

Durham Region

Transit-Oriented Development Strategy

May 2024

URBAN
STRATEGIES
INC .



Land Acknowledgment

The Durham Transit-Oriented Development (TOD) Strategy aims to guide long-term planning and infrastructure while recognizing and respecting First Nations, Métis, and Inuit Peoples and their stewardship of lands and waters from time immemorial to the present day. Durham Region spans a portion of the territories covered by the Williams Treaties signed by the Alderville First Nation, the Beausoleil First Nation, the Chippewas of Rama First Nation, the Chippewas of Georgina Island First Nation, the Curve Lake First Nation, the Hiawatha First Nation, and the Mississaugas of Scugog Island First Nation.

Table of Contents

1.0	Introduction to the TOD Strategy	1	3.0	TOD Guidelines	47
1.1	Objectives of the TOD Strategy	3	3.1	Mobility	50
1.2	Regional Priorities to Guide TOD	4	3.2	Public Realm	64
1.3	How to Read These Guidelines	5	3.3	Land Use	72
1.4	Planning Policy Context	7	3.4	Built Form	82
1.5	Emerging TOD Context	16	3.5	Parking Management and Design	92
1.6	Opportunities and Challenges	20	3.6	Transit Station Design	98
2.0	Planning for Growth in TOD Places	25	4.0	Working Together to Deliver TOD	105
2.1	GO Train Areas	31	4.1	Role, Awareness and Relevance of the TOD Strategy	107
2.2	Large Retail Centres	33	4.2	Partners in Advancing TOD	109
2.3	Mixed-Use Hubs	35	4.3	Structures for Effective Collaboration	111
2.4	Historic Centres	37	4.4	Monitoring and Managing	113
2.5	Rapid Transit Corridors	39			
2.6	Institutional Nodes	41			
2.7	New TOD Areas	43			
2.8	Rural Regional Centres	45			

1.0

Introduction to the TOD Strategy



The introduction to the TOD Strategy sets out the context for TOD in Durham Region by describing the existing conditions and outlining the opportunities and challenges to achieve TOD in the future.

- 1.1 Objectives of the TOD Strategy**
- 1.2 Regional Priorities to Guide TOD**
- 1.3 How to Read These Guidelines**
- 1.4 Planning Policy Context**
- 1.5 Emerging TOD Context**
- 1.6 Opportunities and Challenges**

1.1

Objectives of the TOD Strategy

The Durham Transit-Oriented Development (TOD) Strategy serves as a comprehensive guideline that provides direction for growth related to higher-order transit throughout the region. The TOD Strategy is designed to complement the Regional Official Plan (ROP), providing additional guidance on accommodating growth of up to 1.3 million residents and 460,000 jobs by 2051, along with the TOD Places that are planned to support this growth. Both new and existing TOD Places will be areas of key focus to achieve vibrant pedestrian-oriented spaces and key destinations for people to live, work, and play.

The Strategy categorizes key areas for growth and change within 'TOD Places' (Section 2), outlines TOD Guidelines (Section 3), and provides strategies for achieving TODs in the Implementation section (Section 4). These sections work together to comprehensively guide Durham on enabling TOD Places and creating complete, healthy, sustainable, diverse, and welcoming communities.

The main objectives of this document are to:

- Provide a comprehensive set of strategies that outlines a clear direction for community design, development, active transportation networks, and public realm improvements around transit stations and corridors in Durham Region.
- Establish an understanding of TOD Places in Durham, both existing and planned, and identify opportunities for growth within these areas.
- Provide guidelines that prioritize sustainable modes of transportation including walking, cycling and public transit.
- Encourage sustainable settlement patterns that are compact and concentrated around transit stations to offer a range of mobility options.
- Approach design in development and the public realm with an equity lens, identifying opportunities to ensure development meets the needs of all users in the Region's diverse population.
- Identify ways to partner with area municipalities, agencies, the development industry, and stakeholders to create TOD Places that best serve the needs of local residents.

1.2

Regional Priorities to Guide TOD

In addition to the growth and mobility-related objectives contained within the Regional Official Plan, encouraging TOD is an important strategy to support a range of Regional priorities. Within this context, new TOD should create:



Complete Communities

Meet the needs of Durham residents across their lifespan by delivering a mix of housing.



Vibrant Communities

Support uses and buildings that contribute to active and animated streets and open spaces.



Mix of Uses

Foster an enhanced quality of life with a mix of community services and amenities that contribute to community wellbeing.



Investment Opportunities

Support a range of new and existing businesses while creating a setting for new investment in the public realm.



Active Modes of Travel

Support more sustainable transportation including walking, cycling and micro-mobility.



Health & Wellbeing

Encourage healthier and safer communities through investments in the transportation system.



Diversity

Design inclusive communities by catering to the diverse needs, interests, ages, and abilities of residents.

1.3

How to Read These Guidelines

The TOD Strategy has been developed to best advise on creating and implementing TOD places throughout Durham Region. This comprehensive document provides a strategy that outlines the current state of TOD, identifies the opportunities for improvement, highlights key areas where TOD is appropriate, and presents specific guidelines for six TOD components and recommendations for its implementation.

The intended audience for the TOD Strategy includes all levels of government involved in the assessment of development applications and planning for future development, the development industry to follow best practices, and key agencies and stakeholders that are able to form partnerships to implement TOD.

The TOD Strategy includes the following sections:

- **Section 1** provides an introduction to this document, including its purpose, use, and relevant policies and development context.
- **Section 2** identifies and maps key TOD Places in Durham and outlines strategies for achieving TOD.
- **Section 3** includes guidelines for six components including; Mobility, Public Realm, Land Use, Built Form, Parking Management and Design, and Transit Station Design.
- **Section 4** outlines key partners, their roles, and opportunities for collaboration and monitoring success in implementing TOD in Durham Region.

The TOD Strategy includes images to show precedents of existing transit-oriented places. All images without a credit are property of Urban Strategies Inc.

Definitions

A number of important terms are used throughout the document to describe the scale of exploration and specific places to which the TOD Strategy applies. These include:

Transit-Oriented Development (TOD)

TOD is described as the clustering of high-density, compact development in close proximity to transit infrastructure. These areas encompass a mix of uses, including office, residential, community uses, retail, and other amenities that support transit ridership. These areas prioritize high-quality, pedestrian-oriented streetscapes, parks and buildings.

TOD Places

TOD Places are a defined area in which the TOD guidelines will apply. They have been identified based on their location along the transit network and most of them are designated as Strategic Growth Areas (SGAs) in the Regional Official Plan (ROP). SGAs encompass Urban Growth Centres, Protected Major Transit Stations, Regional Centres, and Rapid Transit Corridors, as outlined on Map 1: Regional Structure - (Urban & Rural Systems). Additional TOD Places have been delineated where appropriate, such as municipal Village Centres that located along transit corridors. The TOD Places further delineate these areas by categorizing the SGAs and other locations based on their potential for growth and current typology.

High Frequency Transit Network

High Frequency Transit Network consists of buses in planned High Occupancy Vehicle (HOV) lanes, or buses in mixed traffic with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants.

Pedestrian Priority Areas

Areas immediately surrounding the higher-order transit station(s), where people are moving from transit vehicles to pedestrian infrastructure, such as sidewalks and crosswalks, will experience greater pedestrian volumes than other areas. Pedestrian priority areas generally encompass an area within one block of a higher-order transit station, or to an appropriate extent determined on a site specific basis (considering key destinations or other factors).

The intent for pedestrian priority areas is to facilitate the safe and comfortable movement of pedestrians and cyclists in and around higher-order transit stations through special design treatments such as: differentiated paving materials, enhanced landscaping, pedestrian lighting, public art, narrower roadways, shortened crosswalks, active surrounding ground floor uses, and other measures.

Transit Stops and Stations

Transit stops are access points for buses and local transit, typically featuring a small shelter and may include amenities such as seating, bus arrival timing signage, scheduling information, and waste receptacles.

Transit stations have larger access points to higher-order transit such as rail, primarily including the GO network at present. Stations include a greater concentration of amenities and more permanent facilities, with ticketing booths, washrooms, enclosed indoor seating areas, parking, pick-up/drop-off areas, and interchange infrastructure for other transit services. This document provides more detailed direction for their design.

Higher-Order Transit

Higher-order transit refers to transit that operates in partial or complete dedicated rights-of-way, outside of mixed traffic, and therefore, can achieve levels of speed and reliability greater than mixed-traffic transit. In Durham Region, based on the Durham TMP, higher-order transit not only includes Commuter Rail (which includes existing and future GO Train service), planned Rapid Transit Spines along Highway 2 and Simcoe Street and Freeway Transit (corresponding to the future 407 Transitway), but also the High Frequency Transit Network. These are shown in Figures 23 and 24, and designated in the ROP.

1.4

Planning Policy Context

In Ontario, provincial and municipal planning policies provide direction for land use and transit planning decisions for all communities, including Durham Region. A high-level summary of relevant planning documents is provided to outline the broader policy framework context for the TOD Strategy, particularly related to the integration of land use and transit.

In recent years, evolving Provincial policies (such as Bill 23, 109, etc.) have prioritized providing more housing faster, particularly in locations with higher-order transit and in the form of complete communities. Since these goals are in alignment with Transit-Oriented Development (TOD), the TOD Strategy will serve as a key tool for implementing policy directions at the provincial, regional and area municipal levels.

Given their evolving nature, the policies summarized in this section represent the in-force policies at the time this document is published. However, draft provincial policies encourage the integration of intensification at higher-order transit stations, aligning with the principles of TOD.

The Provincial Policy Statement 2020 (PPS) sets the policy foundation for land use planning across Ontario. The PPS policies set the basis for long-term prosperity by planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

The policy direction under the PPS aims to concentrate growth and development within urban areas and encourages efficient, strong, livable and healthy communities by: promoting intensification and land use patterns with a mix of uses; prioritizing active transportation and transit; supporting cost-effective development standards to minimize land consumption and servicing; and ensuring the wise and sustainable use and management of resources over the long term.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 Consolidation (“Growth Plan”) directs how and where growth and development should take place in the Greater Golden Horseshoe (GGH). A key objective of the Growth Plan is to promote an intensification-first approach to growth management. It carries forward many of the policies of the PPS while providing more direction on where growth should be focused. In Durham Region this includes allocating population and employment growth forecasts of 1.3 million residents and 460,000 jobs.

The Growth Plan emphasizes the importance of focusing intensification around transit stations by setting minimum densities within transit station areas. The minimum density targets applicable for Durham Region include:

- a) 200 residents and jobs combined per hectare for Urban Growth Centres;
- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;
- c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Alongside the minimum density targets, Urban Growth Centres (UGCs) and Major Transit Station Areas (MTSAs) are to be planned as: focal areas of investment for commercial, recreational, cultural, and entertainment uses; to offer a diverse mix of uses; and serve as high-density employment centres.

The Regional Official Plan (ROP) is the primary planning tool for Durham Region. The ROP sets the urban structure to designate where new housing, services, and transportation will be located.

The Regional Official Plan (ROP), “Envision Durham”, was adopted by Regional Council on May 17, 2023 and is awaiting approval by the Ministry of Municipal Affairs and Housing (MMAH) at the time this document is being published. The land use structure is comprised of four systems: the Urban System, Rural System, Greenland System, and the Transportation System. The Urban System accommodates the majority of the region’s existing population and employment, and where most of future growth is directed. The Transportation System complements the Urban System by providing connections across the region through a network of roads, pedestrian paths, cycling paths, transit priority networks, a strategic goods networks, and other transportation-related infrastructure such as airports, railways and ports.

Planning for TOD is a key direction within the ROP in order to create a sustainable long-term growth strategy. The TOD Strategy complements ROP policies by providing detailed guidelines and implementation strategies to achieve complete communities near transit.

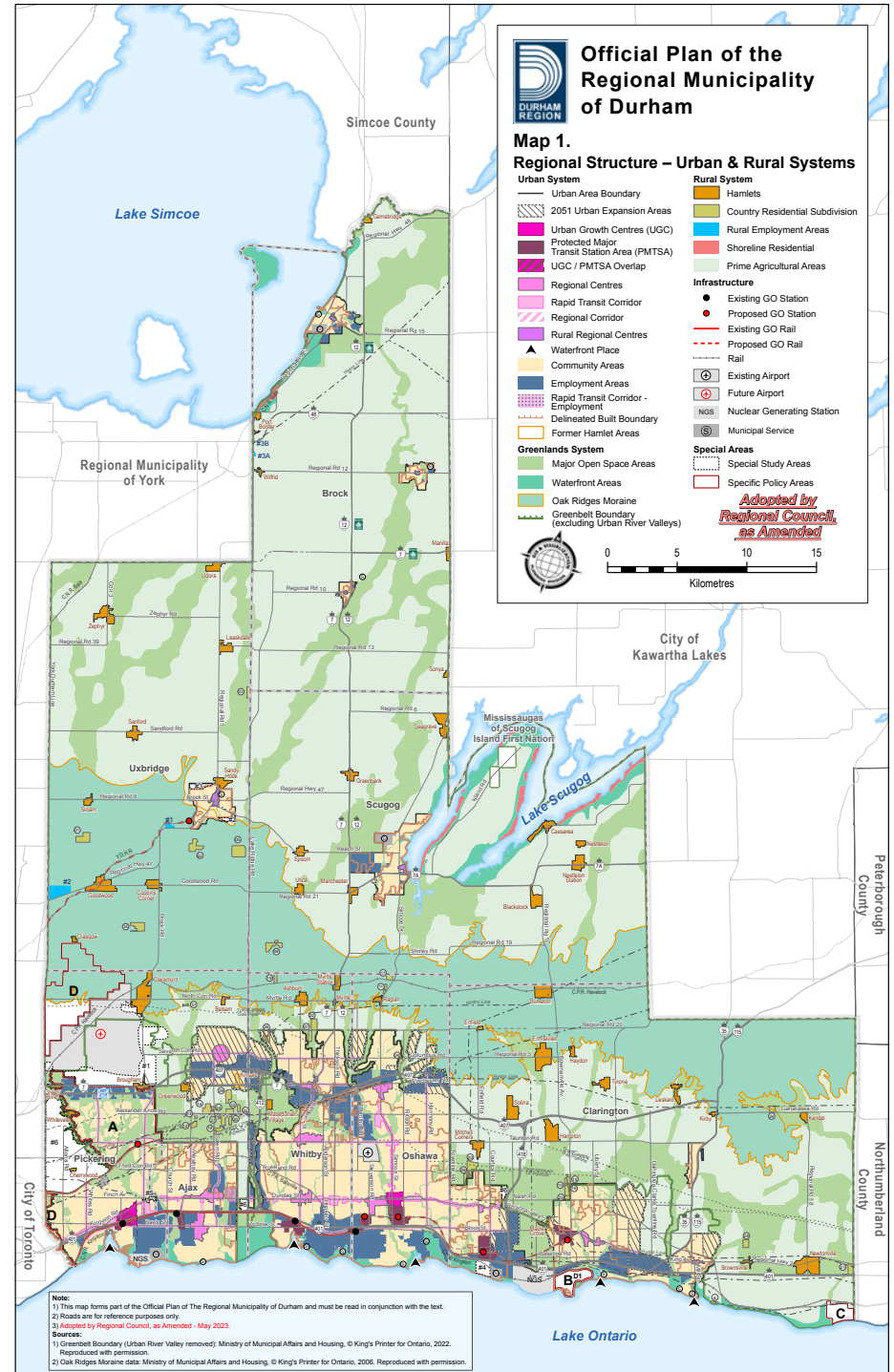


Figure 1. Regional Official Plan Urban Structure Map (Envision Durham, 2023).

The ROP designates Strategic Growth Areas (SGAs), which are areas located near transit and are encouraged to support the majority of growth in the Region. SGAs encompass Urban Growth Centres (UGCs), Regional Centres, Protected Major Transit Station Areas (PMTSAs) and Rapid Transit Corridors. These areas are planned as focal points for activity, intensification, economic investment, jobs, culture, and entertainment. The promotion of placemaking, people-oriented urban built form, and transit-oriented development is central to their planning.

Within SGAs, it is the policy of Regional Council to plan for the achievement of the following long-term transit supportive density targets, as outlined in Figure 2 (section 5.2.3 of the Council-adopted ROP). While urban design is generally within the purview of area municipalities, policy 5.2.8 of the ROP outlines that SGAs are to be planned for transit-oriented design by including:

1. enhancing mobility to and from transit services through an urban grid system of streets and walkways, and providing for active transportation connections within Strategic Growth Areas and adjacent neighbourhoods;
2. orienting development and entrances towards streets and towards transit station and stop locations;
3. incorporating design elements that contribute to complete, active and pedestrian-oriented streets, and

public places as part of a high-quality public realm through measures such as sidewalks, street furniture, patios, seating areas, street trees, landscaping, wayfinding and gateway features;

4. providing active uses and entrances at grade, integrating open spaces, parks, and plazas along with public art and community spaces, and other considerations, in accordance with Section 3.3;
5. providing a mix of uses including residential uses, retail and commercial uses, compatible employment generating uses - such as office and major office, educational and other institutional uses, public service facilities, and entertainment and cultural facilities;
6. providing compact built form with densities ranging from medium to high, the highest densities located closest to transit station locations while ensuring appropriate transition to adjacent neighbourhoods; and
7. facilitating the integration of transit stations within the community by optimizing street crossings to stations, reducing walking distances, and providing sheltered connections where appropriate.

Specific direction for the Strategic Growth Areas is provided in Section 2 of this document, where each of the SGAs is classified according to eight distinct TOD Places.

Strategic Growth Area	Minimum Transit Supportive Density Target (people and jobs per gross hectare)
Urban Growth Centres	200
Regional Centres (located along the Rapid Transit Corridor)	150
Regional Centres (located off of the Rapid Transit Corridor)	100-150
Protected Major Transit Station Areas	150
Rapid Transit Corridor	150

Figure 2. Strategic Growth Area Density Targets (Envision Durham, 2023)

The Area Municipal Official Plans for each of the eight municipalities in Durham Region set out further land use policy directions to guide long-term development. The municipalities of Pickering, Ajax, Whitby, Oshawa, Clarington, Uxbridge, Scugog, and Brock individually define their distinct local urban structure, responding to the unique needs of each municipality while aligning with the ROP urban structure. Each area municipal Official Plan provides policy direction related to scale and nature of development around transit areas.

Based on the local Official Plans, the southern municipalities of Pickering, Ajax, Whitby, Oshawa, and Clarington will continue to develop as complete communities and will be supported by improved transportation connections to the rest of the GGH. With the planned Lakeshore East GO train extension, each southern municipality will have higher-order regional transit connections. The municipalities have created, or are in the process of creating, site specific policies, secondary plans, or urban design guidelines around GO stations to encourage the development of complete communities within PMTSAs.

The northern municipalities of Uxbridge, Scugog and Brock will continue to be characterized by a distinctly rural environment, with active farms, resource-based activities, and natural areas dominating the landscape. The Rural Regional Centres of Beaverton, Cannington, Sunderland, Uxbridge, and Port Perry will continue to be distinct, with a character, built form, and range of activities that are reflective of their roots as historic places, with active downtowns serving the rural settings. These downtowns are served by public transit and are planned to carry the greatest mix of uses to support the local community.

In addition, there are area specific **secondary plans, zoning by-laws and supporting guidelines** that support TOD in Durham Region. Figure 3 documents the TOD policies and guidelines that exist across Durham. In all area municipalities, to some extent, TOD Policies have been adopted within local Official Plans including policies that promote intensification, higher density, increase in active transportation, and a mix of uses near transit. Together, the existing TOD policies and supportive urban design guidelines provide area-specific frameworks that can be strengthened by a consistent TOD Strategy for the region.

Municipality	Official Plan Contains TOD Policies	Supportive TOD Policies & Guidelines
Pickering	Yes	<ul style="list-style-type: none"> Kingston Road Corridor Intensification: OPA 38 (2019) Pickering City Centre Urban Design Guidelines (2017) Seaton Sustainable Place Making Guidelines (2011)
Ajax	Yes	<ul style="list-style-type: none"> Central Ajax Intensification, Servicing and Transportation (CAIST) Strategy (2022) Urban Design and Built Form Guidelines for Pickering Village (2008)
Whitby	Yes	<ul style="list-style-type: none"> Baldwin and Winchester Urban Design Plan and Comprehensive Block Plan (2019) Brooklin Urban Design and Sustainability Guidelines (2018) West Whitby Community Urban Design / Architectural Design Guidelines (2016)
Oshawa	Yes	<ul style="list-style-type: none"> Integrated MTSA Study for Central Oshawa (underway) Urban Design Guidelines – RioCan Windfields (2017) Simcoe Street North Land Use, Urban Design and Transportation Study (2006)
Clarington	Yes	<ul style="list-style-type: none"> Courtice Transit-Oriented Community (TOC) and GO Station Area Secondary Plan (on-going) Bowmanville West Urban Centre and MTSA Secondary Plan Update (on-going) Sustainable Urban Design Guidelines for Brookhill (2021), Southeast Courtice (2020), and Southwest Courtice (2021) Secondary Plan Urban Design and Sustainability Guidelines for Courtice Waterfront and Energy Park (draft) and Wilmot Creek Neighbourhood (2023)
Uxbridge	Yes	<ul style="list-style-type: none"> Transit priorities identified in Appendix A of the Township's Official Plan.
Scugog	Yes	<ul style="list-style-type: none"> General Urban Design Guidelines within the Official Plan
Brock	Yes	<ul style="list-style-type: none"> Official Plan TOD policies focused on Regional Centres and major corridors

Figure 3. Supportive Municipal TOD Policies and Guidelines

The **Durham Transportation Master Plan (TMP)** was approved by Regional Council in December 2017. It is a strategic planning document identifying policies, programs and infrastructure needs for the Region to 2031, while protecting certain corridors for future transportation needs beyond 2031. The TMP supports planned growth and development consistent with the current ROP, and contains a multi-modal approach in its recommendations and actions, including walking, cycling, public transit, road networks, and goods movement.

The Durham TMP (2017) is guided by seven key directions; three of these are directly related to TOD.

- **Direction 1:** strengthen the bond between land use and transportation.
- **Direction 2:** elevate the role of integrated public transit including Rapid Transit.
- **Direction 3:** make walking and cycling more practical and attractive.

The TMP provides a framework for the co-operation of key action items among many stakeholders, including: area municipalities, the provincial government, local agencies, boards and commissions, the private sector, the business community, and local citizens. The actions that are directly related to advancing TOD throughout the Region include:

- **Action 3:** Develop Transit-Oriented Development (TOD) Guidelines, in consultation with the area municipalities and other stakeholders.
- **Action 4:** Work with the area municipalities to develop a Regional TOD Strategy for lands in Centres and along Regional Corridors, as well as selected rapid transit stations, where there is significant opportunity for new development or intensification.
- **Action 5:** Implement a TOD checklist for development review to support intensification, particularly in existing centres and corridors, and shape growth in new or emerging centres and corridors.

The TOD Strategy complements the TMP directions and actions by providing detailed guidelines and implementation strategies to achieve complete communities near transit.



Figure 4. Durham Cycling Path. Credit: Durham TMP.

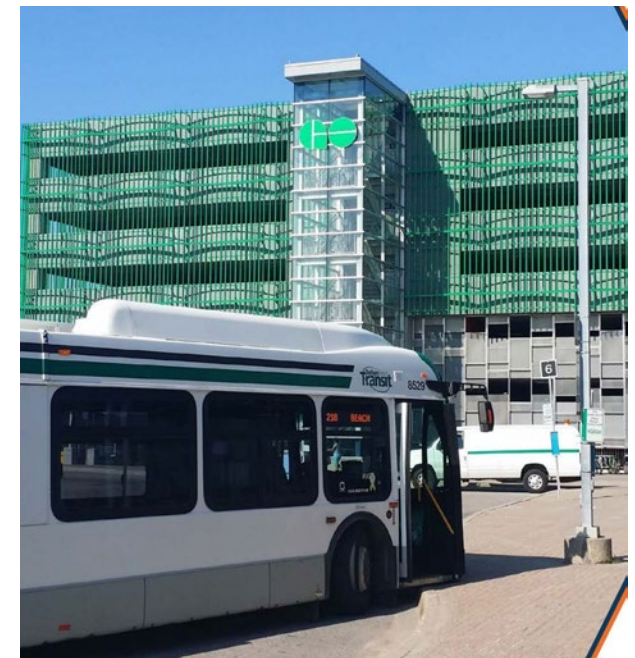


Figure 5. Durham Transit Bus. Credit: Durham TMP.

Over the past decade, TOD policies and planning has become more robust and there has been significant increase in the development activity around transit stations and stops. There has also been investment in planned and future transportation networks and infrastructure, providing a greater opportunity for TOD in Durham Region. The following pages summarize planned and future transit improvements.

Expansion of GO Train Network

Lakeshore East GO Rail Extension

The Lakeshore East GO Transit line is planned to extend to Bowmanville, adding four new GO station stops in Durham Region for a total of eight GO stations. The four new stations include Thornton's Corners GO (Oshawa), Central Oshawa/Ritson GO (Oshawa), Courtice GO (Clarington), and Bowmanville GO (Clarington). The project was approved by Metrolinx in 2008 and has since undergone extensive planning and Environmental Assessment (EA) reviews. In June 2023, Metrolinx announced Bowmanville Construction Partners (BCP) as the construction consortium and an updated Environmental Project Report Addendum was approved in December 2023, indicating a positive step to expanding the GO network.

The locations for the future GO stations have been delineated and planned for future development. The lands have been designated by the municipalities as PMTSAs and planning policies on the provincial, regional and area municipal level encourage intensification and a mix of uses within these areas. Within PMTSAs, municipalities are required to plan for a minimum of 150 residents and jobs combined per hectare for areas served by GO Transit. All PMTSAs will be planned to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators to optimize transit investments. Transit access and pedestrian/cycling connections are encouraged to future GO stations to promote sustainable communities.

ALIGNMENT

-  CPKC-GM Alignment
-  Proposed New GO Station
-  GO Rail Station

REGIONAL GO RAIL NETWORK

-  Existing GO Rail

FREQUENT RAPID TRANSIT NETWORK




-  In Development LRT/BRT
-  Proposed LRT/BRT
-  Proposed Priority Bus



Figure 6. Map of Bowmanville GO Rail Extension.

GO Expansion Program

Metrolinx’s GO Expansion Program (“GOE Program”), formerly known as Regional Express Rail, was launched in 2018 when the request for qualifications (RFQ) was announced. The GOE Program will provide faster and more efficient trains, two-way all-day service, accessible stations, and 15-minute or better service on core portions of the GO rail network. The GOE program is planned to operate on the Lakeshore East line between Union Station and Durham College Oshawa GO station. The speed and frequency offered by the GOE program will transform the mobility options in Oshawa, connecting Durham residents with faster and more reliable service.

Expansion of Bus Rapid Transit

Durham-Scarborough BRT

In 2019, the planning and preliminary design work for the Durham-Scarborough BRT (DSBRT) line began, consisting of the Transit Project Assessment Process study, which was approved in March 2022 by the Minister of the Environment, Conservation, and Parks. The preliminary design proposes 36-kilometres of bus rapid transit that would serve 49 bus stops within Oshawa, Whitby, Ajax, Pickering, and Scarborough. The DSBRT includes dedicated bus lanes along Highway 2 for frequent and more reliable service, offering bus transit every three to five minutes during peak hours. The project will include new wider sidewalks along the 36-kilometre route, new cycling infrastructure, new accessibility features at

intersections, and new larger transit stops. Providing frequent transit along Highway 2 provides an opportunity for TOD along this rapid transit spine, connecting more people to communities, employment, schools, shops, and other major destinations across the Region.



Figure 8. Proposed Durham-Scarborough BRT details. Credit: Metrolinx.



Figure 7. Proposed Durham-Scarborough BRT line. Credit: Metrolinx.

Simcoe Street Visioning Study

In 2022, a visioning study for the Simcoe Street corridor was initiated by Durham Region. The study area covers Simcoe Street between Highway 407 and Lakeview Park Beach. The study focuses on improving mobility, planning for future residential and employment growth, and improving quality of life through public realm investment and the creation of active communities. The potential for a rapid transit system along the corridor will connect people to nearby destinations such as schools, health care, employment, shops, services, and the future Central Oshawa GO station. The corridor is expected to support and strengthen a variety of uses around transit and allow for anticipated growth in Oshawa.

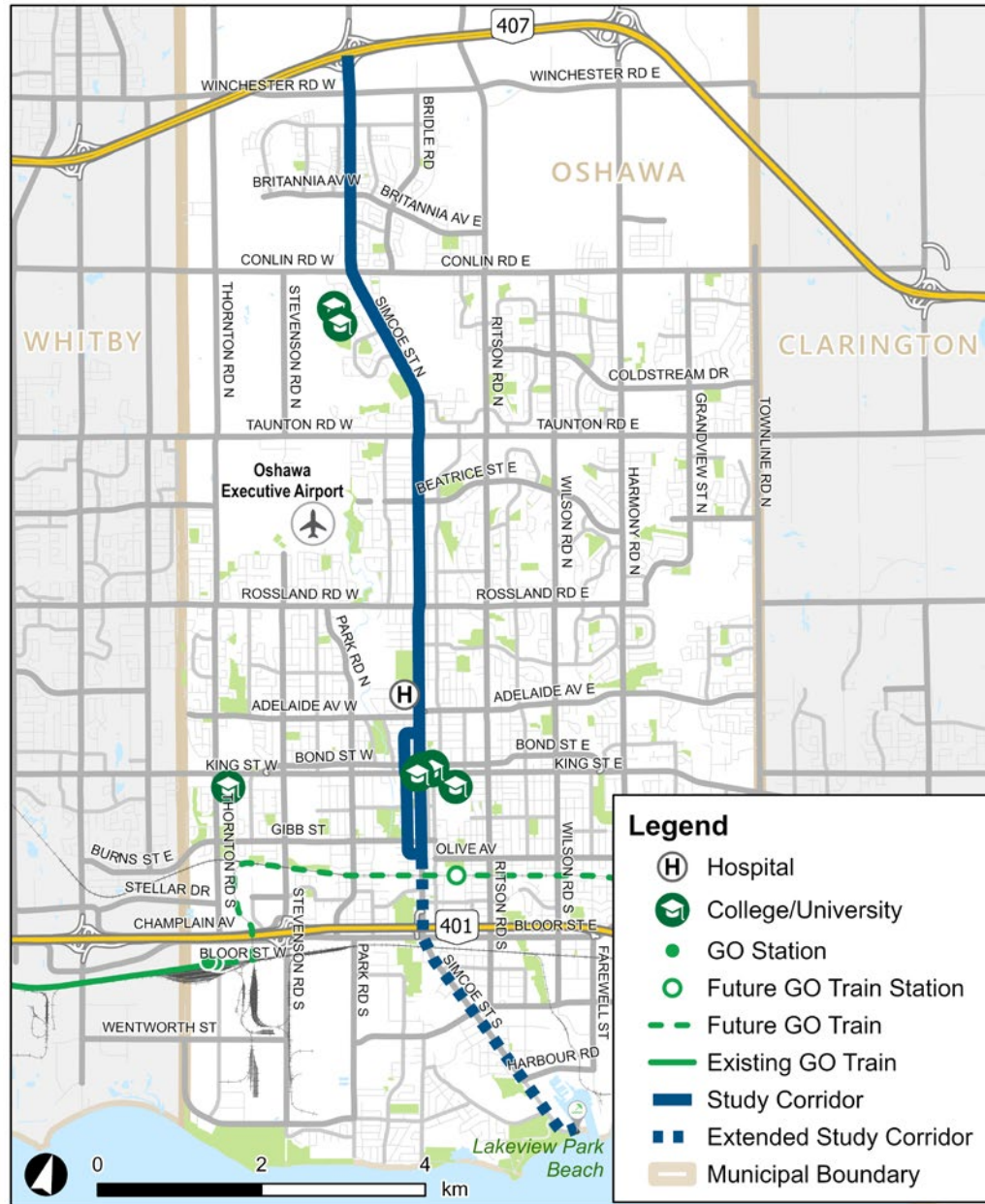


Figure 9. Simcoe Street Rapid Transit Visioning Study Area. Credit: Durham Region.

1.5 Emerging TOD Context

Growing TOD Support within the Greater Golden Horseshoe (GGH)

Within the past decade, there has been a growing support for TOD locally and around the world. There is recognition that new development should be centred around transit stations to encourage compact and environmentally sustainable settlement patterns, provide necessary new housing supply in locations with access to employment and amenities, and encourage active transportation and transit.

Within the GGH, transit-oriented development has been planned but is being rapidly developed. Significant new mixed use, vertically integrated, high density communities are emerging around GO rail stations, light-rail transit (LRT) stops, and bus stops.

The six precedents of planned TOD illustrated in the following figures demonstrate the range and scale of TOD envisioned across the GGH. This trend has recently also been advancing in Durham Region.



Figure 10. Christie Cookie's Proposed Development at Park Lawn GO Station.



Figure 11. Port Credit West Village, Proposed Brightwater Development.



Figure 12. The Residences at Central Park Proposed Development near Oriole GO Station. Credit: Amexon.



Figure 13. Downtown Markham, near Unionville GO Station. Credit: Globe and Mail.



Figure 14. Downtown Kitchener Proposed Development. Credit: Zehr Group.



Figure 15. Downtown Mississauga Square One Development. Credit: Oxford Properties.

Evolving Development Patterns in Durham

Over the past 10 years, there has been a significant shift towards higher density and mixed use development in Durham. The Region of Durham’s Planning and Economic Development Department undertakes an annual building activity review to understand how development in the Region is changing and assess the effectiveness of the ROP and other Regional policies. The most recent annual building report is from 2022.

A growing trend in Durham Region is the increase of multi-unit housing developments. In 2022, new building permits were issued where, 40.5% were for new apartments, 35.5% for town houses, 3% for semi-detached houses and 21% for single detached houses. In comparison, in 2018 new building permits were issued where, 33.3% were for new apartments, 28.6% for town houses, 2.4% for semi-detached houses and 35.6% for single detached houses. The change in new housing types provides insight into the built form changes across Durham Region and the change from single detached houses into more compact urban forms.

The geographical trends display that the most building permits (based on a monetary value) are within urban areas, within the southern municipalities. A total value of \$2.9 million of building permits was issued in 2023. Oshawa is responsible for 31% of the

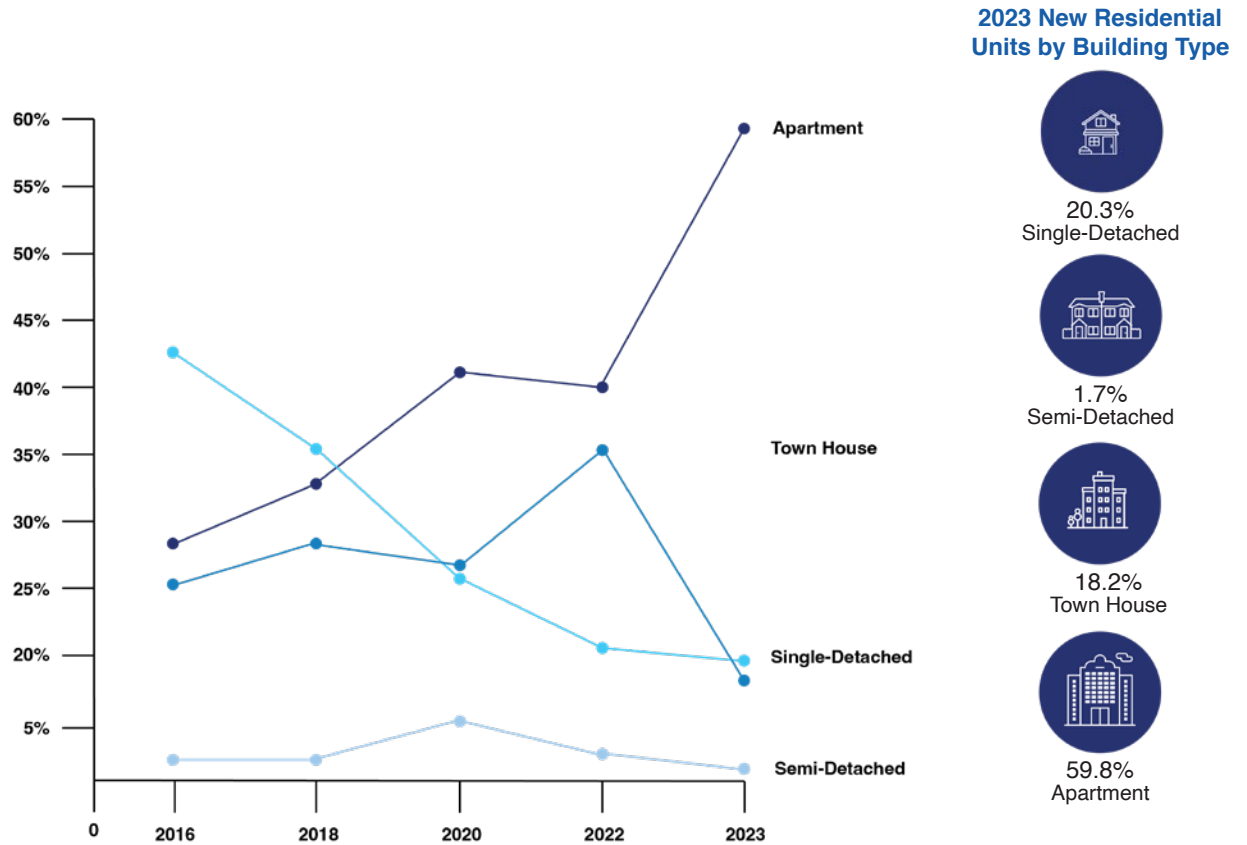


Figure 16. New residential units in Durham Region from 2016 - 2023.

value of building permits in Durham Region, followed by Whitby at 25% and then Pickering at 16%. Significantly increased development activity was seen within SGAs within these municipalities. Together these trends demonstrate a shift in development patterns from traditional low density neighbourhoods to higher density, mixed-use development in particular in areas serviced by higher-order transit.

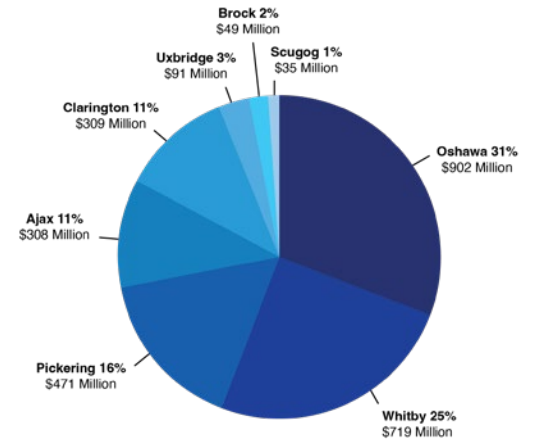


Figure 17. Total value (\$) of building permits issued in 2022.

Examples of New TOD Projects in Durham

More specifically, there has been an increase in the number of large-scale development applications around GO stations, within UGCs, and within Regional Centres across Durham Region. This change in the last 10 years indicates a shift in policy direction, but also in the market demand, in part fueled by the high levels of population growth across the GGH.

The following precedents illustrate the scale and nature of TOD development that is gaining prominence in Durham Region. Each of these development applications propose a mix of uses within a compact urban form and are located near transit. However, the response in scale and mix to their surrounding contexts differ. These sites represent examples of intensification within existing urban areas that attract new residents, workers and amenities within close proximity of transit service.

Oshawa (Ritson) GO Development



Figure 18. 144-155 First Avenue Proposed Development, Oshawa. Credit: BNA.

Within 500 metres from the future Central Oshawa GO station, the proposed development at **144-155 First Avenue** aims to transform an old industrial site into an eight-block development. The master plan proposes 14 mixed-use buildings ranging from 14 to 42 storeys in height. Residential uses are proposed in the towers connected by a podium base that contains non-residential uses. The development will introduce approximately 5,500 residential units and 5,900 square metres commercial gross floor area. A re-imagined street and block network will be implemented as a natural extension of the surrounding grid layout. A new 0.5 hectare public park is proposed at the southeast corner of the site, connected to pedestrian and cycling pathways.

Whitby GO Development



Figure 19. 1716 + 1718 Dufferin Street Proposed Development, Whitby. Credit: Caricari Lee Architects.

The proposed development located at **1717 Brock Street South and 1716 and 1718 Dufferin Street** in Whitby is for a 5-storey mid-rise residential building. The development contains 28 apartment dwellings and ground floor commercial uses on Brock Street South, and 4 semi-detached dwellings in the rear portion of the site that help to transition to neighbouring buildings. The site is located within the Whitby GO PMTSA where growth is anticipated, approximately 900 metres from the Whitby GO station.

Bowmanville GO Development



Figure 20. 2345-2349 Highway #2 Proposed Development, Bowmanville. Credit: Barry Bryan Associates.

The proposed development at **2345-2349 Highway 2** consists of two mixed-use buildings each with a height of 11-storeys. The development fronts along the Highway 2 Rapid Transit Spine and is 800 metres from the future Bowmanville GO station. The complex contains 228 residential units with active commercial uses located at-grade along Green Road South and Highway 2 and will feature a public plaza at the corner of Green Road South and Highway 2, creating a pedestrian ‘Gateway’ to ‘West Bowmanville’.

Pickering UGC Development



Figure 21. Liverpool Road and Highway 401 Proposed Development, Pickering. Credit: IBI Group.

The proposed development at **1786 and 1790 Liverpool Road** is within the Pickering Urban Growth Centre and PMTSA and consists of three mixed-use buildings featuring at-grade commercial, retail, and childcare uses, with residential units above. The proposed development includes three towers at heights ranging from 46 to 53 storeys in height which are connected by a 6-storey podium. In total, the buildings will contain approximately 1,800 residential units, at grade commercial, retail and childcare space.

Ajax Regional Centre Development



Figure 22. Harwood Avenue and Bayly Street Development. Credit: Cuplex Engineering.

A mixed-use development on the southwest corner of **Bayly Street West and Harwood Avenue South** in downtown Ajax is underway. The site is served by bus transit that directly connects to the Ajax GO station and provides generous public open space.

The first phase is complete and is comprised of two 25-storey buildings with 580 rental apartment units. Retail is located at grade and office uses are located within the podium.

Phase two is under construction and consists of a 23-storey and 19-storey mixed-use building with 551 rental apartment units. Phase three of the development is anticipated to consist of two additional 25-storey mixed-use buildings. Once completed, the development is expected to accommodate approximately 1,800 residential units in Ajax.

1.6

Opportunities and Challenges

Implementing TOD in Durham Region presents distinct opportunities and challenges. Durham is a large geographic region with diverse urban landscapes ranging from hamlets to increasingly urban city centres. TOD, in its many forms and scales, is a critical component in achieving sustainable growth region-wide.

The TOD Strategy aims to respond to the range of contexts, scales of opportunity and state of urban transformation to plan for complete communities that are connected by a multi-modal mobility network. The following opportunities and challenges have been identified in the preparation of the TOD Strategy and the document guidance seeks to respond to these.

Overall Opportunities

The recent planned expansion of transit services and significant population and employment growth in Durham Region leads to a great opportunity for furthering the momentum toward TOD. Increased investment in transit infrastructure, along with the growing need for affordable housing and increased market demand for higher-density communities has provided an opportunity to further advance TOD. The evolving provincial and municipal policies further confirm clear direction to target higher density, mixed-use growth around transit stations and stops.

Providing New Housing in More Diverse Forms

Throughout the GGH, there is a growing need for housing, and specifically affordable housing, as the population increases. By 2051, Durham Region is forecast to achieve a population of 1.3 million residents and 460,000 jobs, representing almost double the Region's 2021 population of nearly 725,000 and more than double its nearly 197,000 jobs.

To accommodate the needs of a diverse and growing population, the ROP encourages the development of multiple forms of housing. Providing a range of diverse housing options by type, size and tenure is important to create an inclusive community. Further, policies in the ROP support the development of new affordable housing by providing financial incentives through a Municipal Housing Facilities By-law in accordance with the provisions of Section 110 of the Municipal Act. Additionally, non-profit housing providers and for-profit developers are encouraged to pursue other financial regional incentives, as well as funding opportunities offered by federal, provincial and/or area municipal levels of government to create new affordable housing, particularly in proximity to higher order transit.

Increasing Regional Economic Competitiveness

The creation of TOD Places and diversifying the housing options will not only accommodate planned growth, but will contribute to Durham's economic competitiveness. While historically Durham has seen a large share of residents commuting outside of the region, the implementation of TOD provides an opportunity to attract more jobs and a competitive economic environment here in Durham. Recent development trends indicate that Durham is emerging as a region with a greater variety of housing choices which are reasonably affordable in comparison to most of the GTHA - a key attribute for retaining a strong workforce and retaining and attracting businesses. While new communities continue to be built in the region, focusing on TOD can also drive new economic opportunity and sustainable development across Durham.

Responding to Climate Emergency and Planning for More Resilient Communities

In 2021, the Region adopted new community GHG targets of achieving 10% below by 2025, 30% by 2030, and 100% (ie. net-zero) by 2050 from 2019 levels. Two key focus areas for carbon reductions are home and building energy performance and sustainable transportation. TOD and the implementation of climate-resilient development and green design policies noted in the ROP can contribute to achieving these targets by providing compact built form with high performance targets and enabling a reduction in single-occupant vehicle trips. In addition, the mix of uses, access to public space and amenity, and increased mobility choice planned within TODs instill greater resilience within these communities.

Building on Models of Collaboration

While the role and mandate of Durham Region is evolving in the context of recent and proposed legislative changes, there has been increased collaboration between the region, area municipalities and key stakeholders with respect to TOD and transit infrastructure. The recent funding of the GO Lakeshore East extension was the result of coordinated efforts by all levels of government to recognize the current needs and future potential offered by the GO stations and transit networks.

The review of best practices indicates this type of coordination and collaboration is an increasingly important factor of success to create the momentum necessary in achieving TOD. In Durham, the initiation of the Growth Management working group is evidence that beyond the planning and infrastructure decisions, coordination and collaboration between municipalities and other agencies will be key to advancing TOD going forward.

Challenges

While provincial, regional and local planning policy frameworks are now in place to encourage TOD in Durham, some of the greater challenges include the initial momentum and effectively implementing TOD. While recent development trends indicate a shift in demand for TOD in Durham, the focus for the next 10 years should be on increasing that momentum and demonstrating progress in achieving TOD. In particular the following challenges need to be considered.

Timing of Planned Transit Improvements

To create TOD Places, it is essential that these communities are connected to transit. The current transportation network in Durham is dominated by bus transit and there are four GO stations in Pickering, Ajax, Whitby and Oshawa, with several improvements to this transit network planned. Timing of delivery is key.

Studies on the GO Lakeshore East extension to Bowmanville (“The Extension”) has been underway for the past 30 years. The Extension was approved in December 2023 by the Ministry of Environment, Conservation and Parks; however, construction has not yet begun. There is also uncertainty as to when the BRT along Highway 2 and the rapid transit option for Simcoe Street will be implemented. Funding for the Simcoe Street rapid transit project is not yet confirmed resulting in uncertainty on when future development along the Rapid Transit Spine will be better served by transit.

Planning for future TOD Places will need to consider interim conditions and service levels. The potential to augment these services with first and last mile connections as they evolve is important to ensure existing residents and businesses, and new developments in TOD Places are best served.

Resistance from Adjacent Neighbourhoods

The built environment in Durham Region is mostly made up of low-rise residential neighbourhoods that are served by an arterial road network. Shops and services offered along the arterial roads are primarily in the form of one or two-storey buildings that have an abundance of surface parking. These arterial corridors, where transit is offered, provide an opportunity for TOD that is more compact at higher densities that provide a greater mix of uses. However, developing adjacent to low-rise neighborhoods is a challenge due to protectionary shadowing policies within residential neighborhoods, and potential opposition to building high-rise developments that will impact the low-rise character of the suburban area.

A change in the culture and public discourse is necessary to more easily enable an urban form that is more compact, transit-supportive, and conducive to healthy communities. New TOD should integrate mixed-use and multi-storey buildings within more established neighbourhoods while being context sensitive.

Fragmented Land Ownership

Implementing comprehensively planned TOD development along higher-order transit corridors is challenging to plan due to the fragmentation of land ownership. A key consideration is to plan beyond one site to ensure comprehensive development at the block scale. Partnerships among landowners are encouraged to create a cohesive built form that integrates existing development and creates good quality TOD Places. However, coordination among key stakeholders is needed to offer a range of shops, services, facilities, housing, and public space in a community. The building of good quality TOD Places involves a variety of partners to provide a well-integrated community that accommodates population and job growth while enhancing mobility options for transit users.

Existing Parking Requirements

The built environment and established market in the Region are largely characterized by automobile dominated development patterns with an abundance of surface parking supply. The current parking requirements within many municipalities in Durham, combined with the suburban form of residential communities with curvilinear streets, crescents and other patterns of discontinuous road networks, constrain the potential for efficient transit service. Providing excesses of parking create incentives for people to travel primarily by automobiles, making it less appealing for more sustainable travel behaviours including walking, cycling, and transit.

To support TOD, municipalities in Durham Region could consider alternative standards for parking near transit and to encourage bicycle and mobility device parking facilities.

Parking Supply Near GO Stations

Public transit operators are also contributing to the excess of parking near transit. There is an abundance of free parking near GO stations that incentivizes transit riders to drive to and from rail stations. The GO stations function as important regional nodes for connectivity, which have an opportunity to transform into complete TOD communities, provided surface parking is intensified with more transit-supportive uses. The surface parking lots located adjacent to the Pickering, Ajax, Whitby, and Oshawa GO stations utilize a large portion of land within the PMTSA, making it challenging to create a complete mixed-use community. Partnership with Metrolinx is encouraged to create a solution to offer a mix of uses and public open spaces near GO stations while accommodating various modes of access including pedestrians, cyclists, bus transit and automobiles. A comprehensive access/egress plan for GO stations is encouraged to ensure there is a variety of access modes accommodated.

2.0

Planning for Growth in TOD Places



TOD will take various forms depending on the unique context of settings in Durham Region. This section categorizes the different areas for TOD into eight distinct place types, including:

2.1 GO Station Areas (PMTSAs)

2.2 Large Retail Centres

2.3 Mixed-Use Hubs

2.4 Historic Centres

2.5 Rapid Transit Corridors

2.6 New TOD Areas

2.7 Institutional Nodes

2.8 Rural Regional Centres

Classification of TOD Places

Durham is a large and geographically diverse region with a variety of urban, suburban and rural communities, each with distinct settlement patterns. Planning for TOD requires a context-specific approach that considers the Region's different characteristics, the opportunities for TOD, prevailing development patterns, including the types of built forms and public realm characteristics and stages in their planning and evolution.

The TOD Places described below categorize the Strategic Growth Areas (SGAs) of Durham's Official Plan into a series of distinct TOD Place types. They include:

- GO Station Areas (PMTSAs)
- Large Retail Centres
- Mixed-Use Hubs
- Historic Centres
- Rapid Transit Corridors
- New TOD Areas
- Institutional Nodes
- Rural Regional Centres

A conceptual plan illustrates how these strategies could be combined to deliver TOD.

A number that corresponds to each high-level strategy, to display a conceptual location.

Excerpt of TOD Place

2.1.2 Large Retail Centres



Figure 26. Auto (Highway 7 and South Road)

Automobile-oriented retail and commercial areas located within Regional Centres or along existing and proposed Rapid Transit Corridors make up the Large Retail Centres TOD Place. These areas contain large parcels of land with significant areas of surface parking and limited connectivity between large-format retail uses. The many retail options are significant destinations and generators of activity, although access to them is primarily in the form of single-occupant vehicle (SOV) trips.

Emerging TOD Areas:

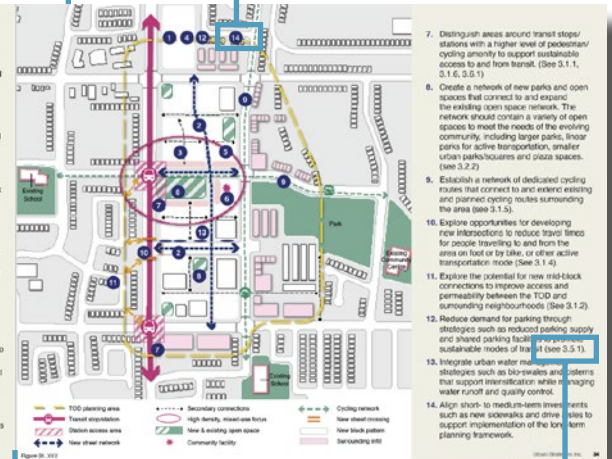
1. Apsk - Uptown Regional Centre
2. Whitley - Brock/Thurton Major Centre
3. Couric - Urban Centre
4. North Oshawa - Windfields

Development in these areas will occur incrementally over time and integrate a new mix of uses, at higher densities while supporting a transition away from single-occupancy vehicle trips to more active and sustainable modes of travel.

The focus will be on establishing a planning framework to support the transition to a more transit-supportive place and ensuring that the development of individual parcels is coordinated toward this goal.

STRATEGIES

1. Establish a secondary planning framework to identify a clear structure and direction for new TOD. The framework should capture the Large Retail Centres and significant areas of change surrounding the Centre.
2. Create a pattern of streets and blocks that will connect across and between sites to strengthen the connectivity to surrounding neighbourhoods. (See 3.1.2)
3. Incorporate a network of secondary street/corridor connections to support improved connectivity for pedestrians and cyclists.
4. Permit a mix of uses to support an active community throughout the day and evening and reduce the demand for trips to access services (see 3.1.3)
5. Establish a clear focus area for the highest densities, the broadest mix of uses and street-level activity in the areas closest to existing and planned transit (see 3.4.1, 3.4.2)
6. Integrate new inclusive community facilities where they can benefit both the TOD and existing communities (see 3.3.1)



High-level **strategies** are provided for each TOD Place to respond to their unique characteristics.

The most relevant Section 3 **Guidelines** for each Strategy are indicated as applicable.

TOD Places in Durham

★ GO Station Areas (PMTSAs)

- 1 Pickering GO
- 2 Ajax GO
- 3 Whitby GO
- 4 Durham College Oshawa GO
- 5 Thornton's Corners GO
- 6 Central Oshawa GO
- 7 Courtice GO
- 8 Bowmanville GO

Large Retail Centres

- 9 Ajax - Uptown Regional Centre
- 10 Whitby - Brock/Taunton Major Central Area
- 11 Clarington - Courtice Urban Centre
- 12 Oshawa - Windfields Main Central Area

Mixed-Use Hubs

- ★ 13 Pickering UGC
- 14 Ajax - Downtown Regional Centre
- 15 Whitby - Baldwin/Winchester Major Central Area
- 16 Downtown Regional Centre
- ★ 17 Oshawa UGC

Historic Centres

- 18 Whitby - Downtown Whitby Major Central Area
- 19 Clarington - Bowmanville East Urban Centre
- 20 Clarington - Newcastle Village Centre
- 21 Ajax - Pickering Village

Rapid Transit Corridors

- 22 Highway 2
- 23 Simcoe Street North
- 24 Simcoe Street South (Future Rapid Transit Corridor)

New TOD Areas

- 25 Pickering - Seaton Urban Area
- 26 North Pickering - Salem Road and Seventh Concession

Institutional Nodes

- 27 Whitby - Future Lakeridge Health
- 28 Whitby - Rossland Garden Urban Central Area
- 29 Oshawa - Durham College and Ontario Tech University
- 30 Oshawa - Trent University Durham/GTA Campus
- 31 Oshawa - Lakeridge Health

Rural Regional Centres

- 32 Beaverton
- 33 Port Perry
- 34 Uxbridge
- 35 Cannington
- 36 Sunderland

★ Within the TOD Place types, the highest priority areas for development are the Urban Growth Centres (UGCs) and Protected Major Transit Station Areas (PMTSAs). Development in these areas predominantly builds upon an existing critical mass of uses or represents intensification that is responding to existing and planned higher-order transit infrastructure.

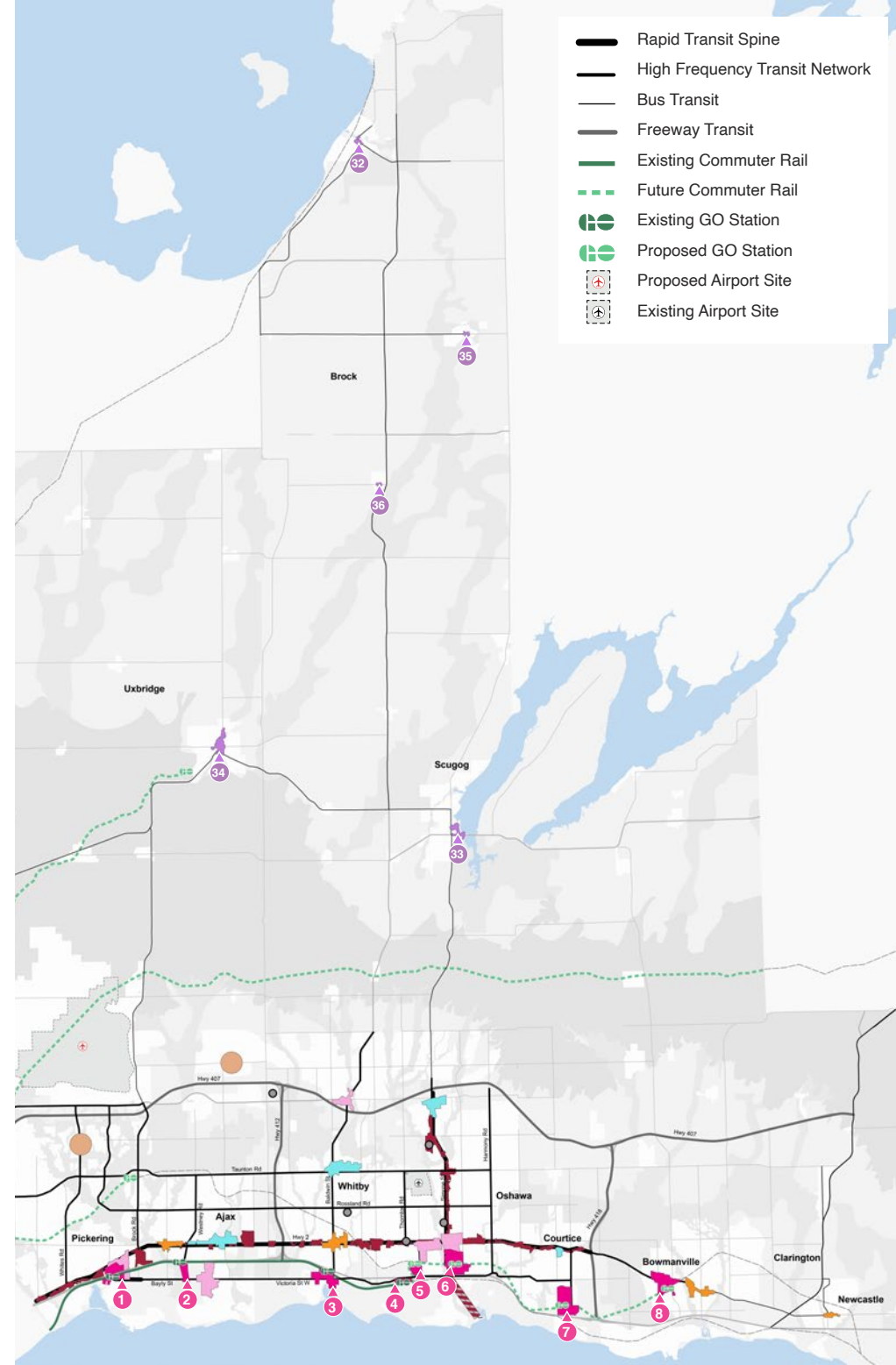


Figure 23. Map of TOD Places across Durham Region

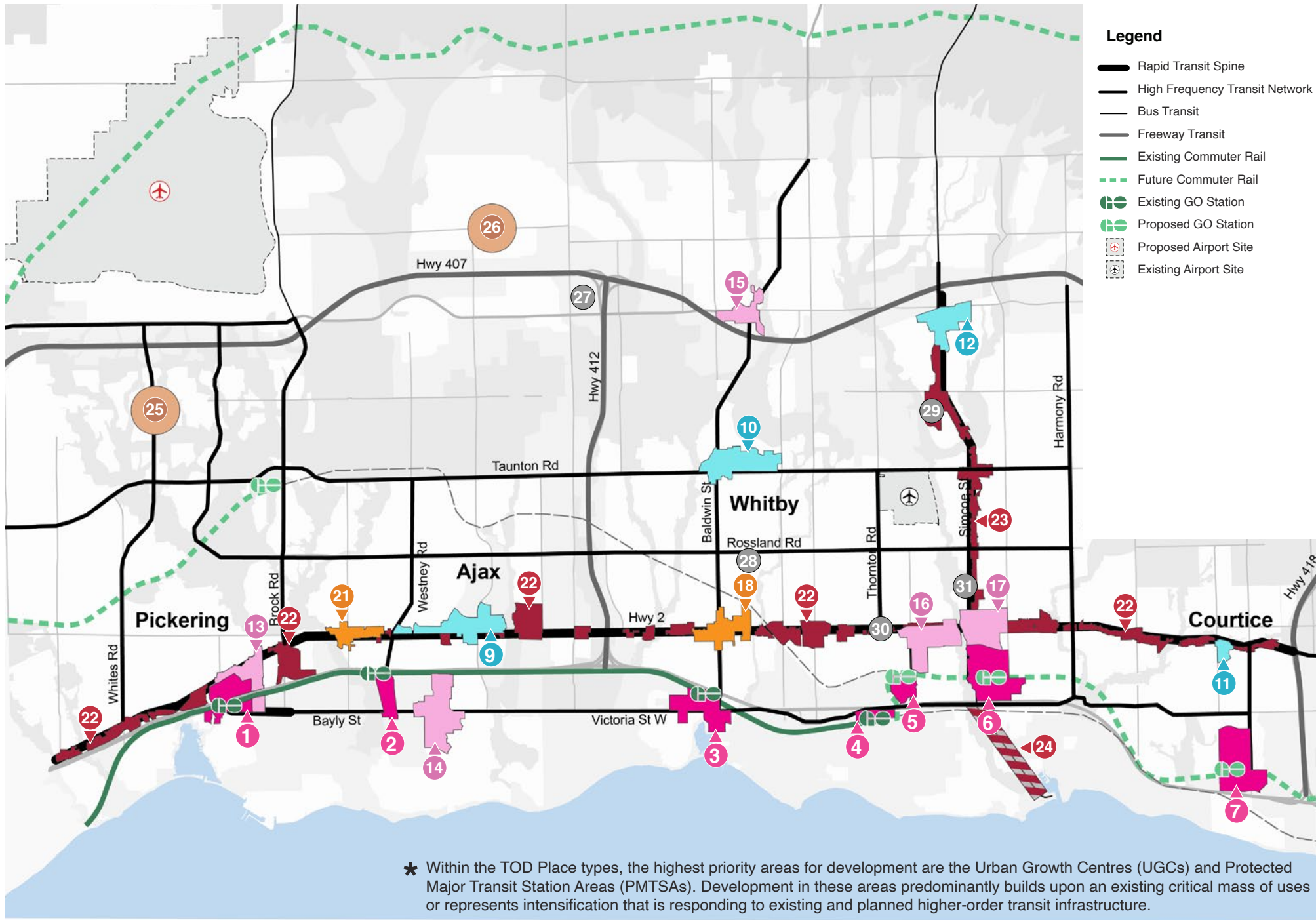


Figure 24. Map of TOD Places Across Lake Ontario Shoreline Communities Durham

★ GO Station Areas (PMTSAs)

- 1 Pickering GO
- 2 Ajax GO
- 3 Whitby GO
- 4 Durham College Oshawa GO
- 5 Thornton's Corners GO
- 6 Central Oshawa GO
- 7 Courtice GO
- 8 Bowmanville GO

Large Retail Centres

- 9 Ajax - Uptown Regional Centre
- 10 Whitby - Brock/Taunton Major Central Area
- 11 Clarington - Courtice Urban Centre
- 12 Oshawa - Windfields Main Central Area

Mixed-Use Hubs

- ★ 13 Pickering UGC
- 14 Ajax - Downtown Regional Centre
- 15 Whitby - Baldwin/Winchester Major Central Area
- 16 Downtown Regional Centre
- ★ 17 Oshawa UGC

Historic Centres

- 18 Whitby - Downtown Whitby Major Central Area
- 19 Clarington - Bowmanville East Urban Centre
- 20 Clarington - Newcastle Village Centre
- 21 Ajax - Pickering Village

Rapid Transit Corridors

- 22 Highway 2
- 23 Simcoe Street North
- 24 Simcoe Street South (Future Rapid Transit Corridor)

New TOD Areas

- 25 Pickering - Seaton Urban Area
- 26 North Pickering - Salem Road and Seventh Concession

Institutional Nodes

- 27 Whitby - Future Lakeridge Health
- 28 Whitby - Rossland Garden Urban Central Area
- 29 Oshawa - Durham College and Ontario Tech University
- 30 Oshawa - Trent University Durham/GTA Campus
- 31 Oshawa - Lakeridge Health

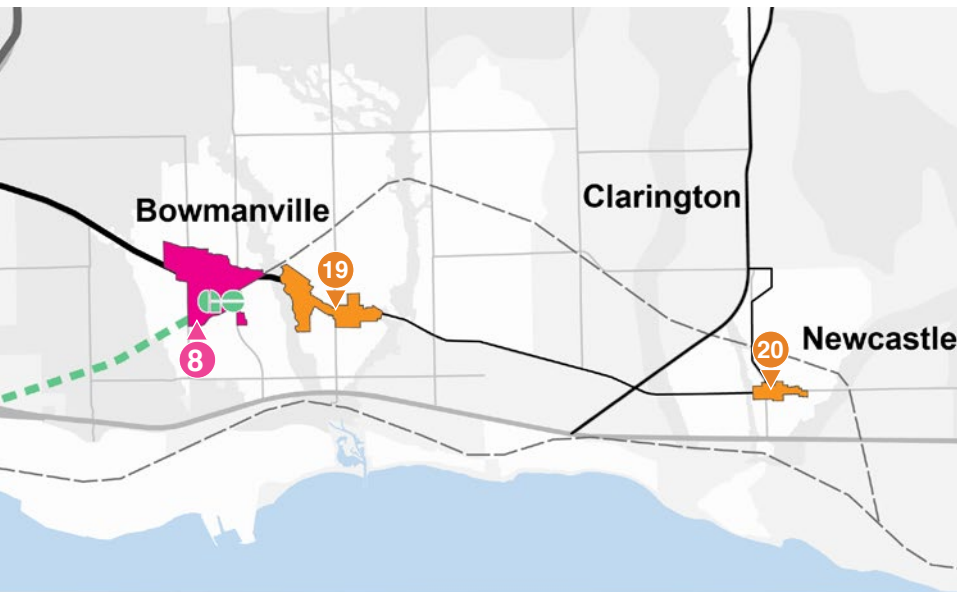


Figure 25. Map of TOD Places Across Lake Ontario Shoreline Communities Durham

The following strategies apply to all TOD Places. Further, more specific strategies by TOD Place type are provided in the following pages.

Sections 2.1 to 2.8 provide general descriptions of TOD Places and are accompanied by a conceptual diagram. The diagrams are not place specific, they provide an example of a successful TOD Place that achieve the strategies described.

STRATEGIES

1. Complete secondary planning and zoning by-law frameworks around UGCs and PMTSAs to establish a clear structure and direction for growth.
2. Prioritize investments in UGCs and PMTSAs to ensure infrastructure capacity to accommodate planned growth.
3. Coordinate with the area municipalities to integrate multiple modes of transportation that are safe and convenient for people of all ages and abilities.
4. Plan for complete communities by prioritizing regional and municipal community facilities within UGCs and PMTSAs.
5. Work with partners to offer a range of housing options that service a diverse population of varying ages, abilities and income levels (see 3.3.3).
6. Recognize that PMTSAs are points of arrival from the Regional transit network and establish them as welcoming and inclusive environments (see 3.1.6).
7. Identify a suite of transportation demand management (TDM) and enhanced mobility measures to be implemented in partnership with area developers over time. These could include:
 - a. Piloting and implementing micro and on-demand mobility services to connect TOD areas to surrounding communities.
 - b. Implementing new and improved pedestrian and cycling facilities (see 3.1.4, 3.1.5).
 - c. Implementing reduced or eliminated parking standards (see 3.5.1).
 - d. Outlining TDM expectations for new development to ensure that it contributes to a shift to more sustainable modes over time. (see 3.1.1).

2.1 GO Station Areas



Figure 26. Ajax GO Train Station (Protected Major Transit Station Area)

The GO Station Areas are located within approximately 500 - 800 metres from existing and planning GO stations. These areas are designated as Protected Major Transit Station Areas (PMTSAs) in the Durham Region Official Plan. GO Station Areas tend to be more employment-focused for established stations, with large blocks, high levels of surface parking and poor pedestrian connectivity. There is a greater existing or planned mix of uses in newer station areas.

GO Station Areas (PMTSAs)

- Pickering GO
- Ajax GO
- Whitby GO
- Durham College Oshawa GO
- Thornton's Corners GO
- Central Oshawa GO
- Courtice GO
- Bowmanville GO

A focus on commuter parking at GO stations in the short to medium term will mean that change is most likely to occur in areas surrounding and immediately adjacent to the station lands. Planning for these areas should be coordinated with Metrolinx to ensure that GO station designs or access improvements support a shift to more sustainable modes of access while connecting with and reinforcing evolving patterns of development and pedestrian and cycling networks.

Redevelopment of station lands over time should bridge the gap between surrounding blocks and station lands.

STRATEGIES

Key Strategies at GO Station Areas are to:

1. Work with Metrolinx to identify and plan for the long-term evolution of commuter parking areas and coordinate the plans with off-station development and infrastructure investments (See 3.6.3).
2. Identify and extend local and regional cycling networks to connect with the station and expand access (See 3.1.5).
3. Establish new pedestrian connections and work with developers to break up larger blocks to reduce walking distances to area destinations (See 3.1.2, 3.1.4).
4. Undertake pedestrian overpass and underpass improvements to reduce the barrier created by the rail corridor.



5. Encourage and incentivize opportunities for shared parking to reduce overall demand (see 3.5.1).
6. Establish a framework for “soft intensification” in established neighbourhoods and employment areas (see 3.4.1, 3.4.2).
7. Identify strategic opportunities for transforming employment areas where appropriate to deliver new homes (see 3.3.3), community amenities, and higher-density employment uses.
8. Align uses to activate key routes leading to and from the station to provide amenities and services for transit users and bridge the gap between the station and surrounding development over time (see 3.3.2).
9. Target lands proximate to the station for new community uses and amenities (see 3.3.1).

Figure 27. Conceptual demonstration of TOD Strategies in GO Station Areas.

2.2 Large Retail Centres



Figure 28. Ajax (Highway 2 and Salem Road)

Traditional retail and commercial areas located within Regional Centres along existing and proposed Higher-Order Transit make up the Large Retail Centres TOD Place. These areas contain large parcels of land with significant areas of surface parking and limited connectivity between large-format retail uses. The many retail offerings are significant destinations and generators of activity. Currently, access to them is made primarily in the form of single-occupant vehicle (SOV) trips.

Large Retail Centres

- Ajax – Uptown Regional Centre
- Whitby – Brock/Taunton Major Central Area
- Clarington - Courtice Urban Centre
- Oshawa – Windfields Main Central Area

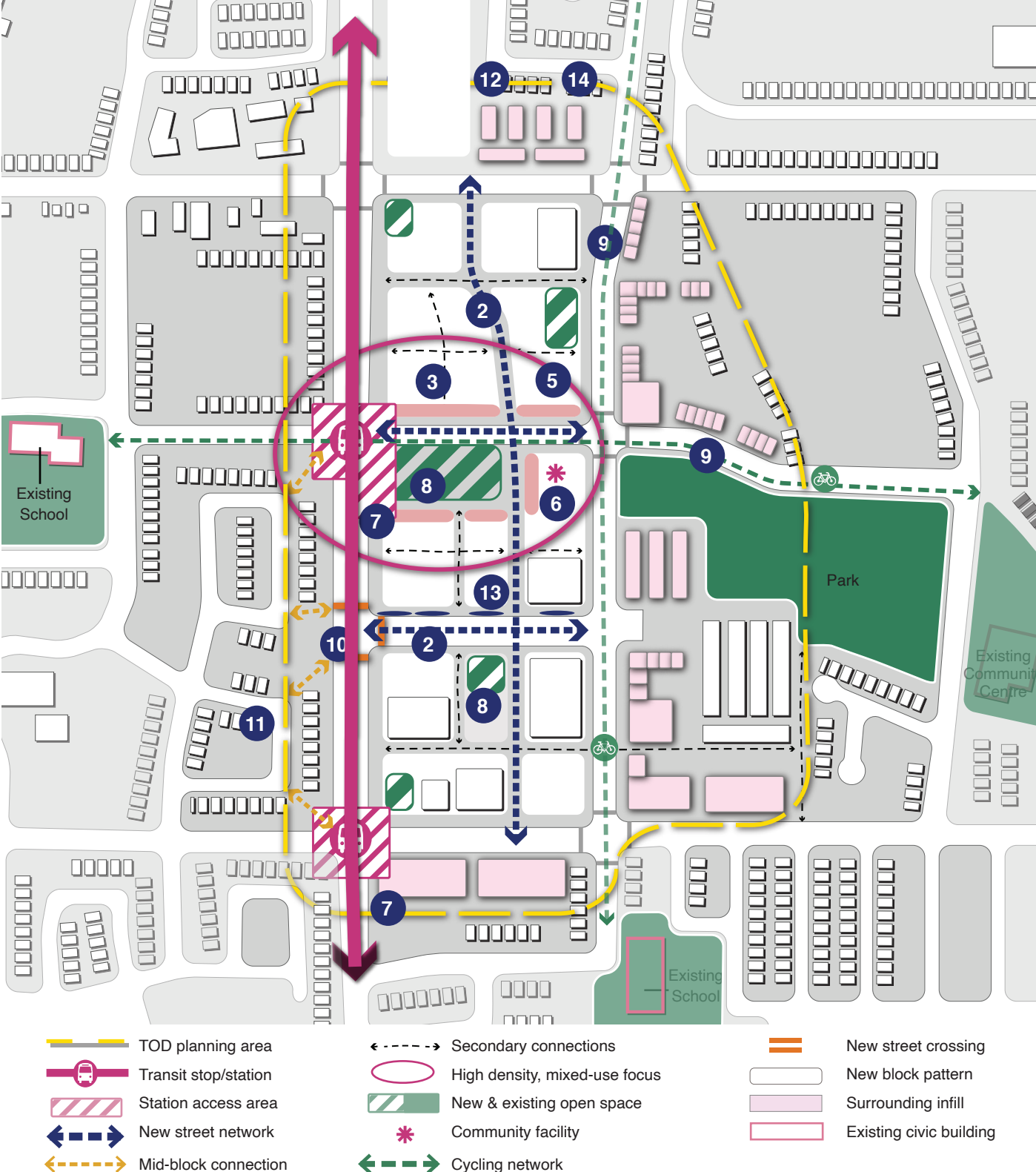
Development in these areas will occur incrementally over time, and integrate a new mix of uses at higher densities while supporting a transition away from single-occupant vehicle trips to more active and sustainable modes of travel.

The focus will be on establishing a planning framework to support the transition to a more transit-supportive place and ensuring that the development of individual parcels is coordinated toward this goal.

STRATEGIES

Key Strategies at Large Retail Centres are to:

1. Establish a secondary planning framework to identify a clear structure and direction for new TOD. The framework should capture the Larger Retail Centre and significant areas of change surrounding the Centre.
2. Create a pattern of streets and blocks that will connect across and between sites to strengthen the connectivity to surrounding neighbourhoods (See 3.1.2).
3. Incorporate a network of local streets and connections within blocks to support improved connectivity for pedestrians and cyclists.
4. Permit a mix of uses to support an active community throughout the day and evening and reduce the demand for trips to access services (see 3.3.1).
5. Establish a clear focus area for the highest densities, the broadest mix of uses and street-level activity in the areas closest to existing and planned transit (see 3.4.1, 3.4.2).
6. Integrate new inclusive community facilities where they can benefit both the TOD and existing communities (see 3.3.1).



7. Distinguish areas around transit stops/stations with a higher level of pedestrian/cycling amenity to support sustainable access to and from transit (See 3.1.1, 3.1.6, 3.6.1).
8. Create a network of new parks and open spaces that connect to and expand the existing open space network. The network should contain a variety of open spaces to meet the needs of the evolving community, including larger parks, linear parks for active transportation, smaller urban parks/squares and plaza spaces (see 3.2.2).
9. Establish a network of dedicated cycling routes that connect to and extend existing and planned cycling routes surrounding the area (see 3.1.5).
10. Explore opportunities for developing new intersections to reduce travel times for people travelling to and from the area on foot or by bike, or other active transportation modes (See 3.1.4).
11. Explore the potential for new mid-block connections to improve access and permeability between the TOD and surrounding neighbourhoods (See 3.1.2).
12. Reduce demand for parking through strategies such as alternative parking requirements and shared parking facilities to promote sustainable modes of transit (see 3.5.1).
13. Integrate urban water management strategies and green infrastructure, such as bio-swales, permeable surfaces, and cisterns that support intensification while managing water runoff and quality control.
14. Align short- to medium-term investments such as new sidewalks and drive aisles to support implementation of the long-term planning framework.

Figure 29. Conceptual demonstration of TOD Strategies in Large Retail Centres.

2.3 Mixed-Use Hubs



Figure 30. Ajax (Bayly Street and Harwood Avenue South)

Regional Centres with a mix of community uses, retail and higher-density residential uses make up the Mixed-Use Hubs. These areas have a diverse pattern of streets with varied block sizes, scale, and massing, featuring clusters of disconnected uses with limited relationships to each other. They are significant generators of activity that act as centres for the communities nearby.

Mixed-Use Hubs

- Ajax – Downtown Regional Centre
- Oshawa – Downtown Regional Centre
- Whitby – Baldwin/Winchester Major Central Area

Development in Mixed-Use Hubs will occur incrementally over time and help to stitch disparate uses together to create a more cohesive centre. The focus will be on supporting improved connectivity between key activity generators in the short-term and establishing a planning framework to ensure individual developments work to support a more connected place over time.

STRATEGIES

Key Strategies at Mixed-Use Hubs are to:

1. Establish a mixed-use focus area where new pedestrian and cycling connections are made to tie segregated uses together and support access to transit (See 3.1.2).
2. Support incremental intensification of existing civic and residential uses as a means of creating a more clearly defined public realm (see 3.4.2).
3. Establish a framework that identifies opportunities for intensification/ redevelopment of larger retail uses to support a variety of uses.
4. Identify a suite of TDM and mobility enhancements to support greater levels of walking, cycling and transit (See 3.1.1).



- | | | | | | |
|--|----------------------|--|-------------------------------|--|-------------------------|
| | TOD planning area | | Enhanced pedestrian access | | New retail building |
| | Transit stop/station | | High density, mixed-use focus | | New civic building |
| | Station access area | | New & existing open space | | Surrounding infill |
| | Mid-block connection | | Cycling network | | Existing civic building |
| | New street crossing | | | | |

5. Implement micro-mobility and other on-demand services to connect Mixed-Use Hubs to surrounding communities.
6. Implementing reduced/alternative parking standards, including shared parking, to minimize the amount of parking required and promote more sustainable modes of transit (see 3.5.1).
7. Implement more pedestrian infrastructure such as crosswalks, resting points and open spaces within Mixed-Use Hubs to create a welcoming and inclusive environment (See 3.1.4, 3.1.6).

Figure 31. Conceptual demonstration of TOD Strategies in Mixed-Use Hubs.

2.4 Historic Centres



Figure 32. Downtown Whitby

Historic “main street” and downtown areas are categorized as Historic Centres. The ROP recognizes historical downtowns as key components of Durham’s built and cultural heritage. They continue to function as centres for culture and commerce, and their conservation and enhancement as focal points for culture, art, entertainment, and assembly is encouraged.

These areas feature clearly-defined patterns of streets and blocks containing a diverse mix of retail, commercial, residential, and community uses. Often, there is a larger concentration of historic buildings compared to other TOD

Places, although these may be separated by significant gaps in the development fabric, typically in the form of surface parking. They are also commonly supported by large adjacent areas of historic residential uses.

Historic Centres

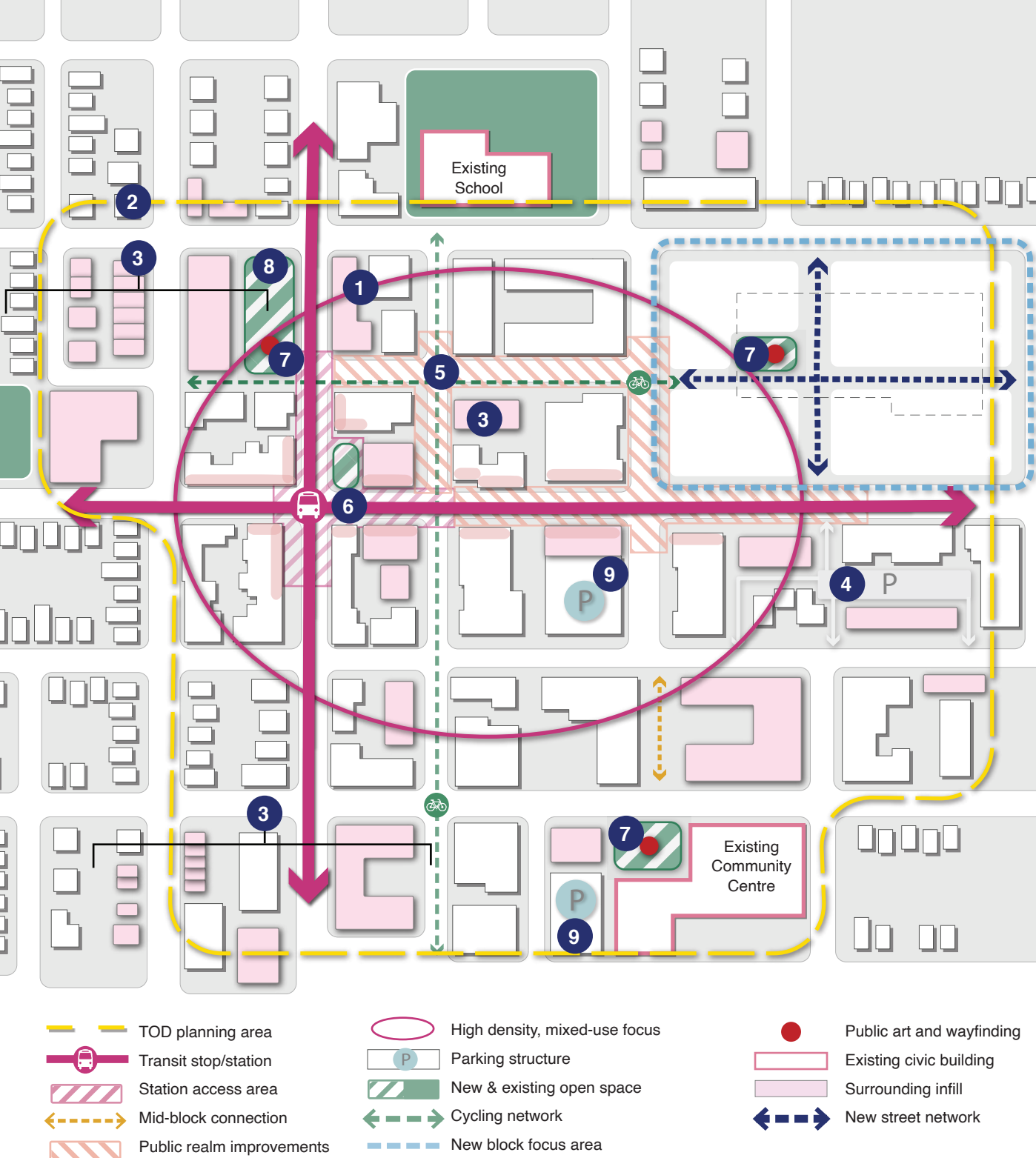
- Whitby – Downtown Whitby Major Central Area
- Clarington - Bowmanville East Urban
- Clarington - Newcastle Village Centre
- Ajax - Pickering Village

Development in these areas will protect the existing heritage attributes and assets while infilling underutilized lots with new uses. Historic Centres should include excellent design that promotes the pedestrian activity and an inclusive public realm.

STRATEGIES

Key Strategies at Historic Centres are to:

1. Establish a focus area for intensification that integrates with and reinforces the historic pattern of the downtown.
2. Provide clear built-form directions within the focus area to enable intensification with appropriate transition between historical buildings and new development.
3. Provide guidance on the integration of higher density development within the Centre to the surrounding neighbourhoods (see 3.4.2).
4. Support the coordination and concentration of parking, loading and servicing within blocks to minimize impact on to the public realm (see 3.5.2).
5. Identify priority public realm initiatives to prioritize pedestrians, cyclists and transit users (see 3.2.1, 3.2.2).



6. Coordinate new infrastructure, community and public realm investments to reinforce street-level activity in areas proximate to transit (see 3.3.2).
7. Establish new and expanded place-making elements such as public art or wayfinding tools to create a sense of place that is inclusive to a diverse population (see 3.1.6, 3.2.3).
8. Create a framework for the delivery of a new network of urban plazas, parks, and open space.
9. Identify a suite of TDM and mobility enhancements to support incremental intensification. These could include:
 - a. Implementing reduced / alternative parking standards, including shared parking, to minimize the amount of parking required to support existing and new development.
 - b. Outlining TDM expectations for new development to ensure that it contributes to a reduction in the need for parking areas over time.

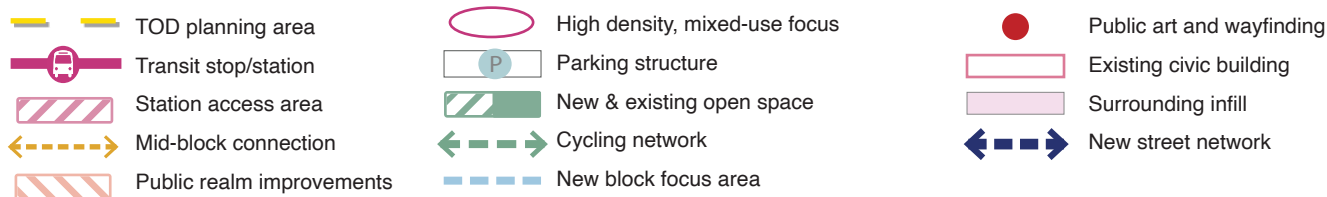


Figure 33. Conceptual demonstration of TOD Strategies in Historic Centres.

2.5 Rapid Transit Corridors



Figure 34. Oshawa (Simcoe Street North)

Transit corridor areas with a mix of retail, commercial and higher-density residential uses comprise the Rapid Transit Corridors TOD Place. The limits of the boundaries are found on the TOD Places map (Figure 21 and 22) and generally reflect the ROP designations. The one exception is Pickering Village, which is classified as an Historic Centre and applies the same delineation as the Ajax Official Plan. These linear areas include large format retail, small commercial plazas, and all forms of housing, along with some employment uses. There are limited opportunities for the introduction of new streets and blocks except for larger retail and commercial clusters where block sizes are deeper. Buildings are typically set far

back from the street edge and separated by expanses of surface parking. Signalized crossings of the arterial road are far apart and infrastructure for cyclists and pedestrians is fragmented or non-existent.

Simcoe Street, between Highway 407 and Lakeview Park Beach, is delineated as a Rapid Transit Corridor. Durham Region is studying the future of the corridor and how to implement rapid transit.

Rapid Transit Corridors

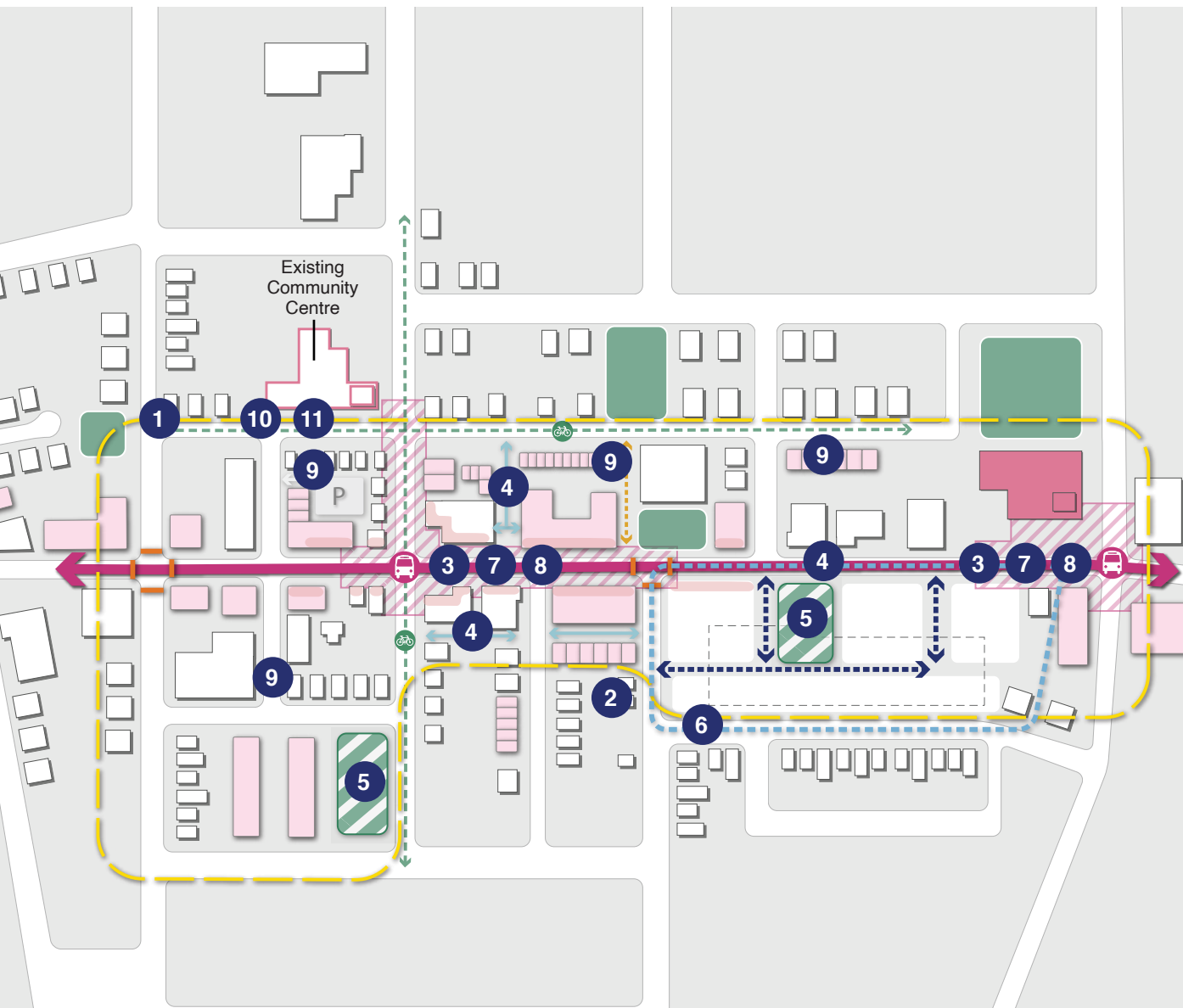
- Simcoe Street North (from 407 to 401)
- Simcoe Street South (Future Rapid Transit Corridor)
- Highway 2

As areas of new transit investment, there is significant opportunity to improve the public realm for pedestrians, cyclists, and transit users. Development in these areas will support the introduction of more urban built forms with shorter walking distances and stronger orientation to sustainable modes.

STRATEGIES

Key Strategies along Rapid Transit Corridors are to:

1. Promote intensification and mix of uses to reinforce the corridor as a focus of activity with adjacent lower-rise neighbourhoods (see 3.4.1).
2. Provide guidance on the integration of higher density development alongside adjacent low-rise residential areas.
3. Design the street right-of-way to support transit operations while enhancing the comfort of pedestrians and cyclists using the corridor (3.1.3).
4. Identify opportunities for shared access and servicing to minimize impacts on the public realm (see 3.5.2).
5. Identify a strategy for the delivery of new, consolidated open spaces over time to provide places for people of all ages and abilities to gather (see 3.2.2).
6. Provide direction for the re-urbanization of larger sites, including the establishment of new street and block networks and the identification of a varied network of new parks and open spaces (see 3.1.2, 3.2.2).



7. Prioritize pedestrians and cyclists through targeted streetscaping and sidewalks, dedicated cycling facilities and a reduction or narrowing of travel lanes (3.1.1).
8. Improve transit operations and have a seamless integration with transit stations through inclusive and universally-accessible design (see 3.6.1).
9. Implement reduced/alternative parking standards to minimize the amount of parking required to support new development (see 3.5.1).
10. Outline TDM expectations for new development to ensure that it contributes to a reduction in the need for parking areas over time (see 3.1.1, 3.5.1).
11. Restrict incompatible uses and design methods such as the incorporation of street-oriented surface parking which will detract from the ability to re-urbanize the corridor over time (see 3.5.2).



Figure 35. Conceptual demonstration of TOD Strategies along Rapid Transit Corridors.

2.6 Institutional Nodes



Figure 36. Ontario Tech University and Durham College (Oshawa)

The areas with larger clusters of health, education and community uses along Rapid Transit Corridors, Freeway Transit, or the High Frequency Transit Network make up the Institutional Nodes TOD Places. These areas are typified by a collection of larger buildings oriented toward each other in a campus setting. They feature diverse and varied building types but often internalize activity, with limited street animating uses. They exist on important transit corridors with a mix of retail, commercial and higher-density residential uses and are large generators of activity and employment with the potential to support increased transit ridership.

Institutional Nodes

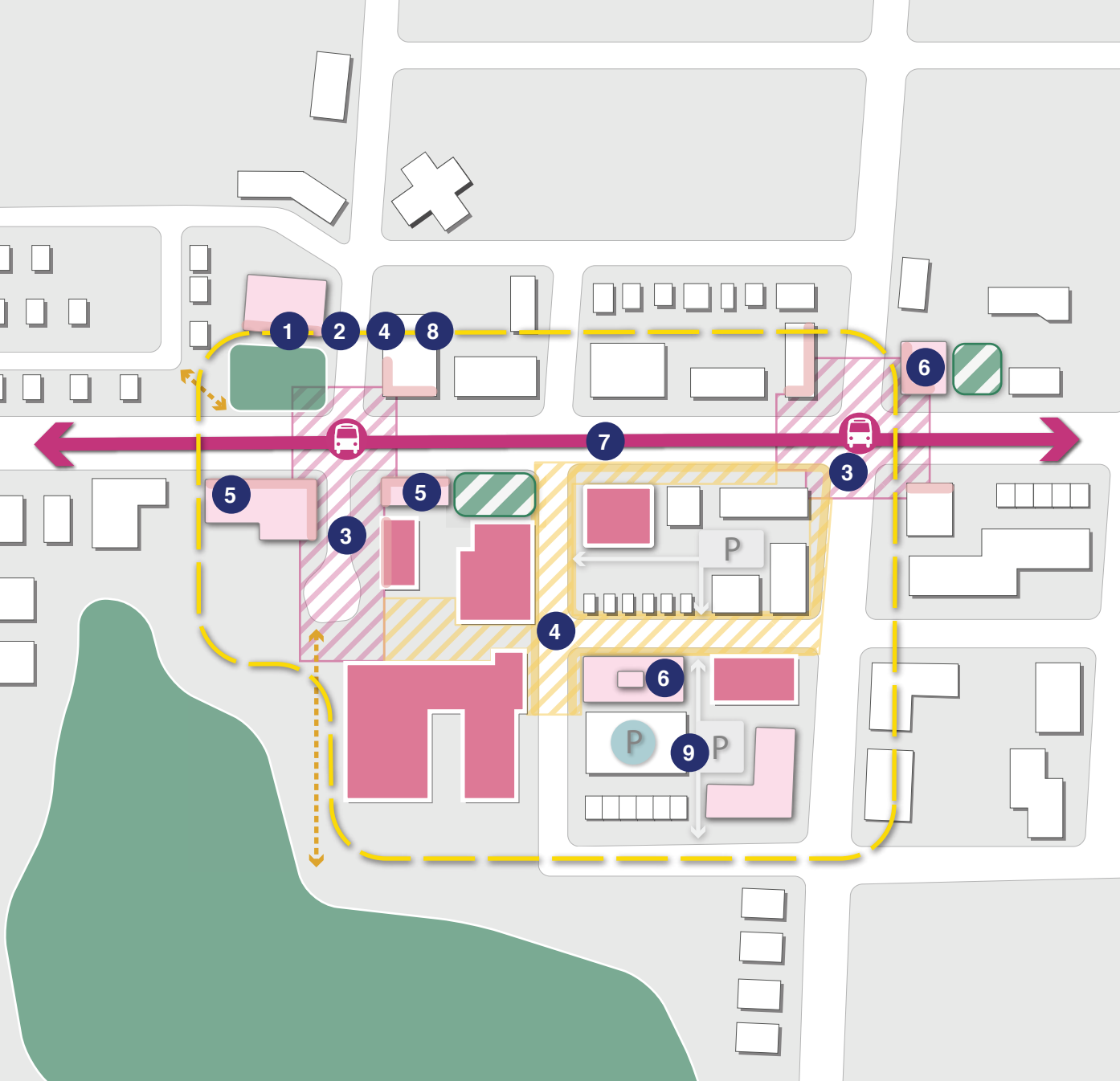
- Oshawa - Durham College and Ontario Tech University
- Whitby - Future Lakeridge Health
- Oshawa - Trent University Durham/ GTA Campus
- Lakeridge Health Oshawa
- Whitby - Rossland/Garden Urban Central Area

Development in these areas will leverage the institutional uses as anchors of activity and large areas of centralized ownership and planning to support both transit-oriented development and the provision of infrastructure to support a shift to more sustainable modes.

STRATEGIES

Key Strategies for Institutional Nodes are to:

1. Develop strategies in partnership with area municipalities to locate high transit generating institutions where they are most easily served by transit (see 3.3.1).
2. Coordinate with institutional uses to develop facility-specific master plans to guide change and investment on their sites over time.
3. Establish improved connectivity between key activity-generating uses and adjacent transit stops to create a safe and accessible environment (see 3.1.4).
4. Create clearly defined pedestrian priority areas with a higher degree of pedestrian amenity including pedestrian-oriented lighting, seating, enhanced crossings and generous sidewalks (see 3.1.4).
5. Identify opportunities to expand the mix of uses in a manner that supports the needs of the institutional use while increasing activity on-site throughout the day and evening.



6. Encourage infill development to create a cluster of uses within a walkable environment.
7. Coordinate with institutions on the delivery of transit service to align transit service levels with hours of user demand to promote sustainable modes of transportation.
8. Supporting wayfinding between transit stops and key destinations within the node that is accessible to a diverse set of users (see 3.1.6).
9. Encourage the delivery of shared parking solutions organized away from key pedestrian streets and open spaces (see 3.5.1, 3.5.2).

- | | | |
|--------------------------|----------------------------|------------------------|
| TOD planning area | Shared parking structure | Institutional building |
| Transit stop/station | Shared surface parking | Surrounding infill |
| Station access area | New & existing open space | Mid-block connection |
| Pedestrian priority area | Enhanced pedestrian access | |

Figure 37. Conceptual demonstration of TOD Strategies for Institutional Nodes.

2.7 New TOD Areas



Figure 38. Pickering Conceptual Regional Centre (Salem Road and Seventh Concession Road)

The Regional Centre within the Northeast Pickering urban expansion area, and Seaton, are classified as New TOD Areas. The Northeast Pickering area is predominantly agricultural today and Seaton is an emerging urban community.

New TOD Areas

- North Pickering – Salem Road and Seventh Concession
- Pickering - Seaton Urban Area

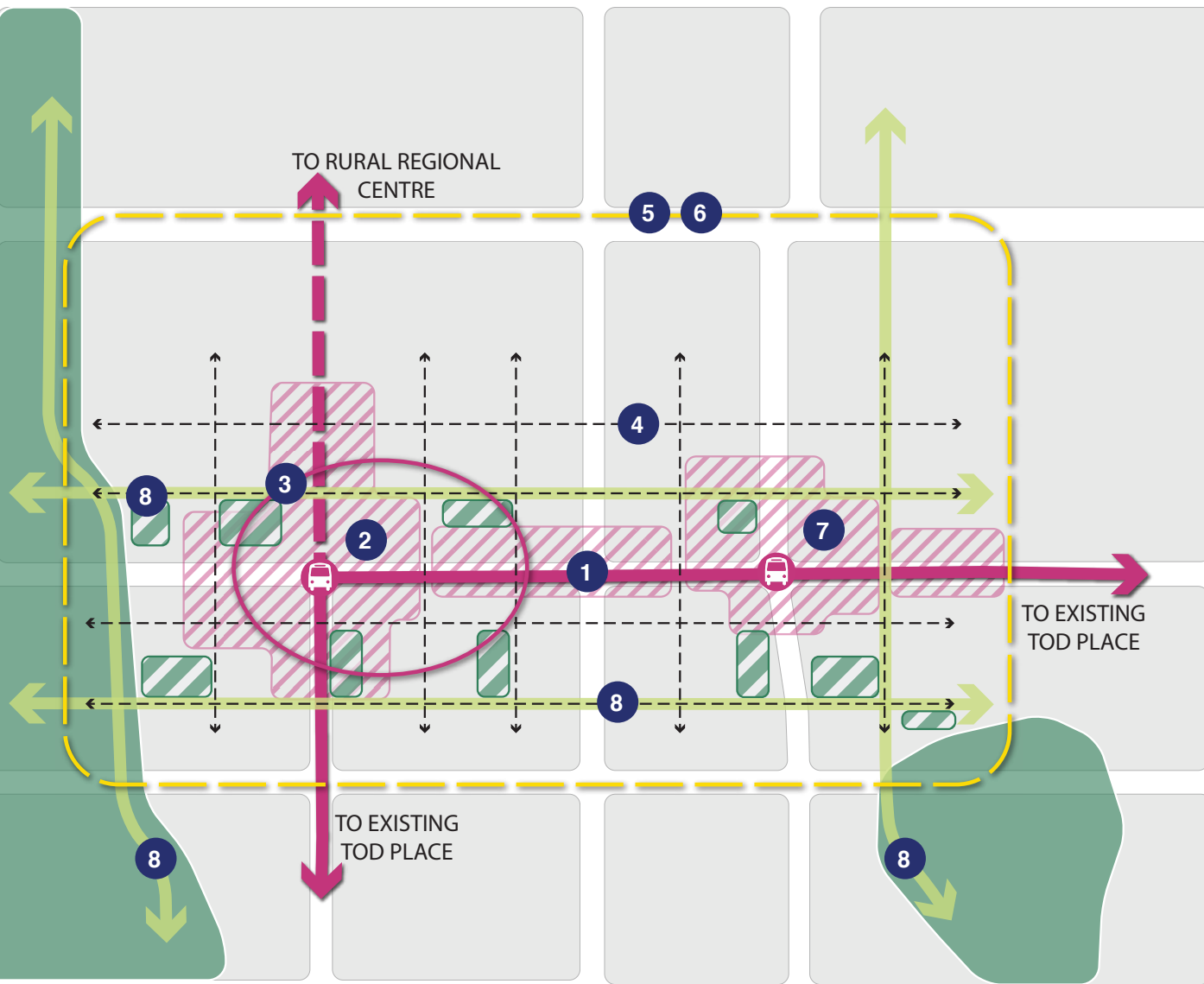
There is potential for these areas to become planned as a TODs with a transportation hub with surrounding higher density mixed-use development.

There are opportunities to achieve higher densities and a mix of uses that contribute to an expansion of the Urban System.

STRATEGIES

Key Strategies for New TOD Areas include:

1. Align planning and growth of the New TOD Areas with potential transit corridors to encourage sustainable modes of travel.
2. Establish a clear structure of mixed use nodes and corridors located along existing and planned transit routes with densities sufficient to support rapid transit (see 3.4.1, 3.4.2).
3. Target higher-density nodes for key activity-generating uses such as community facilities, retail and service uses (see 3.3.1).
4. Establish a connected network of streets that support travel to and from areas planned for transit services and align with existing and planned surrounding street networks (3.1.2).



- TOD planning area
- Transit stop/station
- Mixed Use nodes and corridors
- Target for community uses, retail and services
- New & existing open space
- Multi-use trails
- New street network

5. Plan for a connected active mobility network comprised of sidewalks and a grid of dedicated cycling facilities to support travel throughout the New TOD area by active modes and connect to other destinations in Durham (see 3.1.4 and 3.1.5).
6. Explore alternative design standards to decrease the amount of area dedicated to private vehicles and increase space allocated to pedestrians and cyclists.
7. Encourage a range of new housing around transit that service a wide variety of ages, abilities and income levels (see 3.3.3).
8. Create a network of parks and open spaces that are connected by pedestrian and cycling paths to promote an inclusive and accessible public realm (see 3.2.2).

Figure 39. Conceptual demonstration of TOD Strategies for New TOD Areas.

2.8 Rural Regional Centres

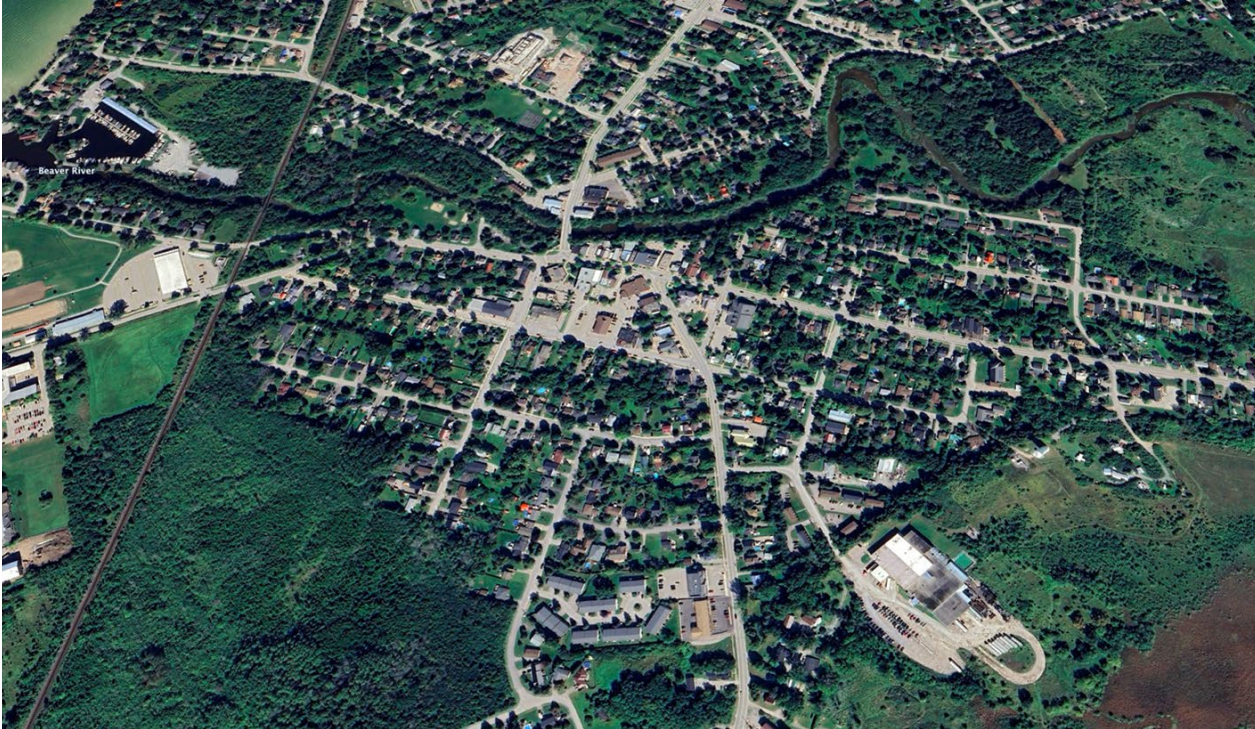


Figure 40. Beaverton, Township of Brock.

Smaller downtown and “main street” areas situated within the Greenbelt make up the Rural Regional Centres TOD Places. These discrete settlements are separated by agricultural and natural areas and act as centres of surrounding rural areas. They have clearly defined patterns of streets and blocks, with a mix of retail and services.

Similar to Historic Centres (2.4), many Rural Centres feature a concentration of historic buildings, though surface parking may form gaps in the development fabric. Development and intensification is encouraged while

protecting the cultural heritage resources including, facades and streetscape features, and providing the appropriate transitions and connections to surrounding neighbourhoods.

Rural Regional Centres

- Beaverton
- Port Perry
- Uxbridge
- Cannington
- Sunderland

TOD in these areas should reinforce heritage resources and bring activity and infill to support sustainable transportation modes.

STRATEGIES

Key Strategies for Rural Regional Centres include:

1. Establish a focus area that concentrates new development in a manner that integrates with and reinforces the historic pattern of the Rural Centre and creates a local transit node.
2. Promote infill development and intensification that integrates with the existing character of the surrounding neighbourhood (see 3.4.2).
3. Encourage coordination of parking, loading and servicing within blocks and behind buildings to minimize the disturbance to the public realm (see 3.5.2).
4. Identify priority public realm initiatives to prioritize pedestrians, cyclists and transit users to encourage more sustainable modes of transportation (see 3.2.1).
5. Coordinate new infrastructure, community and public realm investments to reinforce street-level activity in areas proximate to transit (see 3.3.2).



6. Cluster new community infrastructure within the most walkable, mixed use areas of the centre to create a critical mass of destinations for people accessing services. Locating new major trip-generating uses such as grocery stores or community facilities around the periphery of Rural Centres should be discouraged (see 3.3.1).
7. Support walking and cycling within the core of rural centres through targeted enhancements to sidewalks and cycling facilities (see 3.1.4, 3.1.5).
8. Establish incentives and a supporting planning framework to enable incremental intensification of underutilized sites.
9. Promote the use of public transit to the Rural Centre through universally accessible and well-designed transit stops and wayfinding tools (see 3.6.1).
10. Expand and create new parks and open spaces to promote a sense of place in the Rural Centre that reflects the local area municipality and is inclusive to visitors (See 3.2.2).

TOD planning area	Enhanced pedestrian access	New retail building
Rural regional transit	New & existing open space	New civic building
Station access area	Cycling network	Existing civic building
Mid-block connection	Surface Parking	Existing retail building
		Surrounding infill

Figure 41. Conceptual demonstration of TOD Strategies for Rural Regional Centres.

3.0

TOD Guidelines



This section presents a series of best practice guidelines to support TOD, providing more detailed direction to implement Regional TOD objectives. The Guidelines have been organized according to six important components of TOD, including:

3.1 Mobility

- 3.1.1 Prioritize more sustainable modes of travel
- 3.1.2 Establish a connected pattern of streets
- 3.1.3 Create connected rapid transit corridors
- 3.1.4 Provide clear and direct pedestrian routes
- 3.1.5 Integrate a safe and connected cycling network
- 3.1.6 Help people get to their destination

3.2 Public Realm

- 3.2.1 Create safe and comfortable places for pedestrians and cyclists
- 3.2.2 Develop a diverse and connected open space network
- 3.2.3 Incorporate public art and place-making in the public realm

3.3 Land Use

- 3.3.1 Integrate a broad mix of transit-supportive uses
- 3.3.2 Support the public realm with active ground floor uses
- 3.3.3 Increase housing supply and diversity
- 3.3.4 Discourage automobile-oriented uses

3.4 Built Form

- 3.4.1 Ensure transit-supportive densities and compact urban forms
- 3.4.2 Integrate a variety of building types and scales that respond to context
- 3.4.3 Deliver design excellence
- 3.4.4 Deliver more sustainable community design

3.5 Parking Management and Design

- 3.5.1 Manage parking to support intensification and a shift to transit
- 3.5.2 Locate and design parking to support an attractive public realm

3.6 Transit Station Design

- 3.6.1 Embed and elevate the prominence of transit within the community
- 3.6.2 Design transit stops/stations as inviting places
- 3.6.3 Advance TOD at and around GO Stations

Within each component a series of topics are covered with a description of how the topic relates to TOD Places and how the guidelines support Regional priorities.



3.1 Mobility

A key objective of TOD is to create a connected and balanced movement system for all modes of transportation – walking, cycling, transit, and commercial/private automobiles with a priority on sustainable transportation modes. In Durham Region today, many of the potential TOD Places are automobile-oriented and present unfriendly environments for pedestrians, transit users and cyclists.

The following directions and guidelines will enhance the mobility patterns within TOD Places to become more sustainable and offer a range of transportation options for people of all ages and abilities.

3.1.1

Prioritize more sustainable modes of travel

Planning for transit-supportive communities should prioritize walking, cycling, and transit to provide a balanced and sustainable mobility system. Encouraging active transportation on a daily basis through the creation of safe and enjoyable pedestrian environments is critical for people of all ages and abilities.



Figure 42. Complete streets that prioritize walking, cycling and transit are a core component of TOD, Germany.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel
Implementing pedestrian and cycling infrastructure.



Diversity
Supporting diverse mobility needs by increasing choice to create a more inclusive communities.



Health & Wellbeing
Incentivizing active modes of transportation through the creation of walkable communities.

APPLICABILITY TO KEY TOD PLACES

Re-balancing transportation mode priorities is particularly important where the dominant street pattern is designed around the movement of automobiles. This is most prevalent within:

- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)
- Rapid Transit Corridors (2.5)
- Rural Regional Centre (2.8)

GUIDELINES

1. The design and function of the mobility network should recognize pedestrian circulation and comfort as its highest priority, with cycling as well as transit circulation as other high priorities.
2. Vehicular movement should function effectively and smoothly but not unduly impede the comfort and safety of pedestrian and cycling modes.
3. Planning for TOD areas should apply a complete streets approach that assesses the distinct user needs of each street and addresses those needs through targeted design strategies.
4. Design of streets in TOD places should apply alternative street standards such as narrow lane widths, generous pedestrian crossings and reduced curb radii where appropriate, to encourage reduced speeds and pedestrian priority.
5. Walking, cycling and transit networks should be planned to serve a diverse population through the integration of accessible infrastructure such as curb cuts, audible signaling, wide sidewalks, resting points, and Accessibility for Ontarians with Disabilities Act (AODA) compliant signage.

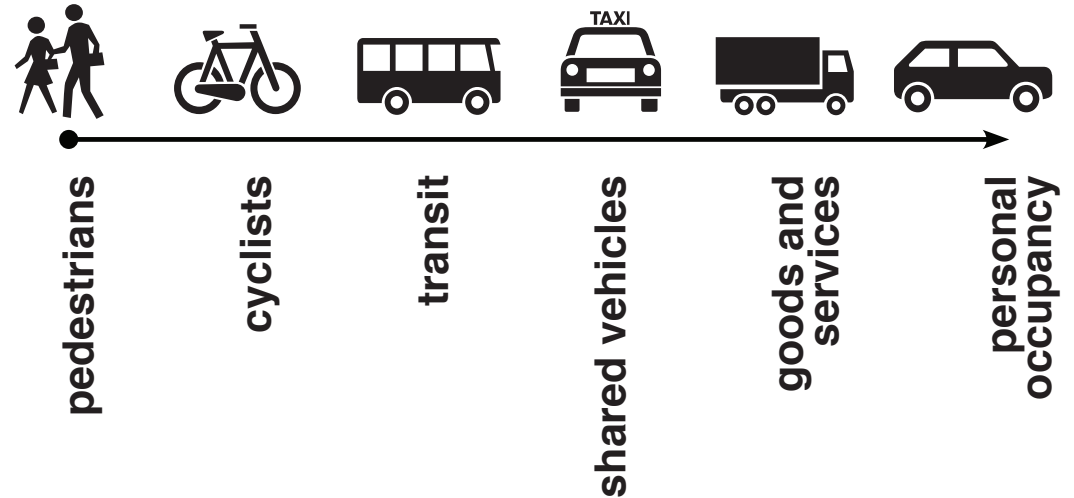


Figure 43. TOD places prioritize the most sustainable modes of travel starting with pedestrians, cyclists, transit and then other users.



Figure 44. Left: Wider sidewalks and narrower road widths along a transit street.



Right: A bi-directional cycle path along an important corridor. The design of streets should respond to the distinct needs of each street, Seattle, WA.

3.1.2

Establish a connected pattern of streets

Establishing a fine-grained street and block network is critical to enable TOD and create an integrated mobility network that connects people to transit and key destinations in a logical manner. Streets in TOD areas are more than just roadways; they are complex spaces that must balance different kinds of transportation while emphasizing pedestrian enjoyment and safety.

An urban grid street network allows for greater permeability and more options for moving people between destinations while informing the location of open spaces, development parcels, and building layout. Streets are also significant structural features that aid in the shaping and creation of addresses for new development and purposes.



Figure 45. A connected network of streets like those found in the region's Historic Centres creates more options for people traveling between destinations, shortens walking distances and can provide address for new development.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel
Introducing smaller blocks that are pedestrian and cycling friendly.



Investment Opportunities
Enhancing access and servicing for new and existing homes and businesses along a network of complete streets.

APPLICABILITY TO KEY TOD PLACES

Many current TOD Places are made up of larger blocks with little roadway connectivity. These features influence pedestrian connection as well as how new development relates to transit and the surrounding area. These places are most commonly found within:

- GO Station Areas (2.1)
- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)
- Institutional Nodes (2.6)
- New TOD Areas (2.7)
- Rural Regional Centre (2.8)

GUIDELINES

1. Planning and redevelopment of larger sites should introduce a finer-grain network of streets, blocks and pedestrian connections to support more sustainable active modes of transportation.
2. Block sizes should be scaled to support a high degree of permeability, where appropriate, while enabling street-oriented buildings with servicing functions in locations unobtrusive to the pedestrian environment. In many communities, block lengths between 80 and 150 metres can support development while delivering a high degree of connectivity.
3. Opportunities for establishing mid-block connections should be considered in blocks over 120 metres in length to reduce travel distances for pedestrians.
4. Where appropriate, new streets and blocks should link to and align with existing streets and connections across property lines or adjacent neighbourhoods to connect parcels within the TOD Place into a cohesive whole.
5. Street networks should include a variety of street types and scales that respond to the different existing and planned use patterns.

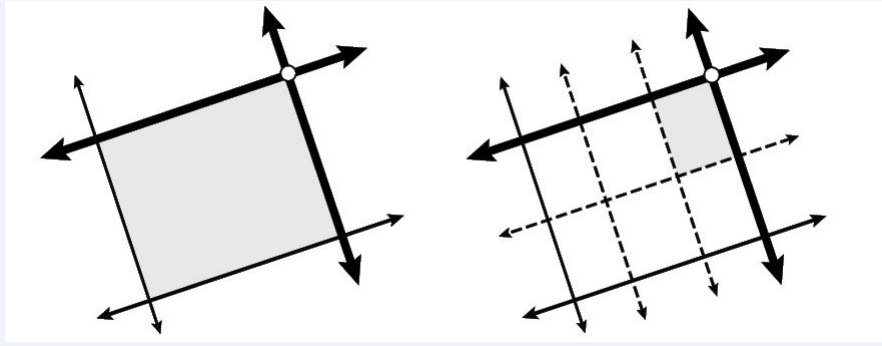


Figure 46. A large site broken down into a finer grain of streets and blocks.

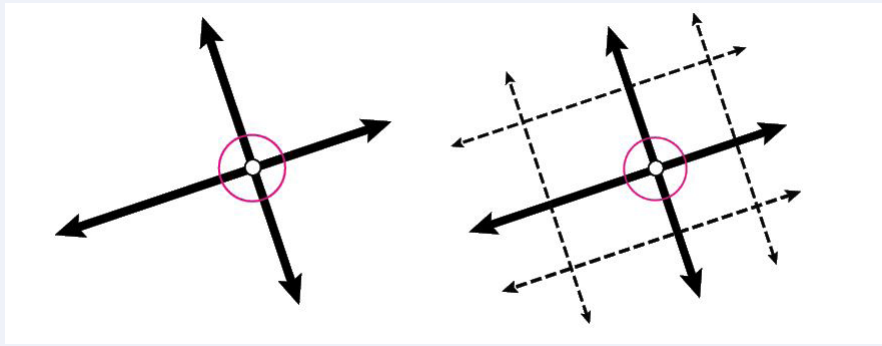


Figure 47. Creating a secondary street network of local streets which supports the arterial roads.



Figure 48. Midblock connections on larger blocks can support connectivity for pedestrians and cyclists when a street is not desirable.

3.1.3

Create connected rapid transit corridors

To create safe and accessible environments, new dedicated transit infrastructure should include appropriately spaced transit stations and pedestrian crossings. Access to rapid transit corridors, including easy access to stations and stops, increase the viability of new TOD locations, shorten travel lengths between major attractions, and increase the potential to focus activity around transit.

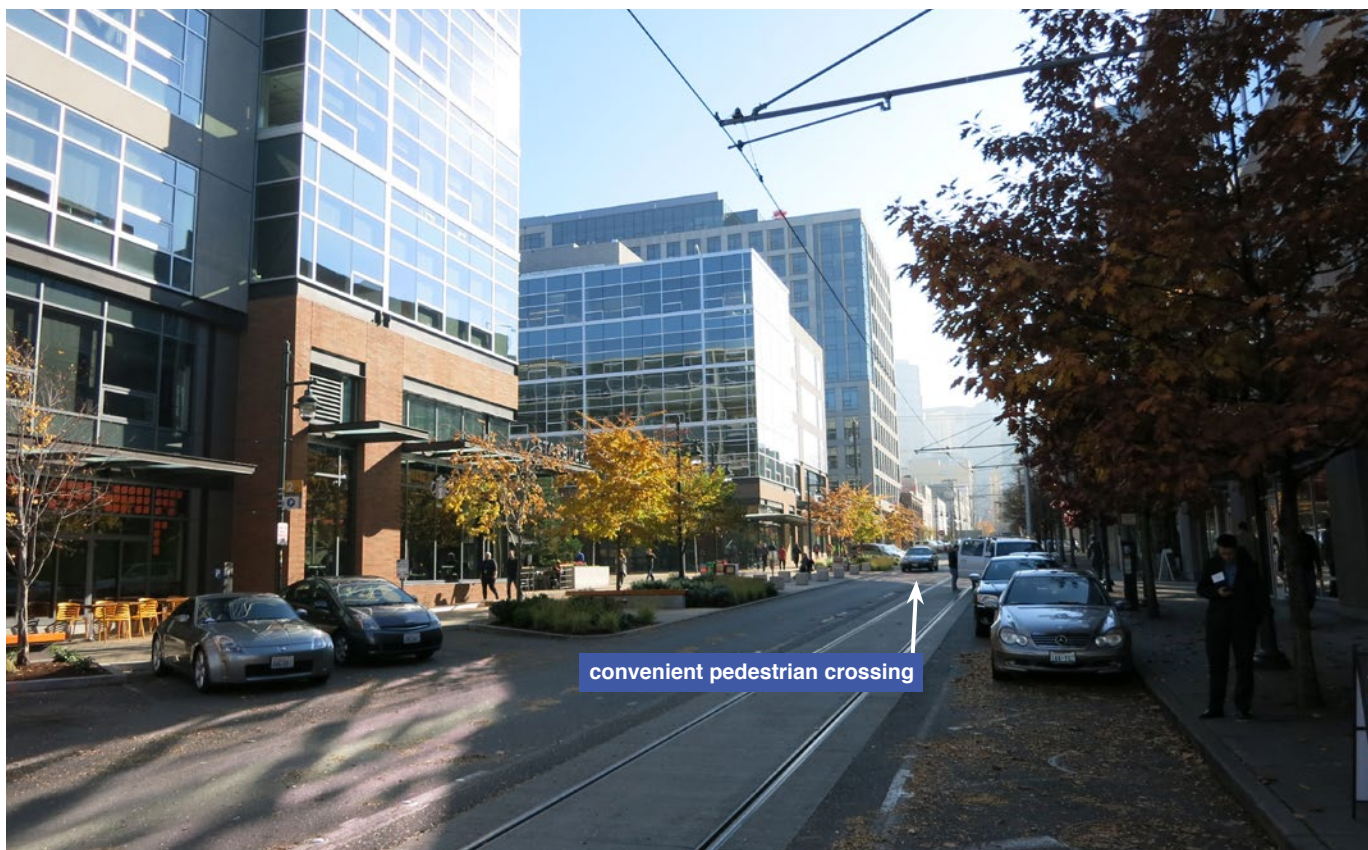


Figure 49. Encourage frequent intersections at transit stations in areas where there are high existing and planned levels of pedestrian activity.

SUPPORT FOR REGIONAL PRIORITIES



Active modes of Travel
Providing alternative modes of transportation to and from transit stations.



Complete Communities
Improving access to important jobs, services and local destinations for people with reduced mobility.

APPLICABILITY TO KEY TOD PLACES

Creating transit connections is crucial to incentivizing walking, cycling and car-share modes of transportation to transit stations. The most impacted TOD Place by a lack of cross-corridor connectivity is

- Rapid Transit Corridors (2.6)

Throughout Durham Region the Rapid Transit Corridors (Simcoe Street and Highway 2) intersect with other TOD Places, including:

- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)
- Institutional Nodes (2.6)

GUIDELINES

1. In consultation with the community, create an inventory of key destinations along existing and planned rapid transit corridors and use that understanding to design context-responsive transit corridors that support crossings where they are most important.
2. Wherever possible, redevelopment plans should establish a secondary street network to facilitate movement across transit ways and to alleviate traffic pressure from the intersection of two arterial corridors servicing higher-order transit.
3. Ensure that new TOD along Rapid Transit Corridors (2.5) establishes new connections between the corridor and existing and future neighbourhoods abutting corridor development sites.
4. Where corridors abut larger TOD sites such as Large Retail Centres (2.2) or Institutional Nodes (2.7), develop clusters of uses perpendicular to the corridor at key crossing points to minimize distances between uses on either side of the corridor.
5. Explore strategies to minimize the impact of new transit rights-of-ways on the public realm and maintain a fine-grained network of street crossings, especially within Historic Centres (2.4).
6. Encourage new infill development along transit corridors to encourage a mix of uses and create destinations along the transit network.



Figure 50. Safe pedestrian walkway, connecting the rapid transit corridors to stations.

3.1.4 Provide clear and direct pedestrian routes

Most transit users begin and end their journey on foot. TODs provide pedestrians with pleasant, safe, and appealing settings that make it easier for people to utilize transit or connect from transit to where they want to go. The creation of a network of direct, intuitive pedestrian paths designed to enable convenient access to facilities is an important TOD strategy.



Figure 51. Generous sidewalks with a broad range of amenities including street trees, benches and pedestrian lighting contributes to a positive pedestrian experience.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel
Prioritizing pedestrian pathways.



Mix of Uses
Create direct pedestrian routes to destinations within a community.



Diversity
Supporting pedestrian connectivity will offer a more accessible environment for all people.

APPLICABILITY TO KEY TOD PLACES

A lack of pedestrian facilities could lead to an unpleasant environment for pedestrians travelling between uses. Large blocks with meandering pedestrian connections can result in lengthier travel distances and connections that are more difficult to navigate. These scenarios are most prevalent within:

- GO Station Areas (2.1)
- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)
- Rural Regional Centre (2.8)

GUIDELINES

1. TOD planning should identify and plan for a network of streets and pedestrian/cycling pathways connecting transit to area destinations.
2. Ideally, street networks should be developed in grid/modified grid patterns with connected streets.
3. Cul-de-sacs, dead-end streets, and window-streets should be prohibited in TOD Places and discouraged along higher-order transit lines.
4. Street networks should be constructed so that most households, workplaces, and essential destinations (80-90%) are within an 800 metre actual walking distance of a transit station.
5. Proposed street network plans within the TOD Place should identify pedestrian priority areas and be planned to ensure safe and convenient connectivity between the community, essential destinations, and the transit station.
6. Special design treatments for pedestrian priority areas could include enhanced paving materials, increased planting, pedestrian lighting, public art, sidewalk bump-outs to reduce crossing distances and wider sidewalks.
7. Sidewalks and walkways should be continuous, with ample room for pedestrians and a full array of amenities such as street trees, benches, lighting, and garbage/recycling receptacles.
8. Pedestrian street crossing distances should be minimized and designed to be clearly visible to vehicles, through “zebra striping” or other highly-visible pavement marking patterns.
9. Overpasses and underpasses should be built to permit easy access from one side to the other. These linkages should be created to create welcoming, safe spaces using lighting techniques, public art, and materials.
10. Invest in accessible pedestrian infrastructure, including but not limited to curb cuts, tactile crossings, audible crossings, pathway separations, and AODA compliant signage.



Figure 52. Special paving and narrow lane widths reinforce this pedestrian priority area.



Figure 53. Public art, lighting and dedicated pedestrian and cycling facilities support improved connectivity along this underpass. Credit Bernard Spragg.

3.1.5

Integrate a safe and connected cycling network

The Regional Cycling Plan (2021) includes a strategy for developing a connected, safe, and accessible primary cycling network for individuals of all ages and abilities, as well as specifications for cycling provisions and amenities. Cycling infrastructure around transit stations is crucial for providing last-mile connectivity beyond the radius of pedestrian access while minimizing automobile and parking dependency. The guidelines that follow supplement the Regional Cycling Plan's and area municipal cycling/active transportation plan suggestions with specific recommendations for cycling amenities within TOD Places.



Figure 54. Separated cycling facilities help to increase the safety for cyclists. Credit: Darren Stone, Times Colonist.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel
Introducing cycling infrastructure.



Health & Wellbeing
Encouraging cycling as a mode of transportation



Diversity
Expanding low-cost mobility solutions by expanding transit options.

APPLICABILITY TO KEY TOD PLACES

Improved cycling infrastructure is key to all TOD Places and the Regional Cycling Plan comprehensively plans for improvements that connect to and through each of them.

GUIDELINES

1. Prioritize local and regional cycling investments connecting to and from transit to incentivize more sustainable and low-cost modes of travel.
2. Design cycling networks to maximize cyclists' safety through separated or protected bike lanes and intersection design. Separated cycling facilities should be prioritized for cycling routes along higher-speed roads and integrate strategies from Durham's Vision Zero.
3. Implement cycling wayfinding at station areas and key destinations within a 3 kilometre radius of transit stations to support awareness of connecting cycling routes and encourage travel to and from transit by bike.
4. Implement higher levels of cycling amenity, including bike posts, longer-term storage, bike repair stations and dedicated cycling routes/facilities at transit station areas.
5. Higher-order transit stations within TOD Places should have ample bicycle parking, including sheltered parking and enclosed lockers for bicycle commuters.
6. Ensure the development of new buildings and uses within TOD places contributes to establishing a cycling-friendly district by integrating secure bike storage facilities, convenient bike parking and space for future bike share facilities as appropriate.



Figure 55. The integration of enhanced cycling amenities including secure bike parking at stations can help to encourage more people to ride to transit.
Credit: King County Metro.

7. Cycling facilities should be supported through a year-round maintenance program to enable safe cycling at all times of the year.
8. Partner with local area municipalities to offer bike share amenities at transit stations to introduce new sustainable access/egress modes to transit.

3.1.6 Help people get to their destination

Wayfinding is the process by which people find their way around an environment. It is about orienting users so that they can easily identify and travel between key destinations and an important strategy to support first-time users travelling to and from transit. Wayfinding in TOD Places focuses on both the station and community layout as well as the delivery of information and signage to assist people of all ages and abilities in easily finding their way.

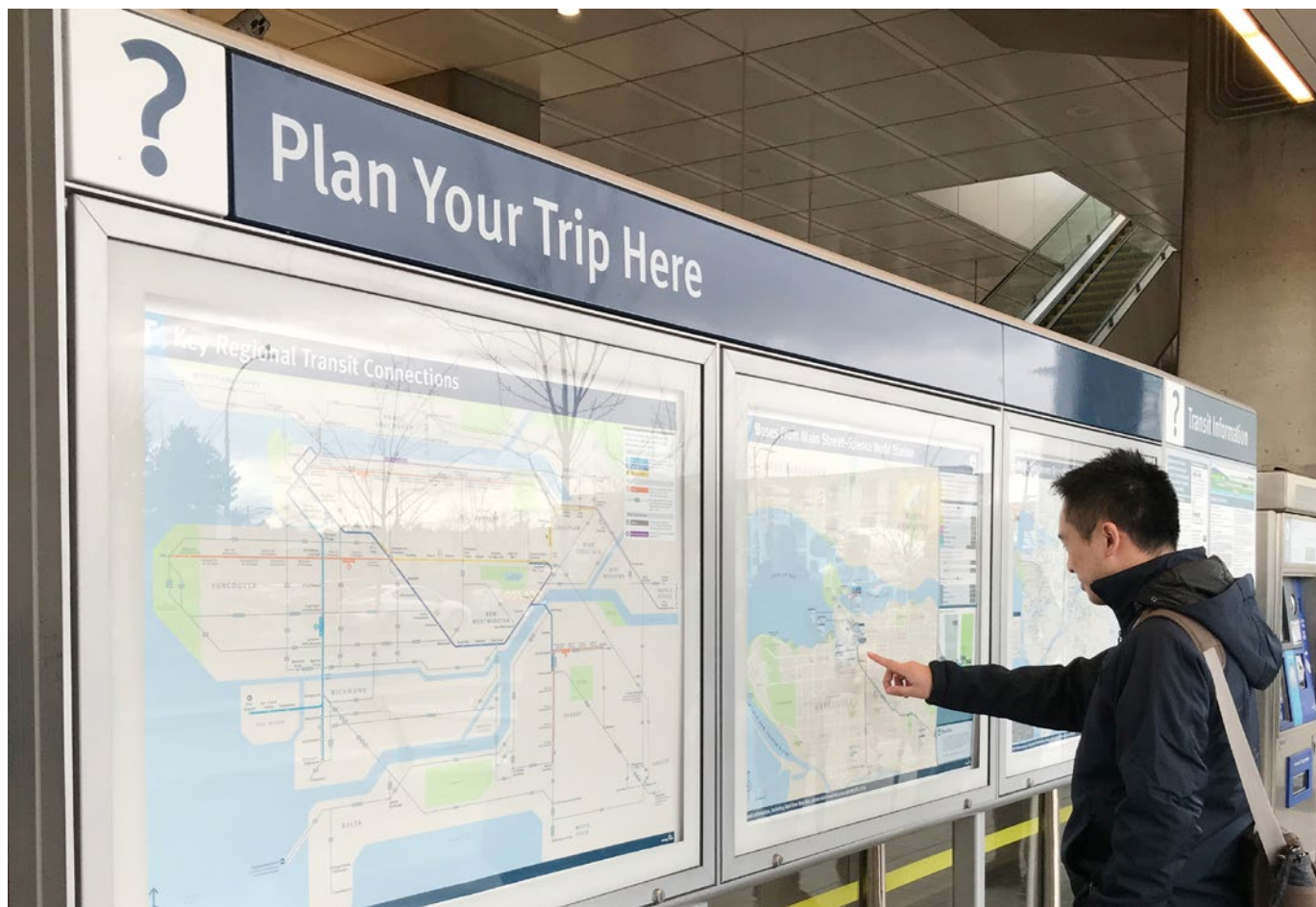


Figure 56. Providing trip information and mapping at the local and regional scale can help people figure out how they get to their destinations. Credit: TransLink

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel
Implementing tools for pedestrians and cyclists to navigate.



Diversity
Implementing wayfinding tools that are legible and easy to navigate for a diversity of residents of all ages and abilities.

APPLICABILITY TO KEY TOD PLACES

The need for wayfinding can be particularly important in mature TOD Places where the diversity of destinations and routes can be disorienting for new users including:

- GO Station Areas (2.1)
- Historic Centres (2.4)

Wayfinding is also important where larger block sizes can create circuitous routes between destinations:

- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)
- Rural Regional Centre (2.8)

GUIDELINES

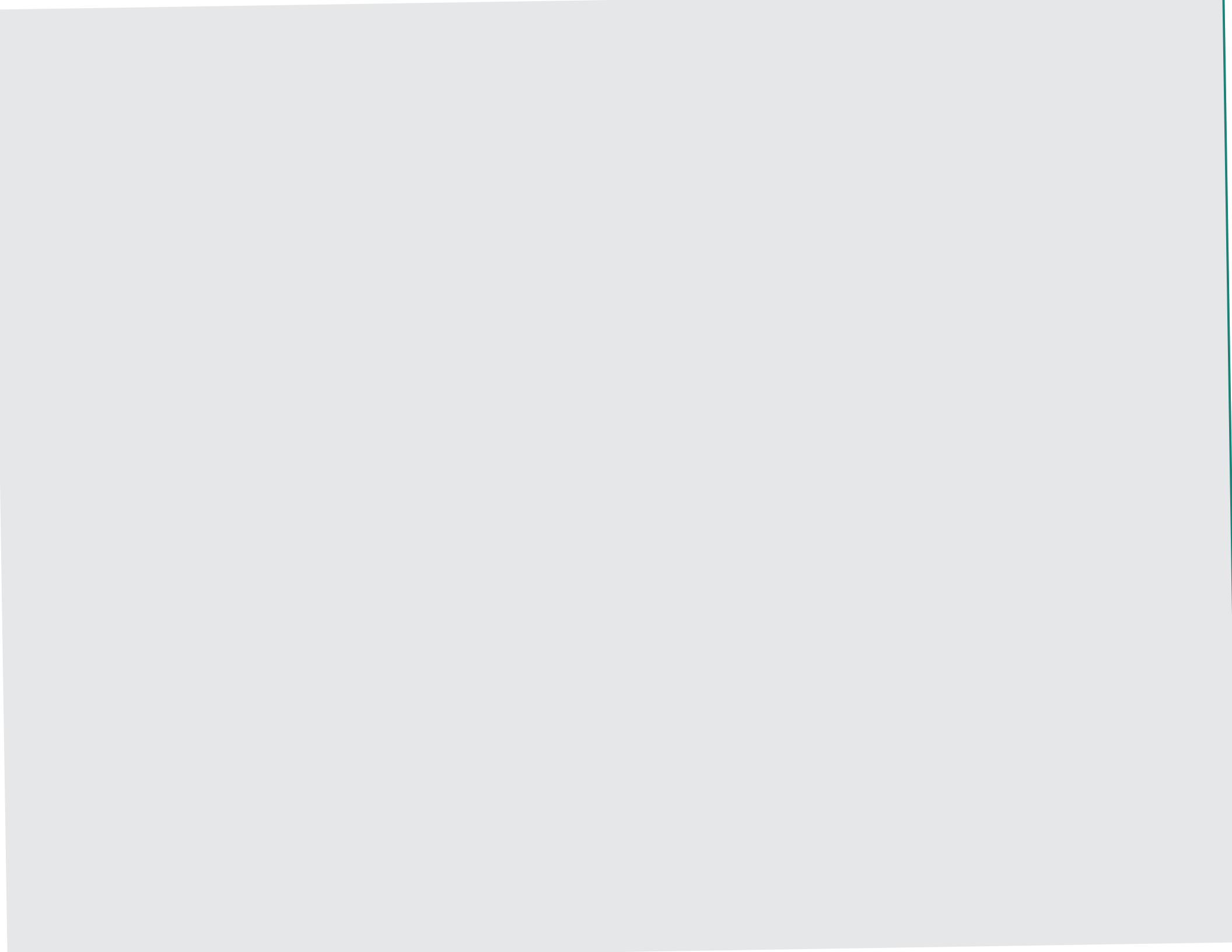
1. Wayfinding signage to transit for pedestrians should be provided within a 10-minute walk (800 metre radius) of the transit station. Signage for cyclists should be located within a 3 kilometre radius (10-15 minute ride) of the transit station.
2. Transit station architecture and landscaping should distinguish the station as a community landmark and assist in wayfinding within the TOD Place.
3. Design wayfinding to be accessible to a variety of users by incorporating large text, high contrast, braille signage, and more inclusive signage instruments.
4. Implement wayfinding signage at key destinations to orient users to the transit network and nearby facilities.
5. Provide transit network maps illustrating connecting transit services at key transfer points within the system and ensure that maps are replaced with new ones whenever transit routes or schedules change.



Figure 57. The distinct design of the bus stations in York Region have become landmarks that are hard to miss. Credit: Open Grid Scheduler.



Figure 58. Wayfinding in historical centres can help people navigate places with many destinations.



3.2 Public Realm

Streets, plazas, parks, and public spaces are examples of public realm components that make high-density TODs more livable, attractive, and dynamic. The benefits of beautiful and comfortable public spaces are well documented. High-quality settings energize us and foster a sense of belonging and community. Poorly constructed public areas, on the other hand, can feel harsh, hazardous, and alienating. Complete streets, beautiful public spaces, and healthy, planted settings are especially crucial in contributing to positive transit and pedestrian experiences, encouraging more users to walk and take public transportation.

The following directions and guidelines will improve the public realm patterns within TOD Places.

3.2.1

Create safe and comfortable places for pedestrians and cyclists

Areas near transit are crucial for supporting pedestrian and cyclist-friendly environments by using high-quality streetscaping, designing for suitable sun, shade, and wind conditions, and providing seats, lighting, and ground cover materials to support these users. Different streets in a TOD neighbourhood will require different design strategies depending on their intended use by automobiles, transit, cycling, or pedestrians.

Streets are the public spaces where people are most likely to encounter the public realm. They are complex places designed to:

- Facilitate travel to and across neighbourhoods.
- Provide addresses for homes, companies, retailers, and community facilities.
- Create areas for meeting, celebration, community connection, and reflecting the municipality's image.
- Facilitate services such as waste collection and utilities.



Figure 59. The best streets find ways to balance a broad mix of users including pedestrians, cyclists and vehicles

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel
Creating inviting places for pedestrians and cyclists.



Mix of Uses
Creating spaces that are accessible to pedestrians and cyclists.



Vibrant Communities
Creating animated public spaces along complete streets.

APPLICABILITY TO KEY TOD PLACES

Mature TOD Places may have an existing pattern of streets that is supportive of pedestrians and cyclists. Improvements to the public realm in these locations can serve to reinforce a sense of place while improving user comfort, especially within the following TOD Places:

- Historic Centres (2.4)
- Rural Regional Centres (2.8)

APPLICABILITY TO KEY TOD PLACES

Investments in the quality of the public realm along pedestrian and cycling routes can increase comfort for people on foot or bike. This is particularly important in areas that are currently auto-oriented, where the objective is to encourage higher levels of walking and biking including:

- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)
- Rapid Transit Corridors (2.5)

GUIDELINES

1. Rights-of-way should be designed as complete streets with sidewalks, street trees, landscaping and a high level of pedestrian and cycling amenity.
2. Generous tree planting and other landscaping should be a central component of the streetscape to offer a comfortable and appealing pedestrian environment while improving the street's micro-climate.
3. The scale and design of rights-of-way should consider below-grade infrastructure to ensure that new street trees and landscaping have enough area to thrive.

4. Street furniture, such as high-quality benches, pedestrian-scale lighting, garbage/recycling receptacles, and bicycle stands, should be incorporated into the streetscape design.
5. Plan the placement of pedestrian amenities based on how people use them. Place the majority of amenities on streets that lead to and from stop or station areas or between significant destinations.
6. Cycling facilities should be constructed to reduce the risk of injury from vehicles while minimizing conflicts with pedestrians.
7. Plantings and specific paving patterns that increase user awareness can help to ensure the safe integration of bicycle facilities within Pedestrian Priority Areas.
8. Developments adjacent to stops/stations and along key routes leading to and from stops/stations should incorporate weather-protection features to increase pedestrian comfort. This could include awnings, upper-level overhangs or sheltered lobby areas.
9. Invest in inclusive pedestrian infrastructure including, but not limited to, curb cuts, tactile crossings, audible crossings, pathway separations, and AODA compliant signage to create a safe environment for all users.



Figure 60. Canopies, generous landscaping, seating and bike parking contribute to user amenity alongside this bus stop.

3.2.2

Develop a diverse and connected open space network

Access to high-quality open spaces contributes significantly to urban quality of life, especially in the design of higher-density neighbourhoods. Parks, civic plazas, and publicly accessible open spaces have the potential to significantly increase the value of real estate, environmental performance, and community attractiveness. Depending on their purpose in the community, open spaces should range in size and type, from small areas like parkettes to urban plazas and major recreation parks and natural heritage systems. Privately accessible open spaces, such as courtyards or green roofs, can also provide amenity in communities where private backyards are scarce.



Figure 61. Delivering parks and open space with new transit-oriented development is critical to enhancing quality of life in higher-density neighbourhoods.

SUPPORT FOR REGIONAL PRIORITIES



Create Communities
Create complete communities with high quality open spaces.



Diversity
Supporting diverse and inclusive communities that offer public open spaces.



Vibrant Communities
By adding and improving open spaces for more active and animated streets.

APPLICABILITY TO KEY TOD PLACES

Creating **new open spaces** is particularly important in high-density areas to provide space for people who may not have their own outdoor space to gather including:

- GO Station Areas (2.1)
- Mixed-Use Hubs (2.3)
- Historic Centres (2.4)

APPLICABILITY TO KEY TOD PLACES

Establishing a **hierarchy of open spaces** that vary in response to future urban conditions is important to ensure that development within TOD Places can contribute to more vibrant neighbourhoods that cater to the diverse needs and interests of the community. The intensification of existing areas may require the evaluation and upgrade of existing open spaces to ensure they support the needs of the evolving community. These TOD Places that have the opportunity for new and infill development include:

- Large Retail Centres (2.2)
- Rapid Transit Corridors (2.5)
- New TOD Areas (2.7)

GUIDELINES

1. TOD Places should be designed with a mix of parks and open spaces catering to the community's diverse needs.
2. Planning for parks and open spaces within TOD Places should occur in collaboration between the region and area municipalities. The design and planning of open spaces should be informed by engagement with the community and key stakeholders to ensure the mix and design respond to community needs.
3. An open space network plan should be created for TOD Places to demonstrate how existing and proposed parks and public open spaces are distributed and linked to each other, public transportation, and important destinations.
4. Planning for TOD Places should include developing policies for acquiring and developing new parks and open space, including larger consolidated parks where feasible.
5. Open spaces should be designed with high-quality materials and features that respond to their role and location within the community with design elements and structures that provide protection from weather.
6. Where applicable, create station-related open spaces to improve access to and from transit while offering a location for supporting activities, such as cafés that can animate the station area.
7. Transit station open spaces should emphasize the station as a 'place' and contribute to improving station functionality and user experience by incorporating supporting facilities such as seats, bike parking, structures that provide protection from weather, and signage.
8. Encourage public realm investments along transit corridors such as street trees, Privately-Owned Public Spaces (POPS), and plazas to reinforce transit corridors as destinations within the community and connect the open space networks of different transit stop/station areas.



Figure 62. Smaller parkettes and urban plazas can play an important role in TOD places, enabling the delivery of amenity in higher-density environments and contributing to street life and animation.



Figure 63. Larger consolidated open spaces can create a shared focus for TOD places while facilitating a mix of features and programming, year-round, Salt Lake City.

3.2.3

Incorporate public art and place-making in the public realm

The ability for transit to create a focus and organization for new development can be a powerful tool in developing communities with a clear sense of place. Public art and investment in the public realm can be used to amplify the changes resulting from TOD to support places with a clear sense of local identity. These investments can contribute to the experience of users travelling to and from transit, encouraging higher levels of walking and cycling and providing support for intuitive wayfinding by marking key routes leading to and from transit stations/stops.



Figure 64. Integration of public art within the public realm can contribute to local place-making and identity.

SUPPORT FOR REGIONAL PRIORITIES



Vibrant Communities
Incorporating public art throughout the public realm to create vibrant communities and animated streets.



Investment Opportunities
Promoting investment opportunities in arts and culture through the installation of public art and place-making elements.

APPLICABILITY TO KEY TOD PLACES

Public realm improvements and public art can support a sense of place in all TOD Places. In well-established TOD Areas these investments can help to reinforce an existing identity. In developing TOD Places public art can help to establish a new identity while creating a setting for future investment.

GUIDELINES

1. A public realm place-making strategy for all TOD Places should be established in partnership with local area municipalities to enhance the unique traits of existing TOD Places and assist in forming a strong identity in new TOD Places.
2. Public art and place-making strategies should be developed in collaboration with the local community. They should assist in creating welcoming spaces for a diverse range of users of all ages, backgrounds and abilities.
3. Transit stations are especially significant areas to add public art to highlight their distinctive function in the community, promote pedestrian amenity, and aid in way-finding. Public art at UGCs and MTSAAs should be a welcoming signal to people from other communities entering the region.
4. All projects (both private and public) within TOD Places should contribute a public art component or to a common public art program for the community.
5. Where appropriate, local streets and open spaces should be designed with the flexibility to host markets, festivals, and other cultural activities.



Figure 65. The integration of public art within TOD places can take many forms from larger structures that can support wayfinding to smaller details in area infrastructure to whimsical installations that support playfulness and local story-telling.

3.3 Land Use

Inherent to all TOD Places is the critical mass of people and mix of uses that can utilize and create ridership for transit service. TOD focuses intense transit-supportive land uses including residential, commercial, institutional, civic, employment and community amenities. Some TODs have a mix of transit-supportive uses while others may be more primarily residential, commercial or institutional in use.

Today, the areas within potential TOD Place boundaries are characterized by low density, often automobile-oriented uses or vacant land that in the context of new transit infrastructure represents an underutilization of land and presents redevelopment opportunities. Over time, Durham's potential TOD Places will require re-urbanization to achieve the vision for lively and pedestrian friendly communities. This change will occur over time through public and private investments and initiatives.

3.3.1

Integrate a broad mix of transit-supportive uses

A greater mix of uses, with a balance of residential, employment, and services, can help increase transit ridership by reducing the need for longer-distance travel and making it easier for transit users to get to their destinations or accomplish multiple objectives (e.g. drop off the kids at daycare, pick up groceries and go to work) on a single transit journey. A variety of uses makes transit more convenient and promotes activity throughout the day, making it more efficient to run transit services during off-peak hours. Maintaining a mix of transit-supportive uses often requires land uses that discourage automobile-oriented uses, as well as higher densities, or in the absence of higher densities, anchor uses such as an institutional or retail attraction that can generate a significant number of trips. The presence of higher densities is thus a critical factor in the cost-effectiveness of transit service.



Figure 66. The mix of retail, residential, office and service uses contribute to a vibrant transit area while making it easier for transit users to get to the things they need.

SUPPORT FOR REGIONAL PRIORITIES



Mix of Uses

Developing complete communities to help enhance the quality of life.



Complete Communities

Supporting more inclusive communities for people of all ages and abilities.



Vibrant Communities

Supporting streetscapes with shops and services clustered near transit.



Investment Opportunities

Simulating opportunities for new and existing businesses through the integration of new uses in Durham.

APPLICABILITY TO KEY TOD PLACES

Creating a broad mix of uses around transit is essential within all TOD areas to ensure that there is a complete community that supports transit usage.

GUIDELINES

1. Planning for TOD Places should support and incentivize the provision of a mix of uses, including employment, retail, residential, community, and entertainment uses, to support the development of more complete communities where people have convenient access to essential jobs, goods, services and amenities.
2. Communities should identify minimum densities for TOD areas and connect higher densities to provide a greater mix of uses and neighbourhood amenities.
3. The highest-density areas should be planned for the highest levels of transit services to encourage sustainable transit behaviour.
4. Plan for high trip-generating uses in areas with multiple connecting transit services, including employment uses, institutional uses such as schools or hospitals, and retail and entertainment uses to make them more accessible for people.
5. In primarily residential areas, explore the provision of restaurants, services and co-working spaces that can support people working remotely and contribute to activity throughout the day.
6. Ensure an appropriate transition of built form from higher-density buildings with a mix of uses around transit stations to surrounding lower-density neighbourhoods.
7. An integration of uses can be incorporated in two ways:
 - i. Vertically: whereby multiple uses are accommodated within a single building, for example, retail on the ground floor, office uses on lower floors and residential uses on higher floors, or
 - ii. Horizontally: whereby multiple uses exist within a block, clustered together but within different buildings.



Figure 67. The proximate but horizontally dispersed uses in this TOD contribute to a more vibrant community where people can conveniently access goods and services. Credit: Google Earth.

3.3.2

Support the public realm with active ground floor uses

Almost all transit users walk at some point along their route, and the experience of walking to and from transit can influence a person's likelihood of using transit. When a route lacks activity or uses that promote "eyes on the street," the walk can feel long, isolated, and uninviting. When a route is dynamic and lively, it can feel shorter, more pleasurable, and safer for transit users. The incorporation of active uses (retail, services and community uses) at street level, fronting onto transit or routes leading to and from transit is an important strategy for creating a lively and safe environment for transit users. A mix of street-level uses can also make it easier for transit users to access destinations along their transit journey conveniently.



Figure 68. Active facades support a more comfortable, safe, and vibrant public realm experience.

SUPPORT FOR REGIONAL PRIORITIES



Complete Communities
Offering shops and services visible from the street.



Vibrant Communities
Creating more destinations for people to travel to.



Investment Opportunities
Encouraging new businesses along transit corridors.

APPLICABILITY TO KEY TOD PLACES

The introduction or reinforcement of at-grade uses can help to significantly improve the convenience and enjoyment of transit users within all TOD Places.

In less developed TOD Places with a limited mix of uses, the concentration of active street level uses along major pedestrian routes may serve to support pedestrian activity ahead of higher densities and a greater area-wide mix of uses.

GUIDELINES

1. Ground floor frontages on retail main streets and within pedestrian priority areas around stations should consist of uses that contribute to street activation, such as retail, restaurants, and services. Entrances to these uses should be flush with the sidewalk and accessible.
2. Building façades facing the station, along public streets, and important routes leading to and from transit stops/stations should incorporate transparent glazing, windows, doors, and other treatments that enable the activities within the building to animate the space outside.
3. Blank walls, above grade parking, service functions, and other inactive frontages along public roadways or critical pedestrian routes going to and from transit should be highly discouraged.
4. Individual entrances on the ground floor of residential units along significant pedestrian routes should be situated slightly above grade to support privacy from sidewalks and roadways, while incorporating the use of universally accessible design elements to ensure residents of all abilities can access their properties comfortably.
5. Invest in community facilities located at grade to create an inclusive and welcoming environment.



Figure 69. Large windows, many entrances, pedestrian lighting, and careful articulation support the pedestrian experience.

3.3.3

Increase housing supply and diversity

TOD Places provide the possibility of increasing housing choice and affordability in Durham Region. Providing a mix of housing near stations is critical to maximizing the value of investments in both transit and housing, increasing ridership through higher densities, and allowing a diverse range of households to reduce their living costs by mitigating the need for multiple vehicles while preserving access to critical jobs and services. A broader variety of housing types and tenures may allow existing residents to remain in their communities despite changes in family composition housing demands over time. It may also result in more housing possibilities for residents of all ages and income levels who value proximity to public transportation.



Figure 70. High and mid-rise apartments, stacked townhouses, townhouses and single-detached houses in this TOD neighbourhood provide a diversity of housing alternatives. Credit: Google Earth.

SUPPORT FOR REGIONAL PRIORITIES



Diversity

Supporting diverse and inclusive communities by providing a range of housing options.

APPLICABILITY TO KEY TOD PLACES

Increasing housing alternatives is critical in places that have the most potential to provide more housing options.

- GO Station Areas (2.1)
- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)
- Historic Centres (2.4)
- Rapid Transit Corridors (2.5)
- New TOD Areas (2.7)

GUIDELINES

1. TOD Places should be designed to include a variety of housing styles, unit types, and sizes such as townhouses, live/work units, and mid to high-rise apartments to support a variety of households.
2. A variety of housing tenures, including owner-occupied, co-op, rental, and non-market housing, should be encouraged and incentivized by the Region and area municipalities within planning policies for TOD Places.
3. Explore partnerships for the delivery of new affordable housing within TOD Places.
4. Establish explicit expectations for affordable housing development in TOD Places within planning frameworks.
5. Identify and consider strategic site acquisitions along transit corridors or in advance of transit investments to enable land value capture and the delivery of new affordable housing.



Figure 71. Integrated daycare space and adjacent playing fields in this affordable apartment building help to ensure that people with different income levels and household formations can live close to transit.

3.3.4 Discourage automobile-oriented uses

Automobile-oriented uses discourage transit ridership by prioritizing access by private vehicles in ways that detract from the comfort and safety of pedestrians, cyclists and transit users. Aside from their impact on the public domain, automobile-oriented uses are frequently lower-density, with bigger portions of land allocated to parking, which can impede the ability to integrate a mix of new higher-density uses and walkability. This development pattern has the potential to generate considerable amounts of automobile traffic, which can impact transit services.



Figure 72. Surface parking and low-density uses can be intensified with new housing or other uses in transit-supportive forms. Credit: Google Maps.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel
Curtailing investments in vehicle networks.



Vibrant Communities
Prioritizing pedestrian and cycling paths to create more vibrant communities with active and animated streets.

APPLICABILITY TO KEY TOD PLACES

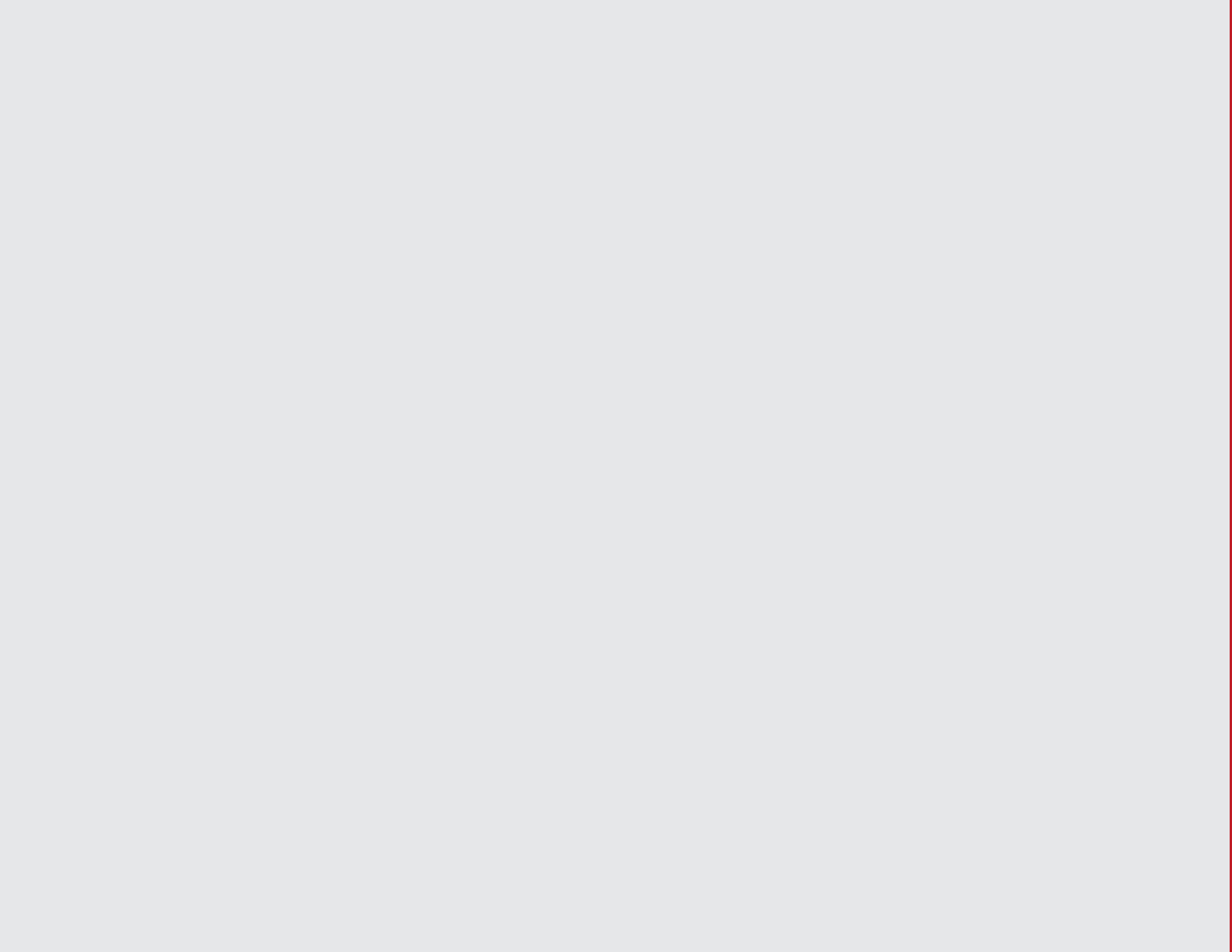
Automobile-oriented uses should be discouraged in all TOD Places. Where there is investment and accessibility to transit, more sustainable modes of travel is encouraged. Especially in maturing and established areas, automobile-oriented uses are discouraged where they will detract from the pedestrian experience.

GUIDELINES

1. In TOD Places, limit new surface parking and ensure that structured parking facilities are oriented where they will not impact pedestrians and cyclists or restrict new development over time.
2. Encourage infill development where large surface parking lots exist.
3. Re-balance streets to support more sustainable modes of travel.
4. New automobile-oriented and low-density uses that should be prohibited from TOD Places include:
 - i. Stand-alone: gas stations, auto repair and services, shops, car washes, car dealerships and commercial surface parking;
 - ii. Drive-through establishments;
 - iii. Low-intensity industrial: bottle depots, car wreckers, warehouses and storage facilities;
 - iv. New single-family detached housing (with the exception of small-scale residential infill within Historic Centres, Rapid Transit Corridors or Rural Centres); and
 - v. New commercial or large surface parking lots, shared or common parking lots.



Figure 73. Investments in the rebalancing of streets in favour of pedestrians, cyclists and transit users can support a shift away from single-occupant vehicles. Credit: NYC Department of Transportation.



3.4 Built Form

Built form describes the physical characteristics of buildings. While the density and mix of uses are key to the success of TOD, the design and arrangement of new buildings also play a role in creating an attractive and inclusive environment for pedestrians, cyclists, and transit users.

The most successful transit-oriented places contain buildings that are oriented and organized to frame streets and open spaces to focus activity where it can contribute to transit ridership, at or along key routes, leading to and from stops and stations. These buildings use architectural techniques and strategies to improve pedestrian comfort, such as limiting the apparent scale and adverse environmental impacts (wind, shade) of taller buildings and creating safer spaces with natural levels of activity and surveillance. The design, scale and variety of buildings in successful TOD Places support a mix of uses, enable higher-density areas closer to transit to transition in scale and form to lower-density neighbourhoods and create an interesting composition of buildings that reinforces a distinct sense of place.

3.4.1

Ensure transit-supportive densities and compact urban forms

Introducing a critical mass of people is an important principle for TOD Places, helping to support transit ridership and a mix of uses easily accessible to transit riders. A dense and compact urban form characterized by a higher number of people and jobs will establish a critical mass to support transit ridership and contribute to the spatial definition of surrounding streets and open spaces connecting to transit.



Figure 74. The tight clustering of buildings and uses close to transit supports more vibrant communities where transit is a convenient mode of choice.

SUPPORT FOR REGIONAL PRIORITIES



Vibrant Communities

Creating more vibrant communities with uses and buildings that contribute to active and animated streets and open spaces



Investment Opportunities

Supporting a broad range of new and existing businesses while creating a setting for new opportunities.

APPLICABILITY TO KEY TOD PLACES

Establishing transit-supportive density and compact built form is important for all TOD Places particularly where there is a tendency for there to be lower overall densities and the need for new development to activate and define the public realm in and around the transit stop/station.

- GO Station Areas (2.1)
- Large Retail Centres (2.2)
- Rapid Transit Corridors (2.5)
- New TOD Areas (2.7)

GUIDELINES

1. Establish minimum density targets for TOD Places that respond to the proposed level of transit service over the longer term. The Provincial Policy Statement identifies minimum density targets related to different transit service levels, which are outlined in the Regional Official Plan.
2. New buildings should maximize their site coverage to contribute to the spatial definition of streets and open spaces in and around transit stations/stops.
3. Buildings should be oriented towards the street and be organized close to the property edge to frame the street or station area where pedestrians and transit users can easily access them.
4. The highest-density buildings should be located closest to the transit station to encourage sustainable access/egress modes to transit from key destinations.
5. New developments within TOD Places are strongly encouraged to contain active ground uses to incentivize pedestrian activity.

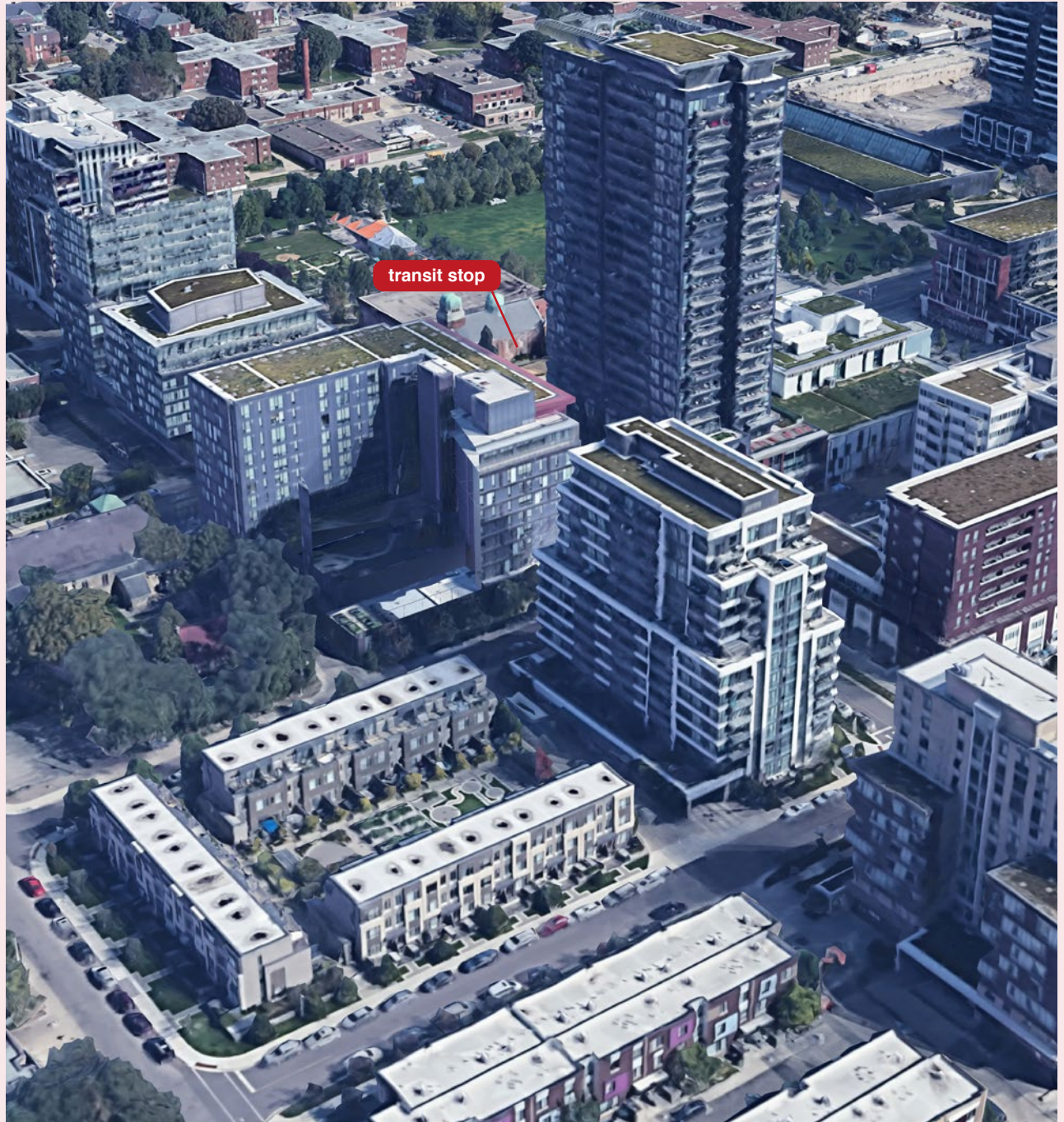


Figure 75. Locating the highest densities at transit stop/stations increases the number of people and uses that can be easily accessed by transit.
Credit: Google Earth.

3.4.2

Integrate a variety of building types and scales that respond to context

Successful TOD places are diverse and vibrant with a strong mix of uses and housing types. They integrate seamlessly alongside surrounding neighbourhoods and will bridge the gap between surrounding areas and the transit stop/station. The introduction of a variety of building types can increase the ability for TOD Places to accommodate a greater mix of uses by catering to the varying needs (scale, access requirements and user characteristics) of different uses. A diversity of buildings can enable a range of housing options to meet local needs and support the transition of taller buildings associated with higher-density locations close to transit with surrounding lower rise neighbourhoods to minimize the impact of TODs on these areas.



Figure 76. Diversity of building types and scales supports a mix of uses. Credit: City of Saskatoon.

SUPPORT FOR REGIONAL PRIORITIES



Vibrant Communities

Support uses and buildings that contribute to active and animated streets and open spaces.



Investment Opportunities

Support a broad range of new and existing businesses while creating a setting for new investment opportunities.

APPLICABILITY TO KEY TOD PLACES

The introduction of a variety of building types is important within all TOD Places. In areas that already contain a mix of uses, new development can help to support the integration of these areas into their surrounding communities.

- GO Station Areas (2.1)
- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)

APPLICABILITY TO KEY TOD PLACES

In less developed and future TOD Places, planning for a variety of buildings in coordination with transit service planning can be used to establish higher-density nodes and corridors around new transit service.

- New TOD Areas (2.7)

GUIDELINES

1. Planning for TOD Places should enable and encourage a variety of building types as a strategy to support housing diversity and neighbourhood integration, including:
 - i. Low-rise townhouses, live-work units, walk-up apartments and lower-scale commercial, employment, institutional and mixed-use buildings in areas closest to low-rise neighbourhoods.
 - ii. Mid-rise buildings can act as a transition from lower-rise areas to higher-rise areas or introduce density in a form that is less likely to generate long-casting shadows.
 - iii. High-rise buildings in areas closest to transit where there is the need to support higher densities and sufficient distance between low-rise communities to support transition in building scale from the high-rise buildings down to the low-rise areas.
2. High-rise buildings should incorporate massing strategies to maximize pedestrian comfort at street level, including:
 - i. Use of a low-mid rise podium defined by clear tower setbacks as a strategy to define the public realm, reduce the perceived scale of the taller building elements and mitigate impacts of wind caused by the tall building at street level;
 - ii. Use of slender “point towers” above the podium level with smaller floorplates to increase sky view and reduce the impact of shadowing on adjacent areas.
3. The podiums of high-rise buildings should be designed to support a mix of uses including residential, retail and upper-level office, service or employment uses.
4. Integrate a mix of building types and scales to support a transition in building height from higher-density areas containing high and mid-rise development down to established low-rise neighbourhoods.
5. Support visual interest and development of a sense of neighbourhood identity by avoiding the development of large areas comprised of a single building type or a lack of variation in building height.
6. Avoid repetitive patterns of towers with a similar height or alignment by staggering towers within and between developments and integrating a variety of building heights.

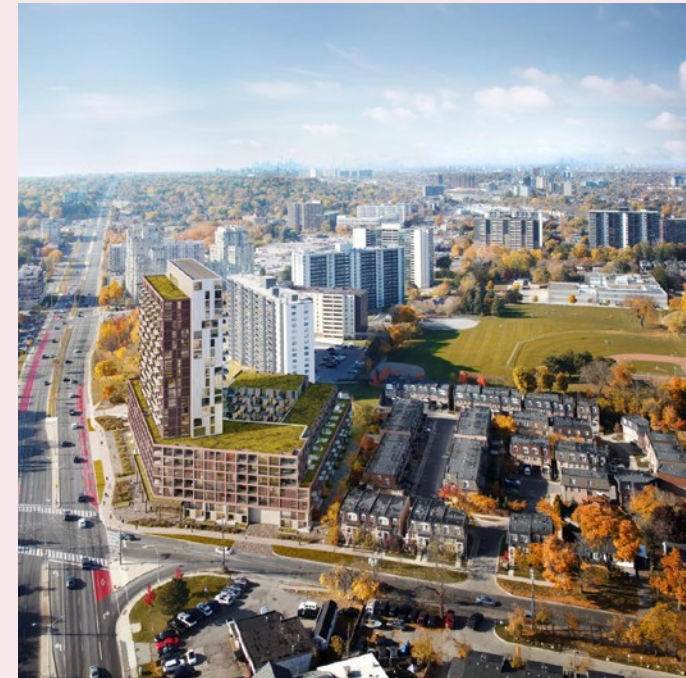


Figure 77. A mix of building types and scales in new development supports transition from higher density neighbourhoods to low-rise areas. Credit: SvN.

3.4.3 Deliver design excellence

New buildings have a significant visual and physical impact on their surroundings. High quality architecture can help to instill a sense of pride for a community, support sense of place and reduce the cost and environmental impact of ongoing maintenance. The development of high-quality buildings and open space around transit can contribute to the development of a positive image of transit and support higher levels of walking and cycling by enhancing the enjoyment of public spaces.



Figure 78. A well-designed public leisure facility adjacent to a new park and flanked by residential buildings with distinct top, middle, and bottom contributes to a positive neighbourhood image and experience. The buildings demonstrate architecture and massing that work from a distance while contributing to a human scale along the street.

SUPPORT FOR REGIONAL PRIORITIES



Mix of Uses

Fostering enhanced quality of life by incorporating a mix of uses and well-designed, accessible places.



Vibrant Communities

Investing in unique design features within streetscapes and open spaces.

APPLICABILITY TO KEY TOD PLACES

Excellent architectural design is important within all TOD areas. In particular, in areas where lots of development is anticipated, high quality design can help to contribute to the establishment of a sense of place and identity, especially within:

- GO Station Areas (2.1)
- Large Retail Centres (2.2)
- Rapid Transit Corridors (2.5)
- New TOD Areas (2.7)
- Rural Regional Centre (2.8)

GUIDELINES

1. Buildings in TOD places should demonstrate design excellence through high-quality materials, functional designs that serve users' needs, and architectural strategies that uplift and contribute to the comfort of users and passers-by.
2. The design and massing of a building should consider how the building is experienced at different scales:
 - i. From a distance, where the building should contribute to an interesting cityscape and for high-rise buildings, a distinct skyline; and
 - ii. Up close, where a building should contribute to a sense of human scale through massing, materiality, detailing and rhythm of elements along the street.
3. Buildings should express a clear base, body and top that responds to the scale of the building and its surroundings. This should be expressed through:
 - i. Materiality and articulation of the façade on low to mid-rise buildings and the podiums of high-rise buildings; and
 - ii. Massing strategies that result in measurable differences, such as using step-backs, terracing and smaller tower floorplate sizes on high-rise buildings.
4. In general, as the height of a mid or high-rise building increases, the height or definition of the building's base should also increase.
5. In general, the height of the street wall formed by low to mid-rise buildings or the podiums of high-rise buildings should be lower on streets with narrow rights-of-way and higher on streets with wider rights-of-way.
6. The base of buildings should contribute to the animation of streets and open spaces (see 3.3.2) and incorporate narrow retail bays or residential façade with frequent street entrances to reinforce a pedestrian scale and rhythm along the street. Buildings should have at least one entrance from each public street they face.
7. Commercial or retail uses located at grade should help to animate the street by incorporating large transparent glass frontages that allow activity within to be seen from the street.
8. Buildings should be accessible and designed to facilitate access by people of all ages and abilities.



Figure 79. A creative green space integrated atop a public building creates interest within the neighbourhood. Credit: Stedelijk Museum.

3.4.4 Deliver more sustainable community design

Sustainability is inherent to TOD. TOD Places increase density, contribute to the re-urbanization and re-purposing of lands within the existing built-up area reduces the need for new infrastructure and, reduce the need for automobile ownership. Durham Region's Updated Corporate Climate Action Plan (2022) identifies short, medium and long-term targets to reduce GHG emissions. As major areas of new construction, TOD Places represent an important opportunity to incorporate low-carbon and energy-efficient building techniques on a broad scale while incorporating public realm improvements that support ecological functions, habitat creation, and storm-water management.

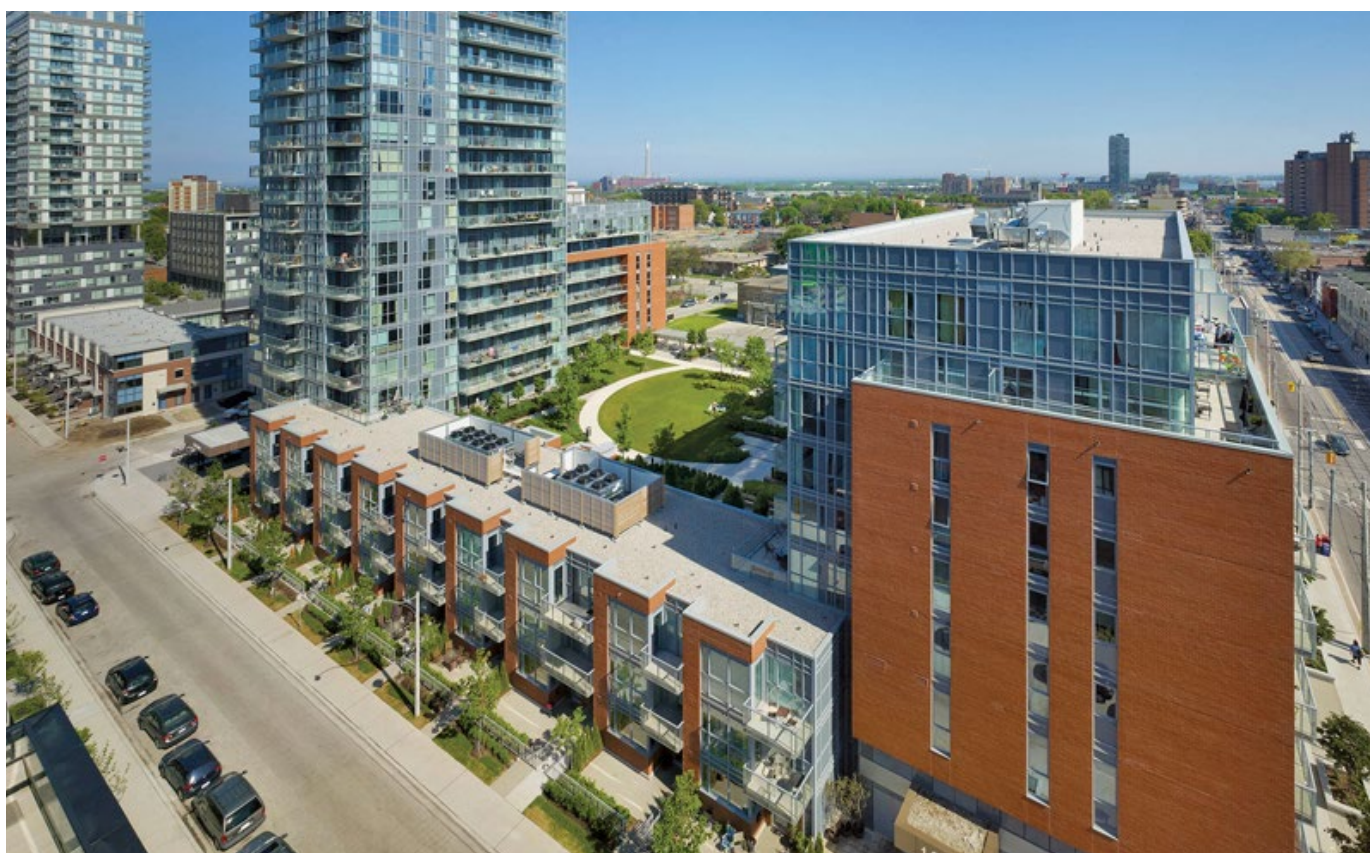


Figure 80. Green roofs and landscaping help to mitigate the high-island effect that can occur in urban area. Credit: Toronto Reality Blog.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Transit

Designing for more sustainable and active modes of travel.



Health & Wellbeing

Supporting community health and wellbeing by investing in efficient technologies.

APPLICABILITY TO KEY TOD PLACES

Within all TOD Places it is important to incorporate sustainable design to achieve reduced greenhouse gas (GHG) emissions and target Net Zero by 2050. It is encouraged to integrate sustainable design strategies in TOD Places where there is the potential for more comprehensive strategies related to water management and district-wise energy strategies.

GUIDELINES

1. New development should prioritize sustainable modes of travel including walking, cycling and transit.
2. New development should incorporate various passive and active measures to reduce energy demand.
3. Encourage LEED certification or comparable standards for all new buildings within TODs.
4. Encourage the incorporation of green and cool roofs on all buildings to reduce runoff, limit the urban heat island effect, and provide amenity for residents of TOD places.
5. Explore the use of integrated storm-water management practices and low-impact development (LID) on larger sites to reduce the quantity of runoff and increase the quality of water entering the sewer system.
6. Explore the potential for district energy or heat recovery systems on larger sites such as geothermal.
7. Integrate native plants, indigenous planting and maintenance techniques and biodiversity of native species within landscaping, streetscaping and public spaces.
8. Encourage the adaptive reuse of existing buildings and design new buildings to support change of use over time.



Figure 81. Low Impact Development practices such as the integration of rain gardens can help to green TOD places and support user enjoyment while managing storm water.

9. Require the provision of electric vehicle charging stations in new residential and non-residential buildings for mid-rise and high-rise buildings.

3.5 Parking Management and Design

The goal of creating pedestrian- and transit-oriented environments within TOD Places makes the management and careful design of parking facilities a high priority. The provision of high levels of parking and free parking in TOD Places can have an impact on transit ridership by incentivizing travel by car and result in additional traffic, impacting transit travel times. Large expanses of surface parking and structured parking in inappropriate locations might limit the capacity to introduce new TOD, while poorly built parking facilities may negatively impact pedestrians and cyclists travelling to and from transit.

3.5.1

Manage parking to support intensification and a shift to transit

A primary tenet of creating a livable, pedestrian and transit-oriented community is to reduce dependence on the automobile, but that won't happen overnight. A reduction in automobile use in most cities requires a suite of parking management strategies coupled with investment in high-quality transit service, new TOD with a greater mix of uses and improvements to pedestrian and cycling facilities.



Figure 82. Shared metered parking at the rear of this main street use serves multiple uses along the corridor. Credit: Carrot Green Roof.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Transit

Support reduced parking supply.



Vibrant Communities

Creating more vibrant uses and buildings that contribute to active and animated streets and open spaces.

APPLICABILITY TO KEY TOD PLACES

Parking management is important in all TOD Places to encourage alternative modes of transportation near transit stations. Parking interventions are particularly important in areas with high pre-existing parking levels including:

- GO Station Areas (2.1)
- Large Retail Centres (2.2)
- Mixed-Use Hubs (2.3)
- Rapid Transit Corridors (2.5)
- Rural Regional Centre (2.8)

APPLICABILITY TO KEY TOD PLACES

In less developed areas, the introduction of parking management strategies early on can help to support the growth of transit ridership. Parking management strategies can help to drive significant changes in travel behavior early on within the following areas:

- Institutional Nodes (2.6)
- New TOD Areas (2.7)

GUIDELINES

1. Restrict or limit the development of new surface parking in TOD Places. Where surface parking is required, locate it at the rear of buildings where it will not detract from the public realm and create shared parking.
2. Establish parking maximums and reduced minimum parking standards in TOD Places. Explore the potential elimination of parking minimums for residential and small convenience retail uses in TOD places.
3. Eliminate free parking in TOD areas and ensure that the cost of parking is greater than a transit fare to incentivize alternative modes of transportation that are cost-effective and inclusive.
4. Work with partners to explore opportunities for paid parking at GO stations and promote a shift to greater access for pedestrians, cyclists and transit users.
5. Encourage shared and off-site parking arrangements between uses to take advantage of the different parking requirements and parking usage patterns between different uses.
6. Where absent, municipal parking authorities should be explored to manage parking provisions and provide shared parking facilities within TOD Places.
7. Require large developments and institutions to submit Transportation Demand Management plans as a component of their approval process. Strategies could include:
 - i. Provision of secure bike facilities;
 - ii. Transit Pass Incentives;
 - iii. Inclusion of on-site car and bike share facilities;
 - iv. Priority parking for more sustainable modes;
 - v. Guaranteed ride-home programs for emergencies;
 - vi. Carpool programs/incentives;
 - vii. User awareness and behavioural change marketing/programs;
 - viii. Offer unbundled parking for new condominium units.
8. Enable the provision of commercial auto share services to be eligible for reduced parking provisions.



Figure 83. The elimination of free parking in TOD places can help to incentivize higher levels of travel by more sustainable mode. Credit: Metrorail Miami.

3.5.2

Locate and design parking to support an attractive public realm

There is a substantial correlation between the degree to which an area gives pedestrians priority and its capacity to support and encourage the use of public transportation indicating a needed emphasis on the quality of the public realm in TOD Places. While reducing parking is the primary goal, this strategy recognizes that a limited supply will still be required to serve resident and business needs. To guarantee that parking facilities do not detract from the overall quality of the public realm and the pedestrian experience in TOD Places, careful consideration must be given to the design of parking facilities.



Figure 84. Below-grade shared parking serves multiple users along this transit corridor without detracting from the experience of pedestrians and transit users.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Transit
Support more sustainable and active modes of travel.



Vibrant Communities
Create more vibrant spaces with uses and buildings that contribute to active and animated streets and open spaces.

APPLICABILITY TO KEY TOD PLACES

Ensuring that parking does not detract from the pedestrian and cycling experience is critical in all TOD Places. Where there are often large areas of surface parking it is important to design parking areas to safely accommodate pedestrians in the short term while supporting implementation of new TOD over time. This is most relevant within:

- GO Station Areas (2.1)
- Large Retail Centres (2.2)
- Rapid Transit Corridors (2.5)
- Institutional Nodes (2.6)

GUIDELINES

1. Parking in TOD Places should be provided in below-grade or structured parking facilities. Above-ground parking facilities should be wrapped in residential, retail, or commercial uses to screen parking from the public realm.
2. Parking structures should be designed to look like occupied buildings through strategies such as screening parked cars, using articulation and design strategies to hide diagonal ramps, and incorporating active uses at street level. Access points to parking structures should provide direct access to adjacent streets and open spaces.
3. Parking access ramps for below-grade or structured parking should be located on lanes or local streets and minimized in areas with active frontages and primary pedestrian routes.
4. There should be no surface parking between buildings and a street or open space. Where they are provided, surface parking lots should be screened behind buildings and not visible from streets.
5. The design of surface parking lots should include provision for pedestrian circulation and include features to minimize their impact on the public realm, such as landscaping along the edges and key pedestrian routes.
6. Development applications and master plans for TOD Places should show how any existing surface parking lots can be redeveloped over time.
7. On-street parking is encouraged on lower-order arterial, collector and local streets where feasible. Consideration for the safe integration of cycling facilities is required if street parking is proposed along a designated cycling route.
8. Surface parking lots associated with GO stations should be minimized in favour of access by connecting transit services, pedestrians and cyclists. Where large areas of surface parking are provided, they should be organized to provide clear pedestrian and cycling connections between the surrounding communities and the station building.

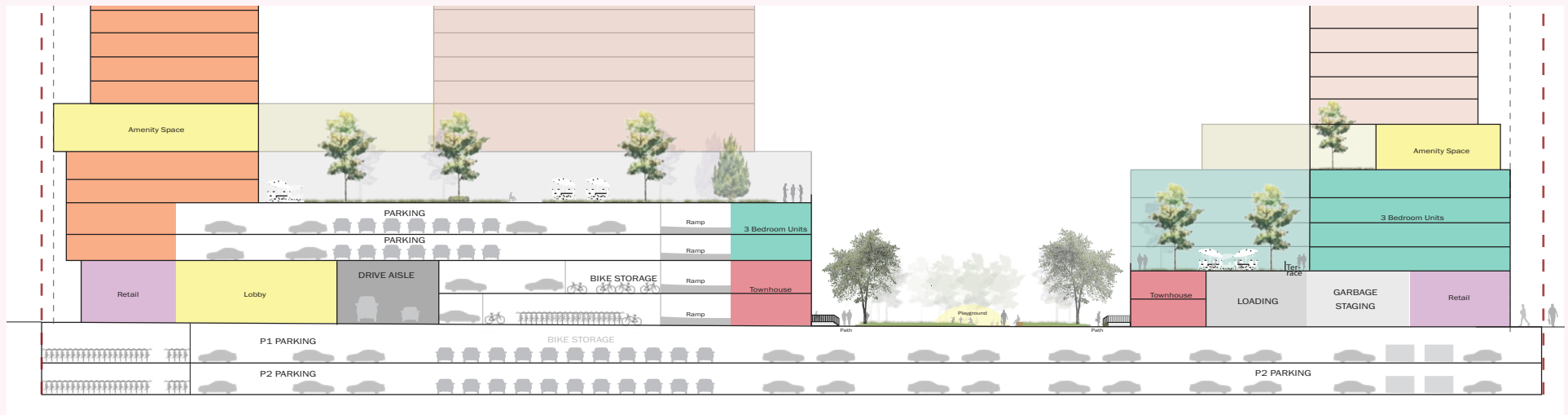


Figure 85. The above-grade parking structure and servicing in this proposed development is wrapped in active uses to minimize its impact on the street.

3.6 Transit Station Design

Within TOD Places, transit stations are strong focal points for the community. Transit station design must promote positive user experiences and be easily accessible by pedestrians and cyclists. The area around the station should be designed with spaces and amenities that attract people and create a place where people feel comfortable and safe. This section sets out high-level guidelines around the design of transit stations and transit stops that will help achieve these objectives.

3.6.1

Embed and elevate the prominence of transit within the community

Connecting existing and proposed higher-order transit with the rest of the Durham Region Transit (DRT) system is critical to its overall viability. Many TOD Places will grow as important transport hubs and sites of interchange as the DRT network expands, providing more connectivity between different transit routes. These interchanges are focal points for TOD communities and should be designed to provide attractive places with a high level of functionality and amenities for transit users.



Figure 86. A transit stop seamlessly integrated into the adjacent public realm is made more comfortable through the integration of seating, pedestrian lighting and waste receptacles. Adjacent street trees and landscaping contribute to the experience.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel
Supporting more active modes of travel by developing an efficient transit network.



Investment Opportunities
Capitalize on investment opportunities for new transit infrastructure.

APPLICABILITY TO KEY TOD PLACES

Connections between the regional bus network and higher-level transit are planned in a number of TOD Places. Within all TOD Places, it is important that the design of transit stations is integrated within the existing and planned contexts.

GUIDELINES

1. Transit stations should be planned as community gathering places and destinations where design excellence is attained in buildings, transit amenities and the related public realm to create an inclusive and inviting space for everyone.
2. Transit stops/stations with higher levels of transfers should incorporate a greater level of user amenity, including sheltered waiting areas, real-time arrival information, seating, transit route mapping and waste receptacles.
3. Transfers between transit lines should be facilitated by minimizing transfer distances and incorporating direct pedestrian-friendly routes supported by wayfinding signage and design strategies.
4. The areas surrounding transit stops/stations should be treated as Pedestrian Priority Areas and distinguished with a higher level of pedestrian and cycling amenity, including more pedestrian-oriented lighting, generous pedestrian areas, seating, waste receptacles and facilities to support cyclists.
5. Urban transit plazas featuring ample pedestrian facilities such as seating areas, landscaping, shops, and services should be built ahead of or alongside new station development to support transferring passengers or access to the station.
6. Development near transit stops/stations should include additional amenities such as interior waiting areas or overhangs to improve pedestrian comfort.



Figure 88. A new transit plaza at this development adjacent to the GO corridor helps to support transfers from adjacent bus services while providing amenity for transit users. Credit: SvN.



Figure 87. A large overhang provides shade and shelter for users of this bus stop.

3.6.2

Design transit stops/stations as inviting places

The Region is investigating potential rapid transit options along new Rapid Transit Spines, with stations that incorporate new technology where appropriate. These stations are envisioned to be either dedicated median or curbside facilities. Much of the remaining network forming the Region's High Frequency Transit Network is planned as either bus in HOV lane or shared lane configurations. Enhanced transit service is also proposed along Highways 407, 412 and 418. The design of transit stops/stations and the surrounding lands is an important consideration that can influence the ability for users to easily access transit services and comfortably use the system.



Figure 89. Enhanced paving, adjacent restaurants and services and landscaping differentiate this transit area from other places along the street while contributing to the comfort of users.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Transit
Integrating transit stations with pedestrian and cycling networks.

APPLICABILITY TO KEY TOD PLACES

Safe transit station design is important for all TOD areas, in order to promote the use of transit. Creating an inviting place through public realm investments will promote multiple modes of transportation to access transit stations.

GUIDELINES

1. Transit stops/stations should be designed as prominent street features that are clearly identifiable. Public art can help to represent local neighbourhood identity, aid in wayfinding, and contribute to a sense of place.
2. To encourage increased comfort during the winter months, consider installing passenger-activated heaters at stations with large volumes of transferring passengers or irregular transit service.
3. Transit waiting areas near curbside stops/stations should be treated as pedestrian priority areas and constructed to differentiate the station area inside the public rights-of-way while seamlessly integrating into the adjoining public realm. At Median Stations, the transit platform area is encouraged to achieve a 3m wide sidewalk.
4. Transit waiting area should provide cycling amenities such as racks and, where appropriate, sheltered areas to assist users who wish to ride their bikes to and from the transit stop/station.
5. Transit waiting areas should include accessible entrances, areas for resting, and AODA signage to meet the needs of people of all ages and abilities.
6. Crossing distances from adjacent public sidewalks should be kept to a minimum and clearly marked with zebra-stripping or other high visibility pavement markings.
7. Sidewalks close to transit stations in TOD Places should be planned as pedestrian priority areas, and try to achieve a minimum 3 metre wide sidewalk that is free of obstructions.
8. The areas around transit stops/stations should include convenience commercial to improve the transit user experience.
9. Transit Stops/Stations throughout the Transit Priority Network should include shelters and be designed to support passenger comfort and safety through a variety of design strategies such as:
 - i. The use of transparent glazing that supports visibility and natural surveillance;
 - ii. The integration of benches, lighting, and waste receptacles to support waiting passengers;
 - iii. The inclusion of a transit network map and related schedule of service;
 - iv. The provision of a link to online travel and next arrival information; and
 - v. By positioning curbside shelters within a broader transit waiting area with space for outdoor seating, higher levels of lighting, high-branching trees, and low plantings to provide shade during hot summer days and mitigation from wind during cold winter months.



Figure 90. The design of this bus shelter along an arterial road establishes the stop as a prominent feature within the street while accommodating both interior and exterior waiting areas with seating and waste receptacles. Credit: Ministry of Transportation, Ontario.

3.6.3

Advance TOD at and around GO Stations

Seven identified TOD Places in Durham Region are located within Protected Major Transit Station Areas surrounding existing and planned GO Stations. This transit station type is distinct from others in that it is oriented toward commuters and typically has associated park-and-ride facilities, extensive local bus infrastructure and drop-off and pick-up areas. The re-urbanization of GO Stations as TOD Places must factor in the short-term use of the site, particularly larger surface parking lots, without precluding long-term development potential.



Figure 91. A transit-oriented community developed adjacent to the GO train station has been designed to extend connections to and from the station, support the station with active a mix of uses and integrate new parks and community facilities immediately adjacent to the station. Credit: Google Earth.

SUPPORT FOR REGIONAL PRIORITIES



Active Modes of Travel

Supporting more sustainable and active modes of travel to and from GO Stations.

APPLICABILITY TO KEY TOD PLACES

A safe GO transit station design is important to facilitate multiple modes of transportation to access/egress the station. GO Stations are identified in the Regional Official Plan as Protected Major Transit Stations (PMTSAs) and have a strong policy context that will guide their evolution over time, these are found within:

- GO Station Areas (2.1)

GUIDELINES

1. The GO Station Areas (2.1) section identifies a series of high level strategies for GO Train Station TOD Places.
2. Limit the availability of free surface parking at GO Stations located in existing urban centres or with frequent feeder transit services.
3. Coordinate and align key points of station access with existing and planned pedestrian and cycling routes.
4. Align station tunnels with cross-corridor desire routes where possible.
5. Where provided, large GO Station parking lots should be designed to provide clear pedestrian and cycling routes leading to and from the surrounding neighbourhoods to the station. The long-term planning for the station area should inform these routes.
6. Work with the Metrolinx to deliver more compact bus hubs that reduce travel and transfer times and minimize the footprint of bus facilities.
7. Municipalities should develop a long-term vision for areas within 800 metres of the station. The vision should include:
 - i. A proposed organizing pattern of streets and blocks (see Guideline 3.1.1);
 - ii. A proposed network of pedestrian and cycling connections (See 3.1.4 and 3.1.5);
 - iii. An Open Space Network Plan (see Guideline 3.2.2);
 - iv. A transit-supportive land use plan (see guidelines 3.3);
 - v. Supporting built form policies and guidelines (See Guidelines 3.4) Land Use and Built Form Strategy.
 - vi. Municipalities should coordinate with Metrolinx on how the station-area vision can be supported by short and long-term access planning/investment for the station and the redevelopment of the station lands over time.



Figure 92. A new light-rail transit stop and cycling network has been designed next to the Cooksville GO station, requiring less parking space while supporting easy transfers for passengers connecting by transit or bike. Credit: Metrolinx.

4.0

Working Together to Deliver TOD



This section recommends key strategies and identifies tools and partnerships that can be utilized to ensure that key investments and coordinated decision making contributes to creating successful TOD Places in Durham Region.

Durham Region continues to advance opportunities that encourage growth patterns, community form and infrastructure investment that create more transit supportive communities. The introduction and expansion and phased implementation of the higher-order transit network in Durham, the establishment of a Transit-Oriented Development Office and the ongoing planning around Strategic Growth Areas all continue to advance transit-oriented communities. Achieving TOD in Durham Region will occur over time as more transit infrastructure is implemented. However, establishing the building blocks to support re-urbanization and facilitating the partnerships to ensure not only an efficient transit system, but that complete, inclusive communities are being built close to transit. This chapter describes the strategies, tools and partnerships that are key to creating successful TOD Places across Durham.

4.1

Role, Awareness and Relevance of the TOD Strategy

The TOD Strategy provides guidance on creating and supporting TOD while accommodating growth. It is an important tool for the Region, area municipalities, land owners, and residents across Durham Region, and contributes towards building awareness around the value and means to achieving TOD, and facilitating dialogue about how Durham accommodates growth adjacent to higher-order transit.

The guidelines contained within the TOD Strategy are based on applying best practices to Durham’s specific context. Increasing awareness of the TOD Strategy to a variety of audiences, and clearly defining its role as a resource, will complement other TOD-related initiatives in the region. The following approaches can help to increase awareness:

- Host working sessions to update Regional departments on the TOD Strategy.
- Briefing and ongoing working sessions with Area Municipal staff on the TOD Strategy.
- Prepare a “TOD 101 in Durham” workshop module available to area municipalities, the development industry and community groups.

The TOD Guidelines (Section 3) are intended to complement approved and ongoing planning initiatives related to PMTSAs and other Strategic Growth Areas (SGAs) in Durham, but recognizing the more detailed work undertaken to support place specific Secondary Plans. Should there be a conflict, approved plans and policies prevail over the TOD Guidelines. In many areas across Durham Region, urban design guidelines do not exist; as such, these Guidelines can provide an important foundation related to TOD.

While planning frameworks and policy directions are foundational, decisions related to infrastructure investment and aligning Regional priorities for infrastructure with TOD Places are a key tool to advance TOD communities in Durham. Prioritizing servicing and transportation infrastructure, planned improvements for mobility, and transit infrastructure are pivotal to creating mixed use places and increasing densities while ensuring an effective and high quality public realm. This may be achieved by:

- Creating criteria for infrastructure capital funding that prioritizes Strategic Growth Areas and TOD Places.
- Introducing Mobility Impact Assessments for TOD Places which address multi-modal transportation options.
- Encouraging Transportation Impact Studies to include analysis related to active transportation.
- Encouraging development in TOD places to incorporate provisions related to the Climate Action Strategy.
- Prioritizing location of regional and local community facilities and infrastructure in TOD Places.
- Identifying management and operating considerations for infrastructure in higher density and higher-order transit services in TOD Places.

Best Practices

In **Portland**, urban design guidelines are integrated within the TriMet's larger TOD strategy which includes:

1. A TOD Action Plan
2. TOD Guidelines
3. Engagement Commitment
4. Summary of Completed Projects.

The engagement commitment is the key driver for raising awareness and collaboration among various levels of government, agencies and the public to get involved in TOD planning. TriMet has an online community engagement platform that is regularly updated to inform the community of new TOD projects, ongoing initiatives and opportunities. Having a dedicated platform has raised awareness on TOD, creating transparency in the development process, allowing for various groups to get involved.

[Portland Urban Design Guidelines](#)



Figure 93. Public consultation event led by Urban Strategies for a new development initiative.

4.2

Partners in Advancing TOD

Successful TOD involves many facets and partners to ensure the place-making, inclusivity, mobility, mixed use, density and infrastructure objectives related to TOD are achieved. Partnerships start at the planning process but become ever more important through implementation, operations and maintenance of facilities, programming of place and managing networks. The following provides the range of partners and potential roles they could play in creating and evolving TOD Places.

Durham Region

a. Durham Region Departments

1. Planning and Economic Development
 - a. Rapid Transit and TOD Office
 - b. Transportation Planning
 - c. Policy Planning & Special Studies
2. Works
3. Durham Region Transit
4. CAO's Office
5. Finance
6. Social Services

b. Durham Region Initiatives

1. Durham Region Strategic Plan
2. Regional Cycling Plan
3. Economic Development Strategy
4. Community Safety and Wellbeing Plan
5. Climate Resilience and Community Energy Plan

6. Metrolinx Station Delivery

7. New Affordable Housing

c. Durham Council and Committees

1. Durham Active Transportation Committee (DATC)
 - The goal of the Durham Active Transportation Committee is to provide advice to the Region of Durham on Active Transportation matters: urban, rural, utilitarian and recreational.
2. Durham Region Transit Advisory Committee (TAC)
 - The Durham Region Transit Commission and Durham Region Transit Executive Committee oversee the operation and management of Durham Region Transit. Durham Region Transit Executive Committee meetings are held monthly and Durham Region Transit Commission meetings are held at the call of the Chair.
3. Durham Environment and Climate Advisory Committee (DECAC)
 - The Durham Environment and Climate Advisory Committee (DECAC) advises on environmental planning and climate change matters affecting Durham.

Area Municipalities

- Aligning local planning frameworks with Envision Durham, regional structure including Priority Growth Areas.
- Detailed planning of TOD Places, integrating directions from the TOD Strategy as appropriate.
- Including the creation of secondary or tertiary plans and integrating directions from the TOD Strategy as appropriate.

Province and Metrolinx

- Metrolinx building out the GO Lakeshore East extension.
- Collaboration on GO stations sites, integration of transit service, planning for integrated development, transit and mobility including first and last mile opportunities
- Increasing service through the implementation of GO Expansion to provide all-day, two-way 15-minute service to existing Durham College Station.

Land owners/developers

- Work in partnership with community stakeholders, and other agencies to advance the various components of TOD (mobility, accessibility, climate action, equity and inclusion).

Best Practices

In **Montreal**, there is an Implementation Measures and Investment Strategy within the Master Plan that:

- Identifies key actors and their roles for TOD.
- Outlines the trends and rationale for improved coordination between different TOD/Development Process actors.
- Lists major committed projects.
- Identifies intensification nodes and select corridors where intensification is encouraged.

The identification of actors sets the framework for key partners to work together and advance TOD planning.

[Montreal Master Plan](#)



Figure 94. Partnership between the Province, Metrolinx and area municipalities to extend the GO train to Bowmanville. Credit: Durham Region News.

4.3

Structures for Effective Collaboration

Achieving TOD communities requires collaboration among many players. Building on best practices points to the need for a deliberate and committed approach to collaboration at many levels of TOD community building. The newly established Durham Region Rapid Transit Implementation/ Transit-Oriented Development Office lends itself to this approach with a dedicated team focused on planning and implementation of TODs. The Transportation Planning Section will also be a key contributor in creating and supporting TOD development. In addition to this ongoing commitment the following opportunities should be considered:

- **TOD Working Group:** Opportunity to work with developers to set the intention and assist with implementation mechanisms and innovation. Potential to work on a site specific scale as a resource to explore the TOD potential.
- **An External TOD Advisory Group:** To bring regional partners together around TOD related issues.
- **Area Municipal Working Group:** Building on the Growth Management Data Working group to continue the opportunity to regularly collaborate between Regional and Area Municipal staff on the planning, infrastructure and implementation of TOD Places.

The best practice analysis also indicates that in addition to TOD planning frameworks, the ability to align regional priorities including capital and infrastructure funding priorities with TOD is critical to success. The Regional objectives related to the Economic Development and Tourism Strategy Action Plan, Multi-year Accessibility Plan, Age-Friendly Strategy and Action Plan, Community Climate Change Local Action Plan, and the Community Energy Plan are all integrally related to TOD and creating inclusive, resilient, vertical communities in proximity to transit. The Rapid Transit-Oriented Development Office and Planning Division initiatives seek to integrate the work of various regional departments into one focus – TOD communities.

Given the current role of regional municipalities, a renewed focus needs to be on aligning infrastructure investment within TOD areas in a manner that is tailored to the TOD goals – sustainable transportation and mobility choice, inclusive and resilient communities, integration of land use, housing tenure within a vertical community context. To this end, the following opportunities could be explored:

- Conduct a portfolio analysis and identify key Opportunity Sites – proactively bring together partners to workshop TOD opportunities, strategies and related resources to implement. In particular, aligning with regional affordable housing initiatives/sites.

- Identify publicly owned sites and explore TOD potential for these and potential to use these as demonstration sites for delivery of TOD and other regional priorities.
- Actively pursue land acquisition and development partnerships on key opportunity sites.
- Work with regional stakeholders, apply an Equity and Inclusion lens and identify related strategies to achieve these within SGAs.
- Partner with land banks or other agencies to deliver public assets such as affordable housing, access to local food, and community amenities such as child or elder care proximate to higher-order transit.

Links to Related Plans:

[Economic Development and Tourism Strategy Action Plan](#)

[Multi-Year Accessibility Plan](#)

[Age-Friendly Strategy and Action Plan](#)

[Community Climate Change Local Action Plan](#)

[Community Energy Plan](#)

[At Home in Durham Plan](#)

Best Practices

In Minneapolis, the Metropolitan Council has created a TOD Strategic Action Plan that sets the framework for TOD. Within the TOD Strategic Action Plan, Minneapolis has suggested collaboration between working groups including:

- **TOD Project Team:** The TOD Program should be organized to include dedicated full-time staff working on TOD implementation.
- **TOD Working Group:** The TOD Working Group should include representatives of multiple departments within the Metropolitan Council, including Metro Transit, that have responsibilities for managing the region's transit investment.
- **External TOD Advisory Group:** External TOD advisory groups could bring regional partners together around TOD related issues.

Creating dedicated TOD groups will set the framework for effective collaboration among government, agencies and the development industry to implement TOD.

[Metropolitan Council TOD Strategic Action Plan](#)



Figure 95. Working group session for new development proposal led by Urban Strategies.

4.4

Monitoring and Managing

Recognizing the continuous growth and evolution of Durham Region along with new higher density, vertical communities in TOD Places, including PMTSAs and UGCs, there is an ongoing need to monitor and measure the success of achieving TOD. Identifying criteria and measures of success to monitor TOD planning across the region will play a key role in capturing the evolving nature of development, and measuring complete and inclusive community building.

Some key opportunities to monitor and encourage ongoing evolution of TOD in Durham include:

1. Integrate TOD goals into regional and local area municipal planning documents.
2. Complete or update secondary plan frameworks for TOD Places, where these are not in place.
3. Engage in/initiate corridor planning for TOD Places, starting with growth segments along Highway 2 and Simcoe Street.
4. Establish performance targets related to TOD.
5. Update the TOD Strategy every 10 years.

Key Performance Indicators

The following key performance indicators (KPIs) have been compiled as a recommendation on how to monitor the success of TOD in Durham. To provide meaningful and measurable data, it is recommended that partnerships between the region, local area municipalities, and agencies form and monitor the following six TOD components:

1. Mobility

- Transportation mode access to rapid transit stations and stops.
- Active transportation accessibility.
- Dominant mode of travel for work/school trips.
- Kilometres of walking and cycling infrastructure.

2. Public Realm

- Percent of land within TOD Places as park, green space, or area of public realm improvements.
- Value of investments in public realm improvements in TOD Places.

3. Land Use

- Updated zoning permissions (by GFA) within TOD Places.
- Percentage of new land uses within TOD Places (i.e. residential, office, commercial, institutional, etc.)
- Percentage of intensification within TOD Places.

- Population and job growth.
- Commercial vacancy rate within TOD Places.
- Percentage breakdown of GFA for land uses in TOD Places over time.

4. Built Form

- Population Density in TOD Places and comparison to broader Region.
- Number of building permits and development applications within TOD Places vs Region (as a percentage).
- Number of net-zero ready housing units.
- Percentage of multi-unit housing developments.

5. Parking Management and Design

- Number of parking spaces in TOD Places per capita.
- Number of bicycle parking spaces.

6. Transit Station Design

- Transport-related perceptions by public.
- Implementation of recommended design improvements at and around stations.

Best Practices

A study has been prepared to monitor the success of TOD in **New Jersey** by the National Cooperative Highway Research Program (NCHRP). The study identifies and evaluates various indicators of the impacts of TOD to monitor the impacts of TOD. To measure the success of TOD, NCHRP gathered data from various governments and agencies.

[NCHRP Annual Report 2022](#)

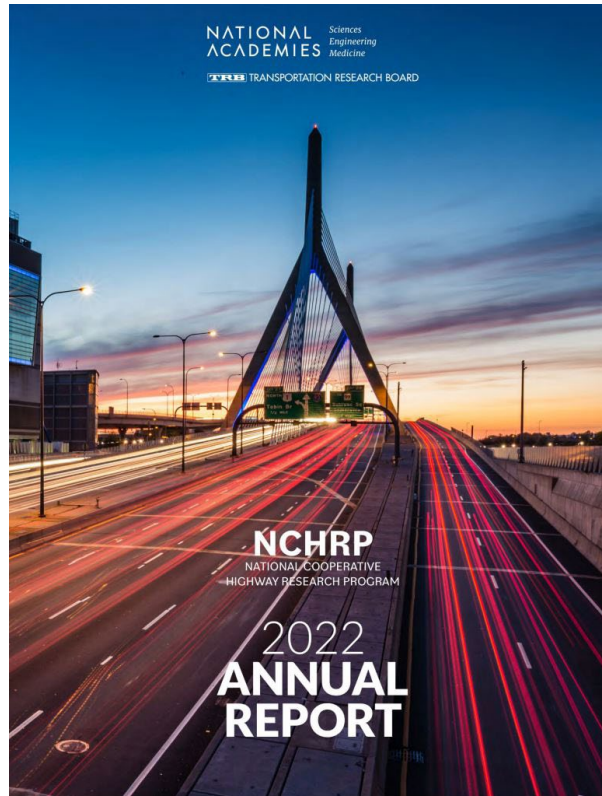


Figure 96. NCHRP annual report containing data on transportation from on-going monitoring programs. Credit: NCHRP.

KPI Measure	Data Source	How often the data will be collected	Who will collect the data
Mobility			
Transportation mode access to rapid transit stations and stops	Metrolinx access/egress survey, DRT boardings	Annual, Monthly	Metrolinx
Active transportation accessibility and improvements	Regional cycling plan data, walking network base data, walkshed data	Every 2 years	Durham Region
Dominant mode of travel to work/school	Transportation Survey (TTS)	Every 5 years	Transportation Tomorrow Survey
Kilometres of walking or cycling infrastructure	Regional mobility data	Annual	Durham Region
Public Realm			
Percentage of land within TOD Places as park, green space, or area of public realm improvements	Zoning bylaw land use data & development proposals	TBD	Area Municipalities
Value of investments in public realm improvements within TOD Places	Complete infrastructure projects data	TBD	Durham Region
Land Use			
Updated zoning permissions (by GFA) within TOD Places.	Zoning bylaw land use data	TBD	Area Municipalities
Percentage of new land uses within TOD Places (i.e. residential, office, commercial, institutional, etc.)	Building permit data	Annual	Area Municipalities
Percentage of intensification within TOD Places	Building permit data	Annual	Area Municipalities
Population and jobs growth	Monitoring of growth trends, Durham business count data	Bi-annually, Annual	Durham Region (Planning Division)
Commercial vacancy rate within TOD Places	Business count data, CoStar data	TBD	Durham Region (Planning Division), EcDev
Percent breakdown of GFA for land uses in TOD Places over time	GIS land use / remote sensing data	TBD	TBD

Figure 98. List of Recommended Key Performance Indicators for Durham (part 1).

KPI Measure	Data Source	How often the data will be collected	Who will collect the data
Built Form			
Population density in TOD Places and comparison to broader Region.	Population density by dissemination area	Every 4 years	Statistics Canada
Number of building permits and development applications within TOD Places vs Region (as a percentage).	Building permit data	Annual	Durham Region
Percentage of multi-unit housing developments (ie. townhouses, multi-plexes, mid-rise apartments, high-rise apartments).	Building permit data	Annual	Durham Region
Number of net-zero ready housing units (tier 5 energy performance standards)	Development applications	TBD	Area Municipalities
Parking Management and Design			
Number of parking spaces in TOD Places per capita.	TBD	TBD	Area municipalities, Durham Region, Metrolinx
Number of bicycle parking spaces	TBD	TBD	TBD
Transit Station Design			
Percentage of stops in TOD Places with weather protection shelters.	TBD	TBD	TBD
Implementation of recommended design improvements at and around stations.	TBD	TBD	TBD

Figure 99. List of Recommended Key Performance Indicators for Durham (part 2).

Appendix

TOD Guideline Reference Guide (Mobility, Public Realm and Land Use)

Guideline Number	GO Station Areas (PMTSAs)	Large Retail Centres	Mixed-Use Hubs	Historic Centres
Mobility (3.1)				
3.1.1 Prioritize more sustainable modes of travel	Less Significant	Highly applicable	Highly applicable	Less Significant
3.1.2 Establish a connected pattern of streets	Highly applicable	Highly applicable	Highly applicable	Less Significant
3.1.3 Create connected rapid transit corridors	Less Significant	Less Significant	Less Significant	Less Significant
3.1.4 Provide clear and direct pedestrian routes	Highly applicable	Highly applicable	Highly applicable	Less Significant
3.1.5 Integrate a safe and connected cycling network	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.1.6 Help people get to their destination	Highly applicable	Highly applicable	Highly applicable	Highly applicable
Public Realm (3.2)				
3.2.1 Create safe and comfortable places for pedestrians and cyclists	Less Significant	Less Significant	Less Significant	Highly applicable
3.2.2 Develop a diverse and connected open space network	Highly applicable	Highly applicable	Highly applicable	Highly applicable
3.2.3 Incorporate public art and place-making in the public realm	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
Land Use (3.3)				
3.3.1 Integrate a broad mix of transit-supportive uses	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.3.2 Support the public realm with active ground floor uses	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.3.3 Increase housing supply and diversity	Highly applicable	Less Significant	Highly applicable	Less Significant
3.3.4 Discourage automobile-oriented uses	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places

TOD Guideline Reference Guide (Mobility, Public Realm and Land Use)

Guideline Number	Rapid Transit Corridors	New TOD Areas	Institutional Nodes	Rural Regional Centres
Mobility (3.1)				
3.1.1 Prioritize more sustainable modes of travel	Highly applicable	Less Significant	Less Significant	Less Significant
3.1.2 Establish a connected pattern of streets	Less Significant	Highly applicable	Highly applicable	Less Significant
3.1.3 Create connected rapid transit corridors	Highly applicable	Less Significant	Less Significant	Less Significant
3.1.4 Provide clear and direct pedestrian routes	Less Significant	Less Significant	Less Significant	Less Significant
3.1.5 Integrate a safe and connected cycling network	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.1.6 Help people get to their destination	Less Significant	Less Significant	Less Significant	Less Significant
Public Realm (3.2)				
3.2.1 Create safe and comfortable places for pedestrians and cyclists	Less Significant	Less Significant	Less Significant	Highly applicable
3.2.2 Develop a diverse and connected open space network	Highly applicable	Highly applicable	Less Significant	Less Significant
3.2.3 Incorporate public art and place-making in the public realm	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
Land Use (3.3)				
3.3.1 Integrate a broad mix of transit-supportive uses	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.3.2 Support the public realm with active ground floor uses	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.3.3 Increase housing supply and diversity	Highly applicable	Highly applicable	Less Significant	Less Significant
3.3.4 Discourage automobile-oriented uses	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places

TOD Guideline Reference Guide (Built Form, Parking Management and Design, Transit Station Design)

Guideline Number	GO Train Areas (PMTSAs)	Large Retail Centres	Mixed-Use Hubs	Historic Centres
Built Form (3.4)				
3.4.1 Ensure transit-supportive densities and compact urban forms	Highly applicable	Highly applicable	Less Significant	Less Significant
3.4.2 Integrate a variety of building types and scales that respond to context	Highly applicable	Highly applicable	Highly applicable	Less Significant
3.4.3 Deliver design excellence	Highly applicable	Highly applicable	Less Significant	Less Significant
3.4.4 Deliver more sustainable community design	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
Parking Management and Design (3.5)				
3.5.1 Manage parking to support intensification and a shift to transit	Highly applicable	Highly applicable	Highly applicable	Less Significant
3.5.2 Locate and design parking to support an attractive public realm	Highly applicable	Highly applicable	Less Significant	Less Significant
Transit Station Design (3.6)				
3.6.1 Embed and elevate the prominence of transit within the community	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.6.2 Design transit stops/stations as inviting places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.6.3 Advance TOD at and around GO Stations	Highly applicable	Less Significant	Less Significant	Less Significant

TOD Guideline Reference Guide (Built Form, Parking Management and Design, Transit Station Design)

Guideline Number	Rapid Transit Corridors	New TOD Areas	Institutional Nodes	Rural Regional Centres
Built Form (3.4)				
3.4.1 Ensure transit-supportive densities and compact urban forms	Highly applicable	Highly applicable	Less Significant	Less Significant
3.4.2 Integrate a variety of building types and scales that respond to context	Less Significant	Less Significant	Less Significant	Less Significant
3.4.3 Deliver design excellence	Highly applicable	Highly applicable	Less Significant	Less Significant
3.4.4 Deliver more sustainable community design	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
Parking Management and Design (3.5)				
3.5.1 Manage parking to support intensification and a shift to transit	Highly applicable	Less Significant	Less Significant	Less Significant
3.5.2 Locate and design parking to support an attractive public realm	Highly applicable	Less Significant	Highly applicable	Less Significant
Transit Station Design (3.6)				
3.6.1 Embed and elevate the prominence of transit within the community	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.6.2 Design transit stops/stations as inviting places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places	Applicable across all TOD Places
3.6.3 Advance TOD at and around GO Stations	Less Significant	Less Significant	Less Significant	Less Significant

**URBAN
STRATEGIES
INC .**

If this information is required in an accessible format, please
email planning@durham.ca or call 905-668-4113 extension 2564.