Street "D" along the frontage of Lots 1-9 and Lots 15-20.

37. The Subdivider shall convey the following to the Town:

- Blocks 156 and 157 for open space lands;
- A Stormwater Management Block;
- Walkway/Servicing/Municipal Use Blocks 158, 159 & 160; and,
- Block 154 as parkland

38. Access to the south portion of the Development from Rossland Road and Thickson Road are restricted to a right-in/right-out (RIRO) and a right-in/right-out/left-in in configuration all to the acceptance of the Region of Durham.

39. All non-regulatory fencing and acoustic barriers shall be installed wholly on private property and all operation and maintenance of said fencing shall be the responsibility of the private property owners.

40. The Subdivider will be responsible for all hydro poles, luminaries and hydro requirements for this proposed subdivision and shall enter into a separate agreement with Whitby Hydro accordingly.

41. The Subdivider will provide the Town with a full street lighting design, complying with the latest version of the RP-8 Roadway Lighting Design standard, for the Town's review and approval. Street lighting shall utilize LED technology.

42. Construction access for parts of the proposed development adjacent to Thickson/Rossland right-of-ways shall be off Thickson Road and Rossland Road, subject to the approval by the Region of Durham. Construction access for the rest of the development, for earthworks/preloading stages shall be off the existing Dryden Boulevard, subject to the haul route approval by the Town. Construction access for servicing/house construction stages shall be off Thickson Road/new Dryden Boulevard extension, subject to the haul route approval by the Town.

43. The Subdivider will be responsible for providing a Construction/Traffic Management Plan. The Subdivider shall designate a temporary area on-site for the purpose of construction staff parking and the storage of construction materials and equipment. The parking of vehicles or the storage of construction materials on any adjacent public road allowance is not permitted. As a part of Construction Management Plan proposal any proposed construction access through the existing residential areas shall be specifically approved by the Public Works Department.

44. The Subdivider will be responsible for removing the existing temporary cul-de-sacs on Dehart Drive, Lofthouse Drive and Deverell Street and restoration of the Town's right-of-way, including sidewalk, boulevard and all other required works to the satisfaction of the Public Works Department.

45. The Subdivider shall be required to convey portions of the temporary turning circles to the adjacent property owners at the Subdividers cost.
46. The Subdivider shall provide an acceptable Traffic Impact Study (TIS) to the Public Works satisfaction.
47. The Subdivider shall remove all existing buildings and structures from the proposed subdivision lands prior to any works commencing on site.
48. Any concerns raised through future re-submissions of any reports related to this development shall be addressed (including plan changes, if required) by the Subdivider to the satisfaction of the Public Works Department.
49. The Subdivider shall agree to implement the recommendations of the reports submitted in support of the application.
50. Grading and stormwater management design for the proposed development shall be revised at the detailed design stage to address Public Works requirements/engineering comments.
51. Prior to commencement of any earthworks, as a part of erosion control plan/strategy, the Subdivider will be responsible for providing a comprehensive dust mitigation plan covering all stages of earthworks and construction.
52. The Subdivider shall be responsible to enter into a separate agreement(s) with benefitting parties, to which the Town is not a party, to address cost sharing for external services and/or the oversizing of services should such oversizing be required.
53. The Subdivider shall provide a Phase Two Environmental Assessment for the development as per the Phase One Environmental Assessment recommendation.
54. The Subdivider shall provide a copy of the approved lot grading siting to each lot purchaser prior to closing
55. The Subdivider shall be responsible for satisfying any additional requirements identified by the Public Works Department, and not specifically listed above.
56. The Subdivider shall prepare and implement the following reports and plans in accordance with the applicable guidelines to the satisfaction of the agencies noted.

Report	Town	Region	CLOCA
Functional Servicing and Stormwater Management Report	Yes	Yes	Yes
Hydrogeological Report	Yes	-	Yes

Report	Town	Region	CLOCA
Noise Report	Yes	Yes	-
Environmental Impact Study	-	-	Yes
Phase One Environmental Site Assessment	Yes	Yes	-
Phase Two Environmental Site Assessment	Yes	Yes	-
Geotechnical and Slope Stability Reports	Yes	-	-
Construction/Traffic Management Plan	Yes	-	-

57. The Subdivider is required to implement the architectural guidelines.
58. That the new home construction be designed to meet the Energy Star standards or equivalent.
59. That no residential permits be issued for any lots until full municipal services and two means of access are provided to the satisfaction of the Region of Durham and the Town of Whitby Fire and Public Works Departments.
60. Prior to final approval of this plan for registration, the Town of Whitby shall be advised in writing by:
- i) The Regional Municipality of Durham how Conditions 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17 have been satisfied; and,
  - ii) The Central Lake Ontario Conservation Authority how Conditions 18, 19, 20, 21, 22, 23, and 24 have been satisfied.

**9. Attachments:**

Attachment # 1 – Location Sketch

Attachment # 2a – Schedule 'A' Excerpt – Land Use

Attachment # 2b – Schedule 'B' Excerpt – Residential Community Structure

Attachment # 2c – Schedule 'C' Excerpt – Environmental Management

Attachment # 2d – Schedule 'D' Excerpt – Transportation

Attachment # 3 – Zoning By-law 1784

Attachment # 4a – Original Proposed Draft Plan of Subdivision

Report to: Planning and Development Committee  
 Report number: PL 65-17

Attachment # 4b – Original Draft Plan of Subdivision Orthoimagery Overlay

Attachment # 5 – Recommended Draft Plan of Subdivision

Attachment # 6 – Proposed Official Plan Amendment No. 107 to Schedule 'D'  
Transportation Plan

Attachment # 7 – Medium Density Block Concept (Block 153)

Attachment # 8 – Concept Trail and Pedestrian Connections

Attachment # 9 – Minutes of Public Meeting PL 74-16

For further information contact:

Carl Geiger, Principal Planner, x 2355

Original Approved and Signed.

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Robert B. Short, Commissioner of Planning and Development, x4309

Original Approved and Signed.

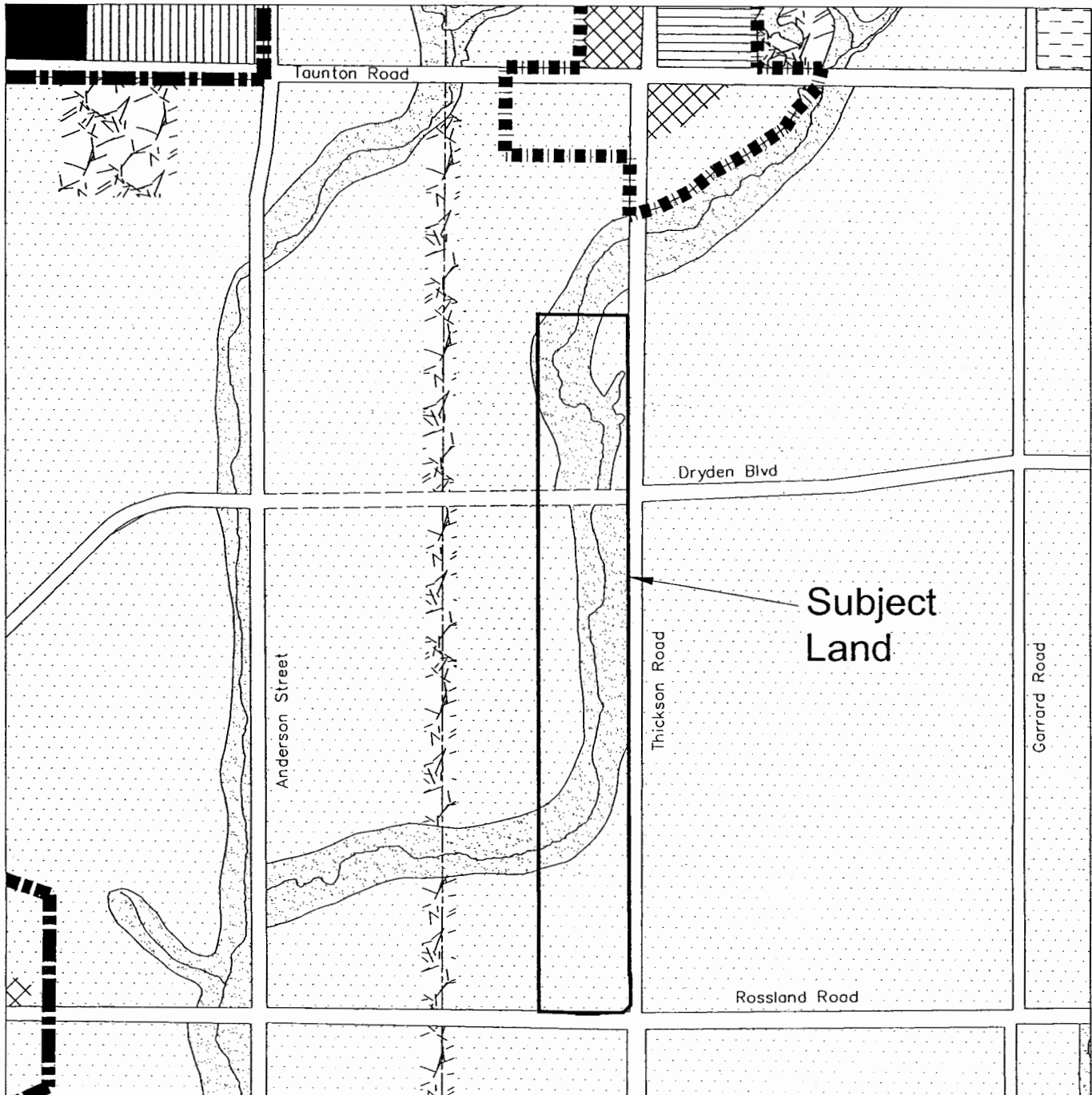
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Matthew Gaskell, Chief Administrative Officer, x2211



# Attachment #2a

## Excerpt from Town of Whitby Official Plan Schedule 'A'



Subject Land

Regional Approval Date:  
December 6, 1995

Last Revision Date:  
December 2010

Working File Date:  
January 2016

- |                            |   |
|----------------------------|---|
| Residential                | Agriculture   |
| Major Commercial           | Estate Residential  |
| Community Commercial       | Utility   |
| Commercial Node            | Resource Extraction Area<br><small>(See Section 4.12)</small> |
| Special Purpose Commercial | Hamlet Limits   |
| General Industrial         | Major Central Area Boundary                                   |
| Prestige Industrial        | Community Central Area Boundary                               |
| Special Activity Node      | Municipal Boundary  |
| Institutional              | 20 Year Urban Boundary  |
| Mixed Use                  | Future Urban Development Area Boundary                        |
| Major Open Space           | Southern Boundary of Oak Ridges Moraine                       |
| Hazard Land                |   |

### Land Use

# Official Plan

Town of Whitby

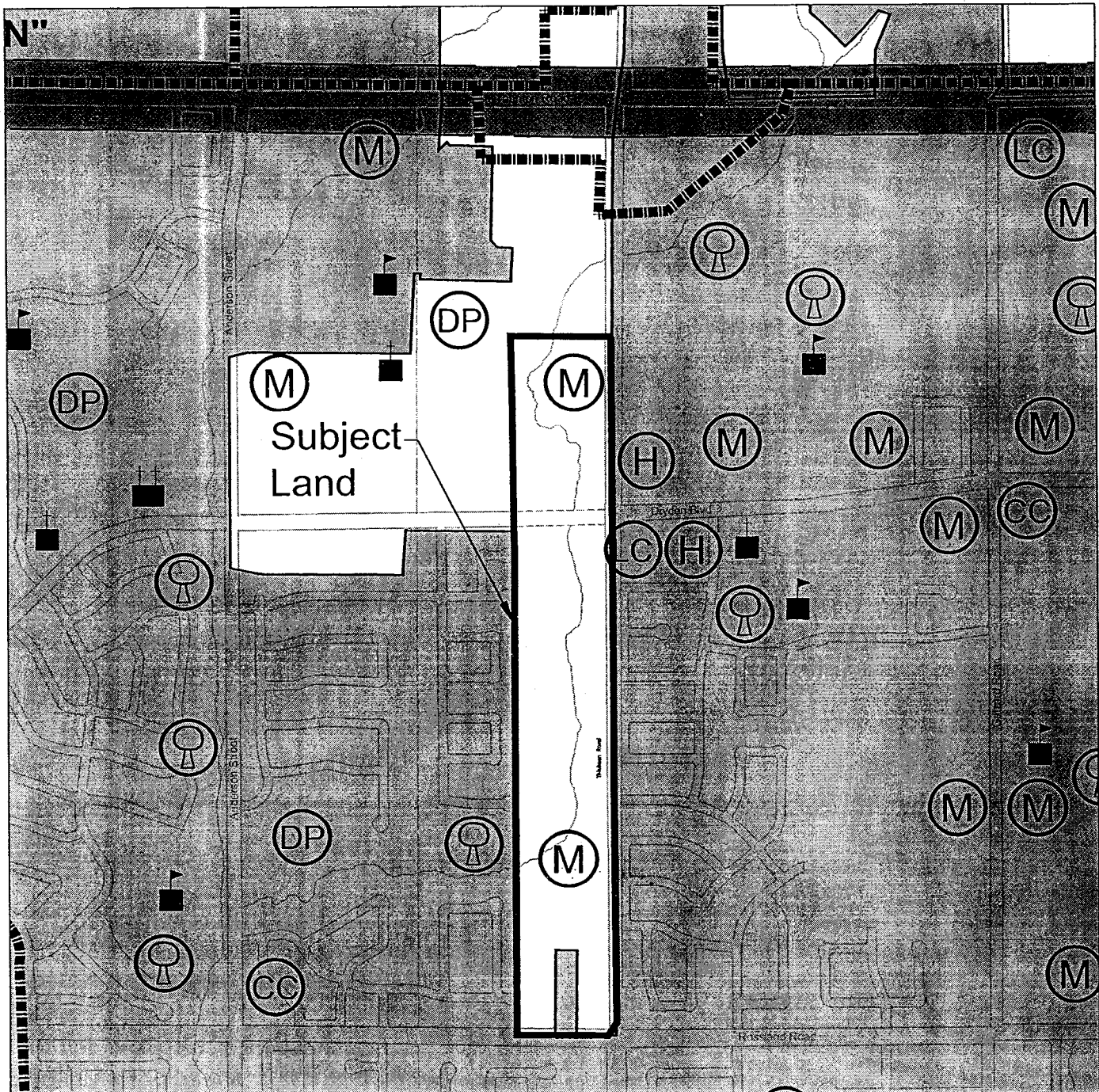
Schedule

A

This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.

# Attachment #2b

## Excerpt from Town of Whitby Official Plan Schedule 'B2'



Regional Approval Date:  
December 6, 1995

Last Revision Date:  
September 2016

Legend	
	2031 Urban Area Boundary
	Built Boundary
	Regional Centre
	Regional Corridor
	Major Transit Station
	Lands Subject to Durham Regional Official Plan Policy 14.13.7
	High Density Residential
	Medium Density Residential
	Local Park
	District Park
	Local Commercial
	Convenience Commercial
	Public Elementary School
	Public Secondary School
	Separate Elementary School
	Separate Secondary School
	Secondary Plan Boundary
	Municipal Boundary

### Residential Community Structure Official Plan

Town of Whitby

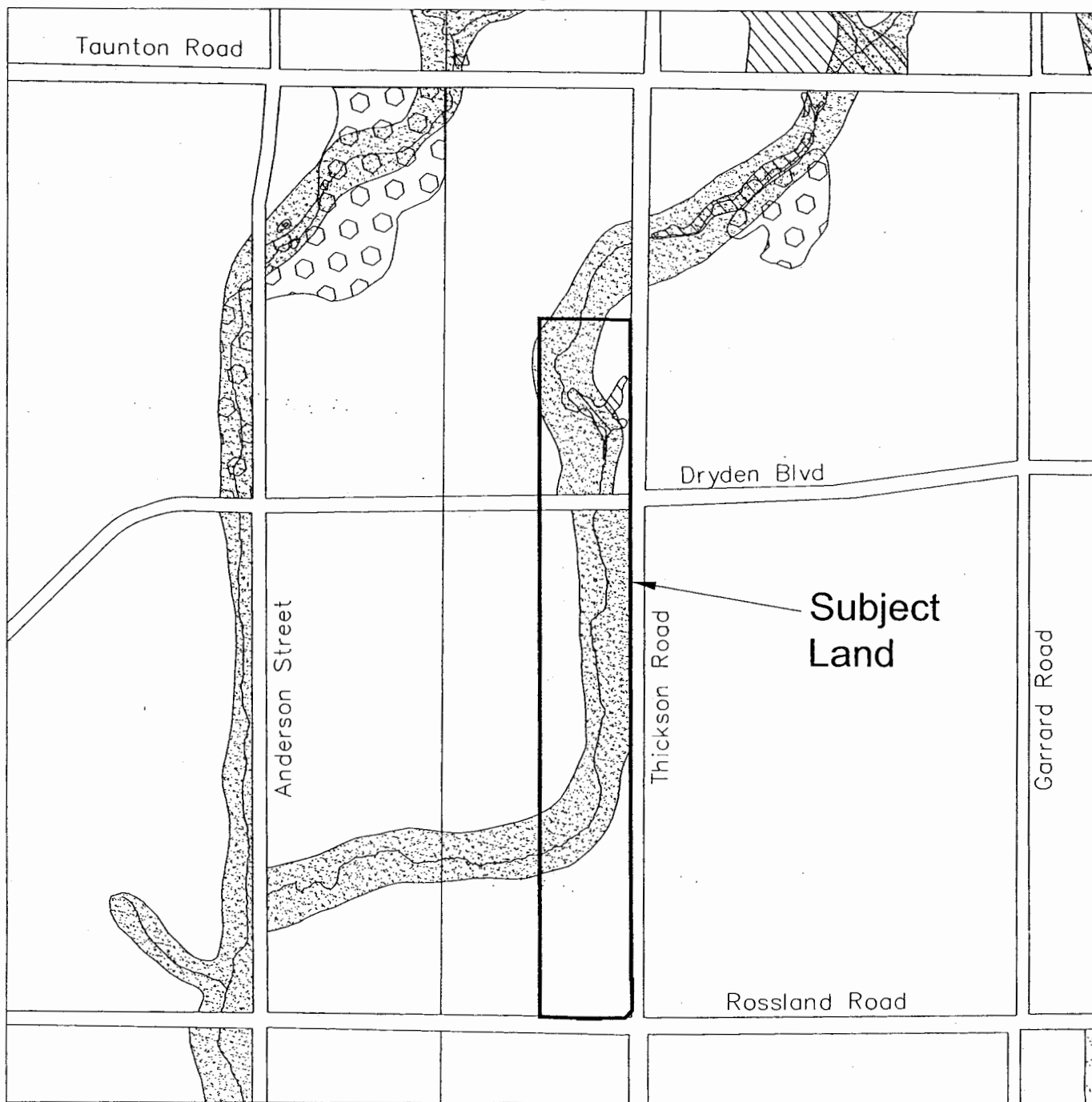
Schedule  
**B2**

This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.



# Attachment #2c

## Excerpt from Town of Whitby Official Plan Schedule 'C'



Regional Approval Date:  
December 6, 1995

Last Revision Date:  
September 2016

- Legend**
- Environmentally Sensitive Areas:
  - Provincially Significant Wetlands (PSW) Named
  - Hazard Land
  - Mature Woodlands (Outside ESA's)
  - Oak Ridge Moraine (Southern Boundary)
  - Former Waste Disposal Sites D12
  - Former Lake Iroquois Shoreline (Northern Boundary)
  - Lake Ontario Waterfront Trail (General Route)
  - High Potential Aggregate Resource Area
  - Resource Extraction Area
  - Municipal Boundary

Schedule

# Environmental Management Official Plan

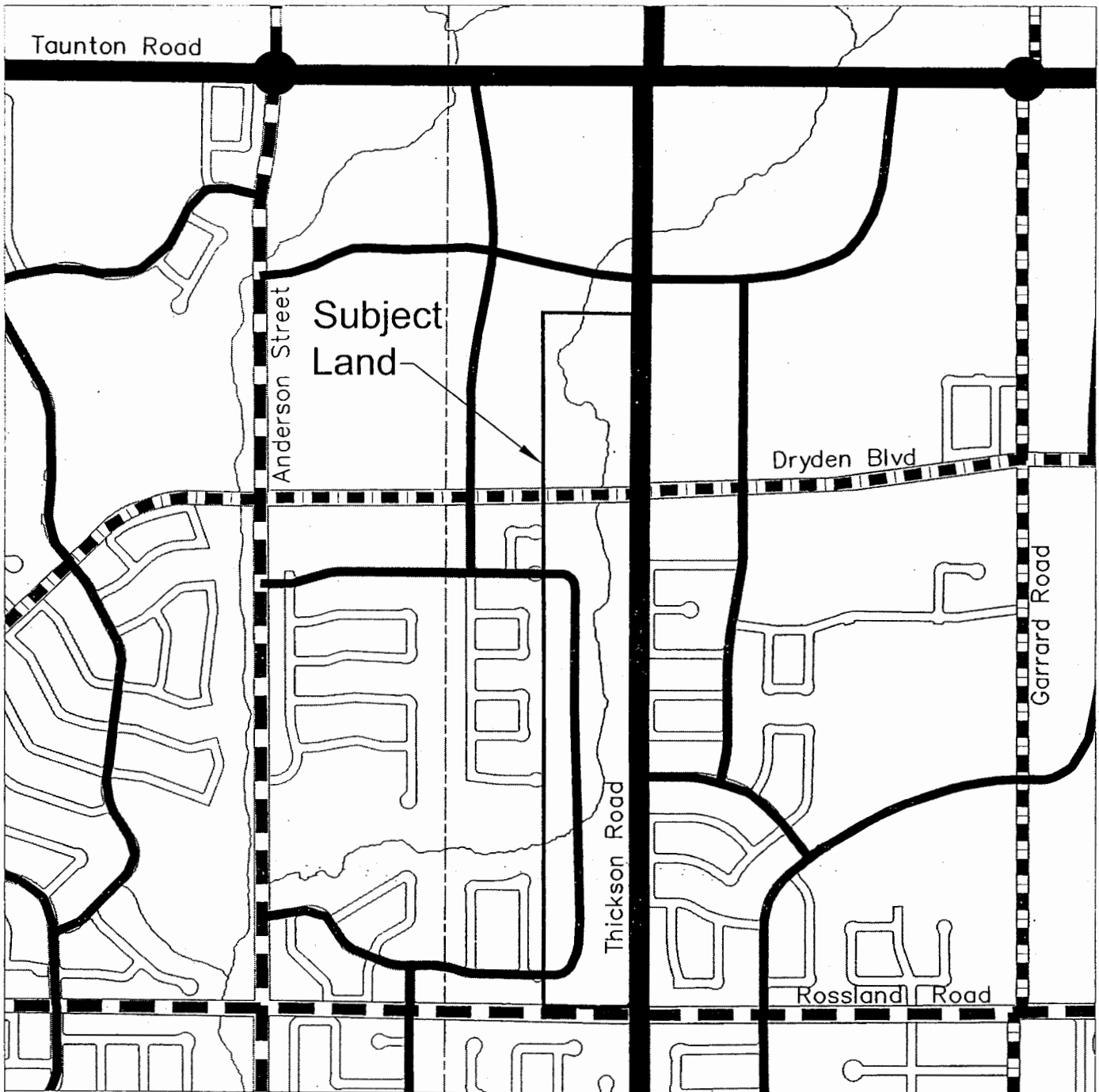
C

Town of Whitby

This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.

# Attachment #2d

## Excerpt from Town of Whitby Official Plan Schedule 'D'



Regional Approval Date:  
December 6, 1995

Last Revision Date:  
September 2016

Legend	
	Existing Controlled Access Highway (Freeway)
	Proposed Controlled Access Highway (Freeway)
	Type A Arterial Road (36m-50m ROW)
	Type B Arterial Road (30m-36m ROW)
	Type C Arterial Road (26m-30m ROW)
	Collector Road (20m-26m ROW)
	Local Road (18m-20m ROW)
	Unopened Road Allowance
	Intersection Improvement
	Proposed Grade Separation
	Proposed Interchange
	Interchange Improvement
	GO Rail
	Major Transit Station
	Railway Corridor
	Hydro Corridor
	Pipeline Corridor
	Regional Road
	Provincial Highway
	Municipal Boundary

### Transportation Official Plan

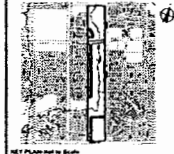
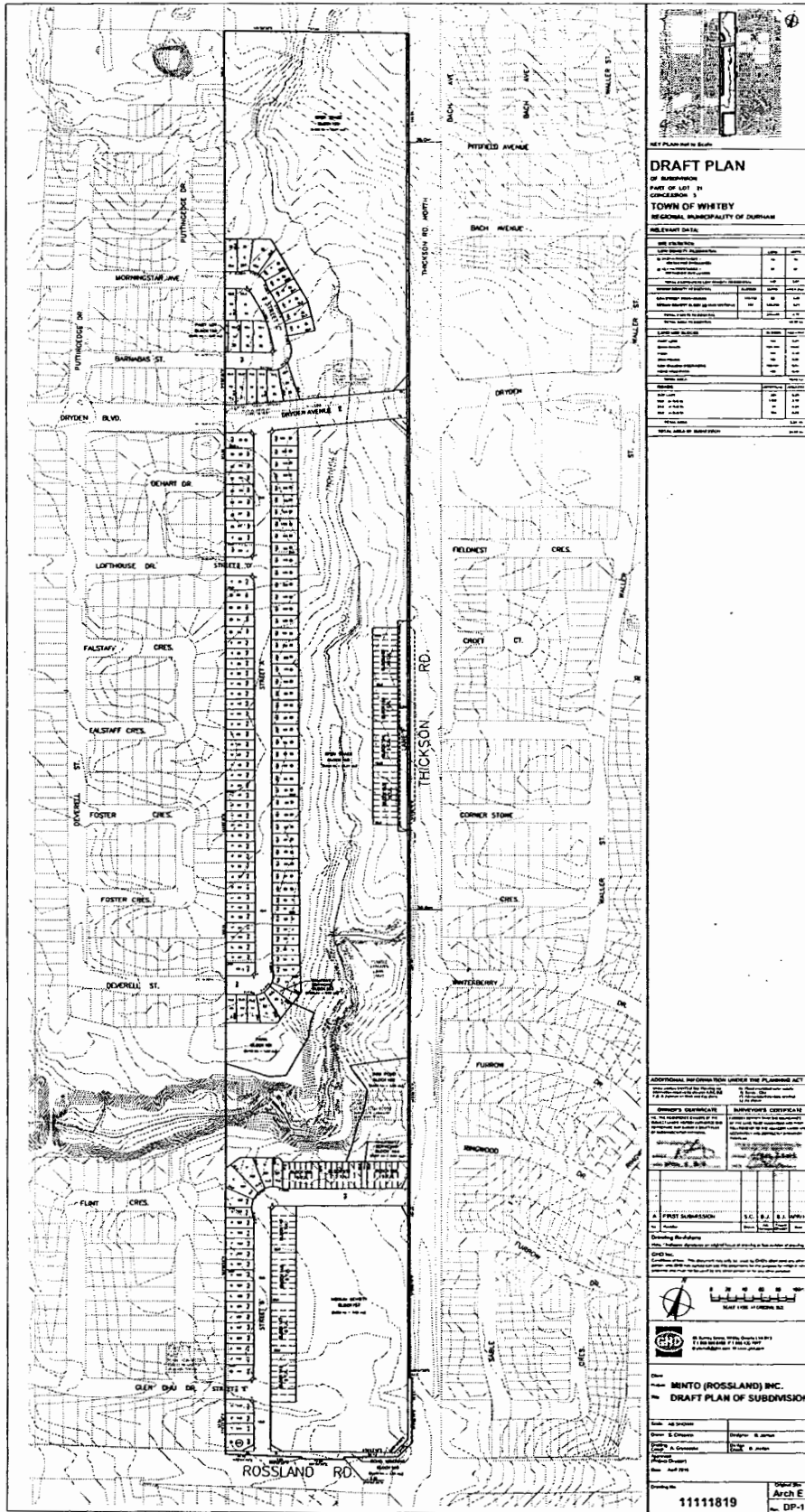
Town of Whitby

Schedule  
D

This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.



# Attachment #4a Original Draft Plan of Subdivision



**DRAFT PLAN**  
OF SUBDIVISION  
PART OF LOT 11  
CONCESSION 3  
TOWN OF WHITBY  
REGIONAL MUNICIPALITY OF DURHAM

RELEVANT DATA

DATE	DESCRIPTION	BY	FOR
2014-07-24	PRELIMINARY PLAN	MINTO (ROSSLAND) INC.	REGISTRATION
2014-08-14	DRAFT PLAN	MINTO (ROSSLAND) INC.	REGISTRATION

DATE OF PLAN: 2014-08-14

DATE OF REGISTRATION: 2014-08-14

DATE OF AMENDMENT: 2014-08-14

DATE OF CANCELLATION: 2014-08-14

DATE OF REVOCATION: 2014-08-14

DATE OF RESCINDMENT: 2014-08-14

DATE OF REVIVAL: 2014-08-14

DATE OF REPEAL: 2014-08-14

DATE OF REPEAL AND REVIVAL: 2014-08-14

DATE OF REPEAL AND REVIVAL AND CANCELLATION: 2014-08-14

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ADDITIONAL INFORMATION UNDER THE PLANNING ACT

DESCRIPTION	DATE	BY	FOR
PRELIMINARY PLAN	2014-07-24	MINTO (ROSSLAND) INC.	REGISTRATION
DRAFT PLAN	2014-08-14	MINTO (ROSSLAND) INC.	REGISTRATION

OWNER'S DECLARATION

SURVEYOR'S CERTIFICATE

DATE OF PLAN: 2014-08-14

DATE OF REGISTRATION: 2014-08-14

DATE OF AMENDMENT: 2014-08-14

DATE OF CANCELLATION: 2014-08-14

DATE OF REVOCATION: 2014-08-14

DATE OF RESCINDMENT: 2014-08-14

DATE OF REVIVAL: 2014-08-14

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OWNER'S DECLARATION

SURVEYOR'S CERTIFICATE

DATE OF PLAN: 2014-08-14

DATE OF REGISTRATION: 2014-08-14

DATE OF AMENDMENT: 2014-08-14

DATE OF CANCELLATION: 2014-08-14

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DATE: 2014-08-14

PROJECT: MINTO (ROSSLAND) INC.  
DRAFT PLAN OF SUBDIVISION

DATE OF PLAN: 2014-08-14

DATE OF REGISTRATION: 2014-08-14

DATE OF AMENDMENT: 2014-08-14

DATE OF CANCELLATION: 2014-08-14

DATE OF REVOCATION: 2014-08-14

DATE OF RESCINDMENT: 2014-08-14

DATE OF REVIVAL: 2014-08-14

DATE OF REPEAL: 2014-08-14

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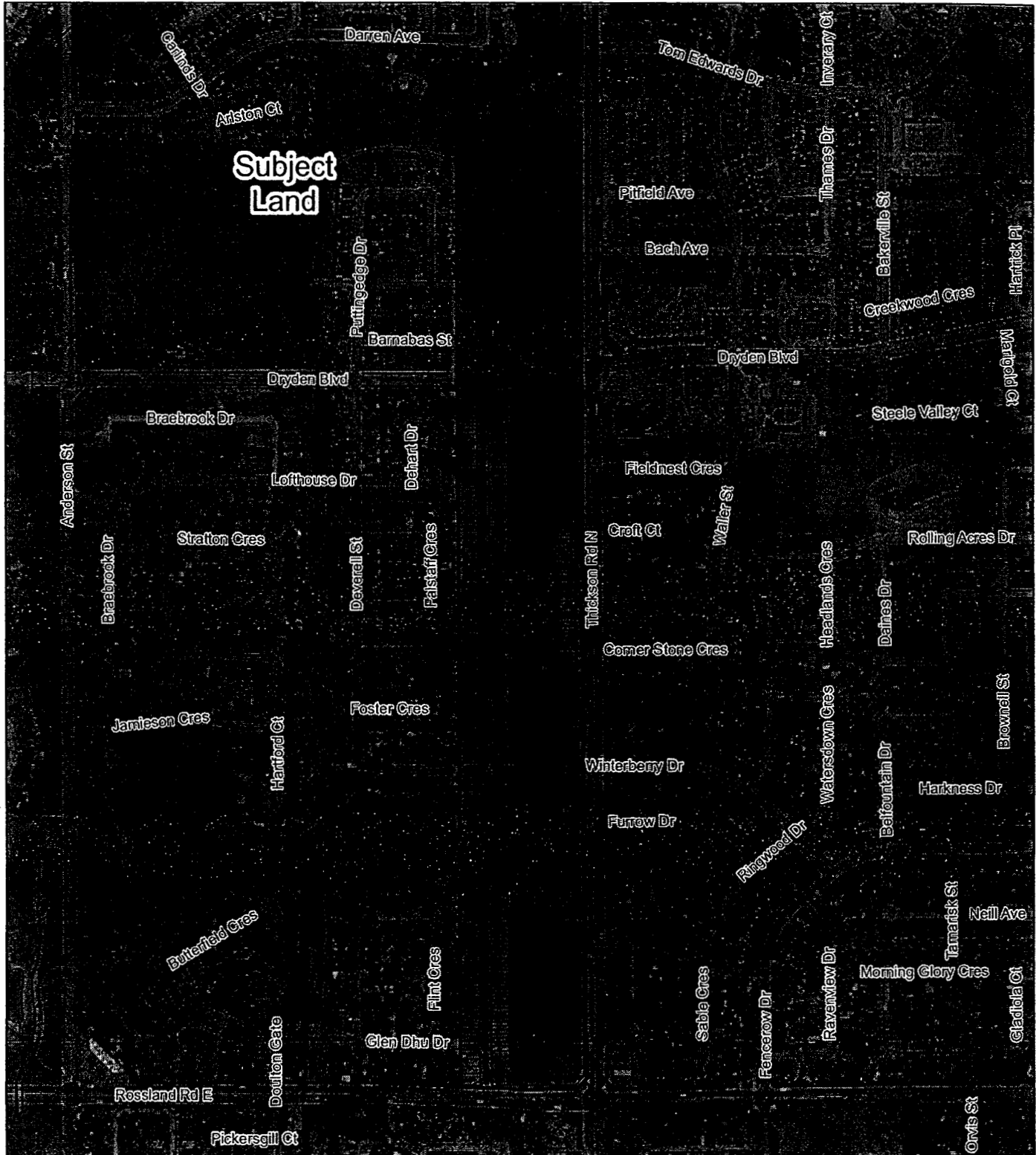
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DP-1

# Attachment #4b

## Original Draft Plan of Subdivision Orthoimagery Overlay

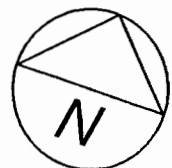


Town of Whitby Planning and Development Department

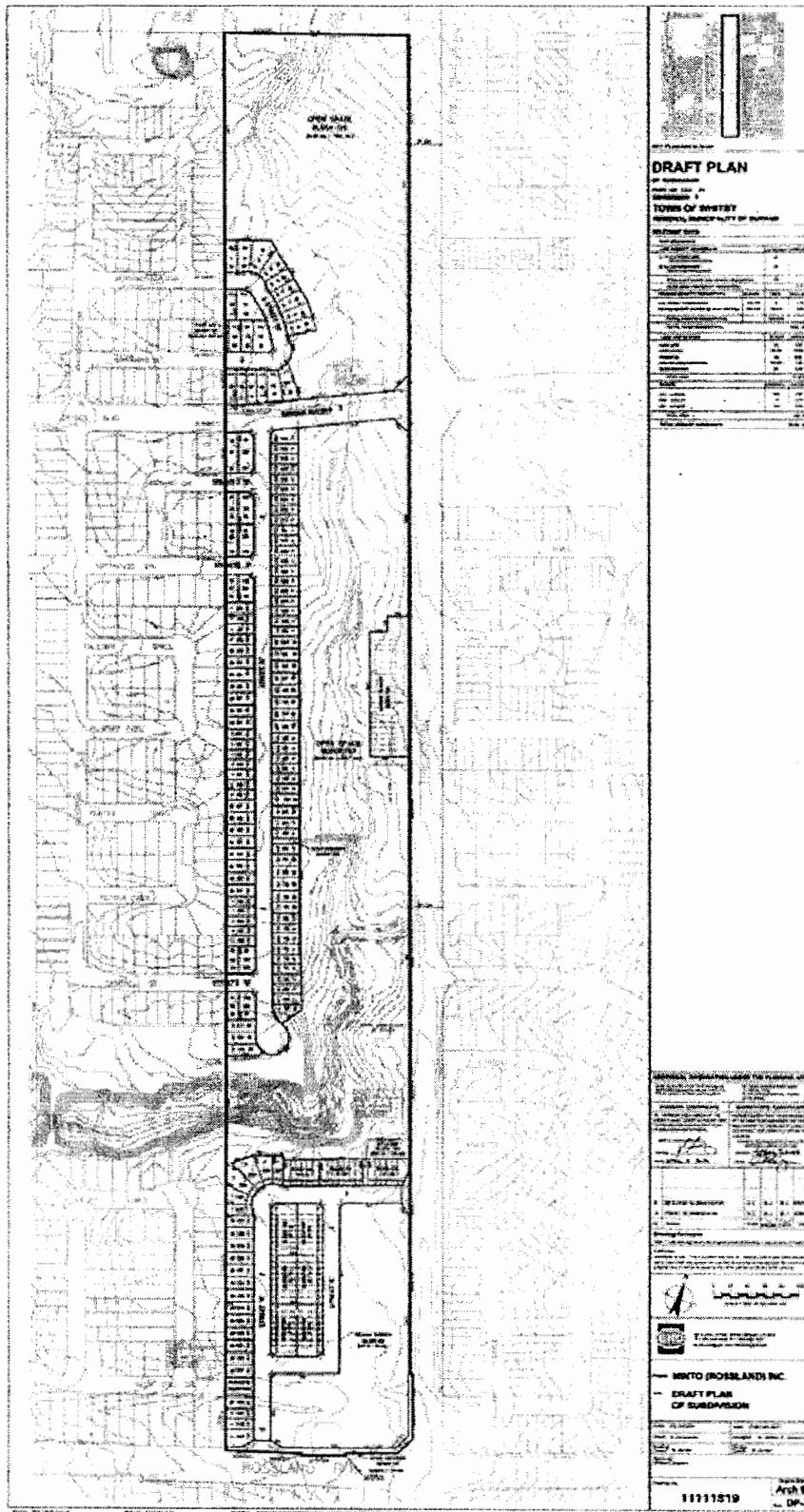
Applicant:  
Minto (Rossland) Inc.

File Numbers:  
SW-2016-02 / Z-10-16 /  
OPA-2016-W/01

Date:  
May 2017



# Attachment #5 Recommended Draft Plan of Subdivision



# Attachment #6

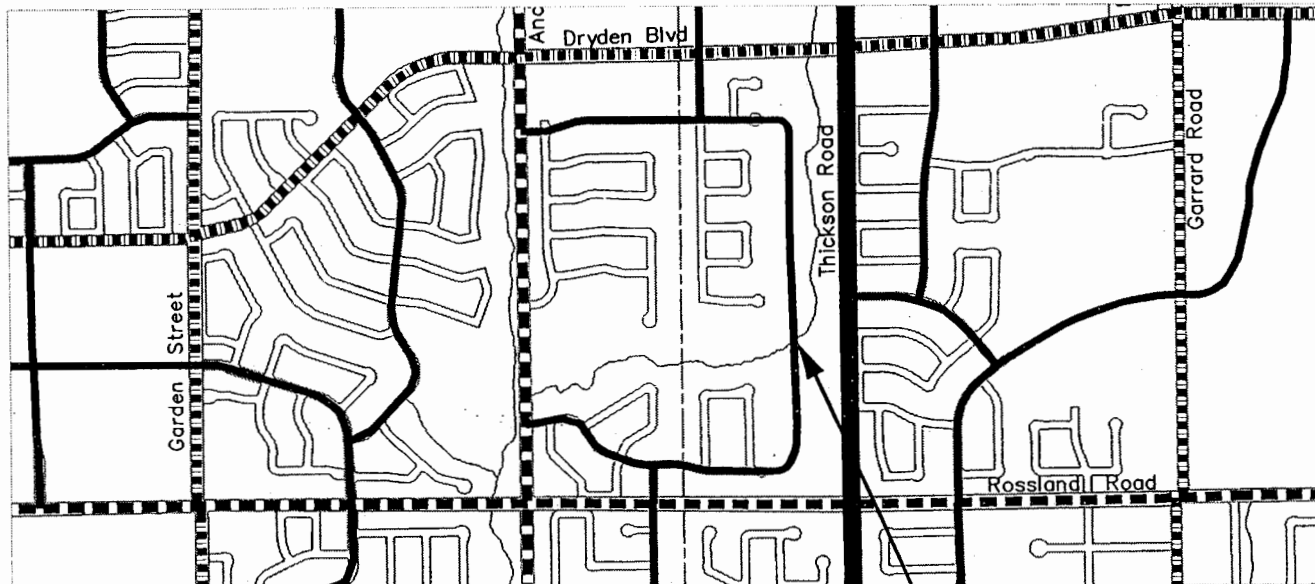
## Proposed Official Plan Amendment No. 107 to Schedule 'D' Transportation Plan

### Proposed Amendment No. 107

#### to the Town of Whitby Official Plan

- Purpose:** The purpose of this Amendment to the Town of Whitby Official Plan is to delete a proposed Collector Road from Schedule 'D' – Transportation of the Whitby Official Plan.
- Location:** The lands subject to the Amendment are generally located within Lot 21, Concession 3 in the Town of Whitby, in the northwest quadrant of Rossland Road East, and west of Thickson Road North.
- Basis:** The amendment is based on an application to amend the Town of Whitby Official Plan (File No. OPA-2016-W/01) submitted by Minto Rossland Inc.. The application seeks to delete a proposed Collector Road from Schedule 'D' – Transportation of the Whitby Official Plan (extension of Glen Dhu Drive), to permit a proposed plan of subdivision.
- Following review and assessment of the application, and in consideration of public input, it has been determined that:
- deletion of the 'Collector Road' would avoid a creek crossing;
  - any additional traffic volumes from the proposed development can be accommodated on existing collector road, and new local roads;
  - adding a 'Collector Road' to connect the existing and proposed development to Dryden Boulevard via Lofthouse Street/new road provides a continuation and connection of the existing collector road network to an Arterial Road; and
  - the amendment meets the general intent of the Official Plan.
- Actual Amendment:** The Town of Whitby Official Plan is hereby amended as follows:
- 1) By amending Schedule 'D' – Transportation of the Town of Whitby Official Plan by deleting a Collector Road, and adding a Collector Road, as shown on the attached Exhibit 'A'.
- Implementation:** The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.
- Interpretation:** The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.

# Exhibit 'A' to Draft Proposed Official Plan Amendment #107 to the Whitby Official Plan



Add 'Collector Road'

Delete 'Collector Road'



Regional Approval Date:  
December 6, 1995

Last Revision Date:  
September 2016

Legend	
	Existing Controlled Access Highway (Freeway)
	Proposed Controlled Access Highway (Freeway)
	Type A Arterial Road (36m-50m ROW)
	Type B Arterial Road (30m-36m ROW)
	Type C Arterial Road (26m-30m ROW)
	Collector Road (20m-26m ROW)
	Local Road (18m-20m ROW)
	Unopened Road Allowance
	Intersection Improvement
	Proposed Grade Separation
	Proposed Interchange
	Interchange Improvement
	GO Rail
	Major Transit Station
	Railway Corridor
	Hydro Corridor
	Pipeline Corridor
	Regional Road
	Provincial Highway
	Municipal Boundary

## Transportation Official Plan

Town of Whitby

Schedule

**D**



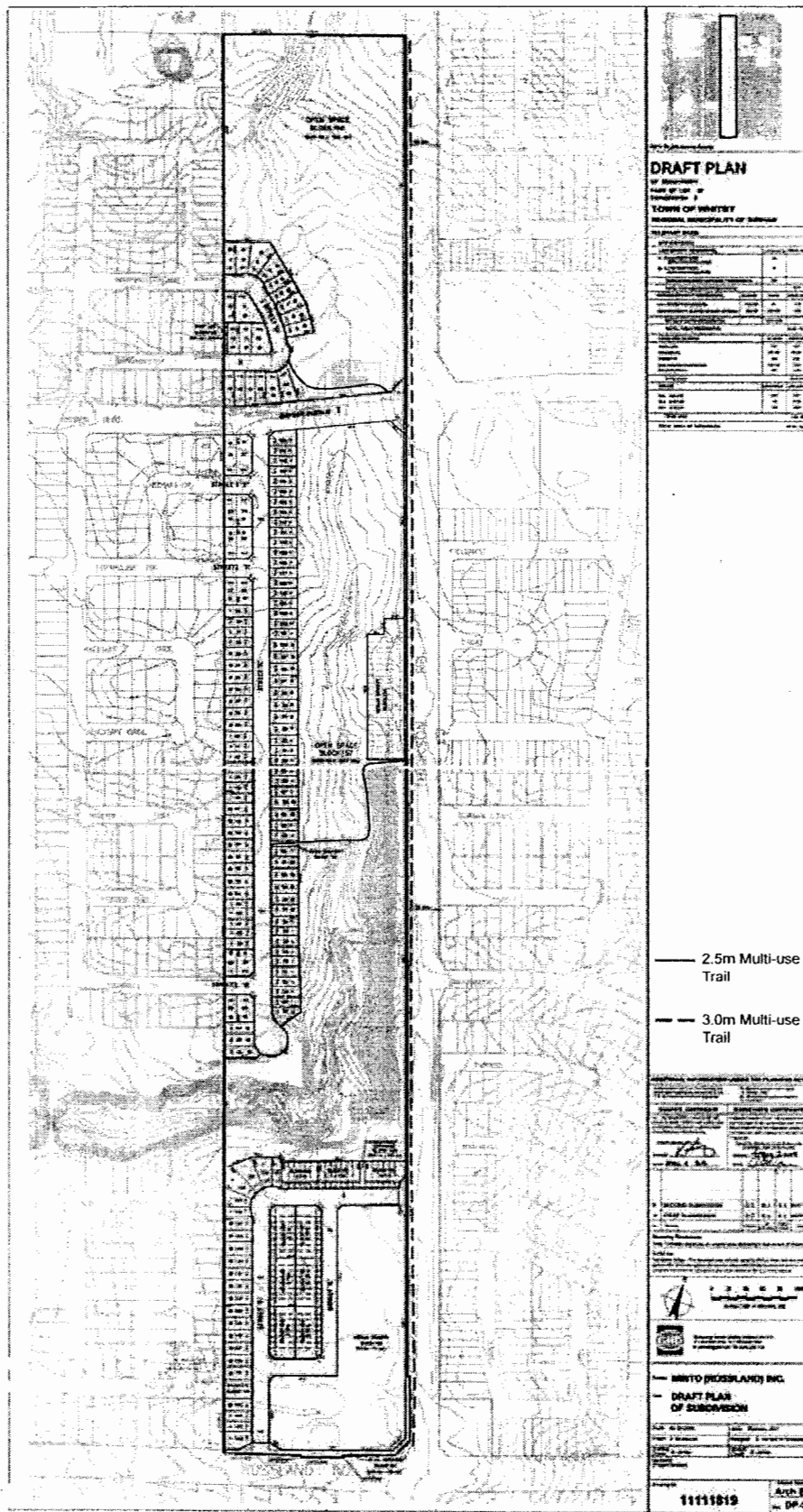
This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.





# Attachment #8

## Concept Trail and Pedestrian Connections



## Attachment #9

# Minutes of Public Meeting

Planning and Development Committee Minutes  
June 13, 2016 - 7:00 PM

---

1. That Council approve the amendment to the Town of Whitby Official Plan (OPA-2015-W/01) as Amendment No. 103 to the Whitby Official Plan, as shown on Attachment #3;
2. That a By-law to adopt Official Plan Amendment No. 103 to the Whitby Official Plan be brought forward for consideration by Council;
3. That the Clerk forward to the Region of Durham, within fifteen (15) days of adoption of the amendment, the necessary documentation for a non-exempt Official Plan Amendment; and,
4. That the Clerk send a Notice of Council's decision to those persons and agencies who have requested further notification regarding Town of Whitby Official Plan (OPA-2015-W/01) as Amendment No. 103 to the Whitby Official Plan.

### Carried

- 4.2 Planning and Development Department Report, PL 74-16 [7:40 p.m.]  
Re: Minto (Rossland) Inc. Northwest quadrant of Rossland Road East and Thickson Road North – Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment (OPA 2016-W/01, SW-2016-02 and Z-10-16)

C. Harris, Town Clerk, provided the purposes and guidelines of the public meeting, included as Agenda Item 4.2 to members of the audience.

Steve Edwards, representing Minto (Rossland) Inc., appeared before the Committee and provided a PowerPoint presentation which outlined the Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment applications.

The Chair opened the floor for comments from the public.

Tom Bradbury, 16 Glen Dhu Drive, appeared before the Committee and stated that his concerns were related to the increased traffic along Glen Dhu Drive. He inquired where traffic would be channeled when the houses were built with a laneway opened from Thickson Road right through to Glen Dhu Drive, by-passing the intersection. He advised that he was concerned about the safety of young children in the neighbourhood and parking on the street.

Allison Walker, 92 Putting Edge Drive, appeared before the Committee and stated that her concern was related to Pringle Creek and the forested area located directly behind her property. She requested confirmation that the open space, specifically, Pringle Creek and the forest behind her property would not be cut down in the future. Ms.

## Attachment #9

# Minutes of Public Meeting

Planning and Development Committee Minutes  
June 13, 2016 - 7:00 PM

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Walker requested clarification with respect to the proposed laneway on the west side of Pringle Creek. She commented that she and her neighbours had purchased the properties in the area partly for the view of the trees and cited By-law # 4640-00 regarding the prohibition of tree removal.

Karen Houghton, 36 Flint Crescent, appeared before the Committee and stated she has lived at her property for over 8 years and that her property backs on to the ravine and parkland. She commented that the area is an established, mature neighbourhood with good sized lots and homes. Ms. Houghton stated that she knew that the farm land would likely be sold and developed. She further stated that the proposed development would not fit in with the bordering neighbours and was concerned about the impact of increased traffic on Glen Dhu Drive and safety of the children. She commented that this development would be a drastic change to the neighbourhood in terms of size and number of units. Ms. Houghton advised that she received notice of the public meeting because she was located within a 120 meters of the proposed development; however, not all the neighbours that would be impacted were notified.

Christopher Gullins, 54 Glen Dhu Drive, appeared before the Committee and stated that prior to the meeting he noted that approximately twenty children were playing near end of Glen Dhu Drive. He inquired about the necessity of the proposed development having access to Glen Dhu Drive. He stated that his concern was related to traffic and the safety of children.

Bev deLottinville, 24 Dehart Drive, appeared before the Committee and stated that she thought a presentation would have been provided by the builder at the public meeting regarding the types of homes, building materials used and what the proposed finished product might look like. She inquired about timelines for construction of roads and services and whether the environmentally sensitive land would be protected. Ms. deLottinville advised that her front lawn ends at the court and would have three or four houses on the side of her property. She expressed concern that a 6 foot high fence would be installed across the end of the court which would box in her property. She commented that she has a gorgeous property, home and pool and inquired how the development would be cosmetically finished. She noted her concern regarding the impact of traffic with an increase of cars and the safety of the community.

Jim Stanton, 23 Glen Dhu Drive, appeared before the Committee noted that Glen Dhu Drive was a windy road and extends for a relatively short distance from road's entrance on Anderson Street. Mr. Stanton expressed concerns about the impact of increased traffic on Glen Dhu

## Attachment #9

# Minutes of Public Meeting

Planning and Development Committee Minutes  
June 13, 2016 - 7:00 PM

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Drive. He inquired whether stacked townhouses would be built in the medium density zoned land and whether there would be surface or underground parking. Mr. Stanton inquired whether traffic lights would be installed at Thickson Road and the new road at the northern end of the medium density land and at the new road bordering the western side of the property and to Rossland Road. He further inquired if the distance from the top of Pringle Creek bank to the property line of the proposed developments conforms to set backs.

Mitch Colling, 40 Flint Crescent, appeared before the Committee and stated that he purchased his home over thirty years ago and that the neighbourhood was again attracting younger families. He advised that his concern was the traffic volume and that if Glen Dhu Drive was extended to Thickson Road it would not benefit the existing neighborhood due to the volume of homes proposed. Mr. Colling noted that most homes have 2 to 3 cars per family and many park on the street. He commented that in his particular area there could be up to 300 cars, not including the medium density block, and that the number of vehicles exiting via Glen Dhu Drive would be horrendous. Mr. Colling invited Members of Council to visit the Minto development in Oshawa where there were single dwellings on 30 foot lots and extremely high density. He advised that he was worried about the impact of the development on the green space and the creek area. He requested that there be limited impact from development on the existing abutting neighbourhood.

Ben Durda, 115 Deverell Street, appeared before the Committee and stated that his concern was with respect to the proposed lot sizes of 36 feet wide by 120 feet and that they would not blend in with the neighbourhood. He further stated that two or three units in medium density lands would be looking down on his yard. He inquired how the development would be phased in. Mr. Durda expressed concern regarding construction and length of time it would take to complete the development.

Suzanne Simpson, 28 Falstaff Crescent, appeared before the Committee and stated that her property would be one of the 25 houses that would back on to the new rear yards. She stated that where the existing houses back on to the farm field, there is a 25 foot buffer where mature trees have grown and that children use this area as a means to get to their friends homes through the back gates. She inquired about what could be done to save the canopy as hundreds of trees would have to come down along the fences because the fences run along the side of the proposed development.

Ron Lalonde, 12 Winterbury Drive, appeared before the Committee and stated that he was concerned about the new proposed slip lane which

## Attachment #9

# Minutes of Public Meeting

Planning and Development Committee Minutes  
June 13, 2016 - 7:00 PM

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would face on to Thicksen Road and noted that Thicksen Road is a main collector artery from Highway 401 to Highway 407. He further stated that the homes would be located in an area where there would be no controlled access to cross the street as well as a bus stop located across the street and that this would be a major safety issue. Mr. Lalonde commented about the traffic moving in and out of the street with no controlled access noting that the homes were owned by young families with small children. Mr. Lalonde advised that Winterbury Drive is an extremely busy street and proposing that it could be used as thoroughfare would cause great safety concern.

Jim Clarke, 34 Butterfield Crescent, appeared before the Committee and stated that his concerns were related schools and inquired where the kids moving in to the area would go to school and whether there would be any school zone changes and who determines the boundary.

Suzanne Brandon, 42 Glen Dhu Drive, appeared before the Committee and stated that her property was located beside the field. She noted that the opening of the cul-de-sac at Glen Dhu Drive would impact the owners of properties from the cul-de-sac to 38 Glen Dhu Drive the most because the people would come through Glen Dhu Drive and turn on to Dalton Gate to get out to Rossland Road East. She advised that she understood that legally a stoplight could not be installed at Dalton Gate and it currently takes up to 10 minutes to exit from Dalton Gate on to Rossland Road East. Ms. Brandon expressed concerns about the amount of traffic in front of their homes and noted that because cars would be coming in from Dalton Gate off of Rossland Road to access the new complex, the lights from vehicular traffic would illuminate their bedroom. She further expressed concerns with respect to cars speeding on Glen Dhu and the Dalton Gate and Glen Dhu connection would no longer ensure quiet homes as it would just be traffic.

Anthony Smits, 62 Glen Dhu Drive, appeared before the Committee and stated that his property was located at the end of Glen Dhu Drive and noted his concern that the proposal would include 283 homes; however, in the medium density block there would be 280 possible homes built including condominiums and townhouses. He further stated that just the 208 homes on Glen Dhu Drive would be a concern due to increased traffic. He further stated that he would like to see the proposal confirmed or defined as to the actual number of homes.

Drew Primrose, 70 Flint Crescent, appeared before the Committee and stated that his property was located at the intersection of Glen Dhu Drive and Flint Crescent and backed on to the farm field. He advised that he purchased his property 8 years ago at which time the street was very quiet and it was a safe neighbourhood for raising children. Mr. Primrose advised that their kids play with dozens of other kids in the

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# Minutes of Public Meeting

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neighbourhood and the increased traffic is a concern for the safety of the children. He inquired whether a traffic study would be undertaken. Mr. Primrose raised concerns about the value of the homes with townhouses backing on to their properties as well as the environmental impact the development would have, noting the he and his family have enjoyed looking out to farm field, listening to coyotes and observing a family of hawks that nest in the evergreen trees. Mr. Primrose inquired about the impact of the proposed development on Pringle Creek and the tributaries noting that his family walks down by the creek, observes salmon in the fall and rainbow trout spawning in the spring.

Michel Bergeron, 24 Foster Crescent, appeared before the Committee and inquired whether the water and sewer services would connect to existing services, and if so, whether there would be enough capacity for the additional homes. He further inquired that if the services would not connect to existing services what would be proposed. Mr. Bergeron stated that he was concerned about the canopy of trees that were 20 and 30 years old and that they would be cut down.

Cladio Borsi, 53 Glen Dhu Drive, appeared before the Committee and stated that he had taken a trip to Ireland and that they had a system of roundabouts and inquired whether there would be more roundabouts within the Town and used in the proposed development.

Vera Hugel, 28 Flint Crescent, appeared before the Committee and stated that she has lived in Whitby most of her life and had a number of concerns regarding the development. She advised that she was opposed to changing the R2 zoning to anything higher. She further stated that the number of hectares in the proposed parcel is 30.6 hectares with only 15 hectares developable. Ms. Hugel noted that the housing proposed is a minimum of 356 and a maximum of 436 making this high density and not what the neighbours support. She advised that when the subdivision was built, particularly, Flint Crescent, the neighbours were advised that it was an official plan, that it would stand and that they would have input if that were to change. She stated that she trusts that the Town would stand behind what the residents were told. Ms. Hugel further stated that she would have liked to have seen a proposal that would be easier to view. She stated the proposal included another road to enter on to Rossland Road and that residents already have difficulty making a left from Glen Dhu Drive on to Rossland Road. Ms. Hugel noted that there have been accidents on Rossland Road and Anderson Street and this proposal would make the situation worse. She stated that the residents would have to wait to see the architecture which would mean giving the plan of subdivision a blessing before they would see the architecture.

Cindi Harris, 14 Flint Crescent, appeared before the Committee and

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June 13, 2016 - 7:00 PM

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stated that she moved into the area 4 years ago and that her understanding from the realtor upon purchasing her property was that the plan would stay in place. She advised that she invested a lot of money making major improvements on her property and was concerned about her investment as she believes that the addition of townhouses and condominiums would lower property values. She noted that she counted 19 cars parked on either side of Glen Dhu Drive and had often almost run into another car driving around the bend. She further advised that at 5:00 p.m. there were children and cars on the road and noted that there could be a possible additional 800 cars. Ms. Harris advised that she is worried about the 30 year old infrastructure and flooding with additional traffic as well as the elevation where Glen Dhu Drive meets Flint Crescent as this section is at a lower elevation. She expressed concerns about the social services aspect of so many people moving into the area and the kids crossing major roads without crossing guards or traffic lights.

Bill Power, 26 Foster Crescent, appeared before the Committee and stated that the density and rezoning is for the benefit of the developer and not in accordance of what the residents want. He noted that his property backs on to the field and has the 20 foot buffer of trees along the back of the property. He stated that he would like to understand what the lot coverage would be because his lot had 1600 square feet of lot coverage and he is concerned about the lot coverage of the proposed homes. He stated that the developer recognized that they would not be able develop all the land purchased and have proposed to cram all they can into an area that was not designed to handle it. Mr. Power inquired whether there was any guidance on rear yard depth minimums, or maximum heights. He further inquired why there is a need for a medium density block. He stated that he is in favour of multi-storey developments but that these types of developments belong in focused areas and not in residential communities.

David Floyd, 106 Deverell Street, appeared before the Committee and stated that he moved into the neighbourhood a few years ago because it was a safe, quiet neighbourhood and understood at the time that there was a likelihood of development. He noted that there would be a significant increase of traffic on Glen Dhu Drive and inquired whether the Glen Dhu Drive neighbourhood could be blocked off so that any new development on the west end would access Thickson Road. Similarly, he suggested that Deverell Street area become a completed court with any new development moving north and accessing Thickson Road off of Dryden Boulevard.

Mohammad Anvari, 104 Putting Edge Drive, appeared before the Committee and expressed concerns with respect to environmental



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impact to the creek area. He stated that he believed in a level of density that would enhance business but that it needs to be in the right location. Mr. Anvari stated that he moved to the area with the understanding that the plan would stay as it is currently. He raised a concern with respect to the development setback from the creek and that he thought it would be too close. He stated that noise, traffic and the impact on animals is of concern to him.

Jay Bingleman, 58 Glen Dhu Drive, appeared before the Committee and raised concerns regarding traffic and wanted to ensure that a traffic study would be a part of the developer's presentation at the next meeting. He inquired whether it would be an independent traffic report and whether that report would be taken into consideration.

Patricia Kidd, 16 Glen Dhu Drive, appeared before the Committee and stated that her property was located approximately 8 houses in from the corner of Anderson Street. She raised concerns with respect to safety and traffic as there have been accidents on Glen Dhu Drive and is concerned that the traffic accidents would increase with the new subdivision. She commented about the number of accidents that have taken place at the intersection of Rossland Road and Anderson Street and the fact there that there is no advanced green to turn north on Anderson Street. Ms. Kidd inquired how residents would get out of the neighbourhood if Glen Dhu Drive was opened up to the new neighbourhood. She stated that the proposed homes would not blend with the existing neighbourhood. She commented that the area by the waterfront had so much land and that land needs to be developed. Ms. Kidd noted that Whitby does not have a hospital and some schools are already overcrowded.

Christine Johnson, 26 Flint Crescent, appeared before the Committee and advised that she was a Registered Nurse and had concerns about the impact of medium and high density that would have on infrastructure and health care services. She stated that capacity would need to be taken into consideration because there is an expectation of reasonable access to health care.

Carleen Blissett, 44 Winterbury Drive, appeared before the Committee and stated that her property was located on the east side of the proposed site and commented that Winterbury Drive would not be a good through street. She noted that children who took the bus would need to cross the street which would be unsafe. Ms. Blissett raised concerns with respect to increased traffic should the development be higher than a R2 density. She stated that on Thickson Road there are single family homes and the proposed development would not fit in with the neighbourhood.

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Planning and Development Committee Minutes  
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David Humphreys, 6 Glen Dhu Drive, appeared before the Committee and raised concerns regarding traffic at Glen Dhu Drive and Anderson Street. He noted that traffic in the neighbourhood was already a concern and vehicles were unable to exit the neighbourhood via Glen Dhu Drive. He inquired about how traffic would move around. Mr. Humphreys stated that the increased density would be overwhelming with dozens of kids playing on the street. He noted that the proposed trails and park on the other side of the ravine adjacent to existing parks doesn't make sense, especially if the major concentration of people would be in another area of the development. Mr. Humphreys raised concerns about storm water management and increased runoff from the development.

Dick Colling, 37 Lofthouse Drive, appeared before the Committee and stated that the speed and volume of traffic has been a challenge for the community. He commented that he hoped that the various phases of construction would be communicated so that residents would have a clear understanding of the phases and timelines, specifically, with respect to the Dryden Street extension. Mr. Colling stated that residents would need to have a clear understanding of evacuation routes for the homes in case there was a need to evacuate the area. He further stated that during construction the Town and developer would need to pay attention to water management and the risk of flooding in backyards and stresses on pool liners from changes in the water table if not properly managed as well as the recognition of noise by-laws and construction traffic. He noted that dust and debris from construction would occur and advised that residents would have to keep pools closed longer and to watch for shingles, aluminum debris and nails during the construction period. He inquired whether the Dryden Street extension would be included a part of the construction traffic plan and that when construction was completed, whether a traffic assessment of speed and traffic volume would be undertaken. Mr. Colling suggested that the developer review lessons learned from other developments.

Josee Beauchamp, 36 Foster Crescent, appeared before the Committee and stated she has lived in Whitby for 11 years and has witnessed an increase in traffic, speed and a lot of cars parked on both sides of the Deverell Street. She commented that the street was not conducive to having two cars parked on either side. She noted that there was no stop sign located at the corner of Dryden Boulevard and Deverell Street and that a lot of students have to cross 5 lanes of traffic to cross the street. Ms. Beauchamp inquired about school boundaries and raised concerns about noise levels of construction, possible flooding in basements due to elevations changes and capacity of the sewage system for the additional development.

Dean Martin, 78 Sable Crescent, appeared before the Committee raised

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# Minutes of Public Meeting

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concerns about the proposed density in the conceptual draft. He stated that when there was heavy snow or rain Sable Crescent flooded and he is concerned that the proposed density will result in an extreme amount of flooding as well as the potential of flooding new homes.

It was requested that the delegates submit their presentation to the Town Clerk.

There were no further submissions from the public.

R. Short, Commissioner of Planning provided an overview of the process that occurs after the public meeting to review public feedback.

Steve Edwards, representing Minto (Rossland) Inc., appeared before the Committee to answer questions from Members of Council regarding:

- holding a community meeting specifically around traffic issues, concept plan designs and environmental issues;
- construction traffic access to the site and preparation of construction management plan to mitigate dust and noise during construction;
- protecting mature trees that abut and back on to the existing residential properties;
- extending the pond that is proposed for the development to handle stormwater that runs into Pringle Creek from lands to the east of Thickson Road;
- details of what is proposed for the medium density area;
- the Glen Dhu Drive connection and consideration to deal with the issue of maintaining Glen Dhu Drive as only being accessed from Anderson Street, not Rossland Road;
- projected timing of the Dryden Boulevard extension;
- the cost of bridging to go over the creeks and who would pay for the extension of Dryden Boulevard;
- concerns about the slip lane and how it would operate; and,
- provision of an advanced green light on Rossland Road to access Anderson Street.

Recommendation:

Moved By Councillor Yamada

1. That Planning Report PL 74-16 be received as information; and,
2. That the Planning and Development Department report back to the Planning and Development Committee at such time as the public input and agency comments have been received and assessed.

# Schedule 'A' to By-Law 7307-17

## Amendment # 107 to the Town of Whitby Official Plan

**Purpose:** The purpose of this Amendment to the Town of Whitby Official Plan is to delete a proposed Collector Road from, and add a Collector Road to Schedule 'D' – Transportation of the Whitby Official Plan.

**Location:** The lands subject to the Amendment are generally located within Lot 21, Concession 3 in the Town of Whitby, in the northwest quadrant of Rossland Road East, and west of Thickson Road North.

**Basis:** The amendment is based on an application to amend the Town of Whitby Official Plan (File No. OPA-2016-W/01) submitted by Minto Rossland Inc.. The application seeks to delete a proposed Collector Road from Schedule 'D' – Transportation of the Whitby Official Plan (extension of Glen Dhu Drive), to permit a proposed plan of subdivision.

Following review and assessment of the application, and in consideration of public input, it has been determined that:

- deletion of the 'Collector Road' would avoid a creek crossing;
- any additional traffic volumes from the proposed development can be accommodated on existing collector road, and new local roads;
- adding a 'Collector Road' to connect the existing and proposed development to Dryden Boulevard via Lofthouse Street/new road provides a continuation and connection of the existing collector road network to an Arterial Road; and
- the amendment meets the general intent of the Official Plan

**Actual Amendment:** The Town of Whitby Official Plan is hereby amended as follows:

- 1) By amending Schedule 'D' – Transportation of the Town of Whitby Official Plan by deleting a Collector Road, and adding a Collector Road, as shown on the attached Exhibit 'A'.

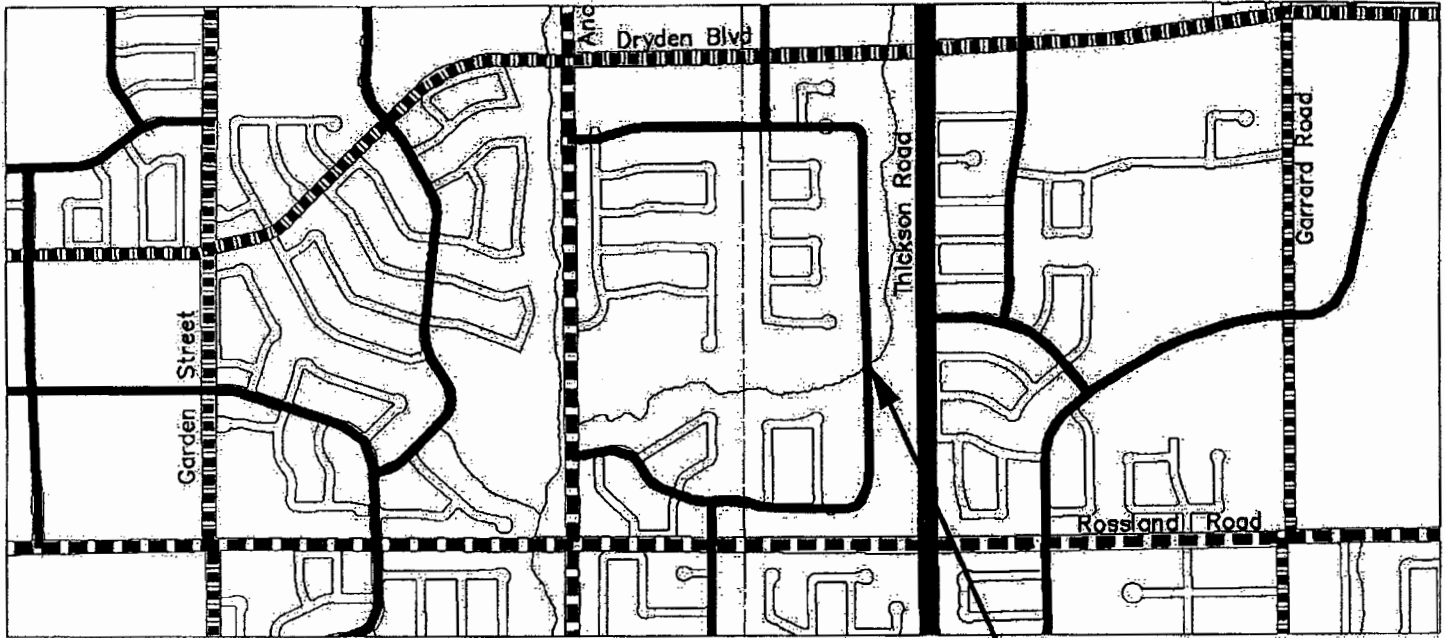
**Implementation:**

The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.

**Interpretation:**

The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.

Exhibit 'A' to Official Plan Amendment # 107  
to the Whitby Official Plan



Add 'Collector Road'

Delete 'Collector Road'



Regional Approval Date:  
December 6, 1990

Last Revision Date:  
September 2010

Legend

Existing Controlled Access Highway (Freeway)	GO Rail
Proposed Controlled Access Highway (Freeway)	Major Transit Station
Type A Arterial Road (50m-60m ROW)	Railway Corridor
Type B Arterial Road (30m-50m ROW)	Hydro Corridor
Type C Arterial Road (25m-30m ROW)	Pipeline Corridor
Collector Road (20m-25m ROW)	Regional Road
Local Road (15m-20m ROW)	Provincial Highway
Unopened Road Allowance	Municipal Boundary
Intersection Improvement	
Proposed Grade Separation	
Proposed Interchange	
Interchange Improvement	

Transportation  
Official Plan  
Town of Whitby

Schedule

**D**



This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.

# Schedule 'A' to By-Law 7307-17

## Amendment # 107 to the Town of Whitby Official Plan

**Purpose:** The purpose of this Amendment to the Town of Whitby Official Plan is to delete a proposed Collector Road from, and add a Collector Road to Schedule 'D' – Transportation of the Whitby Official Plan.

**Location:** The lands subject to the Amendment are generally located within Lot 21, Concession 3 in the Town of Whitby, in the northwest quadrant of Rossland Road East, and west of Thickson Road North.

**Basis:** The amendment is based on an application to amend the Town of Whitby Official Plan (File No. OPA-2016-W/01) submitted by Minto Rossland Inc.. The application seeks to delete a proposed Collector Road from Schedule 'D' – Transportation of the Whitby Official Plan (extension of Glen Dhu Drive), to permit a proposed plan of subdivision.

Following review and assessment of the application, and in consideration of public input, it has been determined that:

- deletion of the 'Collector Road' would avoid a creek crossing;
- any additional traffic volumes from the proposed development can be accommodated on existing collector road, and new local roads;
- adding a 'Collector Road' to connect the existing and proposed development to Dryden Boulevard via Lofthouse Street/new road provides a continuation and connection of the existing collector road network to an Arterial Road; and
- the amendment meets the general intent of the Official Plan

**Actual Amendment:** The Town of Whitby Official Plan is hereby amended as follows:

- 1) By amending Schedule 'D' – Transportation of the Town of Whitby Official Plan by deleting a Collector Road, and adding a Collector Road, as shown on the attached Exhibit 'A'.

**Implementation:**

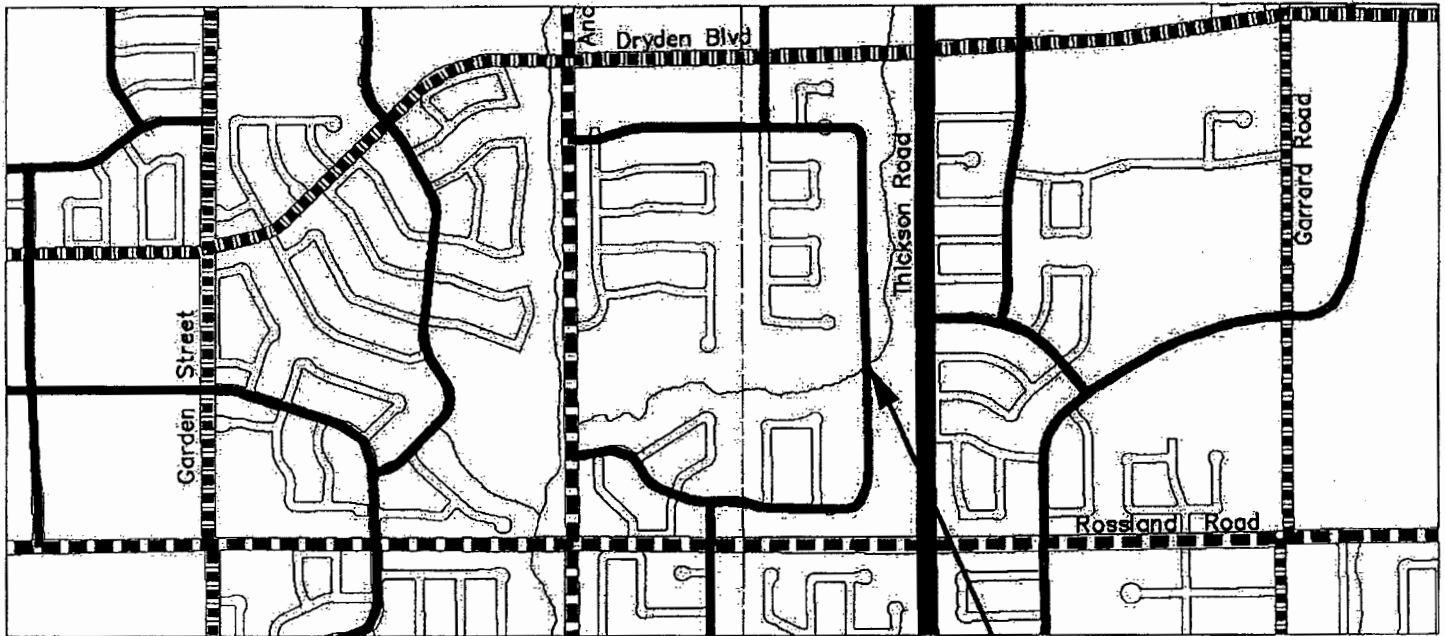
The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.

**Interpretation:**

The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.



Exhibit 'A' to Official Plan Amendment # 107  
to the Whitby Official Plan



Add 'Collector Road'

Delete 'Collector Road'



Regional Approval Date:  
December 6, 1995

Last Revision Date:  
September 2015

Legend

- Existing Controlled Access Highway (Freeway)
- Proposed Controlled Access Highway (Freeway)
- Type A Arterial Road (30m-50m ROW)
- Type B Arterial Road (30m-35m ROW)
- Type C Arterial Road (25m-30m ROW)
- Collector Road (20m-25m ROW)
- Local Road (15m-20m ROW)
- Unopened Road Allowance
- Intersection Improvement
- ◆ Proposed Grade Separation
- Proposed Interchange
- Interchange Improvement
- GO Rail
- ✱ Major Transit Station
- Railway Corridor
- Hydro Corridor
- Pipeline Corridor
- Regional Road
- Provincial Highway
- Municipal Boundary

Transportation  
Official Plan  
Town of Whitby

Schedule

**D**



This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.



# Town of Whitby

## By-law # 7307-17

### Official Plan Amendment Number 107

Being a By-law to adopt Amendment Number 107 to the Official Plan of the Town of Whitby.

Whereas Sections 17 and 21 of the Planning Act, R.S.O. 1990, c.P.13, as amended, provide that the Council of a municipality may by by-law adopt amendments to its Official Plan;

And whereas, the Council of The Corporation of the Town of Whitby deems it advisable to amend the Official Plan of the Town of Whitby.

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

#### 1. General

- 1.1. Amendment Number 107 to the Official Plan of the Town of Whitby, attached as Schedule "A" to this By-law, is hereby adopted.
- 1.2. The Clerk of the Corporation of the Town of Whitby is hereby authorized and directed to forward to the Regional Municipality of Durham the documentation required by Regional By-law 11-2000 and Regional Procedure: Area Municipal Official Plans and Amendments, for exempt Official Plan Amendments.
- 1.3. This By-law shall come into force and take effect in accordance with the provisions of the Planning Act.

By-law read and passed this 26<sup>th</sup> day of June, 2017.

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Don Mitchell, Mayor

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Christopher Harris, Town Clerk

# Schedule 'A' to By-Law 7307-17

## Amendment # 107 to the Town of Whitby Official Plan

- Purpose:** The purpose of this Amendment to the Town of Whitby Official Plan is to delete a proposed Collector Road from, and add a Collector Road to Schedule 'D' – Transportation of the Whitby Official Plan.
- Location:** The lands subject to the Amendment are generally located within Lot 21, Concession 3 in the Town of Whitby, in the northwest quadrant of Rossland Road East, and west of Thickson Road North.
- Basis:** The amendment is based on an application to amend the Town of Whitby Official Plan (File No. OPA-2016-W/01) submitted by Minto Rossland Inc.. The application seeks to delete a proposed Collector Road from Schedule 'D' – Transportation of the Whitby Official Plan (extension of Glen Dhu Drive), to permit a proposed plan of subdivision.
- Following review and assessment of the application, and in consideration of public input, it has been determined that:
- deletion of the 'Collector Road' would avoid a creek crossing;
  - any additional traffic volumes from the proposed development can be accommodated on existing collector road, and new local roads;
  - adding a 'Collector Road' to connect the existing and proposed development to Dryden Boulevard via Lofthouse Street/new road provides a continuation and connection of the existing collector road network to an Arterial Road; and
  - the amendment meets the general intent of the Official Plan
- Actual Amendment:** The Town of Whitby Official Plan is hereby amended as follows:
- 1) By amending Schedule 'D' – Transportation of the Town of Whitby Official Plan by deleting a Collector Road, and adding a Collector Road, as shown on the attached Exhibit 'A'.

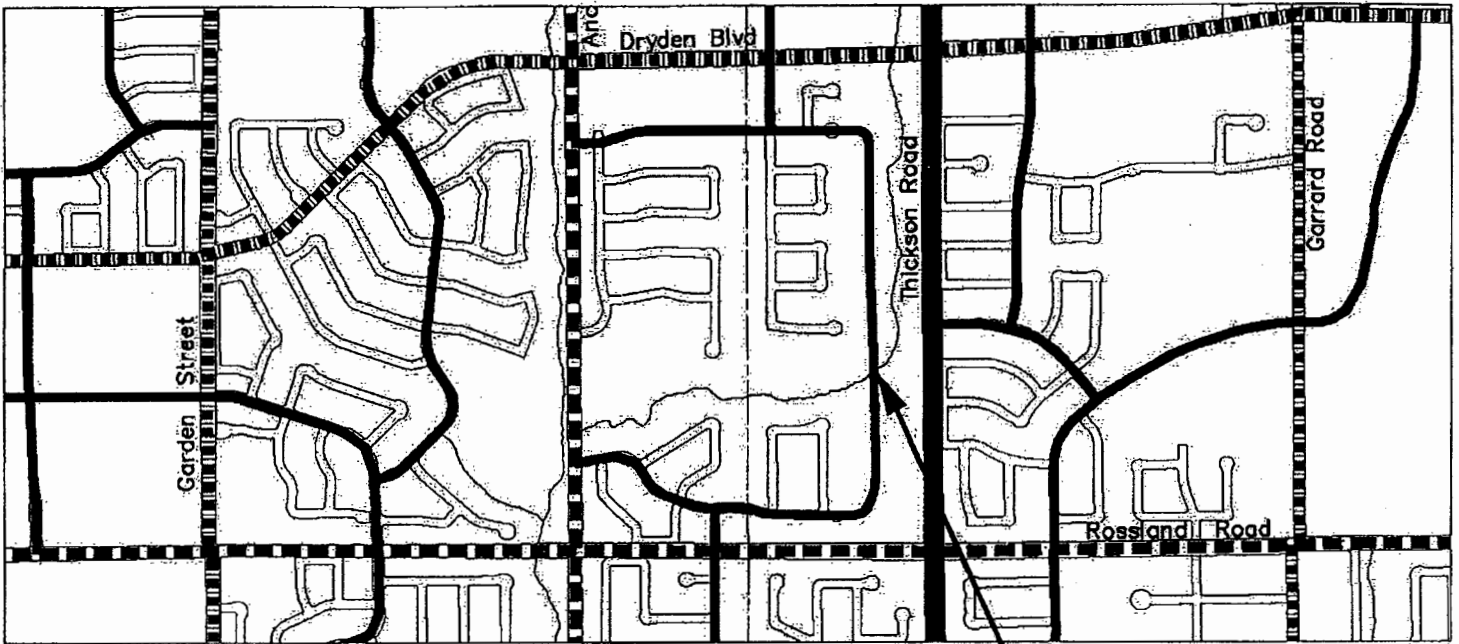
**Implementation:**

The provisions set forth in the Town of Whitby Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this amendment.

**Interpretation:**

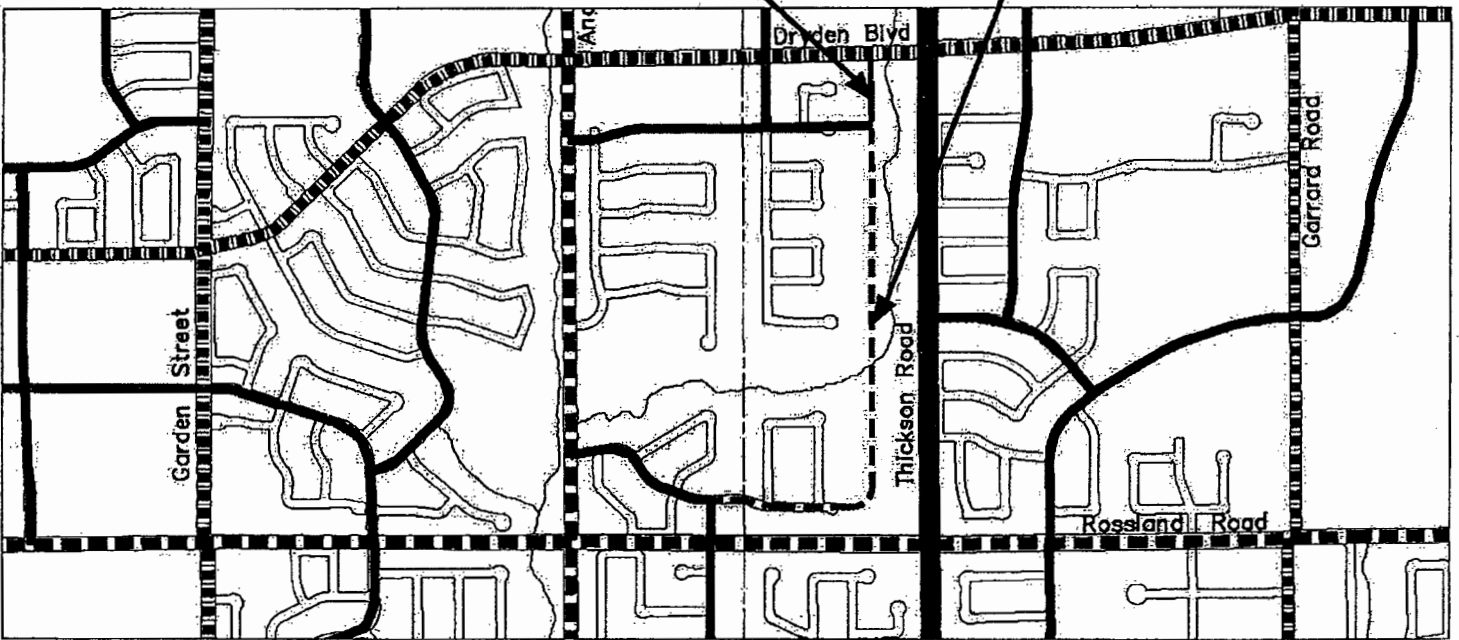
The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.

Exhibit 'A' to Official Plan Amendment # 107  
to the Whitby Official Plan



Add 'Collector Road'

Delete 'Collector Road'



Regional Approval Date:  
December 6, 1996

Last Revision Date:  
September 2016

Legend	
Existing Controlled Access Highway (Freeway)	GO Rail
Proposed Controlled Access Highway (Freeway)	Major Transit Station
Type A Arterial Road (30m-50m ROW)	Railway Corridor
Type B Arterial Road (30m-35m ROW)	Hydro Corridor
Type C Arterial Road (25m-30m ROW)	Pipeline Corridor
Collector Road (20m-25m ROW)	Regional Road
Local Road (15m-20m ROW)	Provincial Highway
Unimproved Road Allowance	Municipal Boundary
Intersection Improvement	
Proposed Grade Separation	
Proposed Interchange	
Interchange Improvement	

**Transportation  
Official Plan**  
Town of Whitby

Schedule

**D**



This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.



The Corporation of the Town of Whitby  
Office of the Town Clerk  
575 Rossland Road East  
Whitby, ON L1N 2M8  
[www.whitby.ca](http://www.whitby.ca)

# Town of Whitby Statutory Notice Planning Act

## Notice of the Adoption of Amendment # 107 to the Town of Whitby Official Plan

Take Notice that the Council of the Corporation of the Town of Whitby passed **By-law # 7307-17** on the 26<sup>th</sup> day of June, 2017 under Section 17 of the Planning Act, R.S.O. 1990, c. P.13, as amended, to adopt Amendment No. 107 to the Town of Whitby Official Plan.

And Take Notice that any person or agency may appeal all or part of the decision of the approval authority to the Ontario Municipal Board in respect of the By-law by filing with the Clerk of the Corporation of the Town of Whitby, **not later than 4:30 p.m. on July 31, 2017, a Notice of Appeal** setting out the objection to the by-law and the reasons in support of the objection, accompanied by a certified cheque or money order made payable to the Minister of Finance in the amount of \$300.00 as prescribed under the Ontario Municipal Board Act. If you wish to appeal to the OMB, a copy of an appeal form is available from the OMB website at [www.elto.gov.on.ca](http://www.elto.gov.on.ca).

The proposed Official Plan Amendment is exempt from approval by the Regional Municipality of Durham. The decision of Council is final if a notice of appeal is not received before or on the last day for filing a notice of appeal.

### Purpose and Effect

The purpose and effect of By-law 7307-17 is to adopt Town of Whitby Official Plan Amendment #107, to delete a proposed Collector Road from, and add a Collector Road to Schedule 'D' – Transportation of the Whitby Official Plan to permit the development of a proposed Plan of Subdivision.

Applicant: Minto (Rossland) Inc., OPA-2016-W/01 (SW-2016-02, Z-10-16) PL 65-17

Pursuant to Section 17 (23.1) of the Planning Act, this notice shall contain a brief explanation of the effect that the written and oral submissions, pursuant to Subsection 17 (23.2) of the Planning Act, had on the decision respecting this by-law. The changes to the by-law, if any, are a result of the written and oral submissions received, as summarized in PL 65-17, and in the minutes of the June 12, 2017 Planning and Development Committee meeting and June 26, 2017 Council meeting. Please visit [www.whitby.ca/civicweb](http://www.whitby.ca/civicweb) or contact the Clerk's office at 905.430.4315 for a copy of the Planning Report and/or minutes.

**Note:** Only individuals, corporations and public bodies may appeal the by-law to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or group.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to Council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

The complete amendment, by-law and background materials, if any, are available for inspection in the Planning Department at the Whitby Municipal Building at 575 Rossland Road East, Whitby, during regular office hours.

**Further information regarding this matter may be obtained by contacting the Town's Planning Department at 905.430.4306.**

Dated at the Town of Whitby this 11th day of July, 2017.

Christopher Harris  
Town Clerk, Town of Whitby  
575 Rossland Road East, Whitby, ON L1N 2M8

## EXECUTIVE BOARD

CHAIRMAN  
Allan Jones

VICE-CHAIRMAN  
Jack O'Brien

SECRETARY-TREASURER  
Captain Dhuu St. Gelais

DIRECTORS  
Major (ret) William Graydon

Jennifer Hewitt

Major General (ret)  
Walter Holmes

Lieutenant (ret)  
Philip Osanic,  
Barrister & Solicitor

## ADVISORY BOARD

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Master Warrant Officer (ret)  
Kerence Cottrell

Colonel (ret) Michael Barr

Major Thomas Burke

Lieutenant Colonel (ret)  
Robert Chamberlain

Colonel (ret) Gerry Coady

Inspector (ret)  
Gary Coulter

Lieutenant-Commander  
Susan Long-Poncher

The Honourable  
Peter Milliken, MP (ret)

Colonel (ret)  
George Ochting

Brigadier-General (ret)  
William Paterson

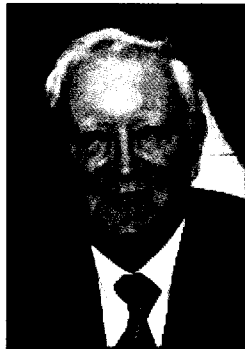
Colonel (ret)  
John Roderick

Honorary Colonel (ret)  
A. Britton Smith, MC, QC



# WOR

ASSOCIATION  
National Wall of Remembrance Association



Fellow Canadians;

As chairman of the Board of Directors of the National Wall of Remembrance Association (NWRA), I would like to thank you personally for your support of our project.

We believe that Canadians who gave the supreme sacrifice in defense of our great country deserve a single place of recognition here at home. Our plan to build this unique memorial is a self-funding ambitious endeavour to create such a memorial in Kingston, Ontario. It will incorporate the names of every Canadian who fell in every conflict of record, including the war of 1812. It will contain a virtual component that will have a search function with information available to us including names, photographs and biographies. This virtual aspect will be updated as we receive information from researchers and family members of our fallen heroes.

We have chosen Kingston as the home for the memorial for its impressive military history and the city's location on the main travel route between Ottawa, Montreal and Toronto. Kingston is a tourist destination due, in part, to its strong military connections. These include The Royal Military College established in 1874, HMCS *Cataraqui*, one of Canada's leading naval reserve units, Fort Frontenac, founded in 1673 and Old Fort Henry, a national historic site.

Our advisory board, formed to ensure success, is a blue-ribbon panel of mainly retired senior military officers, their 400 years of combined service to Canada is without equal anywhere.

We invite you to visit our website at [www.worassociation.ca](http://www.worassociation.ca) for more information, and to keep in touch with our progress. This endeavour will be something all Canadians will be proud of - a gift to last - a national monument of international significance. Once again, thank you for your support.

Sincerely,

Allan Jones  
Chairman, NWORA



## VETERAN'S TEA UPDATE ONGOING PROJECT

Every year we attend Retirement/Nursing Homes in Collingwood and serve tea and doughnuts to veterans and their spouses.

A highlight of our visits is when we present postcards that have been written by Miss Agius' students

As a way of showing our appreciation to the students, we donate used postage stamps; stamp albums and magnifying glasses to the students. It is our intention, that through stamp collecting, the students will learn about geography; organizational skills and fine motor skills.

In this regards, we would like to thank just a few of our sponsors: the Hakim family of Century Stamps in Mississauga; Dale Evans; George Mombourquette of Toronto; the cities of Hamilton, Ajax, Calgary Collingwood and Oshawa; Sue Joudrey of the Middlesex Stamp Club.

The students also write cards that are delivered to our military personnel serving overseas.

Any used stamps can be directed to: LEGION BR. #63 VETERAN'S TEA CORP  
167 Sunnidale Rd. S. Wasaga Beach, Ontario L9Z 2S9



NOV 2015

**I will... Je vais...**

Thank a Veteran  Remercier un veteran  Visit a Cenotaph  Visiter un cenotaphe  Wear a Poppy  Porter un coquelicot  Attend a Ceremony  Assister a une ceremonie  Observe a minute of silence  Observer une minute de silence  Remember on Facebook  Me souvenir avec Facebook

P.W.

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

## **The Regional Municipality of Durham**

### **MINUTES**

#### **TRANSIT ADVISORY COMMITTEE**

**Tuesday, June 6, 2017**

A meeting of the Transit Advisory Committee was held on Tuesday, June 6, 2017 in the Lower Level Boardroom (LL-C), Regional Headquarters, 605 Rossland Road East, Whitby, Ontario at 7:03 PM

Present: C. Antram, Ajax, Vice-Chair  
D. Dowsley, Oshawa  
J. Gaw, Pickering  
B. Howes, Clarington  
J. Martin, Brock  
M. Roche, AAC

Absent: Commissioner Collier, Chair  
M. Barba-Flores, Member at Large  
M. Sutherland, AAC

#### **Staff**

Present: W. Holmes, Deputy General Manager, Operations, Durham Region Transit  
C. Norris, Manager, Customer Service Planning, Durham Region Transit  
D. D'Aliesio, Communications Coordinator, Durham Region Transit  
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

In the absence of the Chair, C. Antram, Vice-Chair, assumed the Chair.

#### **1. Adoption of Minutes**

Moved by B. Howes, Seconded by J. Gaw,  
That the minutes of the Durham Region Transit Advisory Committee  
meeting held on April 25, 2017, be adopted.  
CARRIED

#### **2. Declarations of Interest**

There were no declarations of interest.

**3. Delegations**

A) Helen Break, Director Strategic Initiatives, City of Oshawa, re: Local Poverty Reduction Strategy – Fund Application

H. Break, Director Strategic Initiative, City of Oshawa, provided a PowerPoint presentation update on the Ontario Trillium Foundation funding application process for a Local Poverty Reduction Strategy.

Highlights of the presentation included:

- Local Poverty Reduction Fund
  - Seeking potential grant: \$1.0 million
    - Registration deadline: June 7, 2017
    - Application deadline: June 28, 2017
  - Three year grant program
    - Project
    - Project evaluation through third party
    - Provincial tracking measures
- A Joint Initiative
  - Durham Region Transit
  - Region of Durham – Social Services
  - City of Oshawa
- The Project Proposal
  - Provide increased mobility in the Wentworth Corridor
  - Targeting unattached adults 45 to 64 years, single parents and indigenous population
  - Actions
    - New “living” community route in the Wentworth Corridor linking residential, commercial and employment. Complements current service and would offer community engagement opportunities
    - Make appropriate changes to routing to reflect community needs and travel patterns
    - Plan for route restructuring that reflects needs and travel patterns at the end of the pilot

Ms. Break responded to questions from the committee.

Discussion ensued regarding whether additional buses will be added to complement the current DRT services; the size of bus to service the new route; if the new route has been identified; how DRT will communicate the new service; whether the route will offer a reduced fare; and will DRT continue the complementary route after the pilot project ends.

Moved by M. Roche, Seconded by D. Dowsley,  
That the Durham Region Transit Advisory Committee endorse, in principle, the participation of Durham Region Transit in the Local Poverty Reduction Strategy pilot project as outlined in the presentation made by H. Break of the City of Oshawa to provide increased transit mobility to reflect community needs and travel patterns in the Wentworth Corridor.

CARRIED

#### 4. Presentations

##### A) Christopher Norris, Manager, Customer Service Planning, Durham Region Transit, re: 2018 Service Priorities

Christopher Norris, Manager, Customer Service Planning, Durham Region Transit, provided a PowerPoint presentation on the Durham Region Transit (DRT) 2018 Service Priorities. The presentation outlined the timelines for the annual Service Plan, community engagement input, and the Five-Year Service Strategy.

C. Norris outlined the timelines for the annual service planning process including the pursuit of a DRT service strategy; funding for a five-year rolling Service Plan, DRT budget asks, and the delivery of the Plan; reporting on key performance measures; and the opportunities for input through Public Information Centres (PIC).

C. Norris advised that community engagement includes a PIC and online survey to allow people to interact with DRT on various transit subjects. He reviewed the comments and responses heard in 2017 versus 2016 in regards to DRT service realignment, span and frequency, bus stop and customer information, connections and schedules, service reliability, fares; and, growth and capacity. He also reviewed the ranking of the priorities by PIC attendees.

C. Norris provided an overview of the 2018 Service Priorities. He noted that the Five-Year Service Strategy builds the base for the DRT High-Frequency Network (HFN) in terms of route alignments for the expansion of service. He displayed maps outlining the proposed 2018 service proposals to strengthen the HFN, accommodate new growth, expand the availability of service, improve connections, and increase services in North Durham.

Discussion ensued with respect to the Public Information Centre (PIC) comments identified by Pickering residents in regards to the needs and wants being totally different than the residents living in Newcastle; and, the need for DRT routes to identify the aging population.

C. Norris provided an update on why a request for a bus from Bowmanville to the University of Ontario Institute of Technology (UOIT), to relieve the overloading on the Simcoe Street route in Oshawa, did not make the budget asks. Discussion followed regarding to the suggestions put forth by TAC to staff and the Transit Executive Committee (TEC) for consideration; and, the mandate of TAC being to advise on transit matters and to provide input on issues or concerns of public transit users to DRT and TEC.

A concern was expressed regarding a 1.5 km the walking distance to a grocery store in Bowmanville. C. Norris asked that the routing details be provided to him for follow-up on this matter.

Discussion also ensued regarding the routing options being identified for the Route 232 and Route 223; the Route 916 temporary services along Church Street in the City of Pickering; and the proposed new Route 602 services. C. Norris responded to questions with respect to the service frequency of the Route 950 from Durham College and the University of Ontario Institute of Technology to the Township of Uxbridge; the cost to provide the same transit services provided on Saturday's on Sunday; and the impact of intensification and growth density on transit services.

C. Norris provided an update on staff's discussions with the Durham District School Boards (DDSB) regarding increasing student ridership; and, travel patterns, fares, and bell times in the City of Pickering and Town of Ajax.

Moved by D. Dowsley, Seconded by B. Howes,  
That the Durham Region Transit (DRT) presentation update from the Manager, Customer Service Planning, be received for information.

CARRIED

**5. Correspondence Items**

There were no items of correspondence to be considered.

**6. General Manager's Reports**

There were no General Manager's reports to be considered.

**7. Items of Information**

**A) Update on the Accessibility Advisory Committee (AAC) Meeting**

M. Roche advised that no updates arose from the May 2, 2017 AAC meeting.

B) Update on Questions from the Accessibility Advisory Committee (AAC)

M. Roche advised that no questions were submitted by the AAC.

**8. Other Business**

A) Correspondence from Richard Conohan, Katalin Dekany and Daniel Leader  
Tendering their Resignations

Vice-Chair Antram advised that correspondence has been received from R. Conohan, K. Dekany and D. Leader tendering their resignations on the Committee. She read the letters for the benefit of the Committee members.

Vice-Chair Antram thanked them for all their work on the Committee and noted that they will be missed by the Committee members.

B) TAC Composition – Disability Action Committee (DAC)

B. Howes reiterated that there has been no representation from the Disability Action Committee on TAC since 2011. He questioned if staff have reached out to other groups with a similar mandate as the Disability Action Committee who may be interested in sitting on TAC. Discussion ensued with respect to amending the Terms of Reference to remove the Disability Action Committee representation on TAC.

Moved by B. Howes, Seconded by J. Martin,

That the Transit Advisory Committee (TAC) recommends to the Transit Executive Committee for approval:

That the Terms of Reference for the Transit Advisory Committee be amended as follows:

- By deleting Section 4.1 (c) and replacing it with the following new Section 4.1 (c):  
  
“(c) Two members appointed by the Executive Committee from applications received from various community groups representing persons with disabilities in Durham Region.”
- By deleting Section 5.2 and replacing it with the following new Section 5.2:  
“5.2 DRT will formally request various community groups representing persons with disabilities in Durham Region to submit applications for representation on the Transit Advisory Committee, with two members at large to be appointed by the Executive Committee.”

CARRIED

C) Tour of a Durham Region Transit Facility Update

The Committee questioned if a date has been decided for TAC members to tour a DRT facility.

C. Norris advised that staff is arranging a tour of the DRT Westney Facility in the Town of Ajax for the month of September 2017. Details of the tour will be provided via email to the members.

D) PRESTO Customer Data being provided to Police

Discussion ensued regarding Metrolinx providing customers' PRESTO data in response to requests by the police and the criteria for Metrolinx to release data to assist the police.

B. Holmes provided an update on the continued negotiations of the new PRESTO Agreement to meet the Metrolinx October 27, 2017 timeline.

**9. Date of Next Meeting**

Tuesday, September 19, 2017

**10. Adjournment**

Moved by J. Gaw, Seconded by D. Dowsley,  
That the meeting be adjourned.  
CARRIED

The meeting adjourned at 8:37 PM.

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C. Antram, Vice-Chair  
Transit Advisory Committee

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C. Tennesco, Committee Clerk

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

## **The Regional Municipality of Durham**

### **MINUTES**

#### **DURHAM ENVIRONMENTAL ADVISORY COMMITTEE**

**June 8, 2017**

A regular meeting of the Durham Environmental Advisory Committee was held on Thursday, June 8, 2017 in Boardroom 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:07 PM

Present: H. Manns, Chair, Clarington  
G. Carpentier, Scugog  
S. Clearwater, Whitby, Member at Large  
J. Henry, Regional Councillor, City of Oshawa, attended the meeting at 7:15 PM  
C. Junop, Youth Member  
M. McGuire, Youth Member  
E. McRae, Whitby, attended the meeting at 7:16 PM  
C. Pettingill, Brock  
D. Stathopoulos, Member at Large  
C. Tincombe, Post-Secondary Member

Absent: G. Layton, Uxbridge, Member at Large  
W. Moss-Newman, Oshawa, Member at Large  
K. Murray, Clarington, Member at Large  
O. Chaudhry, Pickering  
K. McDonald, Vice-Chair, Uxbridge  
K. Sellers, Vice-Chair, Ajax  
M. Thompson, Ajax, Member at Large

#### **Staff**

Present: A. Bathe, Planner, Planning & Economic Development Department  
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

A quorum was not present at the start of the meeting. It was the consensus of the members present to hear the staff presentation until quorum was obtained. Upon the arrival of E. McRae quorum was obtained and the Committee considered business Items 1, 2 and 3 of the agenda. [See pages 2 and 3 of these minutes]



**5. Presentation**

A) Dimitrios Pagratis, Planner 2, Special Studies, Current Planning, Planning Division, Planning & Economic Development, Re: The Regional Tree By-law – Five Year Review

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D. Pagratis provided a PowerPoint presentation on the Regional Tree By-law Five Year Review.

Highlights of the presentation included:

- Tree By-law Purpose
  - To protect forested areas and the natural environment
  - The Regional Official Plan establishes a target for woodland coverage of 30% of the Region's land area
  - The Tree By-law applies to "Woodlands" one hectare (2.5 acres) in size and greater
- Permit Applications
  - Good Forestry Practices Permit Application
    - Required when certain selected trees within a woodland area are to be cut or removed
    - This process is intended to be quick
  - Clear Cutting Permit Application
    - Required for a proposed clear cut of an area of woodland greater than 0.1 hectare (1/4 acre)
    - Less than one hectare clear cutting permit issued by Regional Commissioner
    - Greater than one hectare approved by Regional Council
- Exceptions
  - Normal Farm Practice for the removal of trees for personal use or farm-related uses (does not include clear cutting of any kind)
  - Activities undertaken by the Region, area municipality or conservation authority
  - For surveying purposes
  - Where a building permit has been issued
  - The removal of dead and hazardous trees
- 2017 Tree By-law Update Overview
  - Targeted Committee of the Whole Public Meeting Date: September 6, 2017
  - Targeted Committee of the Whole By-law Introduction Date: December 6, 2017
  - Targeted Committee of the Whole By-law Approval Date: February 7, 2018

At this point E. McRae arrived and quorum was obtained. [Item 5. A) was considered later in the meeting. Refer to page 3 of these minutes]

D. Pagratis responded to questions from the Committee.

Discussion ensued regarding whether the diameter of a tree is considered when applying for a permit to cut; and the opportunities for DEAC to comment on the Regional Tree By-law. G. Carpentier advised that he will be providing comments during the review process.

**1. Approval of Agenda**

Moved by G. Carpentier, Seconded by S. Clearwater,  
That the agenda for the June 8, 2017, DEAC meeting, as  
presented, be approved.

CARRIED

**2. Declarations of Interest**

There were no declarations of interest.

**3. Adoption of Minutes**

Moved by G. Carpentier, Seconded by C. Pettingill,  
That the minutes of the DEAC meeting held on Thursday, May 11,  
2017 be adopted.

CARRIED

**4. Delegations**

There were no delegations to be heard.

**5. Presentation**

**B) Mr. Lorne Widmer, Project Management Specialist, Ontario Ministry of  
Agriculture, Food and Rural Affairs (OMAFRA), Re: The Pollinator Health  
Strategy and Action Plan**

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L. Widmer provided a PowerPoint presentation on The Pollinator Health Strategy and Action Plan. He stated that the Plan outlines the government actions to improve the health of Ontario's wild pollinators and managed bees. He cited a message by the Honourable Jeff Leal, Ministry of Agriculture, Food and Rural Affairs, regarding the efforts to protect pollinators. A copy of the Ontario's Pollinator Health Action Plan and a pamphlet were available for the members.

L. Widmer advised that animal pollinators in Ontario include managed honey bees, some bumble bees, species of wild bees, butterflies, moths, wasps, some flies and beetles. He noted there is over 420 species of wild bees in Ontario; pollination services provide nearly \$1 billion to Ontario agriculture annually; and that insect pollination is important for fruit, vegetable forage, oilseed, and nut crops.

Highlights of Ontario's actions to address stressors include:

- Ontario Pollinator Health Strategy: Components:
  - Bee Mortality Production Insurance Program
  - Regulation of Neonicotinoid-treated Corn and Soybean Seed
  - Pollinator Health Action Plan
- Pollinator Health Strategy:
  - Vision: Ontario is home to healthy pollinator populations that contribute to a sustainable food supply and support resilient ecosystems and a strong economy
  - Strategy Outcomes:
    - Abundant and Healthy pollinator habitats
    - Adequate wild pollination of both natural ecosystems and agricultural crops
    - Beekeeping sector able to meet demand for pollination services, honey products and honey bees
    - Reduction in acute in-season incidents and lower over-winter mortality rates for honey bees

L. Widmer outlined the goals of the Pollinator Health Strategy such as to improve the genetics by reducing the impact of diseases and pests on pollinators and their exposure to pesticides; and to improve the habitats and nutrition for pollinators and, increasing their resilience to climate change and weather. He reviewed the three aspirational targets of the Plan such as to reduce overwinter mortality rates for managed honey bees to 15 per cent by the year 2020; an 80 per cent reduction in acreage planted with Neonicotinoid-treated corn and soybean seed by 2017; and to restore, enhance and protect one million acres of pollinator habitat in Ontario.

L. Widmer provided an overview of the Pollinator Health Actions Plan with respect to the following four stresses: diseases, pests and genetics; exposure to pesticides; reduced habitat and poor nutrition; and climate change and weather.

L. Widmer explained that research and monitoring will focus on increasing knowledge about pollinators and to see what progress is being made under the Action Plan. He stated that Ontario's investment in research includes a \$1 million New Directions Research call for bees; and, the monitoring of areas such as habitat; wild pollinator and honey bees; and the environment. A compendium of all the research and monitoring results will be assembled.

L. Widmer also reviewed several provincial initiatives promoting the education and awareness of pollinators. He explained how critical public engagement, action and a collaborative approach are and what actions can be taken to support the success of the Action Plan.

L. Widmer responded to questions of the Committee.

Discussion ensued regarding treated soils versus non-treated; the usage of neonicotinoids in the horticultural sector; neonicotinoid-free nurseries; the advantages of native plants in the wastelands; the sustainability of the hedge rose; and best practice environmental cost share programs.

E. McRae advised that the website “bees matter” offers initiatives related to the commitment of honey bees.

**6. Items for Action**

A) 2017 DEAC Environmental Achievement Awards Debrief

Moved by C. Pettingill, Seconded by C. Junop,  
That the debrief on the 2017 DEAC Environmental Achievement Awards, which was tabled at the May 11, 2017 DEAC meeting, be lifted from the table.

CARRIED

The Committee reviewed the overall format for the Environmental Achievements Awards event.

Discussion ensued regarding the attendance of Regional Councillors at the event; and the need for staff to review the content and quality of the videos prior to the event. A. Bathe advised that in going forward, the request for a video will be detailed on the DEAC nomination form.

B) Durham Environmental Advisory Committee (DEAC) and Durham Agricultural Advisory Committee (DAAC) Workshop Update

G. Carpentier provided an update on the Durham Environmental Advisory Committee (DEAC) and Durham Agricultural Advisory Committee (DAAC) Workshop held on June 6, 2017. He advised that the Committees had good interactions and reviewed the topics discussed which included precision agriculture and soil management.

G. Carpentier reviewed the upcoming DAAC and DEAC symposium. He advised the event would address environmental and agricultural issues and will be held on February 9, 2018 at the Scugog Memorial Library. He noted that further details regarding the symposium will be forwarded by email to the sub-committee members.

Councillor Henry suggested that the DAAC and DEAC staff liaisons reach out to staff in the Economic Development Division for input and assistance.

C) Natural Areas as Neighbours Guide Approval

A copy of the Natural Areas as Neighbours information guide for Durham residents was received as Attachment #2 to the agenda.

G. Carpentier provided an update on the final development of the Guide and asked the members for any comments. It was suggested that a pictorial of the eskers located in the Raglan area also be included under “Glacial features”.

Clarity was sought on the terminology of the words, “bog” and “fen“. Chair Manns advised she would follow-up on this matter and report back.

A. Bathe advised that the Data, Mapping and Graphic Services staff will review the photos and finalize the Guide. She asked the Committee to email her with any further comments on the Natural Areas as Neighbours Guide. She also noted that when the guide is finalized, it will be considered by the Committee of the Whole and Regional Council for approval.

**7. Items for Information**

- A) 2017-INFO-57: Commissioners of Planning and Economic Development and Works – re: Update on Transit and Transportation Projects in Durham Involving Metrolinx

A copy of Report #2017-INFO-57 of the Commissioners of Planning and Economic Development and Works was received as Attachment #3 to the agenda. Councillor Henry updated DEAC on the extension of the GO Rail east of Oshawa and the CP rail corridor north of Highway 401 in the City of Oshawa.

Moved by C. Pettingill, Seconded by C. Tincombe,  
That Information Item A) be received for information.  
CARRIED

**8. Other Business**

- A) DEAC Summer Meeting Schedule

Discussion ensued with respect to the cancellation of the July and August meetings. It was the consensus of the Committee that the July 13 and August 10, 2017, DEAC meetings be cancelled.

- B) Claire Tincombe – Resignation

C. Tincombe announced that she has accepted employment in the North West Territories and is resigning from the Durham Environmental Advisory Committee.

Chair Manns thanked C. Tincombe for all her work on the Committee and the Committee wished her the best in her future endeavours.

C) Sighting of Badgers

C. Pettingill advised that she believes she spotted a badger burrow. It was noted that badgers are considered an endangered species in Ontario, are identified as a Species-at-Risk by the Provincial and Federal governments; and face significant threats from habitat loss.

D) Canadian Society of Soil Science (CSSS) 2017 Conference

H. Manns advised that the 2017 Canadian Society of Soil Science (CSSS) conference will be held from June 10 to June 14, 2017 at Trent University in Peterborough.

E) Oshawa a "Teaching City" Initiative

Councillor Henry informed DEAC of the recent initiatives by the City of Oshawa to become a Teaching City. He advised that Oshawa signed a memorandum of understanding with UOIT, Durham College, the University of Toronto's department of engineering and the Canadian Urban Institute. The initiatives will focus on research that affects all urban and rural municipalities and Oshawa becoming a living city, adding to the quality of life for the community.

F) The Co-ordinated Land Use Planning Review

A. Bathe advised that the Province released the updated plans on May 18, 2017 for the following four provincial land use plans: The Growth Plan for the Greater Golden Horseshoe (GGH), the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan. She stated that a copy of the updated plans will be forwarded to the DEAC members.

**9. Next Meeting**

The next regular meeting of the Durham Environmental Advisory Committee will be held on Thursday, September 14, 2017 starting at 7:00 PM in Boardroom 1-A, Level 1, 605 Rossland Road East, Whitby.

**10. Adjourment**

Moved by D. Stathopoulos, Seconded by C. Junop,  
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:55 PM.

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H. Manns, Chair, Durham  
Environmental Advisory Committee

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C. Tennesco, Committee Clerk

## Action Items Committee of the Whole and Regional Council

Meeting Date	Request	Assigned Department(s)	Anticipated Response Date
September 7, 2016 Committee of the Whole	Staff was requested to provide information on the possibility of an educational campaign designed to encourage people to sign up for subsidized housing at the next Committee of the Whole meeting. (Region of Durham's Program Delivery and Fiscal Plan for the 2016 Social Infrastructure Fund Program) (2016-COW-19)	Social Services / Economic Development	October 5, 2016
September 7, 2016 Committee of the Whole	Section 7 of Attachment #1 to Report #2016-COW-31, Draft Procedural By-law, as it relates to Appointment of Committees was referred back to staff to review the appointment process.	Legislative Services	First Quarter 2017
October 5, 2016 Committee of the Whole	That Correspondence (CC 65) from the Municipality of Clarington regarding the Durham York Energy Centre Stack Test Results be referred to staff for a report to Committee of the Whole	Works	
December 7, 2016 Committee of the Whole	Staff advised that an update on a policy regarding Public Art would be available by the Spring 2017.	Works	Spring 2017
January 11, 2017 Committee of the Whole	Inquiry regarding when the road rationalization plan would be considered by Council. Staff advised a report would be brought forward in June.	Works	June 2017



Meeting Date	Request	Assigned Department(s)	Anticipated Response Date
January 18, 2017	In light of the proposed campaign self-contribution limits under Bill 68 and the recent ban on corporate donations which will require candidates for the elected position of Durham Regional Chair to raise the majority of their campaign funds from individual donors, staff be directed to prepare a report examining the potential costs and benefits of a contribution rebate program for the Region of Durham.	Legislative Services	Fall 2017
March 1, 2017 Committee of the Whole	Staff was directed to invite the staff of Durham Region and Covanta to present on the Durham York Energy Facility at a future meeting of the Council of the Municipality of Clarington.	Works	
March 1, 2017 Committee of the Whole	Staff was requested to advise Council on the number of Access Pass riders that use Specialized transit services.	Finance/DRT	March 8, 2017
March 1, 2017 Committee of the Whole	A request for a report/policy regarding sharing documents with Council members.	Corporate Services - Administration	Prior to July 2017

Meeting Date	Request	Assigned Department(s)	Anticipated Response Date
<p>May 3, 2017 Committee of the Whole</p>	<p>Discussion ensued with respect to whether data is collected on how many beds are created through this funding; and, if staff could conduct an analysis of the Denise House funding allocation to determine whether an increase is warranted. H. Drouin advised staff would investigate this and bring forward this information in a future report.</p>	<p>Social Services</p>	
<p>May 3, 2017 Committee of the Whole</p>	<p>Discussion ensued with respect to whether staff track the job loss vacancies in Durham Region, in particular the retail market. K. Weiss advised that staff will follow-up with the local area municipalities and will report back on this matter.</p>	<p>Economic Development &amp; Tourism</p>	