

To: Development Services Committee

From: Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Report Number: DS-19-165

Date of Report: September 25, 2019

Date of Meeting: September 30, 2019

Subject: Integrated Columbus Part II Planning Act and Municipal Class
Environmental Assessment Act Study: Overview of Public
Information Centre Number 2 and Alternative Land Use and
Road Plans and Authorization to Hold Public Information
Centre Number 3

File: B-2100-0110

1.0 Purpose

The purpose of this report is to:

1. Provide an overview of the input received at the Public Information Centre Number 2 held on June 20, 2019;
2. Provide an overview of three alternative land use and road plans and associated land budget data prepared for the Integrated Columbus Part II Planning Act and Municipal Class Environment Assessment Act Study (the Study); and
3. Obtain Council's authorization to hold Public Information Centre (P.I.C.) Number 3 for the purpose of presenting the three alternative land use and road plans and associated land budget data to the public for review and input.

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

Attachment 2 is a figure depicting the Study Work Plan which shows how the Study will be integrated with the Columbus Subwatershed Study.

Attachments 3 to 5 are concept maps (Alternatives 1, 2 and 3, respectively) showing the three alternative land use and road plans prepared for the Study.

Attachments 6-8 are copies of the land budgets prepared for each of the three alternative land use and road plans (corresponding to Alternatives 1, 2 and 3, respectively).

2.0 Recommendation

That the Development Services Committee recommend to City Council:

That, pursuant to Report DS-19-165 dated September 25, 2019, the Development Services Department be authorized to hold Public Information Centre Number 3 for the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study (File: B-2100-0110), for the purpose of presenting for public review and input the three alternative land use and road plans and associated land budgets developed for the Study.

3.0 Executive Summary

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

The team of consultants, led by Macaulay Shiomi Howson Ltd., is currently completing Stage 2 of the Study. As part of the work under this stage of the Study, the consultant team has prepared three alternative land use and road plans and associated land budgets for the Columbus Part II Planning Area. These land use and road plans also show alternative development concepts for the South Columbus Industrial Area and the Columbus Whitebelt Area, which interface with the Columbus Part II Planning Area.

Given that the Study background reports are now finalized and three alternative land use and road plans and associated land budgets have been prepared for comments and input, it is appropriate that Public Information Centre Number 3 be held to present the three alternatives to the public to obtain feedback. This input will help to inform the development of a preferred alternative land use and road plan, and ultimately a Part II Plan for the Columbus Planning Area.

4.0 Input From Other Sources

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

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

Staff will also be circulating the three alternative land use and road plans and associated land budgets to the Columbus Developers' Group, the Columbus Community Advisory Committee, Indigenous Communities, various external agencies and various City Advisory Committees, in addition to the general public at Public Information Centre Number 3.

5.0 Analysis

5.1 Background

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

The Study will help guide future growth and development within the Columbus Part II Planning Area, taking into consideration the unique historical context of the community, the cultural heritage of the area, land use, scale of development, transportation and servicing infrastructure, and the protection and enhancement of environmental and natural features.

The Study Area is generally bounded by Howden Road to the north, the Oshawa-Whitby boundary to the west, Winchester Road to the south and the east branch of the Oshawa creek to the east (see Attachment 1). The Columbus Part II Planning Area as identified in Schedule "E" of the Oshawa Official Plan forms part of and is located within the Study Area.

The Study Work Plan is divided into four stages (see Attachment 2):

- Stage One: Study Initiation and Background Analysis (completed)
- Stage Two: Land Use and Transportation Alternatives (in progress)
- Stage Three: Preferred Land Use and Transportation Alternative (to be initiated)
- Stage Four: Part II Plan and Urban Design Guidelines (to be initiated)

As illustrated in Attachment 2, work on the Study is integrated with work on the Columbus Subwatershed Study (C.S.W.S.). The C.S.W.S. is being completed under a separate process, carried out by a consultant team led by Stantec and reporting to a steering committee comprised of representatives from the City, the Central Lake Ontario Conservation Authority and the Columbus Developers' Group. The C.S.W.S. is needed to inform the Study.

The consultant team, led by Macaulay Shiomi Howson Ltd. (M.S.H.), is currently completing Stage 2 of the Study. As part of the deliverables under Stage 2, the consultant team has prepared three alternative land use and road plans and associated land budgets for the Columbus Part II Planning Area. These land use and road plans also show alternative development concepts for the South Columbus Industrial Area and the Columbus Whitebelt Area, located south and southeast, respectively, of the existing Columbus community (see Attachment 1). Feedback (including public comments) on the three alternatives will be used to inform the development of a preferred alternative land use and road plan, and ultimately a Part II Plan for Columbus.

5.2 Update on the Deferred Lands Subject to Durham Region Official Plan Policy 14.13.7

The Region of Durham, through its adoption of Regional Official Plan Amendment 128 (R.O.P.A. 128) on June 3, 2009, expanded Oshawa's Major Urban Area boundary to include additional lands for both Living Areas and Employment Areas north of

Highway 407 East. Elements of R.O.P.A. 128 were subsequently appealed by the Province to the Ontario Municipal Board (now known as the Local Planning Appeal Tribunal, or L.P.A.T.). The appeal included a portion of the Columbus expansion area. These matters were largely resolved through a Settlement Agreement between the Region, the Province and various landowners.

Through the Settlement Agreement, the majority of the Living Areas expansion in the Columbus area was approved by the Ontario Municipal Board on January 9, 2013. However, a portion of the proposed Living Areas expansion in the vicinity of Columbus remained before the L.P.A.T. and was subject to Policy 14.13.7, which was implemented as part of the Settlement Agreement (see Attachment 1).

Policy 14.13.7, as it applied to certain lands in the Columbus area, requires the City of Oshawa to complete a comprehensive review of its Official Plan before the L.P.A.T. resumed its consideration of the proposed Living Areas expansion. Through this policy, it was intended that Oshawa's municipal comprehensive review would provide the analysis to justify the proposed Living Areas expansion, for further consideration by the L.P.A.T.

The Oshawa Official Plan was amended to conform to the Durham Regional Official Plan (D.R.O.P.) and R.O.P.A. 128 through Amendment 179 to the Oshawa Official Plan (O.P.A. 179). O.P.A. 179 served as the City's comprehensive review for the purposes of D.R.O.P. Policy 14.13.7.

As part of the preparation of O.P.A. 179, a residential land needs analysis was conducted by the City. As a result of the analysis City staff concluded – as did the Region's consultant when R.O.P.A. 128 was undertaken - that the whole of the Columbus expansion area (including the deferred lands subject to D.R.O.P. Policy 14.13.7) is needed to accommodate Oshawa's residential unit supply requirements within the 2031 time horizon.

The Ontario Ministry of Municipal Affairs and Housing did not initially concur with the City's and Region's analyses. As a result, a contested L.P.A.T. hearing was scheduled for June 10, 2019 to resolve the outstanding dispute concerning the Columbus expansion area subject to D.R.O.P. Policy 14.13.7. Several non-decision appeals of O.P.A. 179 with respect to Columbus were also scheduled to be heard at the same time. However, the Province subsequently withdrew its status as a party in the O.P.A. 179 and R.O.P.A. 128 appeal proceedings on February 19, 2019.

Accordingly, a one-day L.P.A.T. hearing to resolve this outstanding matter took place on April 17, 2019. The matters were presented on the consent of all remaining parties, with only one participant appearing in opposition to express her opinion that the infrastructure needed would negatively affect Courtice. At the April 17, 2019 hearing, it was submitted by the parties and appreciated by the Tribunal that, to appropriately bring the matter to a close, the parties will prepare a draft Order on consent for review by the Tribunal member assigned the file. The Tribunal member indicated at the April 17, 2019 hearing that upon review of the Order he expects to issue approval of the deferred portion of the Columbus expansion area.

The draft Order has been delivered by the parties to the L.P.A.T. and the parties are currently awaiting written confirmation of the L.P.A.T.'s approval of the Order.

5.3 Public Information Centre Number 2

P.I.C. Number 2 was held on June 20, 2019 at the Columbus Community Centre and provided members of the public an opportunity to learn more about the Study background reports and proposed vision, as well as to share thoughts concerning the area and the findings of the Study to date. The format for the P.I.C. consisted of a drop-in session and a formal presentation. The drop-in session provided attendees with an opportunity to review Study information on display boards, including the Study background reports, and to talk with the project team. The formal presentation by the lead consultant provided a summary of the Study background reports and proposed vision for the area.

The Notice of P.I.C. Number 2 was provided in both the Oshawa This Week and Oshawa Express newspapers, as well as on the City's website and social media accounts (e.g. Facebook and Twitter). Notice was also posted on the Study's website, located at www.oshawa.ca/ColumbusStudy and was mailed to all property owners within the Study Area. As well, notice was provided to individuals who left an email address at P.I.C. Number 1 or requested to have their name added to the Study mailing list. In addition, the Columbus United Church provided notice of P.I.C. Number 2 on its sign fronting Simcoe Street North, next to the Columbus Community Centre (the P.I.C. venue).

Approximately 85 people attended P.I.C. Number 2, either for the drop-in session or the formal presentation, or both. All attendees who provided contact information, including at P.I.C. Number 1 and/or 2, will be notified of future P.I.C.s and public meetings.

During the drop-in session and during the question and answer period after the formal presentation, attendees shared their comments and concerns regarding the future development of the Columbus community. The majority of the comments and concerns documented during P.I.C. Number 2 relate to the following themes:

- Concern over the future of Simcoe Street North (e.g. whether or not it will be widened, and traffic volumes/speeds);
- The lack of reliable internet service in Columbus;
- The need for servicing in Columbus;
- Residents want Columbus to retain its "small town" charm;
- Residents want the existing community to be protected;
- Concern that future development will be too dense;
- Concern that the future development will look just like other greenfield developments (e.g. similar to Brooklin in Whitby and Windfields in Oshawa); and
- The desire for more bike paths in Columbus.

All of the comments received at the P.I.C. were used to inform the development of the three alternative land use and road plans (see Attachments 3, 4 and 5) and will also be used to develop the preferred alternative land use and road plan during Stage 3 of the Study.

The project team has posted all of the materials from P.I.C. Number 2 on the Study webpage for public reference.

5.4 Alternative Land Use and Road Plans and Associated Land Budgets

The three alternative land use and road plans and associated land budgets developed under Stage 2 in accordance with the Study Work Plan are affixed to this report as Attachments 3 to 5 and 6 to 8, respectively. The three alternatives (see Attachments 3 to 5) have been prepared based on the findings and analyses of the background studies (which can be viewed at www.oshawa.ca/ColumbusStudy) and comments received to date from all stakeholders, including members of the public, internal staff and other external agencies. The associated land budgets provide detailed information about the proposed land uses, density of development, population and jobs for each alternative (see Attachments 6 to 8).

Although each alternative has different land use and road configurations, there are some elements common to all three alternatives, including the following:

- A total Part II Plan developable area of 445.47 gross hectares (1100.74 gross acres);
- The identification of a Columbus Special Policy Area (49.20 gross hectares/121.6 gross acres in size) to regulate development in a manner that is sensitive to and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design;
- Predominately Low Density Residential development and Natural Heritage System components abutting the Columbus Special Policy Area;
- Three proposed options to locate a Community Park;
- Identical Natural Heritage System components;
- Employment lands located directly north of Highway 407 East (identified as the South Columbus Industrial Area);
- A portion of the Columbus Whitebelt Area, located southeast of the Part II Planning Area, is shown on all three alternatives as a potential site for a Community Park or designated for employment uses;
- Four mixed-use nodes abutting existing and proposed arterial and collector roads;
- Four proposed elementary schools; and
- One proposed secondary school.

The proposed road network identified in the three alternative land use and road plans generally reflects the conceptual grid pattern identified in Schedule “C” – Map “C2”, Road Network, of the D.R.O.P., save and except for major valley crossings through the Natural Heritage System (which appear only on Alternative 3) and other minor refinements, such as realigning roads to run outside rather than within the Natural Heritage System (Alternatives 1 and 2 only). Conformity with the D.R.O.P. will be further reviewed as the Part II Plan progresses.

5.4.1 Alternative 1

Key features of Alternative 1 (see Attachments 3 and 6) include:

- A variety of land uses, including Low Density Residential Areas (103.27 net hectares/255.18 net acres), Medium Density I and II Residential Areas (88.02 net hectares/217.49 net acres) abutting existing and proposed arterial and collector roads, and one High Density Residential node (2.6 net hectares/6.42 net acres) abutting the east side of Simcoe Street North, south of Howden Road East;
- Four proposed parks (approximately 1.8 hectares or 4.4 acres each);
- A proposed north-south Type C Arterial Road located between Thornton Road North and Simcoe Street North, extending from Howden Road West to a point on Thornton Road North situated south of Columbus Road West;
- A proposed north-south Type C Arterial Road extending between Howden Road East and Highway 407 East, located approximately midway between Simcoe Street North and Ritson Road North;
- A proposed east-west Type C Arterial Road located approximately midway between and generally parallel to Howden Road and Columbus Road;
- A proposed east-west Type C Arterial Road extending between Thornton Road North and Ritson Road North, located approximately midway between Columbus Road and Highway 407 East;
- A proposed Community Hub (e.g. community centre, library, firehall, etc.) located in a Low Density Residential Area outside of the Columbus Special Policy Area, abutting a proposed Collector Road;
- A minimum of 8,183 residential dwelling units and a maximum of 11,862 residential dwelling units;
- A minimum population of 22,307 and a maximum population of 32,103; and
- 5,403 estimated new jobs (includes jobs in the South Columbus Industrial Area).

5.4.2 Alternative 2

Key features of Alternative 2 (see Attachments 4 and 7) include:

- A variety of land uses, including Low Density Residential Areas (105.45 net hectares/260.56 net acres), Medium Density I and II Residential Areas (85.48 net hectares/211.22 net acres) abutting existing and proposed arterial and collector roads, and one High Density Residential block (2.11 net hectares/5.21 net acres) abutting the east side of Simcoe Street North, south of Howden Road East;
- Four proposed parks (approximately 1.8 hectares or 4.4 acres each);
- A proposed roundabout on Simcoe Street North, located north of Highway 407 East, south of the Columbus Special Policy Area, connecting to the proposed Simcoe Street North by-pass to the west and a proposed Type C Arterial Road to the east;
- A proposed Simcoe Street North by-pass via a Type B Arterial Road located between Simcoe Street North and Thornton Road North, extending from Howden Road West (with the northern by-pass connection at Simcoe Street North to be determined) to the above noted proposed roundabout on Simcoe Street North;
- A proposed north-south Type C Arterial Road located approximately midway between Simcoe Street North and Ritson Road North, extending from Howden Road East to a point on Ritson Road North situated just north of Highway 407 East;
- A proposed east-west Type C Arterial Road located approximately midway between and generally parallel to Howden Road and Columbus Road;
- A proposed east-west Type C Arterial Road located between Highway 407 East and Columbus Road West, extending from Thornton Road North to a point on the proposed Simcoe Street North by-pass due west of the above noted roundabout on Simcoe Street North;
- A proposed east-west Type C Arterial Road located between Highway 407 East and Columbus Road East, extending from the proposed roundabout on Simcoe Street North to the proposed north-south Type C Arterial Road extending between Howden Road East and Ritson Road North;
- A proposed Community Hub (e.g. community centre, library, firehall, etc.) located in a Low Density Residential Area outside of the Columbus Special Policy Area, abutting a proposed Collector Road;
- A minimum of 7,961 residential dwelling units and a maximum of 11,550 residential dwelling units;
- A minimum population of 21,823 and a maximum population of 31,435; and
- 5,346 estimated new jobs (includes jobs in the South Columbus Industrial Area).

5.4.3 Alternative 3

Key features of Alternative 3 (see Attachments 5 and 8) include:

- A variety of land uses, including Low Density Residential Areas (101.22 net hectares/250.11 net acres), Medium Density I and II Residential Areas (80.21 net hectares/198.2 net acres) abutting existing and proposed arterial and collector roads, and two High Density Residential blocks (6.03 net hectares/14.9 net acres) abutting the east side of Simcoe Street North, south of Howden Road East;
- Eight proposed parks (approximately 1.8 hectares or 4.4 acres each);
- A proposed north-south Type C Arterial Road extending between Howden Road West and Highway 407 East, located between Thornton Road North and Simcoe Street North;
- A proposed north-south Type C Arterial Road extending between Howden Road East and Highway 407 East, located approximately midway between Simcoe Street North and Ritson Road North;
- A proposed east-west Type C Arterial Road extending between Thornton Road North and Ritson Road North, located approximately midway between Howden Road and Columbus Road;
- A proposed east-west Type C Arterial Road extending between Thornton Road North and Ritson Road North, located approximately midway between Columbus Road and Highway 407 East;
- A proposed Community Hub (e.g. community centre, library, firehall, etc.) located in a mixed-use node, north of Columbus Road East and east of the proposed north-south Type C Arterial Road extending between Howden Road East and Highway 407 East;
- A minimum of 7,767 residential dwelling units and a maximum of 11,448 residential dwelling units;
- A minimum population of 20,938 and a maximum population of 30,539; and
- 5,488 estimated new jobs (includes jobs in the South Columbus Industrial Area).

5.5 Public Information Centre Number 3

As identified in the Study's Terms of Reference, the purpose of P.I.C. Number 3 is to share the three alternative land use and road plans and associated land budgets prepared for the Columbus Part II Planning Area with the public for comments and feedback. Alternative concept plans for both the South Columbus Industrial Area and the Columbus Whitebelt Area are also included in each alternative land use and road plan to illustrate the nature of the potential interface between these two areas and the Columbus Part II Planning Area.

It is anticipated that P.I.C. Number 3 will be held in November 2019 at the Columbus Community Centre. Notification of P.I.C. 3 will be provided via mail to all property owners

within the Study Area. In addition, notice will be provided to individuals who left an email address at P.I.C. Number 1 and/or 2 or who requested to have their name added to the Study mailing list. The Notice will also be published in the Oshawa This Week and Oshawa Express newspapers and posted on the City's website and social media accounts. City staff will also ask the Columbus United Church to post the notice on its sign along Simcoe Street North.

As per Council's previous direction, at P.I.C. 3, all representatives of any group other than the residents will be asked to identify themselves via name tags and will not be allowed to participate in the residents' deliberations or speak on the residents' behalf.

5.6 Next Steps

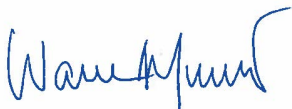
Following the release of the three alternative land use and road plans and associated land budgets to the public and after P.I.C. Number 3 is held, City staff will review the comments received from all stakeholders (e.g. members of the public, the Columbus Technical Advisory Committee, the Columbus Developers' Group, the Columbus Community Advisory Committee, etc.) and will use this feedback to inform the development of a preferred land use and road plan and associated land budget (Stage 3 of the Study).

6.0 Financial Implications

Anticipated costs to the City are included in the 2019 Department budgets and relate primarily to advertising costs for P.I.C. Number 3. However, these costs will be recovered through payment by the Columbus Developers' Group.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations advance the Accountable Leadership goal of the Oshawa Strategic Plan.

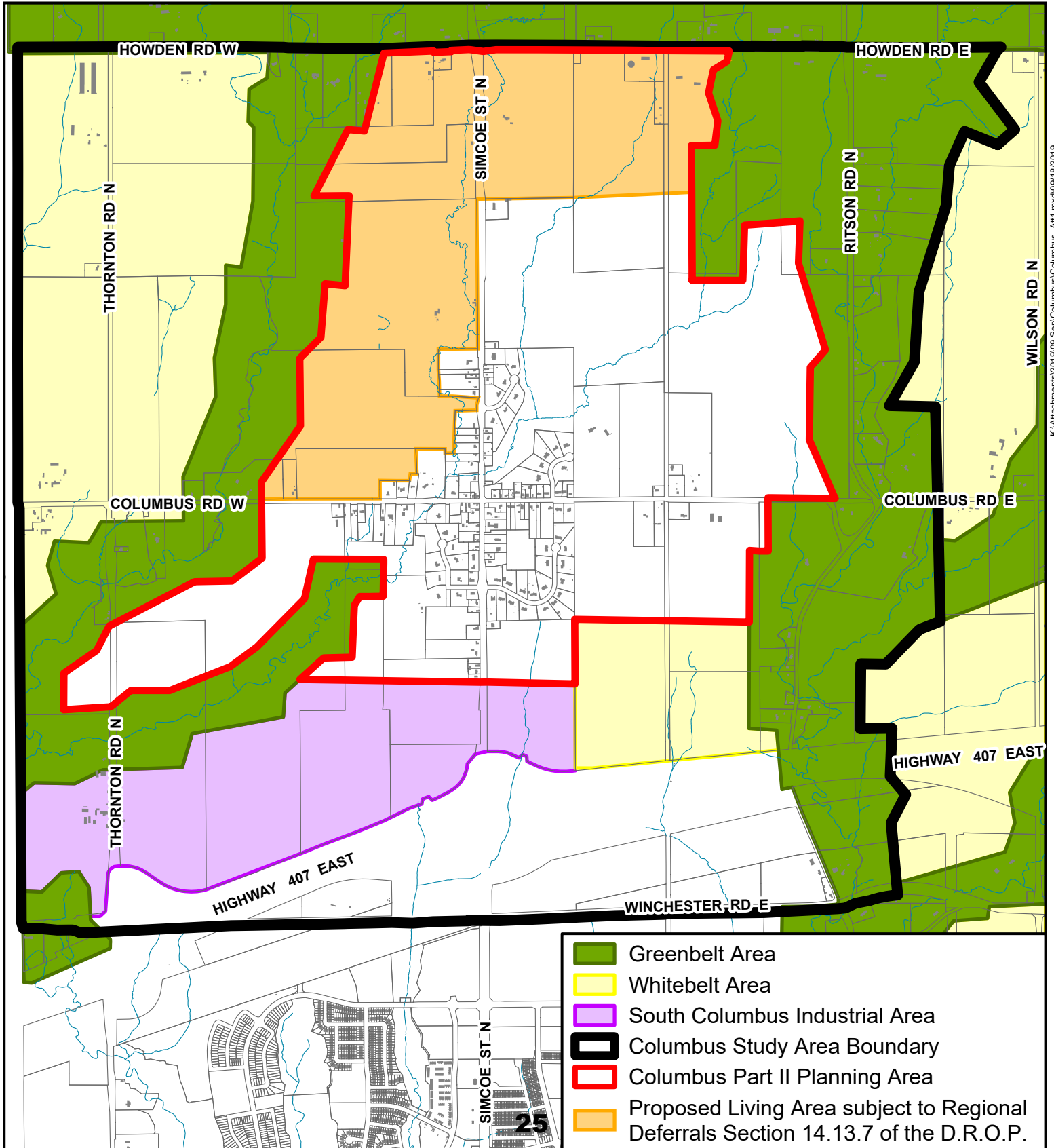


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Development Services Department

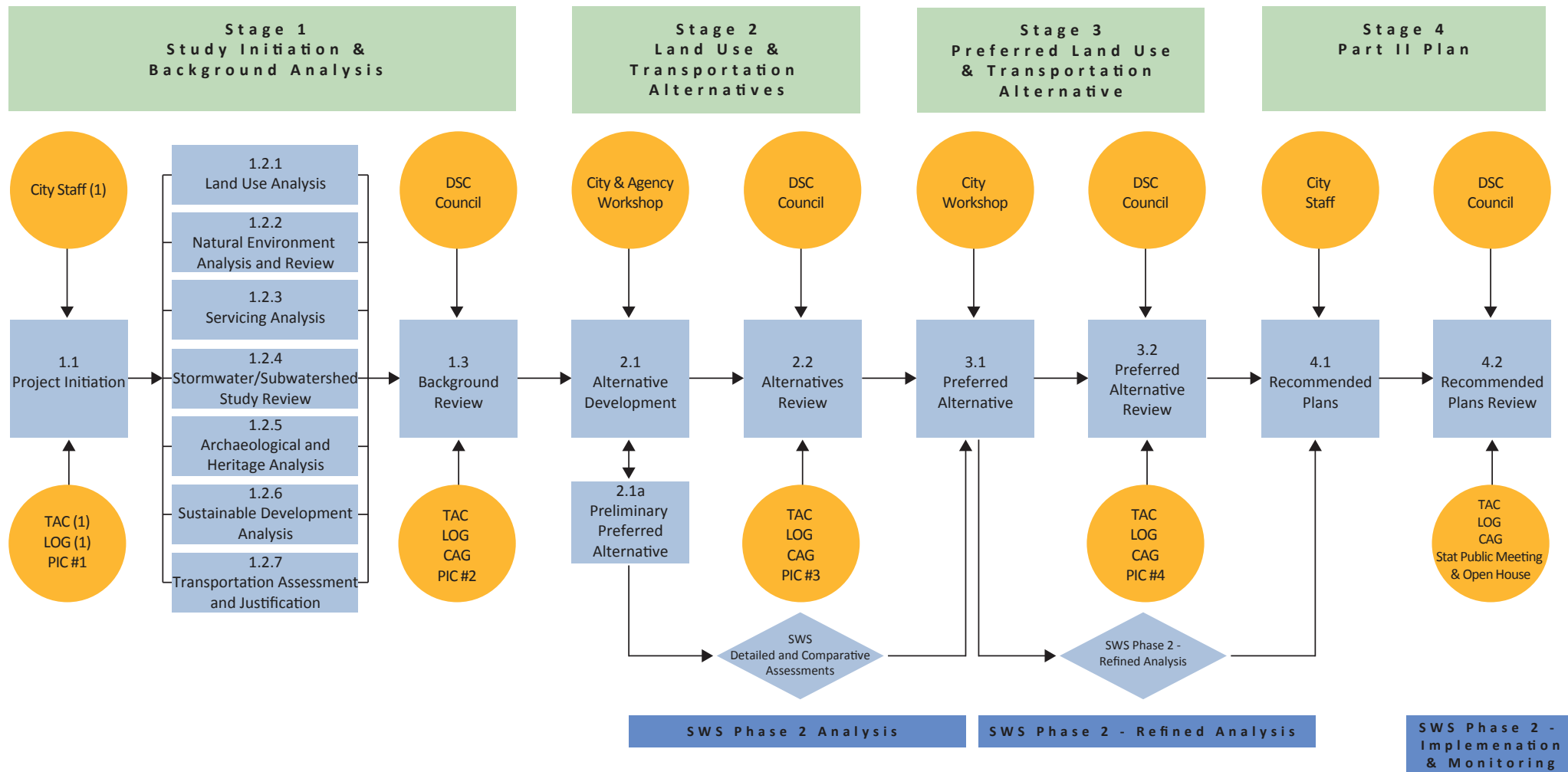
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Act Study: Overview of Public Information Centre Number 2 and Alternative Land Use and
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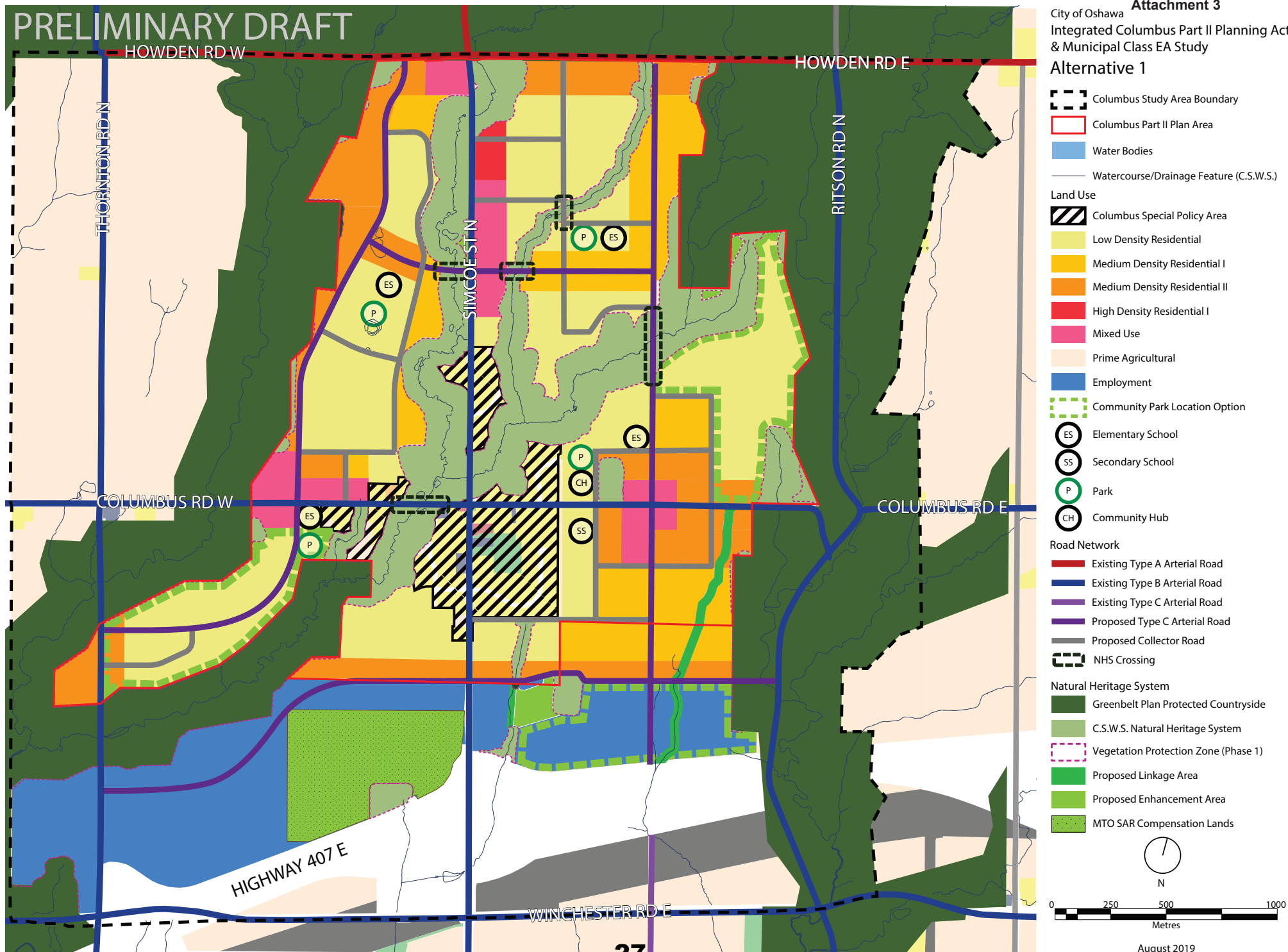
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City of Oshawa
Development Services Department


































COLUMBUS AREA PART II PLAN GENERAL WORK PROGRAM

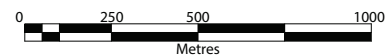




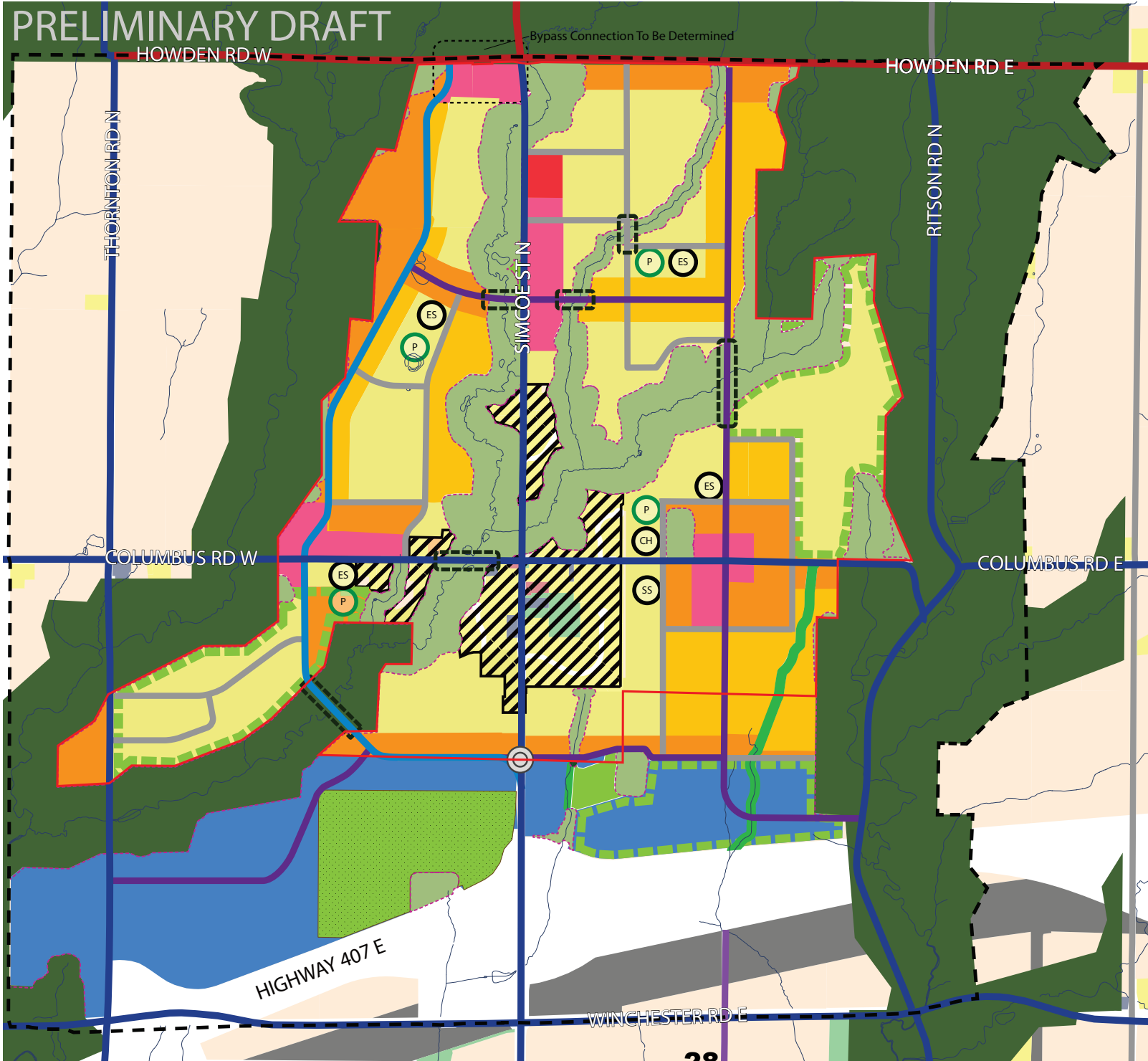
City of Oshawa
Integrated Columbus Part II Planning Act
& Municipal Class EA Study

Alternative 2

-  Columbus Study Area Boundary
-  Columbus Part II Plan Area
-  Water Bodies
-  Watercourse/Drainage Feature (C.S.W.S.)
- Land Use**
 -  Columbus Special Policy Area
 -  Low Density Residential
 -  Medium Density Residential I
 -  Medium Density Residential II
 -  High Density Residential I
 -  Mixed Use
 -  Prime Agricultural
 -  Employment
 -  Community Park Location Option
- Community Facilities**
 -  Elementary School
 -  Secondary School
 -  Park
 -  Community Hub
- Road Network**
 -  Existing Type A Arterial Road
 -  Existing Type B Arterial Road
 -  Existing Type C Arterial Road
 -  Proposed Type B Arterial Road
 -  Proposed Type C Arterial Road
 -  Proposed Collector Road
 -  NHS Crossing
 -  Potential Roundabout
- Natural Heritage System**
 -  Greenbelt Plan Protected Countryside
 -  C.S.W.S. Natural Heritage System
 -  Vegetation Protection Zone (Phase 1)
 -  Proposed Linkage Area
 -  Proposed Enhancement Area
 -  MTO SAR Compensation Lands



August 2019



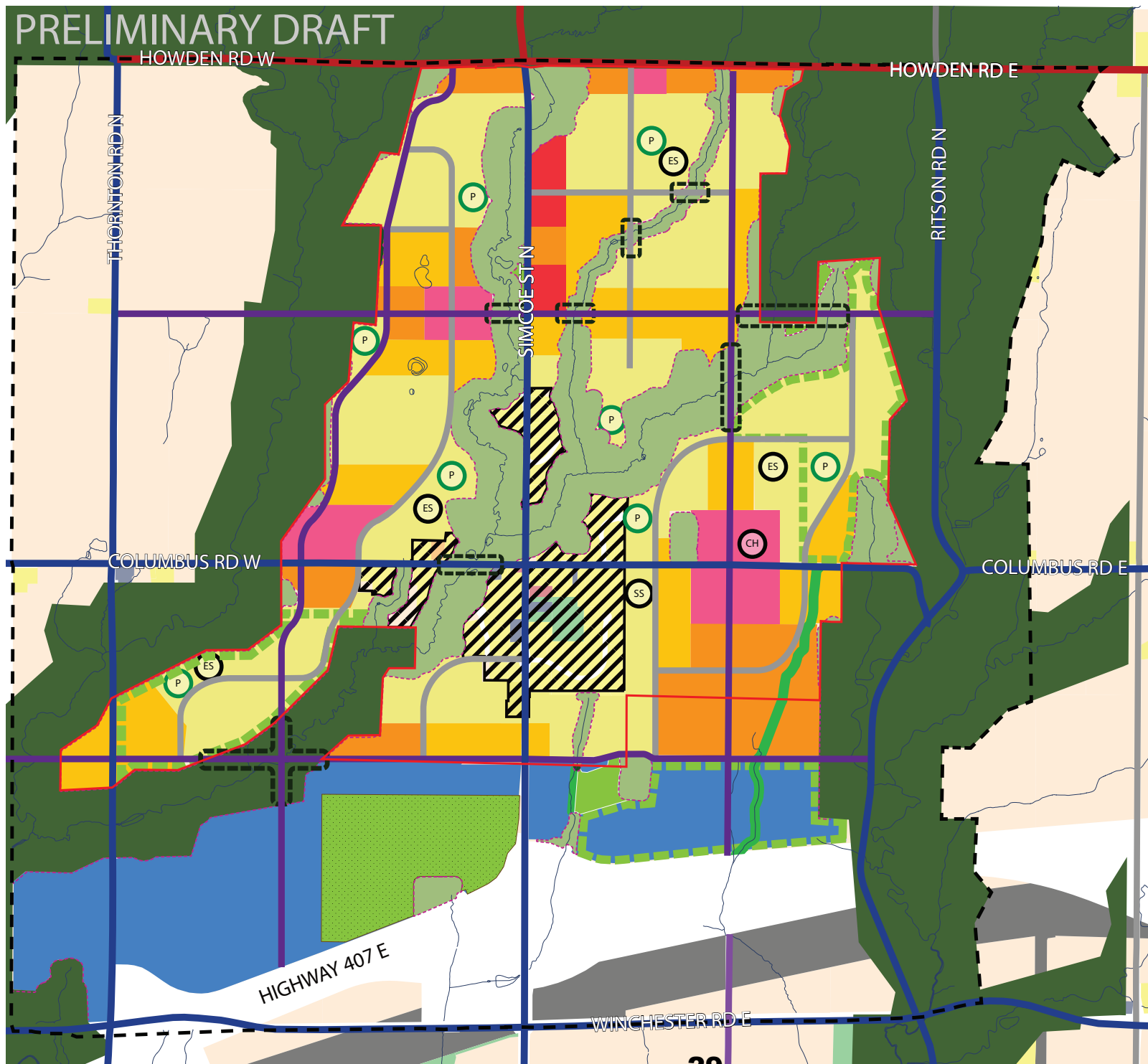
PRELIMINARY DRAFT

Item: DS-19-165

Attachment 5

City of Oshawa
Integrated Columbus Part II Planning Act
& Municipal Class EA Study

Alternative 3



- Columbus Study Area Boundary
- Columbus Part II Plan Area
- Water Bodies
- Watercourse/Drainage Feature (C.S.W.S.)
- Land Use**
- Columbus Special Policy Area
- Low Density Residential
- Medium Density Residential I
- Medium Density Residential II
- High Density Residential I
- Mixed Use
- Prime Agricultural
- Employment
- Community Park Location Option
- Park
- Elementary School
- Secondary School
- Community Hub
- Road Network**
- Existing Type A Arterial Road
- Existing Type B Arterial Road
- Existing Type C Arterial Road
- Proposed Type C Arterial Road
- Proposed Collector Road
- NHS Crossing
- Natural Heritage System**
- Greenbelt Plan Protected Countryside
- C.S.W.S. Natural Heritage System
- Vegetation Protection Zone (Phase 1)
- Proposed Linkage Area
- Proposed Enhancement Area
- MTO SAR Compensation Lands



0 250 500 1000
Metres

August 2019

| Land Use | Gross Area (Ha) |
|-------------------|-----------------|
| Study Area | 1563.72 |

| | |
|--------------------------------------|----------------|
| Non-Developable Lands | |
| Prime Agricultural/Hwy 407 | 354.92 |
| NHS | |
| Greenbelt Plan Protected Countryside | 469.37 |
| C.S.W.S. NHS | 130.48 |
| Proposed Linkage Area | 8.25 |
| Proposed Enhancement Area | 4.39 |
| MTO SAR Compensation Lands | 34.67 |
| Total | 1002.09 |

| Land Use | Gross Area (Ha) | Net Area | Units per Net | | Units (Res) | | PPU | Jobs per hectare | Pop | | Jobs | | Pop + Jobs (Total) | |
|--|-----------------|----------|---------------|-----|-------------|--------|------|------------------|--------|--------|------|-----|--------------------|--------|
| | | | Min | Max | Min | Max | | | Min | Max | Min | Max | Min | Max |
| Columbus Special Policy Area | 49.20 | 29.77 | 5 | 5 | 151 | 156 | 2.89 | | 437 | 451 | 75 | 75 | 512 | 526 |
| Secondary Suites | 3.0% | 0.00 | - | - | 5 | 5 | 1.71 | | 8 | 8 | | | 8 | 8 |
| Existing Arterials & Planned Widening | | 4.83 | | | | | | | | | | | | |
| Existing Local Roads | | 2.89 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.39 | | | | | | | | | | | | |
| Proposed Local Roads | | 9.84 | | | | | | | | | | | | |
| 20% SWM | 3% | 1.48 | | | | | | | | | | | | |
| Low Density Residential | 199.87 | 103.27 | 26 | 35 | 2,685 | 3,615 | 3.17 | | 8,506 | 11,451 | | | 8,506 | 11,451 |
| Existing Arterials & Planned Widening | | 1.24 | | | | | | | | | | | | |
| Existing Local Roads | | 0.26 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 4.99 | | | | | | | | | | | | |
| Proposed Collector Roads | | 9.94 | | | | | | | | | | | | |
| Proposed Local Roads | 20% | 39.97 | | | | | | | | | | | | |
| Community Hub | 1.00 | 1.00 | | | | | | 45 | | | 45 | 45 | | |
| Park | 1.80 | 7.20 | | | | | | | | | | | | |
| Public Elementary School | 3.20 | 9.60 | | | | | | 45 | | | 135 | 135 | | |
| Separate Elementary School | 2.40 | 2.40 | | | | | | 45 | | | 45 | 45 | | |
| High School | 6.00 | 6.00 | | | | | | 45 | | | 45 | 45 | | |
| 7% SWM | 7% | 13.99 | | | | | | | | | | | | |
| Medium Density Residential I | 75.25 | 42.35 | 35 | 60 | 1,482 | 2,541 | 2.55 | | 3,783 | 6,485 | | | 3,783 | 6,485 |
| Existing Arterials & Planned Widening | | 1.24 | | | | | | | | | | | | |
| Existing Local Roads | | 0.57 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 4.85 | | | | | | | | | | | | |
| Proposed Collector Roads | | 4.04 | | | | | | | | | | | | |
| Proposed Local Roads | 23% | 16.93 | | | | | | | | | | | | |
| Park | 1.8 | 0.00 | | | | | | | | | | | | |
| 7% SWM | 7% | 5.27 | | | | | | | | | | | | |
| Medium Density Residential II | 86.84 | 45.67 | 60 | 85 | 2,740 | 3,882 | 2.55 | | 6,993 | 9,907 | | | 6,993 | 9,907 |
| Existing Arterials & Planned Widening | | 3.33 | | | | | | | | | | | | |
| Existing Local Roads | | 0.55 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 6.40 | | | | | | | | | | | | |
| Proposed Collector Roads | | 3.10 | | | | | | | | | | | | |
| Proposed Local Roads | 25% | 21.71 | | | | | | | | | | | | |
| Park | 1.8 | 0.00 | | | | | | | | | | | | |
| 7% SWM | 7% | 6.08 | | | | | | | | | | | | |
| High Density Residential | 3.79 | 2.60 | 85 | 150 | 221 | 390 | 1.71 | | 377 | 665 | | | 377 | 665 |
| Existing Arterials & Planned Widening | | 0.27 | | | | | | | | | | | | |
| Existing Local Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.27 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 0.38 | | | | | | | | | | | | |
| 7% SWM | 7% | 0.26 | | | | | | | | | | | | |
| Mixed Use | 30.52 | 19.98 | | | | | | | | | | | | |
| Existing Arterials & Planned Widening | | 3.08 | | | | | | | | | | | | |
| Existing Local Roads | | 0.19 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 1.48 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.61 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 3.05 | | | | | | | | | | | | |
| Community Hub | 1.0 | 0.00 | | | | | | | | | | | | |
| Park | 1.8 | 0.00 | | | | | | | | | | | | |
| 7% SWM | 7% | 2.14 | | | | | | | | | | | | |
| Commercial | 25% | 4.99 | | | | | | 45 | | | 225 | 225 | 225 | 225 |
| Residential | 75% | 14.98 | 60 | 85 | 899 | 1,273 | 1.71 | | 1,533 | 2,171 | | | 1,533 | 2,171 |
| Undercount | 3.1% | | | | | | | | 670 | 965 | | | 673 | 967 |
| Total Part II Plan Area Developable Lands | 445.47 | | | | 8,183 | 11,862 | | | 22,307 | 32,103 | 570 | 570 | 22,609 | 32,405 |

Pop + Jobs/Ha 51 73

| | | | | | | | | | | | | | | |
|---------------------------------------|---------------|-------|--|--|--|--|--|-----|--|--|-------|-------|-------|-------|
| Employment | 116.16 | 87.54 | | | | | | | | | | | | |
| Existing Arterials & Planned Widening | | 2.60 | | | | | | | | | | | | |
| Existing Local Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 6.27 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 11.62 | | | | | | | | | | | | |
| 7% SWM | 7% | 8.13 | | | | | | | | | | | | |
| Institutional | 3% | 2.63 | | | | | | 39 | | | 102 | 102 | 102 | 102 |
| Retail | 7% | 6.13 | | | | | | 72 | | | 441 | 441 | 441 | 441 |
| Office | 20% | 17.51 | | | | | | 126 | | | 2,206 | 2,206 | 2,206 | 2,206 |
| Industrial | 70% | 61.28 | | | | | | 34 | | | 2,083 | 2,083 | 2,083 | 2,083 |

| | | | | | | | | | | | | | | |
|--------------------------------|---------------|--|--|--|-------|--------|--|--|--------|--------|-------|-------|--------|--------|
| Total Developable Lands | 561.62 | | | | 8,183 | 11,862 | | | 22,307 | 32,103 | 5,403 | 5,403 | 27,442 | 37,238 |
|--------------------------------|---------------|--|--|--|-------|--------|--|--|--------|--------|-------|-------|--------|--------|

| | | | | | | | | | | | | | | |
|--|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Total Non-Developable & Developable | 1563.71 | | | | | | | | | | | | | |
|--|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|

Area check 1563.72

Pop + Jobs/Ha 49 66

| | |
|-------------------|-----------------|
| Land Use | Gross Area (Ha) |
| Study Area | 1563.72 |

| | |
|--------------------------------------|----------------|
| Non-Developable Lands | |
| Prime Agricultural/Hwy 407 | 354.92 |
| NHS | |
| Greenbelt Plan Protected Countryside | 469.37 |
| C.S.W.S. NHS | 130.48 |
| Proposed Linkage Area | 8.25 |
| Proposed Enhancement Area | 4.39 |
| MTO SAR Compensation Lands | 34.67 |
| Total | 1002.09 |

| Land Use | Gross Area (Ha) | Net Area | Units per Net | | Units (Res) | | PPU | Jobs per hectare | Pop | | Jobs | | Pop + Jobs (Total) | |
|--|-----------------|---------------|---------------|-----|-------------|--------|------|------------------|--------|--------|------|-----|--------------------|--------|
| | | | Min | Max | Min | Max | | | Min | Max | Min | Max | Min | Max |
| Columbus Special Policy Area | 49.20 | 30.08 | 5 | 5 | 151 | 156 | 2.89 | | 437 | 451 | 75 | 75 | 512 | 526 |
| Secondary Suites | 3.0% | 0.00 | - | - | 5 | 5 | 1.71 | | 8 | 8 | | | 8 | 8 |
| Existing Arterials & Planned Widening | | 4.83 | | | | | | | | | | | | |
| Existing Local Roads | | 2.89 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.08 | | | | | | | | | | | | |
| Proposed Local Roads | | 9.84 | | | | | | | | | | | | |
| 20% SWM | 3% | 1.48 | | | | | | | | | | | | |
| Low Density Residential | 197.48 | 105.45 | 26 | 35 | 2,742 | 3,691 | 3.17 | | 8,686 | 11,692 | | | 8,686 | 11,692 |
| Existing Arterials & Planned Widening | | 2.48 | | | | | | | | | | | | |
| Existing Local Roads | | 0.26 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 1.16 | | | | | | | | | | | | |
| Proposed Collector Roads | | 10.40 | | | | | | | | | | | | |
| Proposed Local Roads | 20% | 39.50 | | | | | | | | | | | | |
| Community Hub | 1.00 | 1.00 | | | | | | 45 | | | 45 | 45 | | |
| Park | 1.80 | 5.40 | | | | | | | | | | | | |
| Public Elementary School | 3.20 | 9.60 | | | | | | 45 | | | 135 | 135 | | |
| Separate Elementary School | 2.40 | 2.40 | | | | | | 45 | | | 45 | 45 | | |
| High School | 6.00 | 6.00 | | | | | | 45 | | | 45 | 45 | | |
| 7% SWM | 7% | 13.82 | | | | | | | | | | | | |
| Medium Density Residential I | 81.93 | 44.45 | 35 | 60 | 1,556 | 2,667 | 2.55 | | 3,970 | 6,806 | | | 3,970 | 6,806 |
| Existing Arterials & Planned Widening | | 2.18 | | | | | | | | | | | | |
| Existing Local Roads | | 0.57 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 6.88 | | | | | | | | | | | | |
| Proposed Collector Roads | | 3.28 | | | | | | | | | | | | |
| Proposed Local Roads | 23% | 18.84 | | | | | | | | | | | | |
| Park | 1.8 | 0.00 | | | | | | | | | | | | |
| 7% SWM | 7% | 5.74 | | | | | | | | | | | | |
| Medium Density Residential II | 83.82 | 41.03 | 60 | 85 | 2,462 | 3,487 | 2.55 | | 6,282 | 8,899 | | | 6,282 | 8,899 |
| Existing Arterials & Planned Widening | | 3.33 | | | | | | | | | | | | |
| Existing Local Roads | | 0.55 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 6.98 | | | | | | | | | | | | |
| Proposed Collector Roads | | 3.31 | | | | | | | | | | | | |
| Proposed Local Roads | 25% | 20.95 | | | | | | | | | | | | |
| Park | 1.8 | 1.80 | | | | | | | | | | | | |
| 7% SWM | 7% | 5.87 | | | | | | | | | | | | |
| High Density Residential | 3.03 | 2.11 | 85 | 150 | 179 | 316 | 1.71 | | 305 | 539 | | | 305 | 539 |
| Existing Arterials & Planned Widening | | 0.27 | | | | | | | | | | | | |
| Existing Local Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.14 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 0.30 | | | | | | | | | | | | |
| 7% SWM | 7% | 0.21 | | | | | | | | | | | | |
| Mixed Use | 30.02 | 19.27 | | | | | | | | | | | | |
| Existing Arterials & Planned Widening | | 2.98 | | | | | | | | | | | | |
| Existing Local Roads | | 0.19 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 1.98 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.50 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 3.00 | | | | | | | | | | | | |
| Community Hub | 1.0 | 0.00 | | | | | | | | | | | | |
| Park | 1.8 | 0.00 | | | | | | | | | | | | |
| 7% SWM | 7% | 2.10 | | | | | | | | | | | | |
| Commercial | 25% | 4.82 | | | | | | 45 | | | 217 | 217 | 217 | 217 |
| Residential | 75% | 14.46 | 60 | 85 | 867 | 1,229 | 1.71 | | 1,479 | 2,095 | | | 1,479 | 2,095 |
| Undercount | 3.1% | | | | | | | | 656 | 945 | | | 658 | 947 |
| Total Part II Plan Area Developable Lands | 445.48 | | | | 7,961 | 11,550 | | | 21,823 | 31,435 | 562 | 562 | 22,117 | 31,729 |

Pop + Jobs/Ha 50 71

| | | | | | | | | | | | | | | |
|---------------------------------------|---------------|--------------|--|--|--|--|--|-----|--|--|-------|-------|-------|-------|
| Employment | 116.16 | 86.65 | | | | | | | | | | | | |
| Existing Arterials & Planned Widening | | 2.60 | | | | | | | | | | | | |
| Existing Local Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 6.81 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.35 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 11.62 | | | | | | | | | | | | |
| 7% SWM | 7% | 8.13 | | | | | | | | | | | | |
| Institutional | 3% | 2.60 | | | | | | 39 | | | 101 | 101 | 101 | 101 |
| Retail | 7% | 6.07 | | | | | | 72 | | | 437 | 437 | 437 | 437 |
| Office | 20% | 17.33 | | | | | | 126 | | | 2,184 | 2,184 | 2,184 | 2,184 |
| Industrial | 70% | 60.65 | | | | | | 34 | | | 2,062 | 2,062 | 2,062 | 2,062 |

| | | | | | | | | | | | | | | |
|--|----------------------|--|--|--|-------|--------|--|--|--------|--------|-------|-------|--------|--------|
| Total Developable Lands | 561.63 | | | | 7,961 | 11,550 | | | 21,823 | 31,435 | 5,346 | 5,346 | 26,901 | 36,513 |
| | acres 1387.23 | | | | | | | | | | | | | |
| Total Non-Developable & Developable | 1563.72 | | | | | | | | | | | | | |
| Area check | 1563.72 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 48 | 65 |

| Land Use | Gross Area (Ha) |
|-------------------|-----------------|
| Study Area | 1563.72 |

| | |
|--------------------------------------|----------------|
| Non-Developable Lands | |
| Prime Agricultural/Hwy 407 | 354.92 |
| NHS | |
| Greenbelt Plan Protected Countryside | 469.37 |
| C.S.W.S. NHS | 130.48 |
| Proposed Linkage Area | 8.25 |
| Proposed Enhancement Area | 4.39 |
| MTO SAR Compensation Lands | 34.67 |
| Total | 1002.09 |

| Land Use | Gross Area (Ha) | Net Area | Units per Net | | Units (Res) | | PPU | Jobs per hectare | Pop | | Jobs | | Pop + Jobs (Total) | |
|--|-----------------|---------------|---------------|-----|-------------|--------|------|------------------|--------|--------|------|-----|--------------------|--------|
| | | | Min | Max | Min | Max | | | Min | Max | Min | Max | Min | Max |
| Columbus Special Policy Area | 49.20 | 30.01 | 5 | 5 | 151 | 156 | 2.89 | | 437 | 451 | 75 | 75 | 512 | 526 |
| Secondary Suites | 3.0% | 0.00 | - | - | 5 | 5 | 1.71 | | 8 | 8 | | | 8 | 8 |
| Existing Arterials & Planned Widening | | 4.83 | | | | | | | | | | | | |
| Existing Local Roads | | 2.89 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.15 | | | | | | | | | | | | |
| Proposed Local Roads | 20% | 9.84 | | | | | | | | | | | | |
| SWM | 3% | 1.48 | | | | | | | | | | | | |
| Low Density Residential | 211.01 | 101.22 | 26 | 35 | 2,632 | 3,543 | 3.17 | | 8,337 | 11,223 | | | 8,337 | 11,223 |
| Existing Arterials & Planned Widening | | 1.42 | | | | | | | | | | | | |
| Existing Local Roads | | 0.46 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 6.78 | | | | | | | | | | | | |
| Proposed Collector Roads | | 11.76 | | | | | | | | | | | | |
| Proposed Local Roads | 20% | 42.20 | | | | | | | | | | | | |
| Community Hub | 1.00 | 0.00 | | | | | | | | | 0 | 0 | | |
| Park | 1.80 | 14.40 | | | | | | | | | | | | |
| Public Elementary School | 3.20 | 9.60 | | | | | | 45 | | | 135 | 135 | | |
| Separate Elementary School | 2.40 | 2.40 | | | | | | 45 | | | 45 | 45 | | |
| High School | 6.00 | 6.00 | | | | | | 45 | | | 45 | 45 | | |
| SWM | 7% | 14.77 | | | | | | | | | | | | |
| Medium Density Residential I | 88.31 | 49.11 | 35 | 60 | 1,719 | 2,946 | 2.55 | | 4,386 | 7,519 | | | 4,386 | 7,519 |
| Existing Arterials & Planned Widening | | 2.99 | | | | | | | | | | | | |
| Existing Local Roads | | 0.51 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 5.95 | | | | | | | | | | | | |
| Proposed Collector Roads | | 3.70 | | | | | | | | | | | | |
| Proposed Local Roads | 23% | 19.87 | | | | | | | | | | | | |
| Park | 1.8 | 0.00 | | | | | | | | | | | | |
| SWM | 7% | 6.18 | | | | | | | | | | | | |
| Medium Density Residential II | 57.65 | 31.10 | 60 | 85 | 1,866 | 2,644 | 2.55 | | 4,762 | 6,746 | | | 4,762 | 6,746 |
| Existing Arterials & Planned Widening | | 1.25 | | | | | | | | | | | | |
| Existing Local Roads | | 0.19 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 4.55 | | | | | | | | | | | | |
| Proposed Collector Roads | | 2.11 | | | | | | | | | | | | |
| Proposed Local Roads | 25% | 14.41 | | | | | | | | | | | | |
| Park | 1.8 | 0.00 | | | | | | | | | | | | |
| SWM | 7% | 4.04 | | | | | | | | | | | | |
| High Density Residential | 8.70 | 6.03 | 85 | 150 | 512 | 904 | 1.71 | | 873 | 1,541 | | | 873 | 1,541 |
| Existing Arterials & Planned Widening | | 0.72 | | | | | | | | | | | | |
| Existing Local Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 0.18 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.29 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 0.87 | | | | | | | | | | | | |
| SWM | 7% | 0.61 | | | | | | | | | | | | |
| Mixed Use | 30.60 | 19.61 | | | | | | | | | | | | |
| Existing Arterials & Planned Widening | | 1.55 | | | | | | | | | | | | |
| Existing Local Roads | | 0.40 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 2.07 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.77 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 3.06 | | | | | | | | | | | | |
| Community Hub | 1.0 | 1.00 | | | | | | 45 | | | 45 | 45 | | |
| Park | 1.8 | 0.00 | | | | | | | | | | | | |
| SWM | 7% | 2.14 | | | | | | | | | | | | |
| Commercial | 25% | 4.90 | | | | | | 45 | | | 221 | 221 | 221 | 221 |
| Residential | 75% | 14.71 | 60 | 85 | 883 | 1,250 | 1.71 | | 1,505 | 2,132 | | | 1,505 | 2,132 |
| Undercount | 3.1% | | | | | | | | 629 | 918 | | | 632 | 920 |
| Total Part II Plan Area Developable Lands | 445.47 | | | | 7,767 | 11,448 | | | 20,938 | 30,539 | 566 | 566 | 21,236 | 30,837 |

Pop + Jobs/Ha 48 69

| | | | | | | | | | | | | | | |
|---------------------------------------|---------------|--------------|--|--|--|--|--|-----|--|--|-------|-------|-------|-------|
| Employment | 116.16 | 89.16 | | | | | | | | | | | | |
| Existing Arterials & Planned Widening | | 2.60 | | | | | | | | | | | | |
| Existing Local Roads | | 0.00 | | | | | | | | | | | | |
| Proposed Arterial Roads | | 4.30 | | | | | | | | | | | | |
| Proposed Collector Roads | | 0.35 | | | | | | | | | | | | |
| Proposed Local Roads | 10% | 11.62 | | | | | | | | | | | | |
| SWM | 7% | 8.13 | | | | | | | | | | | | |
| Institutional | 3% | 2.67 | | | | | | 39 | | | 104 | 104 | 104 | 104 |
| Retail | 7% | 6.24 | | | | | | 72 | | | 449 | 449 | 449 | 449 |
| Office | 20% | 17.83 | | | | | | 126 | | | 2,247 | 2,247 | 2,247 | 2,247 |
| Industrial | 70% | 62.41 | | | | | | 34 | | | 2,122 | 2,122 | 2,122 | 2,122 |

| | | | | | | | | | | | | | | |
|--------------------------------|---------------|--|--|--|-------|--------|--|--|--------|--------|-------|-------|--------|--------|
| Total Developable Lands | 561.63 | | | | 7,767 | 11,448 | | | 20,938 | 30,539 | 5,488 | 5,488 | 26,158 | 35,759 |
|--------------------------------|---------------|--|--|--|-------|--------|--|--|--------|--------|-------|-------|--------|--------|

| | | | | | | | | | | | | | | |
|--|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Total Non-Developable & Developable | 1563.72 | | | | | | | | | | | | | |
|--|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|

Area check 1563.72

Pop + Jobs/Ha 47 64