

To: Development Services Committee

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

Report Number: DS-21-155

Date of Report: September 8, 2021

Date of Meeting: September 13, 2021

Subject: Integrated Columbus Part II Planning Act and Municipal Class  
Environmental Assessment Act Study

File: B-2100-1454

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## **1.0 Purpose**

The purpose of this Report is to:

1. Provide an overview of the input received pursuant to the third Public Information Centre (P.I.C. 3) held on November 20, 2019, where three initial alternative land use and road plans and associated land budgets were presented for feedback and comments;
2. Provide an overview of the preferred land use and road plan and associated land budget, developed after consideration of the input received with respect to the three initial alternative land use and road plans and associated land budgets, as well as the draft policy text, the draft Columbus Community Urban Design Guidelines and the draft Columbus Transportation Master Plan Final Report; and,
3. Obtain Council's authorization to hold a fourth Public Information Centre (P.I.C. 4) for the purpose of presenting for public review and input the preferred land use and road plan, associated land budget, plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters, the draft policy text, the draft Columbus Community Urban Design Guidelines and the draft Columbus Transportation Master Plan Final Report.

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 showing how the Study has been integrated with the Columbus Subwatershed Study.

Attachment 3 is a chart summarizing the comments received from the public, together with responses to the comments, with respect to the three initial alternative land use and road plans and associated land budgets.

Attachment 4 is a map showing the preferred land use and road plan.

Attachment 5 is a map showing the proposed concept plan for the Columbus Expansion Area outside of the Major Urban Area Boundary.

Attachment 6 is a map showing the preferred transportation plan.

Attachment 7 is a map showing the preferred environmental management plan.

Attachment 8 is a copy of the land budget prepared for the preferred land use and road plan.

Attachment 9 is a copy of the draft policy text prepared for the Columbus Part II Plan.

Attachment 10 is a copy of the draft Columbus Community Urban Design Guidelines prepared for the Columbus Part II Planning Area, which can be viewed at the following link: [www.oshawa.ca/columbusstudy](http://www.oshawa.ca/columbusstudy).

Attachment 11 is a copy of the draft Columbus Transportation Master Plan Final Report prepared for the Columbus Part II Planning Area, which can be viewed at the following link: [www.oshawa.ca/columbusstudy](http://www.oshawa.ca/columbusstudy).

## **2.0 Recommendation**

That the Development Services Committee recommend to City Council:

That, pursuant to Report DS-21-155 dated September 8, 2021, Development Services staff be authorized to hold Public Information Centre Number 4 which will be in virtual public engagement form owing to the COVID-19 pandemic for the purpose of presenting for public review and input the preferred land use and road plan and associated land budget developed for the Study, plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters, the draft policy text for the Columbus Part II Plan, the draft Columbus Community Urban Design Guidelines and the draft Columbus Transportation Master Plan Final Report.

## **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 City's team of consultants, led by Macaulay Shiomi Howson Ltd., is currently completing Stage 3 of the Study. As part of the work under Stage 3, a preferred land use and road plan and associated land budget, plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters, the draft policy text, the draft Columbus Community Urban Design Guidelines and the draft Columbus Transportation Master Plan Final Report have been prepared. The preferred land use and road plan also shows the development concept for the South Columbus Industrial Area, which interfaces with the Columbus Part II Planning Area.

Given that progress on the Study has now advanced to the preparation of a preferred land use and road plan, associated land budget and supporting plans and documents, it is appropriate that Public Information Centre Number 4 be held to present this information to the public to obtain feedback. This input will help to inform the development of the recommended land use and road plan, and ultimately the final Part II Plan for the Columbus Part II Planning Area. However, due to the current COVID-19 pandemic and uncertainty with respect to future direction of Public Health Ontario, large in-person meetings are generally not encouraged for the health and safety of all individuals including the public, City staff, elected officials, stakeholders and the consulting team. As a result, Public Information Centre Number 4 will be held in virtual form such that residents can participate safely from home.

It is important to note that Public Information Centre Number 4 is not the final opportunity for public input. After Public Information Centre 4, staff will report on the results of Public Information Centre Number 4 and may recommend to Council that staff be authorized to initiate the Planning Act Public Meeting process for the Columbus Part II Plan which would include a statutory Planning Act Public Meeting.

#### **4.0 Input From Other Sources**

As part of Stage 2 of the Study, City staff previously circulated and shared the three initial alternative land use and road plans and associated land budgets to all stakeholders, including the public, for review and comments. The feedback received has helped to inform the development of the preferred land use and road plan, associated land budget, and plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters. Attachment 3 contains the comments received from the public on the three alternative land use and road plans, as well as responses to the comments.

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 preferred land use and road plan, associated land budget, plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters, the draft policy text, the draft Columbus Community Urban Design Guidelines and the draft Columbus Transportation Master Plan Final Report 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 P.I.C. 4.

## **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 (O.O.P.) forms part of, and is located within the Study Area (see Attachment 1).

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 (completed)
- Stage Three: Preferred Land Use and Transportation Alternative (in progress)
- Stage Four: Part II Plan (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 City's consultant team, led by Macaulay Shiomi Howson Ltd. (M.S.H.), is currently completing Stage 3 of the Study. As part of the work under Stage 3, the following have been prepared:

- The preferred land use and road plan;
- Associated land budget;
- Plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters, and environmental management matters;
- The draft policy text for the Part II Plan;
- The draft Columbus Community Urban Design Guidelines; and,
- The draft Columbus Transportation Master Plan Final Report.

The preferred land use and road plan also shows the concept for the proposed Columbus Expansion Area outside of the Major Urban Area Boundary that currently does not comprise part of the Columbus Part II Planning Area as identified in Schedule "E" of the O.O.P. (see Attachments 1 and 4). Feedback (including public comments) on the preferred land use and road plan, associated land budget, plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters, the draft policy text, the draft Columbus Community Urban Design Guidelines and the draft Columbus Transportation Master Plan Final Report will be used to inform the development of the recommended land use and road plan, and ultimately the final Part II Plan for the Columbus Part II Planning Area.

## **5.2 Public Information Centre Number 3**

P.I.C. 3 was held on November 20, 2019 at the Columbus Community Centre and gave members of the public an opportunity to learn more about and provide input on the three alternative land use and road plans and associated land budgets developed by the consultant under Stage 2 of the Study. The format for the P.I.C. consisted of an open house, presentation, alternatives workshop and a question and answer period. The open house session provided attendees with an opportunity to review available Study information on display boards, including the three alternative land use and road plans, and to talk with the project team.

The formal presentation by the lead consultant provided a summary of the Study process to date, a review of the alternative land use and road plans and the analysis conducted on the alternatives by the consultant team. The alternatives workshop provided attendees an opportunity to review each alternative in small groups. Each group was provided with maps of the three alternatives and a list of specific questions to answer related to the proposed road networks, land uses, and parks and schools. After the alternatives workshop, attendees were given the opportunity to ask questions and provide comments to the project team during the question and answer period.

Notification of P.I.C. 3 was provided in the following ways:

- Newspaper ads were placed 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 posted on the Study's website, located at [www.oshawa.ca/columbusstudy](http://www.oshawa.ca/columbusstudy).
- Notice was mailed to all property owners within the Study Area.
- Notice was provided to any individuals who left an email address at P.I.C.s 1 or 2, or requested to have their name added to the Study mailing list.
- Notice was posted on the Columbus United Church sign fronting Simcoe Street North, next to the Columbus Community Centre (the P.I.C. venue).

Approximately 70 people attended P.I.C. 3 over the course of the session. All attendees who provided contact information, including at P.I.C.s 1, 2, or 3, were advised that they would be notified of future P.I.C.s and public meetings.

During the alternatives workshop and 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. 3 related to the following themes:

- Concerns regarding increased traffic on major roads (Simcoe Street North, Howden Road and Columbus Road), as well as speeding;
- Requests to expand the Columbus Special Policy Area to include more homes along Simcoe Street North and Columbus Road;
- The desire to protect and conserve the heritage components of the community;
- The desire to protect and conserve the homes on Grass Grove Lane;
- The desire to designate Columbus as a Heritage Conservation District;
- The desire to protect and retain the “rural” and “small town” charm of Columbus;
- The desire for a diversion of traffic from Simcoe Street North to an alternative north-south route;
- Requests for cycling and walking infrastructure;
- Concerns regarding high-density residential development and the effect it will have on the community (e.g. change in character, increased traffic, noise, etc.);
- Concerns that future development will be too dense;
- The desire for a gradual density transition outside of the Columbus Special Policy Area;
- The preference for only single detached dwellings;
- The desire for better services in Columbus, particularly internet/broadband services;
- Concerns over impacts to water quality and quantity (especially for residents who are on existing wells); and,
- Concerns regarding the way the information has been presented to the public and the need for additional consultation.

These comments and concerns are further outlined in Attachment 3.

All of the comments received at P.I.C. 3 were used to inform the development of the preferred land use and road plan, associated land budget, and plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary,

transportation matters and environmental management matters (see Attachments 4 to 8). They will also be considered during the development of the final preferred land use and road plan and ultimately the Part II Plan during Stage 4 of the Study.

The project team has posted all of the materials from P.I.C. 3 on the Study webpage for public reference, located at the following link: [www.oshawa.ca/columbusstudy](http://www.oshawa.ca/columbusstudy).

### **5.3 Preferred Land Use and Road Plan**

The preferred land use and road plan and associated land budget developed under Stage 3 in accordance with the Study Work Plan are affixed to this Report as Attachments 4 and 8, respectively. The preferred land use and road plan has been prepared based on the findings and analyses of the background studies (which can be viewed at [www.oshawa.ca/columbusstudy](http://www.oshawa.ca/columbusstudy)), the draft Columbus Community Urban Design Guidelines, the draft Columbus Transportation Master Plan Final Report and comments received to date from all stakeholders, including members of the public, internal staff and other external agencies. The associated land budget provides detailed information about the proposed land uses, density of development, population and jobs (see Attachment 8) and details how population and employment projections in the Provincial Growth Plan will be achieved.

Key features of the preferred land use and road plan include:

- A total Part II Plan developable area of 376 gross hectares (928.5 gross acres);
- The delineation of a Columbus Special Policy Area (approximately 48 gross hectares/118 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;
- A proposed Community Park (approximately 12 gross hectares/29.6 gross acres in size) located in the northeast quadrant of the Part II Planning Area, north of Columbus Road East, east of a proposed north-south Type 'C' Arterial Road located approximately midway between Simcoe Street North and Ritson Road North, abutting Open Space and Recreation lands to the north;
- Six proposed Neighbourhood Parks (four Neighbourhood Parks approximately 2.5 gross hectares or 6 gross acres in size and two Neighbourhood Parks 4.1 gross hectares or 10 gross acres in size), generally located adjacent to elementary school sites;
- Two Mixed Use Nodes abutting existing and proposed arterial and collector roads, located east and west of Simcoe Street North;
- Seven proposed elementary schools;

- Two proposed secondary schools;
- A variety of residential land uses, consisting of Low Density Residential Areas (79 net hectares/195 net acres in total), Medium Density I and II Residential Areas (83.6 net hectares/206.6 net acres in total) abutting existing and proposed arterial and collector roads, and two High Density Residential Areas (11.83 net hectares/29.23 net acres in total), one located abutting the east side of Simcoe Street North, south of Howden Road and the other located north of Columbus Road West at the western boundary of the Part II Plan Area;
- A proposed north-south Type 'C' Arterial Road located west of Simcoe Street North, with an east-west leg connecting to Simcoe Street North at the southerly limit of the Part II Plan Area, and connected to Howden Road West at the northerly limit of the Part II Plan Area;
- A proposed east-west Type 'C' Arterial Road generally located in the southerly portion of the Study Area, outside of the Part II Plan Area, extending from Thornton Road North to an intersection with the proposed north-south Type 'C' Arterial Road located west of Simcoe Street North as noted directly above;
- A proposed east-west Type 'C' Arterial Road located approximately midway between Columbus Road East and Highway 407 East, extending from Simcoe Street North to an intersection with the proposed north-south Type 'C' Arterial Road located east of Simcoe Street North as noted directly above;
- A proposed 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 Community Use area (e.g. community centre, library, firehall, etc.) located on the south side of Columbus Road East, approximately midway between Simcoe Street North and Ritson Road North, abutting a proposed secondary school, Medium Density II Residential area and a new north-south Type 'C' Arterial Road;
- A future proposed Columbus Expansion Area on lands abutting the southeasterly portion of the Columbus Part II Planning Area as currently identified on Schedule "E" of the O.O.P., containing Open Space and Recreation and Medium Density I and II Residential areas, Stormwater Management Facilities and segments of new arterial and collector roads (see Attachment 5);
- An estimated minimum of 7,453 residential dwelling units and a maximum of 11,345 residential dwelling units;
- An estimated minimum population of approximately 19,558 and a maximum population of approximately 29,243; and,
- An estimated 6,555 new jobs including jobs in the South Columbus Industrial Area.



Attachment 5 shows the proposed Concept Plan for the Columbus Expansion Area outside of the Major Urban Area Boundary, which includes proposed Medium Density Residential Areas.

Attachment 6 shows the preferred transportation plan, which includes the proposed road network and active transportation network. There are a number of cycling routes and cycling infrastructure proposed throughout the Part II Plan Area, as well as trail options.

Attachment 7 shows the preferred environmental management plan, which includes the Natural Heritage System and Hazard Lands mapping.

#### **5.4 Draft Policy Text**

The draft policy text for the future Columbus Part II Plan developed under Stage 3 in accordance with the Study Work Plan is affixed to this Report as Attachment 9. The draft policy text has been prepared based on the findings and analyses of the background studies (which can be viewed at [www.oshawa.ca/columbusstudy](http://www.oshawa.ca/columbusstudy)), the updated supporting documents including the draft Columbus Community Urban Design Guidelines and the draft Columbus Transportation Master Plan Draft Final Report, and comments received from all stakeholders on the three alternative land use and road plans and on the Study in general, including members of the public, internal staff and other external agencies.

Some highlights of the draft policy text include:

- General policies to provide an overview of the Columbus area;
- Community structure policies that reflect the vision and guiding principles for Columbus;
- Columbus Special Policy Area policies to regulate and limit 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;
- Specific policies for residential development for each residential land use designation (e.g. Low Density Residential, Medium Density Residential, etc.);
- Specific policies for community uses, open space and recreation, and parks;
- Master Environmental Servicing Plan policies to ensure that prior to any development, the appropriate studies and analyses are carried out;
- Environmental management and stormwater management policies to ensure environmental conservation and protection;
- Transportation policies to assist the City in achieving a balanced, multi-modal transportation environment in Columbus;
- Heritage and archaeological policies to conserve, maintain and protect the area's historical former hamlet and rural legacy; and,

- Urban design policies to respect and embrace the Columbus context, protect and enhance the natural heritage system, design for the pedestrian scale, and encourage sustainable development.

The draft policy text is preliminary at this time and provides context to the mapping, in order to illustrate and describe how development may advance in Columbus. The draft policy text is subject to change based on further review and future consultation with all stakeholders, including the public.

### **5.5 Columbus Community Urban Design Guidelines**

The draft Columbus Community Urban Design Guidelines (the “Guidelines” – see Attachment 10) provide detailed direction and design criteria for the implementation of the Columbus Part II Plan vision and related policies. The Guidelines will assist Council, City staff, landowners, developers and the public with clear directions to guide new development in Columbus.

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

It should be noted that the draft Columbus Community Urban Design Guidelines are still in draft form and are subject to change based on further review and input from stakeholders.

### **5.6 Columbus Transportation Master Plan Final Report**

The draft Columbus Transportation Master Plan Final Report (Attachment 11) documents the overall findings of the transportation study supporting the Part II Plan, following Phases I and II of the Municipal Class Environmental Assessment process. The draft Columbus Transportation Master Plan Final Report includes a summary of the Problem and Opportunity Statement, alternative solutions, transportation analysis of the preferred alternative, public and stakeholder consultation at each stage, implementation requirements and next steps for further study.

It should be noted that the draft Columbus Transportation Master Plan Final Report is still in draft form and is subject to change based on further review and input from stakeholders.

### **5.7 Public Information Centre Number 4**

As identified in the Study’s Terms of Reference, the purpose of P.I.C. 4 is to share the preferred land use and road plan prepared for the Columbus Part II Planning Area with the public for comments and feedback. A Concept Plan for the proposed Columbus Expansion Area south of the Columbus Part II Planning Area as currently delineated on Schedule “E” of the O.O.P. is also included in the preferred land use and road plan to illustrate the proposed interface between the Expansion Area and the current Columbus Part II Planning Area. As well, the draft policy text, draft Columbus Community Urban

Design Guidelines and the draft Columbus Transportation Master Plan Final Report will also be shared at P.I.C. 4.

Given the current COVID-19 pandemic and uncertainty with respect to future direction of Public Health Ontario, large in-person meetings are generally not encouraged for the health and safety of all individuals including the public, City staff, elected officials, stakeholders and the consulting team. As a result, P.I.C. 4 will need to be a virtual public meeting form in which residents can participate safely from home. Throughout the duration of the COVID-19 pandemic to date, staff have successfully carried out many virtual public meetings, including virtual Development Services Committee meetings, Council meetings, Planning Act Public meetings and virtual workshops.

It is hoped that the P.I.C. 4 will be held in October or November of 2021. Notification of P.I.C. 4 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.s 1, 2 or 3, or who requested to have their name added to the Study mailing list. The notice will also be published in the Oshawa This Week newspaper 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 indicating that P.I.C. 4 is scheduled.

As per Council's previous direction, at P.I.C. 4, all representatives of any group other than the residents will be asked to identify themselves and their affiliation if they choose to speak (in the event that the P.I.C. allows for live commenting and questions) and will not be permitted to speak on the residents' behalf.

## **5.8 Next Steps**

Following the release of the preferred land use and road plan, associated land budget, plans relating to the proposed Columbus Expansion Area outside of the Major Urban Area Boundary, transportation matters and environmental management matters, the draft policy text, the draft Columbus Community Urban Design Guidelines and the draft Columbus Transportation Master Plan Final Report and after P.I.C. 4 is held, City staff and the consulting team 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 recommended land use and road plan and Part II Plan (Stage 4 of the Study).

## **6.0 Financial Implications**


Anticipated costs to the City are included in the 2021 Department budgets and relate primarily to advertising and mailing costs for P.I.C. 4. However, these costs will be recovered through payment by the Columbus Developers' Group.

## 7.0 Relationship to the Oshawa Strategic Plan

The Recommendation advances the Accountable Leadership goal of the Oshawa Strategic Plan.



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



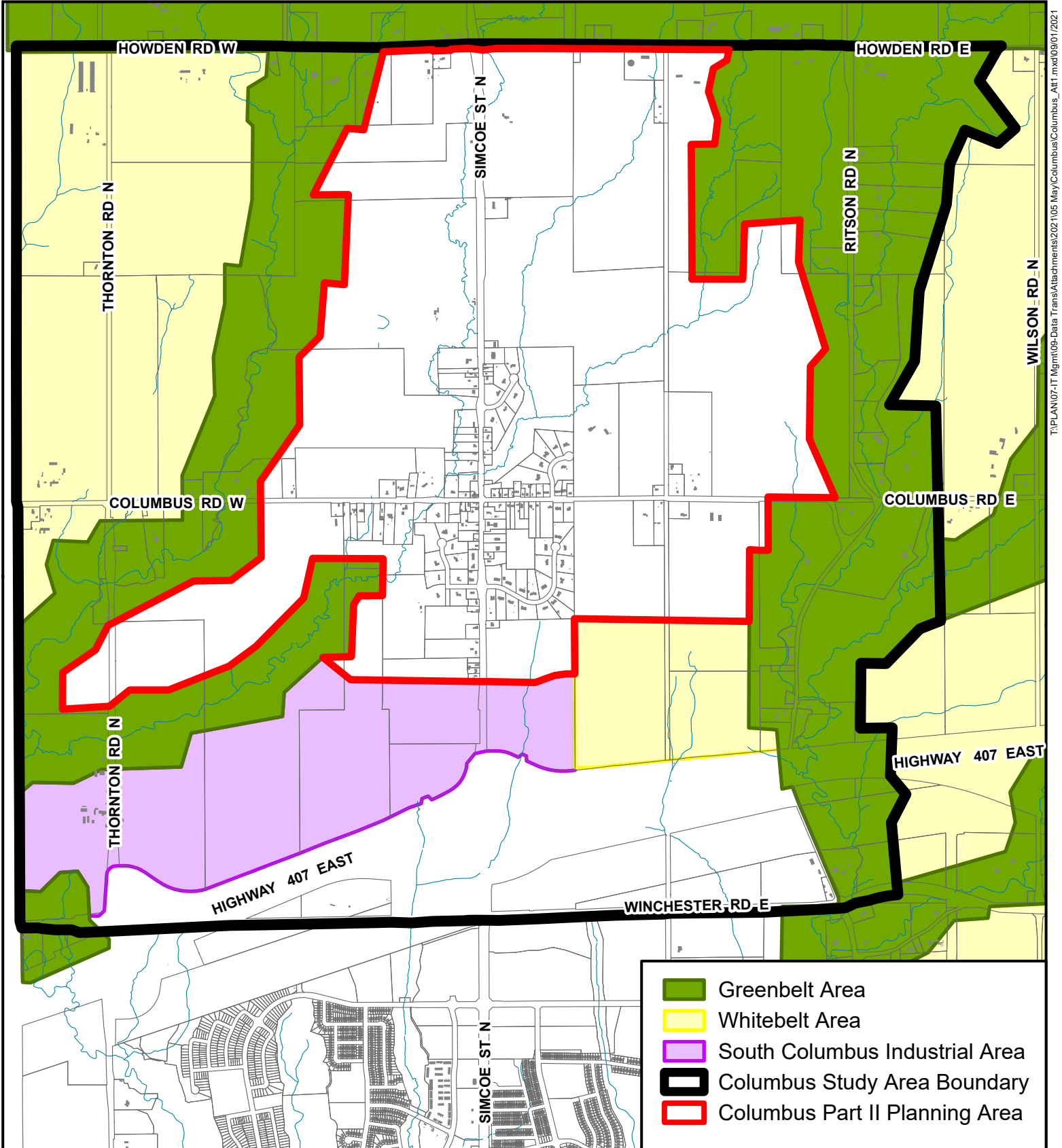
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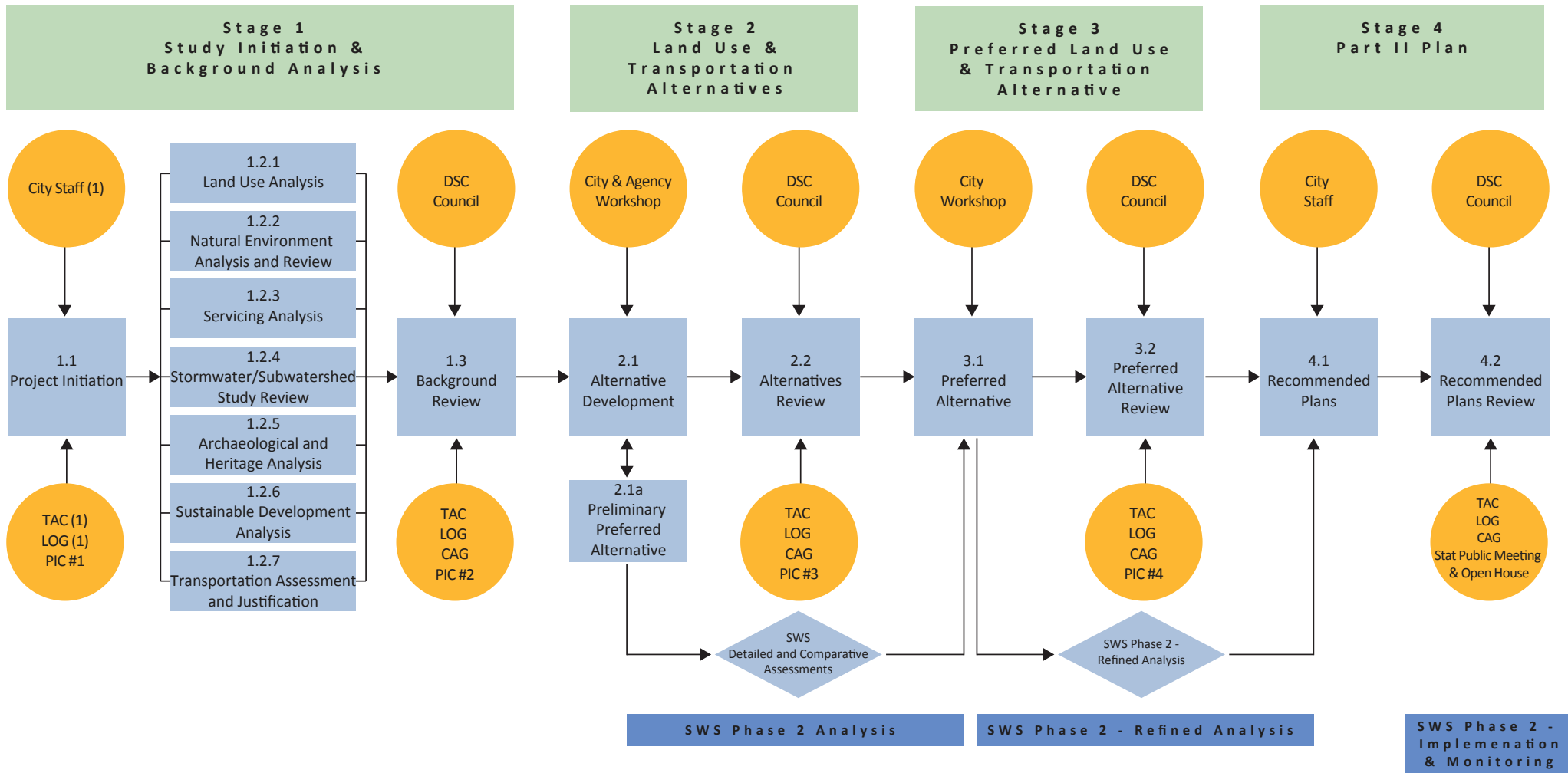
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City of Oshawa  
Development Services Department 



# COLUMBUS AREA PART II PLAN GENERAL WORK PROGRAM



**Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study: Public Comment and Response Chart**

| <b>Subject</b>                                | <b>Comment</b>   | <b>Response</b>  |
|---|--|--|
| Various Considerations                        | <p>Requests were made for staff to consider the following when preparing the preferred plan for a specific area of land within the Columbus Special Policy Area:</p> <ul style="list-style-type: none"> <li>▪ Eco gift of land;</li> <li>▪ Lot line adjustments;</li> <li>▪ Rezoning to medium or high density residential; and</li> <li>▪ Adding new connecting roads.</li> </ul> | <p>Donations of land and lot line adjustments are not something that would be captured within a Part II Plan policy. As well, the Columbus Special Policy area is intended to regulate development in a manner that is sensitive and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design. Staff do not support rezoning lands within the Columbus Special Policy Area to accommodate medium or high density residential development as such development is not sensitive or complementary to the existing Columbus community.</p>  |
| Expansion of the Columbus Special Policy Area | <p>The Columbus Special Policy Area should be expanded to include 3096 Simcoe Street North to the south, as well as extend north all the way to 3860 Simcoe Street North. In addition, the Columbus Special Policy Area should include all properties along Columbus Road between Thornton Road North and Ritson Road North.</p>   | <p>The Columbus Special Policy Area is intended to generally capture the boundary of the former hamlet of Columbus. It is intended that the Part II Plan will contain policies that promote conservation and protection of heritage resources located both inside and outside of the Columbus Special Policy Area. Further, there will also be urban design policies and urban design guidelines for Columbus that will help to ensure that development in Columbus supports a diverse community, while maintaining and enhancing the existing character of the community. Finally, being outside of the Columbus Special Policy Area does not preclude individual heritage designations when warranted.</p> |

| <b>Subject</b>                 | <b>Comment</b>   | <b>Response</b>  |
|--------------------------------|--|--|
| Heritage Conservation District | Requests were made for Columbus to be designated as a Heritage Conservation District, that would include all heritage buildings from 3096 Simcoe Street North, going north all the way to 3860 Simcoe Street North and along Columbus Road from Thornton Road going east all the way to Ritson Road. | It is intended that the Part II Plan will include policies to ensure that undertaking a Heritage Conservation District Study will be considered for the purpose of potentially implementing a Heritage Conservation District Plan for the Columbus community.  |
| Crossings                      | A request was made for the preferred alternative to include the fewest crossing of streams and valleys.  | The Columbus Subwatershed Study (C.S.W.S.) is being completed under a separate process, which will be used to inform the final Part II Plan. The C.S.W.S will address in detail watercourse crossing recommendations.  |
| High Density                   | A request was made for the high density residential areas shown in Alternative 3 to be carried forward.  | The preferred land use and road plan proposes two high density residential nodes, one abutting Simcoe Street North in the same general vicinity of the high density residential areas shown on Alternative 3, and one north of Columbus Road West, along part of the western boundary of the Part II Planning Area, outside of the Columbus Special Policy Area. |
| Road Pattern                   | A request was made for the Simcoe Street by-pass to connect straight to Thornton Road North rather than what is shown in Alternative 2.  | The road pattern identified in the preferred land use and road plan includes 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 north-south Type 'C' Arterial Road located between Simcoe Street North and Thornton Road North.                  |



| <b>Subject</b>                          | <b>Comment</b>  | <b>Response</b>  |
|---|---|--|
| Highway 407 East                        | A question was raised as to whether or not there is going to be a Highway 407 East off-ramp at Thornton Road North which could route traffic on Thornton Road North to Howden Road.   | City staff are not aware of any plans being developed at the current time for the construction of a new Highway 407 East off-ramp at Thornton Road North. However, it should be noted that Schedule "B", Road Network, of the Oshawa Official Plan does show a future interchange at this location.  |
| Consultation                            | Concerns were raised that by providing three alternatives to the public to review and comment on, City staff are missing out on additional interesting alternatives and/or features (e.g. integrating agricultural urbanism). | All comments are welcome, even if they are comments pertaining to new ideas not shown on the preferred land use and road plan.   |
| Heritage Policies                       | A request was made for elements of the heritage policies in the Kedron Part II Plan (Section 8.7.10 of the Kedron Part II Plan) to be incorporated into the Columbus Part II Plan.  | It is intended that the Columbus Part II Plan will include heritage related policies similar to the heritage policies contained in the Kedron Part II Plan.  |
| Environmental Protection and Management | Concerns were raised regarding environmental impacts.   | <p>The community structure of Columbus is based on several principles, including the following environment-focused principle: protect, maintain, restore, and where possible, improve water resources and the Natural Heritage System; support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure.</p> <p>In addition, prior to the development of land within the Columbus Part II Plan, or the processing of any proposed draft plans of subdivision or substantial development applications, a Master Environmental Servicing Plan must be prepared, which will address how various aspects of the environment are to be conserved and/or protected.</p> |

| <b>Subject</b>        | <b>Comment</b>   | <b>Response</b>  |
|-----------------------|--|--|
| Multi-Sport Facility  | Consideration should be given for the development of a multi-sport tournament facility in Columbus.                                    | Noted. The preferred land use and road plan includes a 12 hectare (29.6 acre) Community Park that is intended to be programmed in part for active recreational uses. In terms of the types of facilities, the City's Community Services Department will program this proposed park based on needs and demand.  |
| Active Transportation | Requests were made to ensure that there will be active transportation facilities in Columbus (e.g. bike lanes, multi-use paths, etc.). | The preferred transportation plan shows the proposed road and active transportation network, including a number of cycling routes and trail options.   |
| High Density          | Concerns were raised with respect to the proposed high density development; residents do not want high-rise buildings in Columbus.     | <p>The residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. The Part II Plan will provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Planning Area and allow opportunities for residents to age in the community.</p> <p>Two high density residential nodes are proposed to be located at a distance from the Columbus Special Policy Area, separated by roads and other lower density residential lands. As well, staff intend to include policies in the Part II Plan to indicate appropriate maximum building heights.</p> |

| <b>Subject</b>     | <b>Comment</b>   | <b>Response</b>  |
|--------------------|--|--|
| Industrial Uses    | A request was made to have no industrial uses in Columbus.   | There are no proposed industrial uses in the Columbus Part II Plan Area. However, in accordance with the Durham Regional Official Plan and the Council-approved Oshawa Official Plan, the South Columbus Industrial Area has been designated south of the Columbus Planning Area and north of Highway 407 East, to facilitate the achievement of the City's employment forecasts.  |
| Traffic            | General concerns were raised regarding increased traffic and speeding along Simcoe Street North, Howden Road and Columbus Road.  | The road pattern shown in the preferred land use and road plan is designed to provide alternative routes through the Columbus community which encourage and facilitate access to and from the new community via Thornton Road North, Ritson Road North and the proposed Type 'C' Arterials. In addition, staff intend to include policies in the Part II Plan that speak to mitigating traffic and achieving a balanced, multi-modal transportation environment. |
| Heritage/Character | Concerns were raised regarding the impact of future development on the character and heritage attributes of Columbus. Residents want Columbus to retain its "rural" and "small town" charm, and want the existing community to be protected. | A Columbus Special Policy Area is proposed in the vicinity of the former hamlet of Columbus, in order to regulate development in a manner that is sensitive to and complements the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design.   |

| <b>Subject</b>                          | <b>Comment</b>  | <b>Response</b>  |
|---|---|--|
| Private Services vs. Municipal Services | Concerns were raised that residents will be forced to connect to municipal services once development starts and that residents will have to pay.        | Residents are allowed to stay on private services if they so desire. If residents do want to connect to municipal services, Regional frontage and connection charges apply which are typically paid by the landowner. Property owners must also pay for any work required on the property in question to bring the piped services to the house. The Regional frontage and connection charges are available on the Region's website and are subject to change every year.   |
| Severances                              | Residents currently cannot sever less than one acre for building purposes and there are concerns that developers will not be held to the same standard. | Future development through plans of subdivision are advanced on the basis of full municipal services and are required to achieve the population and density targets established by the Province.   |
| Natural Heritage System                 | Residents want to ensure protection of the Natural Heritage System.   | <p>The community structure of Columbus is based on several principles, including the following environment-focused principle: protect, maintain, restore, and where possible, improve water resources and the Natural Heritage System; support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure.</p> <p>In addition, prior to the development of land within the Columbus Part II Plan, or the processing of any proposed draft plans of subdivision or substantial development applications, a Master Environmental Servicing Plan must be prepared, which will address how various aspects of the environment are to be conserved and/or protected.</p> |

| <b>Subject</b>                       | <b>Comment</b>  | <b>Response</b>   |
|--------------------------------------|---|---|
| Water Quality and Quantity           | Concerns were raised regarding how well water quality and quantity will be protected.   | Deep drilled wells are rarely impacted by development. However, shallow, dug, marginally performing wells can be impacted by development. If well impacts do occur, the Region's approach, through the Well Interference Policy, is to provide a watermain connection and waive the normal frontage and connection costs. The homeowner will still need to pay for any work required on private property to bring services to the house.                          |
| Road Patterns                        | A preference was expressed to have a Simcoe Street North by-pass, to provide a north-south alternative to Simcoe Street North.              | The preferred land use and road plan includes two proposed north-south Type 'C' Arterial Roads as an alternative to Simcoe Street North, one each east and west of Simcoe Street North.   |
| Watercourses                         | A request was made that all streams and riparian corridors contain bridges (not culverts), to allow animals and fish to travel more easily. | The C.S.W.S. is being completed under a separate process, which will be used to inform the final Part II Plan. The C.S.W.S will address in detail watercourse crossing recommendations and wildlife corridor guidelines.  |
| Water Resources                      | High Volume Recharge Areas cannot be paved over if they supply highly vulnerable aquifers.  | Noted.  |
| Preservation of Heritage and Culture | General requests were made to preserve and conserve the unique cultural heritage of Columbus.   | A Columbus Special Policy Area is proposed in the vicinity of the former hamlet of Columbus, in order to regulate development in a manner that is sensitive and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design. Further, staff intend to include policies in the Part II Plan to assist in preserving and conserving the heritage resources existing in the community. |

| <b>Subject</b>          | <b>Comment</b>  | <b>Response</b>  |
|-------------------------|---|--|
| Heritage Designation    | Residents are requesting that the property located at 3860 Simcoe Street North not be demolished but rather designated under Part IV of the Ontario Heritage Act.   | Designating buildings under the Ontario Heritage Act is a separate process and not part of the scope of the Part II Planning process for the Columbus Planning Area. However, the property located at 3860 Simcoe Street North was approved for designation under the Ontario Heritage Act by Oshawa City Council on June 21, 2021.  |
| Easterly Mixed Use Node | Comments were made that the Mixed Use Node proposed along Columbus Road East encompasses several properties of heritage value. It is recommended that this Mixed Use Node designation not be pursued and the heritage resources present be protected. | <p>Part of the Mixed Use Node proposed along Columbus Road East, in the vicinity of the heritage resources in question is intended to be subject to a special policy to ensure the sensitive integration of new development with the existing cultural heritage resources in the area.</p> <p>More broadly, it is intended that the Part II Plan will include policies that promote conservation and protection of heritage resources located both inside and outside of the Columbus Special Policy Area. Urban design policies and urban design guidelines will also be developed for Columbus to help ensure that development in the area supports a diverse community while maintaining and enhancing the existing character of the former hamlet.</p> |
| Stormwater Ponds        | The location of stormwater ponds have yet to be determined. It is recommended that stormwater ponds not be located in the vicinity of the 60 properties identified in the heritage report prepared by ASI.  | Stormwater ponds are not anticipated to be located in such a manner that they would negatively impact the cultural heritage resources identified by ASI.   |

| <b>Subject</b>          | <b>Comment</b>   | <b>Response</b>   |
|-------------------------|--|---|
| Density                 | A preference was expressed for low to medium density residential development in Columbus, with height and design restrictions to ensure new development blends in with the existing community. | <p>The residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. The Part II Plan will provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Planning Area and allow opportunities for residents to age in the community.</p> <p>It is intended that the Columbus Part II Plan will include policies containing height restrictions for various residential densities and urban design policies to ensure that future development will appropriately relate to and interact with the public realm, adjacent lands and the broader neighbourhood.</p> |
| Driveways               | Driveways need to be of sufficient length to park full size vehicles.  | The size of driveways will be determined at the subdivision / site plan stage of development, and will be required to meet the City's Zoning By-law requirements related to parking spaces and driveways.   |
| Low Density Residential | A preference was expressed for single family homes, to be in keeping with the existing character/heritage of the community.  | It is proposed that predominately low density residential development about the Columbus Special Policy Area. The Columbus Special Policy Area itself is intended to regulate development in the general area of the former hamlet of Columbus in a manner that is sensitive and complementary with the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design.   |

| <b>Subject</b>             | <b>Comment</b>   | <b>Response</b>   |
|----------------------------|--|---|
| Future Hospital            | A comment was made that the City should hold off on the Study until the Province decides on a location for a new hospital.   | Noted.  |
| Environmental Restrictions | Concerns were raised regarding environmental restrictions on a specific property along Columbus Road West.   | Concerns involving specific properties will be addressed directly between City staff and the landowner(s) involved.   |
| Park and School Location   | An objection was raised by a resident to having a school and/or park adjacent to their property on Columbus Road West.   | The preferred land use and road plan no longer has a park and school adjacent to the property in question on Columbus Road West.  |
| Consultation               | Concerns were raised that staff are not listening to the residents and that the information has not been clearly presented to the public. As well, there are requests for additional consultation. | <p>City staff have engaged and consulted with all stakeholders, including the public, throughout the Study.</p> <p>Three Public Information Centres have been held to date to share information with the public, as well as receive input on Study materials, including input on the three alternative land use and road plans. Members of the public have been advised that they are welcome to provide comments at any point throughout the Study, not just at Public Information Centres.</p> <p>As well, members of the public are welcome to contact City staff at any time throughout the Study to ask questions and get clarification on Study information. The City has also established a Columbus Community Advisory Committee made up of members of the Columbus public community to provide a forum for the positive exchange of information and feedback on the advancement of the Study. There will be additional opportunities for consultation with the public as the Study advances.</p> |



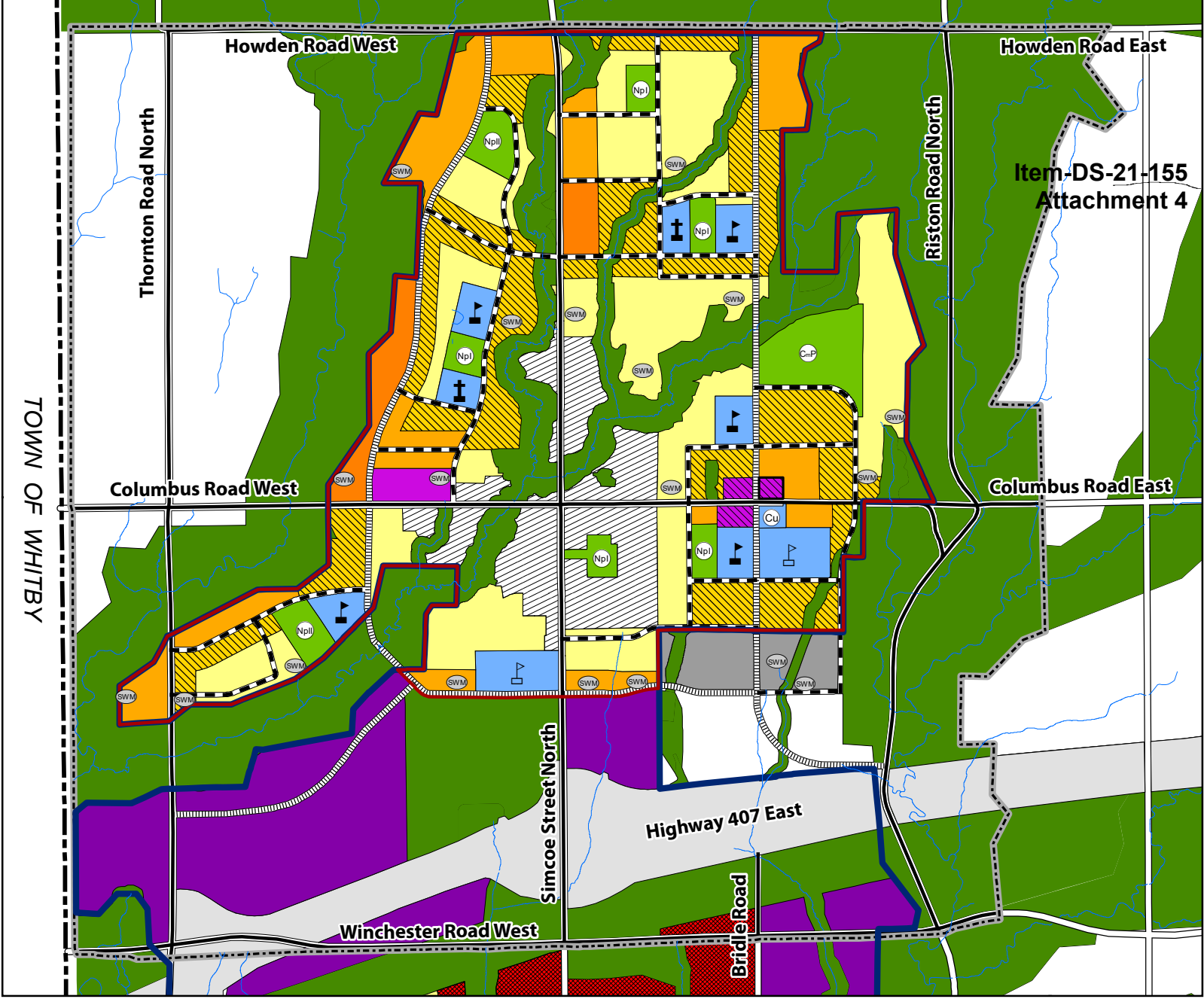
| <b>Subject</b>           | <b>Comment</b>  | <b>Response</b>   |
|--------------------------|---|---|
| Townhouses               | Concerns were raised that townhouse development in Columbus will contribute to the loss of the community character.   | The residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. The Part II Plan will provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Planning Area and allow opportunities for residents to age in the community. It is intended that the Columbus Part II Plan will include urban design policies, supported by urban design guidelines, to help ensure that development in Columbus, including townhouses, supports a diverse community, while maintaining and enhancing the existing character of the community. |
| Condominium Owned Roads  | Residents do not want any condominium owned roads in Columbus.  | Condominium owned roads are a common feature throughout Oshawa, and are a key part of providing a diverse range and mix of residential uses. Further, the cost and responsibility to maintain these roads lies with the condominium corporation rather than the City, thereby easing the financial burden imposed on the City in terms of dealing with public roads under the City's jurisdiction.  |
| High Density Development | General support was expressed for high density development, as it is cost effective to the City, can support the rapidly growing population, and has a smaller carbon foot print. | Two high density residential nodes are proposed in the preferred land use and road plan.  |

| <b>Subject</b>      | <b>Comment</b>   | <b>Response</b>  |
|---------------------|--|--|
| City Park Location  | A preference was expressed for the City Park to be located north of Highway 407 East, east of Simcoe Street North, to limit the amount of drive through traffic in Columbus. | A Community Park is proposed to be located in the northeast quadrant of the Part II Plan Area, as shown on the preferred land use and road plan. The proposed Community Park location situated near the eastern boundary of the Part II Plan Area will help to limit the amount of drive through traffic in Columbus.  |
| Road Patterns       | A request was made to divert traffic off of Columbus Road (East and West).   | It is intended that the Columbus Part II Plan will include policies related to mitigating traffic and achieving a balanced, multi-modal transportation environment. Further, the road pattern shown in the preferred land use and road plan is designed to provide alternative routes through the Columbus community to encourage and facilitate access to and from the community using a variety of new arterial and collector roads. |
| Tree Planting       | A request was made for the City or the developers to start planting trees around the existing homes where development is planned to create a natural buffer.                 | It is premature to plant any trees at this stage of the Study, before a Part II Plan is adopted and before the City knows exactly where the future development will occur, how grades will be affected, or where underground services are to be installed.   |
| Density Transitions | A request was made to gradually increase density further away from the Columbus Special Policy Area.   | The Columbus Special Policy Area is predominantly surrounded by low density residential development and Natural Heritage System components. The density of residential development along an arterial road gradually increases as one moves away from the Columbus Special Policy Area.   |

| <b>Subject</b>        | <b>Comment</b>  | <b>Response</b>   |
|-----------------------|---|---|
| Road Patterns         | A preference was expressed for the arterial road network shown in Alternative 3.  | Aspects of the road network from Alternative 3 were taken into consideration in preparing the preferred land use and road plan, including the proposed two north-south Type 'C' Arterial Roads shown in the plan.   |
| Grass Grove Lane      | Grass Grove Lane should be protected and included as part of the Columbus Special Policy Area. This area should remain low density or parkland and not mixed use. | A Mixed Use Node located along Columbus Road East that incorporates Grass Grove Lane is intended to be subject to a special policy intended to ensure that new development is sensitively integrated with the existing cultural heritage resources of the area.   |
| Road Patterns         | Residents are unsure how the Simcoe Street by-pass would connect to Howden and encourage drivers to take the by-pass instead of Simcoe Street North.              | The preferred land use and road plan includes two proposed north-south Type 'C' Arterial Roads as an alternative to Simcoe Street North, one each east and west of Simcoe Street North, that connect to Howden Road. These new roads, in conjunction with the remainder of the proposed transportation network for Columbus and the distribution of land uses, are intended to provide multiple diverse options for routes through the community. |
| Active Transportation | A request was made to have active transportation options throughout Columbus (cycling infrastructure, sidewalks, paths, etc.).                                    | The preferred transportation plan shows the proposed road and active transportation network. There are a number of cycling routes and cycling infrastructure proposed throughout the Part II Plan Area, as well as trail options.   |
| Road Patterns         | A request was made to create another bypass on the east side of Simcoe Street North.  | The preferred land use and road plan includes two proposed north-south Type 'C' Arterial Roads as an alternative to Simcoe Street North, one of which is located east of Simcoe Street North.   |

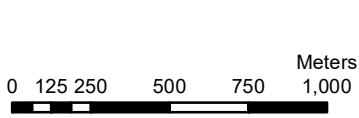
| <b>Subject</b>      | <b>Comment</b>  | <b>Response</b>  |
|---------------------|---|--|
| Connections         | A request was made to increase road connections to Brooklin in Whitby.                            | Noted. The protection of future road connections to facilitate future travel into Whitby has been identified in the preferred transportation plan.   |
| Simcoe Street North | Concerns were expressed with respect to widening Simcoe Street North to 4 lanes.                  | The Region's Transportation Master Plan (T.M.P.) identified a need for Simcoe Street North to be widened to 4 lanes between Winchester Road and Howden Road as a "beyond 2031" project. There is no specific schedule for this project to date. The "beyond 2031" scenario in the T.M.P. reflects a build-out of the Region's designated urban areas, so it can be expected that the need for additional lanes on Simcoe Street North will correspond with build-out of the Columbus area.   |
| Mixed Use           | Comments were made by residents that they do not want mixed use designations along Columbus Road. | The residential densities and mix and distribution of residential types are intended to meet the population and density targets of the Provincial Growth Plan. The Part II Plan will provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Part II Plan and allow opportunities for residents to age in the community. |
| Trucks              | A comment was made to limit truck routes in Columbus.   | There is an existing truck restriction along Columbus Road east of Thornton Road (although this does not apply to buses or heavy trucks performing local trips).   |

| <b>Subject</b>     | <b>Comment</b>  | <b>Response</b>   |
|--------------------|---|---|
| Building Waste     | Concerns were raised regarding the building/excavation waste generated by future development and where the excess soil will be taken. | Developers are obligated to dispose of waste and fill according to Provincial and Municipal regulations governing such activity.  |
| Emergency Services | A question was raised regarding how firehalls and police stations are planned for the Columbus area.                                  | Locations for new firehalls in Oshawa are determined through a separate Fire Master Plan process, although the opportunity to locate such facilities in Columbus is accommodated in the City's Official Plan. |



# DRAFT Preferred Land Use and Road Plan

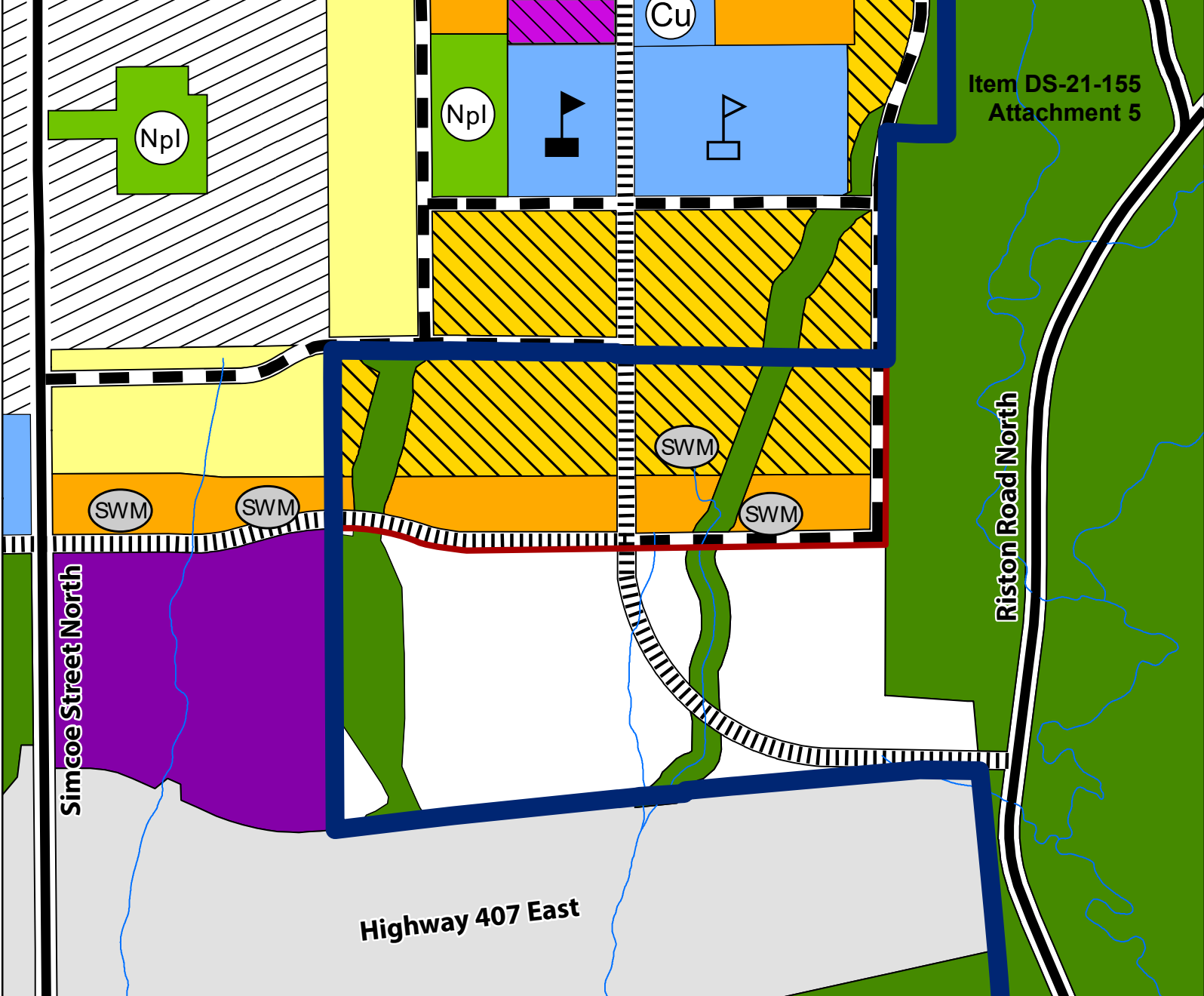
Integrated Columbus Part II Planning Area & Municipal Class EA Study



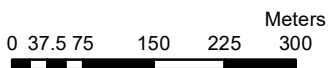
August 2021  
Development Services Department

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





**DRAFT  
Proposed Concept  
Plan for the  
Columbus Expansion  
Area Outside of the  
Major Urban Area  
Boundary**

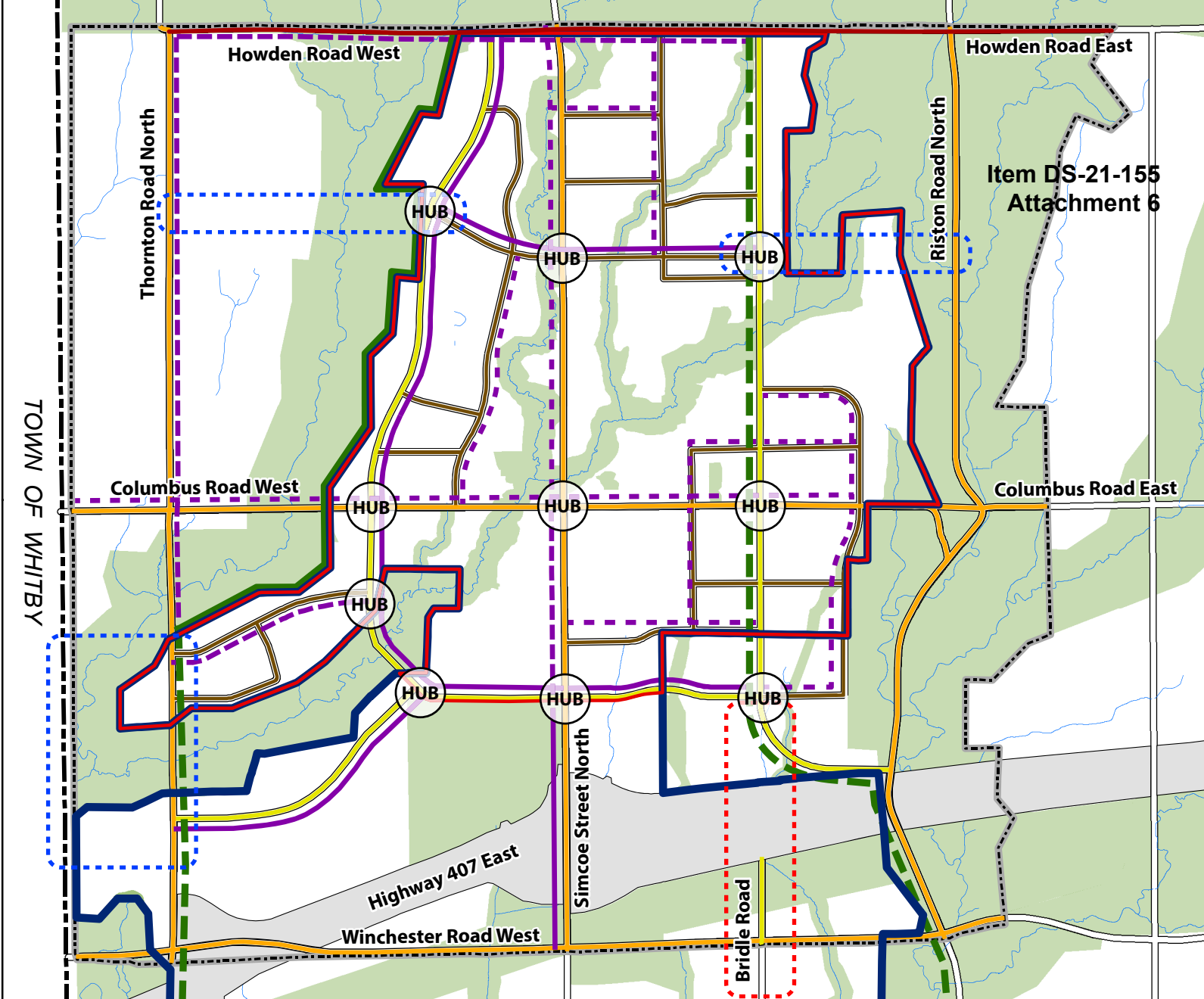


August 2021

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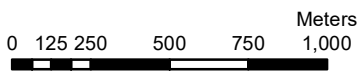
|  |                                  |                            |
|--|----------------------------------|----------------------------|
| <b>Legend</b>  | <b>Residential</b>               | <b>Community Use</b>       |
|  | Columbus Special Policy Area     | Community Use              |
|  | Low Density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





**DRAFT  
Preferred  
Transportation Plan**

Integrated Columbus  
Part II Planning Area &  
Municipal Class EA Study



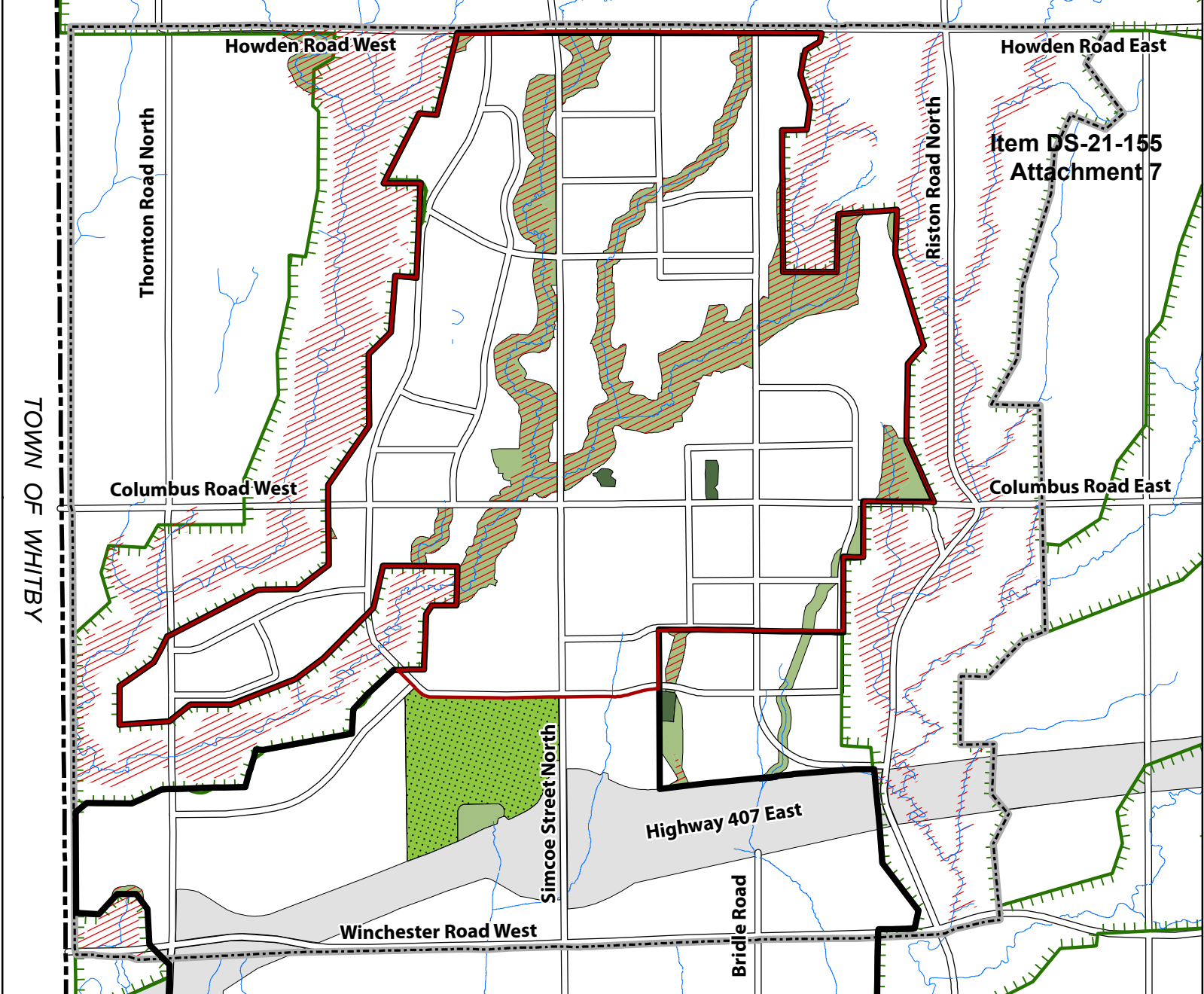
August 2021  
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Department

**Legend**

|                                      |                                |  |
|--------------------------------------|--------------------------------|--|
| <b>Road Classification</b>           |                                | Columbus Study Area Boundary<br>Columbus Part II Plan Area<br>Boundary of Major Urban Area |
|                                      | Type "A" Arterial Road         |  |
|                                      | Type "B" Arterial Road         |  |
|                                      | Type "C" Arterial Road         |  |
|                                      | Collector Road                 |  |
| <b>Active Transportation Network</b> |                                |  |
|                                      | On Road Cycling Lanes          |  |
|                                      | On Road Cycling Routes         |  |
|                                      | Class I Trail                  |  |
|                                      | Class II Trail                 |  |
|                                      | Transit / EcoMobility Hub      |  |
|                                      | Protect for future corridor    |  |
|                                      | Protect for potential overpass |  |

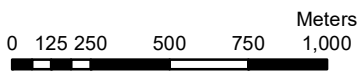






**DRAFT  
Preferred  
Environmental  
Management Plan**

Integrated Columbus  
Part II Planning Area &  
Municipal Class EA



**Legend**

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

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



August 2021

Development Services  
Department



# **Draft Policy Text for the Columbus Part II Plan**

City of Oshawa  
August 2021

**Contents**

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**8.8 Part II Plan for the Columbus Planning Area (OPA \_\_\_)****8.8.1 General Policies**

- 8.8.1.1 The Part II Plan for the Columbus Planning Area, hereinafter referred to as the “Columbus Part II Plan”, forms part of the Oshawa Official Plan, hereafter referred to as the “Part I Plan”.
- 8.8.1.2 The area shown on Schedule “A” – Columbus Land Use and Roads Plan<sup>1</sup>, attached hereto and forming part of the Columbus Part II Plan, constitutes the Columbus Part II Plan and shall be subject to the policies of the Columbus Part II Plan.
- 8.8.1.3 The Columbus Part II Plan is consistent with the Provincial Policy Statement and conforms with A Place to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe, and advances the goals of the Oshawa Strategic Plan.
- 8.8.1.4 The Columbus Planning Area consists of approximately 1,564 hectares (3,865 ac.) of land generally bounded by Winchester Road to the south, the Oshawa-Whitby boundary to the west, the east branch of the Oshawa Creek to the east and Howden Road to the north. The Columbus Part II Plan Area which is located within the Planning Area is approximately 557 hectares (1,377 ac.).
- 8.8.1.5 The Columbus Planning Area is planned to accommodate a minimum population of approximately 19,558 people with 597 jobs in the Part II Plan area and will provide for a minimum of 50 people and jobs combined per hectare (20.23 residents and jobs combined/gross ac.) at full build-out.
- 8.8.1.6 The Columbus Part II Plan shall be developed as a *complete community* that incorporates a mix of uses, including mixed use *development* and a variety of housing types. The *development* of the Columbus Part II Plan will integrate residential and commercial uses with community facilities such as schools and other community uses, as well as open space and recreation areas while recognizing and protecting natural heritage and hydrologic features and functions.
- 8.8.1.7 The Columbus Part II Plan will be developed as a stimulating, vibrant, identifiable and liveable place which recognizes the unique heritage of the former hamlet of Columbus which is focused at the intersection of Simcoe

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<sup>1</sup> Note: References to any schedule in the draft policy text are to schedules which will be developed based on the preferred land use and roads, transportation, and environmental management plans, and the preferred Columbus expansion area concept.

Street North and Columbus Road. The built form, open space and public realm and their relationship to one another, will be structured and designed in functional, efficient and attractive ways in accordance with the urban design policies contained in Section 8.8.13 of this Part II Plan. *Development* applications will be evaluated in accordance with the urban design policies and the Columbus Part II Plan Urban Design Guidelines.

8.8.1.8 The Columbus Part II Plan will be developed as a sustainable community promoting a compact *development* form at transit-supportive densities with a mix of residential, commercial and community uses for the lands outside the former hamlet area identified in the *Development Plan* for the Hamlet of Columbus, which generally corresponds to the area designated as “Columbus Special Policy Area” on Schedule “A”, Columbus Land Use and Roads Plan. Specifically, the Part II Plan recognizes the unique character of the area where the former hamlet is generally focused and will ensure any *development* in the area identified as “Columbus Special Policy Area” will be sensitive to its historical context and cultural heritage and contextually appropriate, while encouraging the following generally throughout the Part II Plan area:

- (a) *Development* at higher densities, particularly along Type “A” and “B” arterial road corridors and potential transit routes, to support transit and reduce land consumption;
- (b) Mixed use *developments* to minimize the amount of vehicular travel and to provide employment opportunities within the community;
- (c) The provision of active transportation routes and linkages, and appropriate associated facilities, to minimize the reliance on the automobile, improve accessibility and promote the concept of complete streets;
- (d) The use of green infrastructure technologies and best practices in sustainable *development* including site and building design and practices which minimize the generation of excess fill; and
- (e) *Development* that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

8.8.1.9 The Columbus Part II Plan was prepared through an integrated planning and Municipal Class Environmental Assessment process that incorporated extensive public consultation. The Plan was developed through an iterative process that integrated land use planning, commercial and retail analysis, environmental management, stormwater management, transportation and municipal servicing.

8.8.1.10 The Columbus Part II Plan was developed to ensure that future planned land uses in the Columbus Part II Plan reflect long term community land use needs, in the context of the Columbus Part II Plan as an integrated and complementary part of the broader City.

- 8.8.1.11 For the purposes of the Columbus Part II Plan, references made to “Areas designated” shall mean the areas designated on Schedule “A” – Columbus Land Use and Roads Plan.
- 8.8.1.12 The Columbus Part II Plan shall be developed generally in accordance with Schedule “A” – Columbus Land Use and Roads Plan, Schedule “B” – Columbus Transportation Plan, and Schedule “C” – Columbus Environmental Management Plan.
- 8.8.1.13 The Columbus Part II Plan refines and complements the policies of the Part I Plan. The detailed policies in the Columbus Part II Plan shall supersede the policies in the Part I Plan. Where the Columbus Part II Plan is silent on matters contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Columbus Part II Plan. Where a list of permitted uses within a land use designation provided in the Columbus Part II Plan expands, contracts or further details permitted uses listed in the Part I Plan, the permitted uses shall be those contained in the Columbus Part II Plan.

## **8.8.2 Community Structure**

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

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

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

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

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

- (a) Create a vibrant, complete community composed of neighbourhoods which reflect the historical context, are pedestrian oriented and pedestrian-scaled, and are integrated with the natural environment and surrounding rural area.
- (b) Design a community for healthy, active living. A community which provides a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable *development* which is fiscally responsible;

- (c) Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-oriented streetscapes, and a significant tree canopy, while incorporating elements of safety for all road users;
- (d) Create a network of parks, open spaces and trails which contribute to the overall character of the community, and provide opportunities for active and passive recreation, as well as active transportation choices;
- (e) Provide effective interfaces between different land uses, especially between existing residential uses and new uses, residential and existing *agricultural uses* and between residential and future industrial uses south of the Columbus Part II Plan, to facilitate compatibility of land uses and a high-quality urban *environment*;
- (f) Incorporate the many cultural heritage features in a sensitive manner especially in the former hamlet area (Columbus Special Policy Area), but also in other areas of the Columbus Part II Plan;
- (g) Create a valued and liveable community which reflects the right balance between protecting the environment and fostering a healthy, equitable and complete community including economic development opportunities and opportunities for residents to live and work in the same community;
- (h) Protect, maintain, restore, and where possible, improve water resources and the *Natural Heritage System*, including the Greenbelt Natural Heritage System;
- (i) Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; and,
- (j) Ensure no adverse environmental impacts on surrounding lands and downstream areas.

8.8.2.3 The structure of the Columbus Part II Plan is defined by natural heritage and hydrologic features within the *Natural Heritage System*, topography, utility corridors, open space corridors and arterial road corridors. The topography and natural landforms in the Columbus Part II Plan Area and the arterial road system contribute to defining the structure of the community, including the alignment of the local road system, and location of land uses and connections within the Columbus Part II Plan.

8.8.2.4 The open space corridors along the existing valleys and *watercourses* within the *Natural Heritage System* shall be linked to *woodlands*, parks, schools and community uses, stormwater management facilities, and residential and



commercial areas by on- and off-road active transportation facilities as appropriate, as identified on Schedule “B” – Columbus Transportation Plan.

- 8.8.2.5 The network of arterial and collector roads, as identified on Schedule “B” – Columbus Transportation Plan, is an important feature of the Columbus Part II Plan consisting of improvements to existing Type “A” and “B” arterial roads, a network of new Type “C” arterial roads and new collector roads. These streets incorporate dedicated space for pedestrians and cyclists providing a well-connected modified grid network intended to maximize mobility choice. Given that Simcoe Street North already accommodates high volumes of traffic through the former hamlet, the road system is designed to provide alternative routes to Simcoe Street North which encourages access to and from the new community via Thornton Road North, Ritson Road North and the Type “C” arterial roads. The intent is to mitigate the increase in traffic on Simcoe Street North impacting the Columbus Special Policy Area in consideration of the unique context of the former hamlet.
- 8.8.2.6 Simcoe Street North and Columbus Road, outside of the limits of the Columbus Special Policy Area, will be a primary focus of *development* for the Columbus Part II Plan. Simcoe Street North is the main north-south corridor that links the Columbus Part II Plan to Highway 407 East and the *Built-up Area* of the City to the south. Simcoe Street North is a Type “B” arterial road within the Columbus Part II Plan, is identified as a Regional Transit Spine on Schedule ‘B-1’ of the Part I Plan, and forms a major multi-modal transportation corridor for the Columbus Part II Plan. It is intended that Simcoe Street North and Columbus Road and adjacent lands be developed to accommodate local traffic, transit and through traffic in a controlled manner, to optimize safety, convenience and access for pedestrians and cyclists and to create a functional, attractive and liveable streetscape, built to a pedestrian scale with a strong interface with the public right-of-way.
- 8.8.2.7 Columbus Road is a Type “B” arterial road, which is planned to be an east-west multi-modal transportation corridor. It is intended that Columbus Road and the adjacent lands be developed to sensitively and harmoniously integrate vehicular traffic, transit, and active transportation. Columbus Road will provide the primary east-west connection to the Town of Whitby from the Columbus Part II Plan for all modes of travel.
- 8.8.2.8 The Type “C” arterial road system is an important feature of the Columbus Part II Plan. It is designed to maximize mobility choice and improve safety for all modes of travel.
- 8.8.2.9 The Columbus Part II Plan is structured to provide a range of housing types and densities. Medium and high density residential land uses have been structured with the goal of being generally located within walking distance of 400 metres to transit corridors to encourage transit use.
- 8.8.2.10 The network of active transportation routes shown on Schedule “B” – Columbus Transportation Plan is intended to facilitate active modes of transportation for recreational and utilitarian purposes, and offer viable,

efficient transportation alternatives to the private automobile for trips within, and to areas outside of, the Columbus Part II Plan.

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

#### **8.8.3.1 General**

- 8.8.3.1.1 The Columbus Special Policy Area designation on Schedule “A” – Columbus Land Use and Roads Plan is intended to recognize the unique character of the area where the former hamlet is focused and will ensure any new *development* in the Columbus Special Policy Area designation will be sensitive to its historical context and cultural heritage and be contextually appropriate.
- 8.8.3.1.2 Permitted uses in the Columbus Special Policy Area, other than on lands which abut or are adjacent to Simcoe Street North or Columbus Road, shall consist primarily of single detached dwellings. In addition, subject to the relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law, other land uses may be permitted in the Columbus Special Policy Area as follows: limited office, restaurants, retail, personal service uses, bed and breakfast establishments, group homes, small scale nursing homes, homes for the aged, day care centres and libraries, that by nature of their activity, scale and design, are compatible with residential uses.
- 8.8.3.1.3 Buildings and structures designated or listed under the *Ontario Heritage Act* in the Columbus Special Policy Area designation shall be conserved in accordance with the requirements of the Act and adaptive re-use of buildings and structures in order to extend their longevity and purpose shall be encouraged. In addition, *development* and *site alteration* on adjacent lands to protected heritage properties shall only be permitted where the heritage attributes of the protected heritage property will be conserved.
- 8.8.3.1.4 Any new *development* will be limited, with the exception of the *development* of lands which abut or are adjacent to Simcoe Street North or Columbus Road, other than:
- (a) renovation of existing buildings or structures in a manner that is sensitive and complementary to the design, form, use and scale of the building or structure;
  - (b) the establishment of accessory apartments within single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse subject to the inclusion of appropriate provisions in the zoning by-law; and,
  - (c) the replacement of buildings or structures damaged by fire or natural disaster.

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

- (a) Any Heritage Conservation District and related Plan that has been approved, pursuant to Section 8.8.11.2 of this Part II Plan, under the *Ontario Heritage Act*;
- (b) Any Master Urban Design Plan that has been adopted by Council for all, or a portion of, the lands in the Columbus Special Policy Area designation in accordance with Section 8.8.13 of this Part II Plan; and,
- (c) Any comprehensive master site plan and urban design guidelines that have been prepared in conformity with the policies of Section 8.8.13 of this Part II Plan.

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

8.8.3.2.1 Lands which abut or are adjacent to Simcoe Street North and Columbus Road in the Columbus Special Policy Area designation, may be developed where appropriate for residential, commercial, office, institutional and community uses or a mixed use as defined in Section 8.8.4.1 of this Part II Plan. Such *development* shall also conform with the policies in Section 8.8.13, Urban Design of this Part II Plan, in particular the requirement for the preparation of a Master Urban Design Plan and implementing guidelines.

## **8.8.4 Mixed Use**

### **8.8.4.1 General**

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

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

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

- 8.8.4.1.4 Notwithstanding any other policies in this section to the contrary, there shall be no minimum density requirement for residential units within mixed use buildings.
- 8.8.4.1.5 High quality urban design is required in the *development* of areas designated as mixed use at all stages of *development*. The built form within areas designated as mixed use shall be of high architectural and urban design excellence and shall comply with the applicable policies of Section 8.8.13 of this Part II Plan.
- 8.8.4.1.6 Single detached dwellings, semi-detached dwellings and duplexes shall not be permitted within areas designated as Mixed Use Node I and Mixed Use Node II. Further, generally no more than 50% of the developable area of a site subject to a *development* application be comprised of street, block and/or back-to-back townhouse *development*, including roads, laneways, parking, amenity space and landscaping associated with said *development*.
- 8.8.4.1.7 A minimum ground floor ceiling height for all single use apartment buildings, other than stacked townhouses, will be established in the implementing zoning by-law to facilitate the long term achievement of mixed use buildings, through the conversion of ground floor areas to non-residential uses over time.

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

- 8.8.4.2.1 The Area designated as Mixed Use Node I is shown on Schedule "A" – Columbus Land Use and Roads Plan at the intersection of Columbus Road East and the north/south Type "C" arterial road. The Mixed Use Node I includes cultural heritage resources subject to Policy 8.8.4.2.3 of this Part II Plan in the northeast quadrant of Columbus Road East and the north/south Type "C" arterial road.
- 8.8.4.2.2 The area designated as Mixed Use Node I will form a neighbourhood focal area and may be developed with commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.4 of this Part II Plan.
- 8.8.4.2.3 *Development* of areas designated as Mixed Use Node I shall be designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses, cultural heritage resources in the northeast quadrant of Columbus Road and the north/south Type "C" arterial road, and other permitted uses, in a mixed use format during the initial *development* phase or over the longer term. The cultural heritage resources shall be conserved in accordance with the policies of this Part II Plan.
- 8.8.4.2.4 The areas designated as Mixed Use Node I are intended to serve as a local community focal area, however, any commercial component shall be limited in size and scale to be sensitive to the surrounding community.

- 8.8.4.2.5 The maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East and 4 storeys south of Columbus Road East.
- 8.8.4.2.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node I shall have a density range of 60 to 85 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.2.7 *Development* of the lands designated as Mixed Use Node I must be planned comprehensively, together with adjacent lands in the Medium Density Residential designations. In accordance with the provisions of Section 8.8.13 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application for the lands designated Mixed Use Node I.

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

- 8.8.4.3.1 The area designated as Mixed Use Node II is shown on Schedule “A” – Columbus Land Use and Roads Plan on the north side of Columbus Road West in the northeast quadrant of Columbus Road and a Type “C” arterial road.
- 8.8.4.3.2 The areas designated as Mixed Use Node II shall be developed with commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.5 of this Part II Plan.
- 8.8.4.3.3 While the areas designated as Mixed Use Node II shall be the primary focus for commercial uses in the Columbus Part II Plan, in addition to appropriate forms of commercial *development* along Simcoe Street North and Columbus Road, they shall be designed to accommodate the sensitive integration of medium density residential uses, and other permitted uses, in a mixed use format during the initial *development* phase and/or over the longer term.
- 8.8.4.3.4 The lands designated as Mixed Use Node II are intended to serve as a local community focal area. The commercial component of the Mixed Use Node II shall generally not exceed a maximum *gross floor area* of 7,432 square metres (80,000 sq. ft.) and may contain a supermarket.
- 8.8.4.3.5 The minimum height of any mixed use building or single use residential building in an area designated as Mixed Use Node II shall be 2 storeys, with the exception of single use non-residential buildings which may be a single storey, but designed at a height equivalent to two storeys. The maximum height of all buildings shall be 6 storeys.
- 8.8.4.3.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node II shall have a

density range of 60 to 85 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.

- 8.8.4.3.7 *Development* of the lands designated as Mixed Use Node II must be planned comprehensively, together with adjacent lands in the Medium Density I Residential and Medium Density II Residential designations. In accordance with the provisions of Section 8.8.13 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application in the lands designated Mixed Use Node II.

## **8.8.5 Residential**

- 8.8.5.1 Areas designated as Low Density Residential, Medium Density I Residential, Medium Density II Residential and High Density I Residential shall be predominantly used for residential dwellings in accordance with the relevant policies of this Part II Plan and Section 2.3 of the Part I Plan.
- 8.8.5.2 For the purposes of the Columbus Part II Plan, gross residential density shall be calculated on the basis of gross residential area which shall include lots on which residential *development* is permitted by the Columbus Part II Plan and abutting local, collector and arterial roads, parks and schools, but shall exclude those components of the *Natural Heritage System* identified in Policy 5.4.4 of the Part I Plan and major infrastructure that is built or approved under the Environmental Assessment Act (Provincial 400-series highway rights-of-way, hydro corridors, hydro generation stations and airports). Net residential density shall be calculated on the basis of net residential area which shall include all of the developable portion of any individual site or lot on which residential *development* is permitted, after the conveyance of any required road widening.
- 8.8.5.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Low Density Residential areas shall be 24 units per hectare (10 u/ac.).
- 8.8.5.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, single detached dwellings in areas designated as Medium Density I Residential, single detached dwellings are only permitted provided the total number of such units does not exceed 25% of the total number of units in lands designated Medium Density I Residential in a plan of subdivision.
- 8.8.5.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the calculation of net residential density may be averaged within areas designated as Low Density Residential, Medium Density I Residential or Medium Density II Residential on Schedule "A" – Columbus Land Use and Roads Plan, within the same plan of subdivision.
- 8.8.5.6 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the maximum building height in the Low Density Residential, Medium Density I Residential designations shall be 3 storeys.

- 8.8.5.7 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum building height in areas designated as Medium Density II shall be 2 storeys and the maximum building height shall be 4 storeys. Further, the minimum building height in areas designated as High Density I Residential shall be 3 storeys and the maximum building height shall be 6 storeys.
- 8.8.5.8 Certain lands designated as Residential on Schedule “A” – Columbus Land Use and Roads Plan, may be constrained by road alignments, the *Natural Heritage System*, stormwater management facilities and/or utility corridors or other physical constraints. The proponent of *development* on such lands shall be required to demonstrate that *development* of the site as proposed is feasible when more precise information about road alignments, stormwater management facility sizing and/or buffers to the *Natural Heritage System* features or other constraints is available. If *development* is not feasible due to such constraints, Schedule “A” – Columbus Land Use and Roads Plan may be interpreted such that the road segment or other facility in question is considered to abut the *Natural Heritage System*, utility corridor or stormwater management facility, without requiring an amendment to the Columbus Part II Plan.
- 8.8.5.9 The residential densities and mix and distribution of residential types are intended to provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Part II Plan and allow opportunities for residents to age in the community.
- 8.8.5.10 Affordable housing types will be encouraged to contribute to the City’s goal of a minimum of twenty-five percent (25%) affordable housing, in accordance with Section 6.2.2 of the Part I Plan. The provision of a range of housing types, including integrated affordable housing options, shall be a consideration in the *development* approvals process. Additional residential units shall be permitted in single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse in accordance with Policy 6.4 of the Part I Plan, notwithstanding any policy in Section 6.4 of the Part I Plan to the contrary.
- 8.8.5.11 *Group homes* shall be permitted in accordance with the policies of Section 6.5 of the Part I Plan.
- 8.8.5.12 *Home occupation* uses shall be permitted in Residential designations, or integrated into residential *developments*, in accordance with Policy 2.3.1.4 of the Part I Plan.
- 8.8.5.13 Nursing homes, homes for the aged, retirement homes, day care centres, libraries and convenience stores may be permitted in areas designated as Medium Density II Residential and High Density I Residential in accordance

with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.14 Reverse lot frontages shall only be permitted where other design approaches are not considered by the City to be technically or functionally feasible. In such instances, the extent/length of reverse lot frontages shall be minimized as much as possible to promote a highly visible, connected, safe and attractive public realm along, and in priority order, arterial, collector and local roads.

8.8.5.15 *Development* applications for lands designated as Residential shall demonstrate that the *development* is sensitively integrated by using appropriate building orientation, design, heights, location and setbacks, landscaping, fencing and/or buffering, as well as heights and lot configuration, to ensure compatibility with adjacent land uses, particularly adjacent lands designated as Columbus Special Policy Area, Open Space and Recreation, Community Use, lands in a lower residential density category, or lands designated for mixed use purposes. *Development* shall comply with the relevant policies of Section 8.8.13, Urban Design, of this Part II Plan and the Columbus Urban Design Guidelines.

8.8.5.16 Notwithstanding any other policies of this Plan to the contrary, lands designated for residential purposes located on the east side of Simcoe Street North, directly south of the Columbus Special Policy Area and bounded to the south and east by the Columbus Part II Plan Area boundary may be developed for institutional purposes without requiring an amendment to the Columbus Part II Plan, subject to their being developed in accordance with the relevant policies to the Part I Plan and Columbus Part II Plan, including policy 8.8.2.9.

## **8.8.6 Community Use**

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

8.8.6.2 The precise locations of Community Uses are flexible within the area shown as bounded by arterial roads and/or areas designated as Open Space and Recreation, and the location may be shifted without amendment to the Plan, provided the intent of the Plan is maintained. Where a Community Use is shifted from the location shown on Schedule “A” – Columbus Land Use and Roads Plan, the land use designation for the lands presently shown as Community Use shall be assumed to be Low Density Residential, Medium Density I Residential or Medium Density II Residential in accordance with the relevant policies of Section 8.8.5 of this Part II Plan for the relevant community use.



- 8.8.6.3 Public and separate elementary schools and public secondary schools are shown on Schedule “A” – Columbus Land Use and Roads Plan. If not required for these specific uses, other community uses may be permitted in such areas without requiring an amendment to the Columbus Part II Plan provided that such uses are compatible with surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.6.4 The size of elementary and secondary school sites shall be determined through the subdivision approval process. The land area required for school sites should be minimized in order to promote compact *development* and conserve land. School Boards are encouraged to build more compact facilities.
- 8.8.6.5 The Columbus Part II Plan includes five public elementary schools based on a student allocation of approximately 600 students per school.
- 8.8.6.6 Unless otherwise agreed to by any of the applicable school boards, public elementary school sites will have a size and configuration that accommodates a school for 600 students, and a broader range of services, including but not limited to, all day kindergarten and child care facilities.
- 8.8.6.7 The size and configuration of school sites will be determined through the *development* approval review process by a preliminary site plan and facility fit analysis that considers site design issues, including vehicular access, parking and grading and may include the provision of seven elementary school sites (ranging in size from 2.6 hectares/6.4 acres to 3.2 hectares/7.9 acres) and two 6.0 hectare (15 ac.) public secondary school sites.
- 8.8.6.8 Where a Community Use is identified with a “Cu” symbol on Schedule “A” – Columbus Land and Road Use Plan, the maximum site area shall not exceed 2 hectares (5.0 ac.) in size. The *development* of a Community Use identified with a “Cu” symbol having a site area in excess of 2 hectares (5.0 ac.) shall be subject to an amendment to the Columbus Part II Plan and the zoning by-law. The documentation submitted in support of the amendment shall address transportation impacts (including traffic impacts on the surrounding road and active transportation network), parking and other matters deemed appropriate by the City.
- 8.8.6.9 In the event that a site designated as Community Use and intended for a public or separate elementary school or a public secondary school is not needed for that use, the maximum site area of any alternate community use shall generally not exceed 2 hectares (5.0 ac.).
- 8.8.6.10 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or separate elementary school is not needed for that use or other community uses, in whole or in part, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Columbus Part II Plan.

- 8.8.6.11 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public secondary school is not required for the secondary school or other community uses, in whole or in part, the site may alternatively be used for Low Density Residential uses, Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.12 In the event that a site designated as a Community Use and identified with a “Cu” symbol is not needed for a community use, the site may alternatively be used for Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan. During the *development* approvals process, consideration shall be given to ensuring that areas designated as a Community Use with a “Cu” symbol are of a size and configuration suitable for an alternative use should they not be needed for a community use.
- 8.8.6.13 Proposals for the *development* of Community Use sites shall optimize the integration of active transportation and associated amenities and transit connections and demonstrate a flexible design that reflects the heritage character of the community and can be adjusted as the needs of the community evolve over time.
- 8.8.6.14 In the event that a site for a public library is needed in the Columbus Part II Plan, consideration shall be given to a central location that is readily accessible by transit, active transportation, and that is integrated with other community or public facilities wherever possible.
- 8.8.7 Open Space and Recreation**
- 8.8.7.1 General**
- 8.8.7.1.1 Areas designated as Open Space and Recreation consist of sites designated for a Community Park, Neighbourhood Parks, and lands for Open Space and Recreation purposes. For the purposes of this Part II Plan, references to parks and parkland shall include Community Park and Neighbourhood Parks. Lands designated as Open Space and Recreation include lands within the *Natural Heritage System* and lands subject to environmental or other constraints to *development*.
- 8.8.7.1.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of this Part II Plan and Sections 2.6 and 5.0 of the Part I Plan.
- 8.8.7.1.3 The acquisition of lands by the City for parks and related recreation and open space purposes and any other lands necessary to achieve an integrated and continuous parkland and open space system shall be subject to the requirements of the Planning Act and the relevant policies of this Part II Plan.
- 8.8.7.1.4 The City shall require the conveyance of other lands shown as Open Space and Recreation on Schedule “A” – Columbus Land Use and Roads Plan.

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

- 8.8.7.1.5 During the *development* approval process, adjustments may be permitted to the Open Space and Recreation designations associated with the *watercourses* in the Columbus Part II Plan, without amendment to the Part II Plan, in accordance with the policies of Section 8.8.8.2 of this Part II Plan.
- 8.8.7.1.6 Notwithstanding the provisions of Table 4 of the Part I Plan to the contrary, the classification, size and area supply standards for parks in the Columbus Part II Plan shall be in accordance with Sections 8.8.7.2 and 8.8.7.3 of this Part II Plan.
- 8.8.7.1.7 Parks shall be located and designed to maximize visibility to and safety within the park. In this regard, parks shall generally be fronted by a public street on at least two complete sides, and abut residential *development* on no more than one side unless the abutting residential *development* consists of dwelling units having frontal quality facades directly facing onto the park, in which case such *development* should abut no more than two sides. Parks may incorporate active transportation linkages that connect to active transportation facilities shown on Schedule "B -1" – Columbus Transportation Plan.
- 8.8.7.1.8 Where services and/or stormwater management facilities and associated infrastructure are proposed to be located in whole or in part within or adjacent to an area intended to function as a park, such services and infrastructure shall be designed and located in a manner to the satisfaction of the City so as not to impact the functionality and optimal programming of the park. In the event that the City deems at its sole discretion that the functionality and programming of the park is adversely affected, the affected area will generally not be considered acceptable as lands for park purposes and not be accepted for parkland dedication in accordance with the Planning Act.

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

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

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

### **8.8.7.2 Community Park**

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

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

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

8.8.7.2.4 The Community Park shall have a minimum site area of approximately 12 hectares (29.6 ac.).

8.8.7.2.5 The design of the Community Park shall be sensitively integrated with the adjacent lands designated as Open Space and Recreation to encourage complementary functionality.

### **8.8.7.3 Neighbourhood Parks**

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

be assumed to be Low Density Residential or Medium Density I Residential. The Neighbourhood Parks shall be developed in accordance with the relevant policies of the Part I Plan and the Columbus Part II Plan.

8.8.7.3.2 Neighbourhood Parks designated as NP I shall have a minimum site area of approximately 2.40 hectares (5.93 ac.). Neighbourhood Parks designated as NP II shall have a minimum site area of approximately 4.1 hectares (10.1 ac.),

#### **8.8.7.4 Parkettes**

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

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

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

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

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

### **8.8.8 Municipal Services and Utilities**

#### **8.8.8.1 General**

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

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

- 8.8.8.1.3 Where feasible, electrical, cable, telecommunications infrastructure and other utilities shall be required to be located underground and the design and location of associated at-grade service boxes shall have regard for the pedestrian environment, vehicular sight-lines, landscaping and urban design.
- 8.8.8.1.4 Water and sewage trunk services shall be located in accordance with the recommendations of the Columbus Subwatershed Study (C.S.W.S.) and the Columbus Servicing Study.
- 8.8.8.1.5 Functional servicing reports shall be required at the *development* approvals stage to identify capacity and required improvements, and mitigation measures to minimize impacts. Such reports will reflect the recommendations of the C.S.W.S., the Master Environmental Servicing Plan (M.E.S.P.) and the Columbus Servicing Study.
- 8.8.8.1.6 The City encourages the planning and installation of all public and private utilities approved for installation by the municipality on an integrated basis, including consideration to the use of joint utility poles and buried hydro facilities, at the cost of the proponent. The City encourages the use of joint trench(es) and concurrent installations wherever feasible. The City will also consider clustering or grouping of private utilities within the public realm, where feasible, such as on or within streetscape features such as: gateways; lamp posts; transit shelters; and when determining appropriate locations for large utility equipment and utility cluster sites.
- 8.8.8.1.7 The City encourages the installation of private and public utilities as early as possible in the *development* approvals process, and in a coordinated fashion taking into consideration the siting of street trees, in order to maximize urban tree canopy coverage and minimize disruption to the community.

## **8.8.8.2 Master Environmental Servicing Plan**

- 8.8.8.2.1 Before any *development* of land within the Columbus Part II Plan including the processing of any proposed draft plans of subdivision or substantial *development* application, a Master Environmental Servicing Plan (M.E.S.P.) shall be prepared which will reflect the recommendations of the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan.
- 8.8.8.2.2 The proponent of any proposed draft plans of subdivision or substantial *development* application within the Columbus Part II Plan shall complete an M.E.S.P. prior to the processing of any proposed draft plans of subdivision or substantial *development* application, unless one has already been completed, to the satisfaction of the City of Oshawa and the Region of Durham in consultation with the Central Lake Ontario Conservation Authority. The M.E.S.P. shall include all lands within the Columbus Part II Plan and shall consider any other land, both inside and outside the Columbus Part II Plan, necessary to adequately address the matters being dealt with in the M.E.S.P.

8.8.8.2.3 The M.E.S.P. shall address, but not necessarily be limited to, the following issues:

- (a) **Hydrogeology/Groundwater Management:** The investigation will provide a sufficient level of understanding of the hydrogeological conditions of the subject area and identify areas, if any, within the Columbus Part II Plan where the soil and groundwater conditions are conducive for promoting groundwater recharge in an urban setting. The groundwater management analysis will address water budget, groundwater quality and quantity and protection of recharge and discharge functions. It will address pre- and post-*development* analysis of recharge, infiltration, runoff and evapotranspiration conditions as well as the calculated change in water balance due to *development*. Pre-*development* infiltration conditions should be maintained and/or enhanced to preserve groundwater function and linkages to natural features. Mitigative measures should also be described to maintain the recharge function, including identifying suitable locations for and types of Low Impact Development techniques. The analysis will also either establish a minimum basement elevation or a recommended approach to determine a minimum basement elevation. Finally, the analysis will determine appropriate design criteria for a foundation drainage system for *development*, if applicable.
- (b) **Aquatic/Terrestrial Environmental Management:** The environmental management analysis will recommend the extent of the *watercourses* to be protected, the appropriate width of buffers to address *fish habitat* protection and management, aquatic setback requirements and terrestrial protection and setbacks, including natural channel design considerations. It will also determine the appropriate specific location of off-road active transportation facilities and linkages within or adjacent to *Hazard Lands* and/or the *Natural Heritage System*. At a minimum, the aquatic analysis should include the following:
  - (i) Multi-season fish community sampling and mapping;
  - (ii) Multi-season thermal monitoring;
  - (iii) Benthos sampling;
  - (iv) Multi-season performance/flow; and
  - (v) Multi-season headwater drainage.
- (c) **Stormwater Management:** The stormwater management analysis will not only establish the target flows along riparian corridors as shown on Schedule "F1-A" of the Part I Plan within the Columbus Part II Plan area (to be used and how to be used) but also identify the general characteristics for stormwater management facilities, including pond sizing, location and type, as well as a preliminary design that includes accommodation on-site for the deposition of sediment resulting from maintenance activities. The use of Low Impact Development

techniques/alternative stormwater management designs and practices shall be considered.

- (d) **Fluvial Geomorphology:** The fluvial geomorphological analysis will identify active erosion sites of concern along the *watercourses* within the Columbus Part II Plan area and provide recommended solutions to ensure adequate conveyance and *watercourse* stability after *development*. It will also make recommendations on the extent of the *watercourses* to be protected.
- (e) **Biology:** The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the *watercourses*, as well as to the implementation of stormwater management facilities and valleyland edge management.
- (f) **Municipal Servicing:** The municipal engineering investigation will identify significant cut and fill areas, and will provide a preliminary water supply strategy and water distribution model, the preliminary design of major trunks and sub-trunks for the sanitary, storm drainage and foundation drain collector system, and the identification of overland flow routes.
- (g) **Transportation:** The transportation investigation will be undertaken in accordance with the City's and Region's transportation impact study guidelines and the Columbus Part II Plan Transportation Master Plan. The investigation will identify the transportation infrastructure, facilities and design elements needed to appropriately address and support each mode of travel, including walking, biking and transit, as well as vehicular travel, such that the transportation system functions as a balanced, integrated network and operates on the premise of a balanced approach to *Level of Service* that considers all modes. The investigation should make recommendations regarding neighbourhood traffic management. It will also determine the location of the arterial and collector road crossings of *watercourses*.

### **8.8.8.3 Stormwater Management**

8.8.8.3.1 Stormwater management facilities shall be permitted in any land use designation on Schedule "A" – Columbus Land Use and Roads Plan but are not generally permitted on lands identified as *Hazard Lands* or *Natural Heritage System* on Schedule "C" – Columbus Environmental Management Plan, including buffers, subject to detailed studies to identify the extent of the *Hazard Lands* or *Natural Heritage System*.

8.8.8.3.2 The City shall require the use of Urban Stormwater Management Practices, which reflect the recommendations of the Master Storm Servicing Plan, and as defined by current best practices of the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry and the City of Oshawa in consultation with the Central Lake Ontario Conservation Authority, in every *development* application where feasible and



appropriate, in order to promote environmental objectives consistent with sound engineering practices which maintain or enhance the health of the receiving *watercourse*. All *development* applications shall be accompanied by information/studies as required by the City in the context of the C.S.W.S. and/or the Master Storm Servicing Plan, demonstrating that the impact of the proposed *development* can be dealt with to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority.

- 8.8.8.3.3 In accordance with Policy 8.8.8.3.2 of this Part II Plan, the information/studies that accompany *development* applications must address as required by the City in the context of the C.S.W.S. and/or Master Storm Servicing Plan, but not necessarily be limited to the following:
- (a) Water quality and quantity control requirements;
  - (b) Major and minor flow routes;
  - (c) Underground services requirements (e.g. storm sewer and foundation drains);
  - (d) Erosion and sediment control requirements;
  - (e) Downstream *development* impacts;
  - (f) Groundwater condition of the land and its implications to the *development* (e.g. Calcium carbonate formation, pond design and location and the establishment of basement elevations);
  - (g) Application of Low Impact Development techniques;
  - (h) *Watercourse* improvement requirements;
  - (i) Floodplain and/or hazard limit requirements;
  - (j) Slope stability requirements;
  - (k) Potential impact to and from significant natural feature(s) (e.g. woodlots and *wetlands*);
  - (l) Road crossing hydraulic design and stability requirements; and
  - (m) Financial implications to the City.
- 8.8.8.3.4 Stormwater management plans shall be designed to maintain and/or enhance pre-*development* stream temperatures to the receiving waterbody in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.
- 8.8.8.3.5 Stormwater flow should be managed to take into account the entire watershed including potential downstream impacts in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.

- 8.8.8.3.6 The City shall require the application of sustainable stormwater management/Low Impact Development techniques such as bioswales, green roofs, rainwater harvesting and permeable pavement, to manage stormwater flows where appropriate and financially sustainable in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.
- 8.8.8.3.7 The detailed design and location of stormwater management facilities shall be determined through the preparation of an M.E.S.P. and/or stormwater management engineering studies and drawings undertaken as part of the *development* approval process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.
- 8.8.8.3.8 Stormwater management facilities shall be designed and constructed based on the best practices and technology available and applicable at the time of *development* and shall satisfy all the requirements of the City in consultation with the Central Lake Ontario Conservation Authority.
- 8.8.8.3.9 Schedule "A" – Columbus Land Use and Roads Plan shows the general location of stormwater management facilities. The design, configuration, size and location of these stormwater management facilities and the drainage areas that they serve will be determined as part of the M.E.S.P. and detailed stormwater management engineering studies/environmental studies undertaken as part of the *development* approvals process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan. In the preparation of such studies, consideration shall be given to the following:
- (a) The potential integration with stormwater management facilities outside the Columbus Part II Plan where feasible and where it can be demonstrated that there will be no adverse impacts on downstream areas;
  - (b) Potential reduction in the number of facilities, where feasible, while maintaining adequate stormwater management quality and quantity control;
  - (c) The location of facilities outside of the Regulatory Floodplain boundary. Facilities located inside the Central Lake Ontario Conservation Authority Regulatory Area will only be considered owing to site specific conditions and are subject to the approval of the City and the Central Lake Ontario Conservation Authority;
  - (d) The impact of groundwater elevations/conditions on the design of stormwater management facilities;
  - (e) The design requirements and liability implications of the facility based on the expected future ownership (public versus private);

- (f) Provision of a dedicated sediment drying area in the design of the facility to accommodate the natural deposition of sediment in stormwater management facilities over time;
- (g) Erosion control and stabilization of the downstream *watercourse*.
- (h) The use of Low Impact Development techniques and/or other new acceptable stormwater management measures available at the time of *development* to further the objective of improved water quality and quantity of the receiving water body;
- (i) Use of stormwater management best practices to encourage baseflow enhancement and to maintain and/or enhance *pre-development* stream temperatures within the watershed of the receiving *watercourse*;
- (j) Safety aspects of the stormwater management facility in terms of its slope, depth and visibility to the general public;
- (k) The structural stability of the surrounding lands/features;
- (l) The easy and safe access to the stormwater management facility for maintenance purposes;
- (m) Efficient operation and maintenance of the facility; and
- (n) Design of stormwater management facilities which minimize the creation of dead drainage zones to mitigate potential health risks potentially associated with these facilities such as West Nile virus.

8.8.8.3.10 Variations in the number and location of stormwater management facilities shown on Schedule "A" – Columbus Land Use and Roads Plan may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of the Master Stormwater Servicing Plan and/or a stormwater management study, prepared as part of the *development* approval process to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority, without requiring an amendment to the Columbus Part II Plan. With respect to the issue of location, stormwater management facilities shall generally be sited to avoid being situated adjacent to Type 'B' arterial roads.

8.8.8.3.11 Integration of stormwater management facilities with parks and other open space areas shall be encouraged to complement surrounding land uses, where feasible and appropriate, provided the stormwater management facilities are located outside of the *Natural Heritage System* and/or associated buffer, and provided there are no adverse impacts on surrounding natural heritage features, and associated buffers and functions. Where stormwater management facilities cannot be integrated with these uses, the facility shall be designed to complement and integrate with adjacent land

uses with emphasis on safety, attractiveness and appropriate landscaping.

- 8.8.8.3.12 If the City, in consultation with Central Lake Ontario Conservation Authority, determines that a stormwater management facility shown on Schedule “A” – Columbus Land Use and Roads Plan is not required, the underlying land use designation shall apply without amendment to the Columbus Part II Plan.
- 8.8.8.3.13 Stormwater management facilities conveyed to the City shall not be accepted as parkland dedication in accordance with the Planning Act.
- 8.8.8.3.14 Stormwater management facilities conveyed to the City shall be dedicated in conjunction with the *development* approval process. The dedication of these facilities shall be at no cost to the City. The City may not necessarily accept ownership of stormwater management facilities which serve commercial and/or institutional and/or other non-residential land uses. If conveyance of such facilities is proposed, the rationale for City ownership must be demonstrated and the requirements of the City, financial and otherwise, must be satisfied.

## **8.8.9 Transportation**

### **8.8.9.1 General**

- 8.8.9.1.1 The City’s intention is to achieve a balanced, multi-modal transportation environment in the Columbus Part II Plan. The transportation corridors shall be designed to safely accommodate a range of viable travel options, including automobile, transit, and active transportation modes, together with street trees, other landscaping and street furniture. Such facilities shall conform to the classification, functions and design requirements outlined in Schedule “B” – Columbus Transportation Plan, the Columbus Part II Plan Transportation Master Plan (C.T.M.P.), and, with respect to Regional roads, the Durham Regional Official Plan, while having regard for Table 5 of the Part I Plan, and shall be subject to the approval of the relevant agencies.
- 8.8.9.1.2 To achieve a balanced, multi-modal transportation environment, the City supports a balanced approach to *Level of Service measures* for all transportation modes and may be prepared to use a variety of traffic calming measures depending on the function of the road such as those referenced in the City’s Neighbourhood Traffic Management Guide. These include, but are not limited to the following:
- (a) Appropriate lane widths;
  - (b) Provision of landscaped centre medians;
  - (c) Provision of on-street parking, including laybys;
  - (d) Provision of transit priority measures;
  - (e) Provision, where appropriate, of regular intersections of local roads with regional and other major roads to allow for the creation of a modified grid network;
  - (f) Provision, where appropriate, of roundabouts, pursuant to Policy 8.8.9.2.4 of this Part II Plan; and

- (g) Use of alternative road geometrics and materials at active transportation crossing areas.

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

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

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

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

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

## **8.8.9.2 Road Network**

8.8.9.2.1 The alignment of the arterial and collector road system as shown on Schedule “A” – Columbus Land Use and Roads Plan and Schedule “B” – Columbus Transportation Plan generally reflects a grid-based road pattern,

which has been modified due to *watercourses*, topography, utility corridors, and natural features, and to ensure appropriate intersection spacing and connections to established arterial or collector road alignments in and outside the Columbus Part II Plan.

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

- The westerly extension to Thornton Road North of the planned east-west Type ‘C’ arterial road located approximately midway between Columbus Road West and Howden Road West;
- The easterly extension to Ritson Road North of the planned east-west Type ‘C’ arterial road located approximately midway between Columbus Road East and Howden Road East; and
- The westerly extension to the Oshawa-Whitby boundary of the planned east-west Type ‘C’ arterial road located approximately midway between Columbus Road West and Highway 407 East.

8.8.9.2.3 Local roads and laneways are not designated in the Columbus Part II Plan. Their location shall be determined through the *development* approval process and shall be designed to provide a highly accessible network based on a fine-grained modified grid arrangement. The design shall incorporate, where appropriate, traffic calming measures to alleviate negative effects of motor vehicle uses by altering driver behaviour, improving conditions for non-motorized street users and discouraging traffic infiltration, particularly through residential areas.

8.8.9.2.4 Outside of and along the perimeter of the Columbus Special Policy Area, the City will consider the use of roundabouts as a form of intersection control, where deemed appropriate by the authority or authorities having jurisdiction over the roads involved. Intersections of Type “C” arterial roads with another Type “C” arterial road or a collector road, or the intersection of two collector roads may be designed to be controlled by a roundabout, if required by the City, as informed by the requirements of Section 8.8.9.3 of this Part II Plan.

- 8.8.9.2.5 Direct access onto Type “C” arterial roads is generally not permitted. Direct access may be permitted where all other *development* options are impractical or unfeasible. Driveway access to all non-block residential *development* shall generally be provided through laneways, internal local roads or window roads to optimize traffic flow and safety, and provide comfortable and attractive opportunities for active transportation.
- 8.8.9.2.6 Generally, access driveways shall be located in accordance with City’s most recent Engineering Design Standards.
- 8.8.9.2.7 Where residential development on public laneways is proposed, such development shall generally be limited to narrow lot residential dwellings whose primary front façade faces onto an arterial or collector road, or onto parkland. In cases where residential dwellings front onto parkland rather than an arterial or collector road, the design of laneways may be required, at the sole discretion of the City, to provide a wider cross section to appropriately accommodate services and utilities.
- 8.8.9.2.8 Laneways shall generally have a minimum cross section width of 8.5 metres (29 ft.) and a minimum 6.5 metre (21.5 ft.) pavement width, subject to the need to potentially provide a wider cross section as noted in Policy 8.8.9.2.7. of this Part II Plan.
- 8.8.9.2.9 Laneways shall generally have a maximum length of 150 metres (493 ft.) to facilitate designs that minimize the need for internal storm sewers, where feasible, by draining to catchbasins located at the end of the laneway at the intersecting municipal street. In cases where block lengths exceed 150 metres (493 ft.), an additional access point should be provided for laneways in a central location.
- 8.8.9.2.10 Where residential development on public laneways is proposed, areas shall be set aside for snow storage, such as by including wider lots at periodic intervals along the laneway to increase the separation distance between adjacent garages, as well as wider corner lots at the end of laneways to allow for wider exterior side yards for storage of snow pushed by snow removal vehicles out of the laneway. To ensure appropriate periodicity of wider lots along the laneway, generally no more than 6 side-by-side dwelling units facing a laneway shall be permitted in a building.
- 8.8.9.2.11 An easement generally 2.5 metres (8.5 ft.) in width on either side of the laneway shall be granted to the City for the purposes of snow storage. These easements are to be kept free and clear of all encumbrances such as, but not limited to, fences, gates and hedges. For clarity, the area of the easement intended for snow storage relates to landscaped areas in between driveways and/or garages, the size of which shall generally be maintained by limiting the number and size of parking spaces in and outside of a garage to the minimum requirements specified in the City’s Zoning By-law for the associated use.

**8.8.9.3 Transportation Impact Assessment**

8.8.9.3.1 A Transportation Impact Assessment study, updating and refining the work undertaken in Policy 8.8.8.2.3 (g) of this Part II Plan, shall be required as part of the *development* approvals process in accordance with the City's and Region's Transportation Impact Study Guidelines, the C.T.M.P., the M.E.S.P. and the Municipal Class Environmental Assessment. The Transportation Impact Assessment shall be conducted in accordance with an approved Terms of Reference to be developed in consultation with City and Regional staff and shall include, but not necessarily be limited to, the following tasks:

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

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

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

**8.8.9.4 Active Transportation Routes and Linkages****8.8.9.4.1 General**

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



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

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

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

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

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

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

An extensive, integrated system of off-road active transportation facilities has been identified in the C.T.M.P., and as shown on Schedule “B” – Columbus Transportation Plan. The extensive system will result in a network of active transportation routes and linkages and provide connections between valleylands, parks, utility corridors, stormwater management facilities, the open space system and adjacent land uses and along the boulevards of road rights-of-way. The system will facilitate active transportation for recreational and utilitarian purposes and provide access to major activity centres, as appropriate, while addressing issues such as but not limited to grading and access control. Off-road active transportation facilities along routes shown on Schedule “B” – Columbus Transportation Plan will consist of Class I and

Class II Trails, which are identified on Schedule “B” – Columbus Transportation on the basis of ultimate anticipated level of usage. Both classes of trail are paved multi-use paths with a marked centre-line and signage. However, barring physical constraints, Class I Trails are intended to be located within the boulevard of the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.) and Class II Trails are intended to be located outside the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.).

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

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

Off-road facilities associated with active transportation routes and linkages are permitted within an environmental buffer associated with part of the *Natural Heritage System* in accordance with Policy 8.8.10.14 of this Part II Plan.

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

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

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

Cycling facilities associated with active transportation routes and linkages along arterial or collector road corridors may be separately accommodated on-road within the paved portion of road rights-of-way on both sides of the roadway. Such facilities may be provided in lieu of cycling facilities normally located off-road in boulevards. On-road cycling linkages, which are not shown on Schedule “B” – Columbus Transportation Plan, may include the following:

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

Schedule “B” – Columbus Transportation Plan indicates the location of on-road cycling lanes. These on-road cycling lanes shall be designed as buffered bike lanes, which are lanes dedicated and marked/signed for cyclists and include a curb to further separate cyclists from vehicular traffic. On-street parking that interferes with buffered bike lanes shall be prohibited.

8.8.9.4.4 Notwithstanding the classifications on Schedule “B” – Columbus Transportation Plan, or any policy of this Plan to the contrary, the City may accommodate on-road cycling routes on lands where on-road cycling lanes are identified and vice-versa or as Class II Trails, without an amendment to this Plan, if it is determined that it is in the best interest of the City to do so.

## **8.8.10 Environmental Management**

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

8.8.10.2 The *Natural Heritage System* is intended to be protected, pursuant to the policies under Section 8.8.10 of this Part II Plan and the relevant policies in Section 5.0 of the Part I Plan. Consideration shall be given to enhancing natural heritage and hydrologic features and functions through the *development* review process, where possible.

8.8.10.3 Before any proposed draft plans of subdivision or substantial development applications are processed, a more precise determination of the location and extent of the *Natural Heritage System*, including a determination of the appropriate width and extent of buffers, shall be determined through the M.E.S.P. The exact location and extent of the Natural Heritage System including a determination of the appropriate width and extent of buffers will be determined through detailed Environmental Impact Studies (E.I.S.), in accordance with the recommendations of the C.S.W.S, M.E.S.P. and/or Master Storm Servicing Plan, as well as in accordance with the relevant policies in Section 5.0 of the Part I Plan, as part of the review of *development* proposals and shall be detailed in the zoning by-law. Refinements to the extent of the *Natural Heritage System*, including the associated buffers,

resulting from the M.E.S.P./E.I.S. prepared to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority, may occur without an amendment to this Plan. Where boundaries are adjusted, the abutting land use designation shall apply, provided the intent of the Plan is maintained.

- 8.8.10.4 The City will encourage the creation and maintenance/protection of active transportation linkages, where feasible and appropriate, between *Hazard Lands* and the *Natural Heritage System* and the surrounding community, provided there are no negative impacts to the natural heritage features and their functions.
- 8.8.10.5 Retention of other existing natural heritage and hydrologic features not shown on Schedule "C" – Columbus Environmental Management Plan such as specimen trees, tree stands and hedgerows is encouraged. These features shall be identified and considered during the *development* review process and may be retained and incorporated where appropriate into the design of roads, parks, site plans and plans of subdivision in consultation with the City and Central Lake Ontario Conservation Authority. In this regard, the City may require that a Tree Preservation Plan be submitted in conjunction with a *development* application. Features found to be suitable and feasible for retention shall be detailed and implemented in the *development* agreement. Mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control and protection of soil moisture regime shall be utilized before, during and after construction.
- 8.8.10.6 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to *Hazard lands* to be conveyed along the landward limit of the applicable erosion hazard limit.
- 8.8.10.7 Notwithstanding Policy 8.8.10.6 of this Part II Plan, the allowance for municipal trail facilities/maintenance access may be located within the applicable erosion hazard limit only if it may be safely accommodated and is approved by the City and the Central Lake Ontario Conservation Authority.
- 8.8.10.8 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to the *Natural Heritage System* to be accommodated within the identified buffer measuring from the outside edge of the buffer, furthest away from the feature.
- 8.8.10.9 Notwithstanding Policy 8.8.10.8 of this Part II Plan, in the event that either a detailed E.I.S. submitted as part of the review of *development* proposals or the M.E.S.P. identifies a reduced buffer, the minimum buffer that the City will require for the *Natural Heritage System* shall be 7 metres (23 ft.) which will accommodate both the buffer and the allowance for municipal trail facilities/maintenance access.
- 8.8.10.10 As a condition of *development*, proponents may be required to enhance the natural state of an adjacent *watercourse*, *wetland* and/or *woodland*. This may include re-vegetation including the planting of trees, shrubs, and

herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.

- 8.8.10.11 Where determined to be appropriate by the City in consultation with the Central Lake Ontario Conservation Authority, natural channel design features shall be incorporated to preserve, regenerate and/or enhance areas identified as *Natural Heritage System*. A greater width for the *Natural Heritage System* may be required to accommodate natural channel design features, stable slopes, vegetation and buffer areas.
- 8.8.10.12 *Development* involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private drilled wells shall ensure that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of such adjacent properties. In this regard, a plan to ensure pre *development* testing of the well water on adjacent sites shall be developed in consultation with the City, and execution of said plan shall be with the consent of the owner to establish baseline well water quality conditions. During the *development* process, regular and frequent testing shall be undertaken in accordance with the Region of Durham's well water sampling protocols. If such adverse effects occur, they shall be rectified by the developer in a timely manner, at their sole expense, based on an approach developed in consultation with the City and/or Region of Durham and carried out to the satisfaction of the same.

### **8.8.11 Heritage and Archaeological Features**

- 8.8.11.1 The built *heritage resources* in the Columbus Part II Plan, as documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report prepared for the area by ASI, dated February 2019 (revised April 2019), are integral components of the area's historical former hamlet and rural legacy and their maintenance, conservation and preservation is of primary importance.
- 8.8.11.2 A Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa to consider the potential implementation of a Heritage Conservation District Plan for the Columbus community. Regardless, unless it is demonstrated to the satisfaction of the City that it is not otherwise feasible, *development* shall conserve built *heritage resources* and be designed to integrate such resources into the community so that the scale, form and character supports and complements the heritage values, attributes and integrity of the resources.
- 8.8.11.3 When considering a *development* application, the preferred approach to the conservation and preservation of any built *heritage resources* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report shall be their retention in situ, through integration and/or adaptive re-use. However, if it is demonstrated to the satisfaction of the City that retention in situ is not feasible, the preferred secondary approach shall be relocation to a different location on the same property for adaptive re-use or, if such is not feasible, relocation off-site for adaptive re-use. Only after it is

demonstrated to the City's satisfaction that these approaches are not feasible should an application to demolish a built heritage resource be submitted, whereupon appropriate opportunities for salvage should be pursued.

- 8.8.11.4 The City may take appropriate actions including imposing conditions of approval on the *development* application to ensure the continued protection of identified built *heritage resources*.
- 8.8.11.5 A Heritage Impact Assessment, prepared by a qualified heritage professional, shall be submitted with any *development* application containing a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report. It shall likewise be an expectation of the City that any application to demolish a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report submitted in the absence of a *development* application will be accompanied by a Heritage Impact Assessment. In addition, any planning application for *development* or permit for site alteration to facilitate development that includes, or is adjacent to, an identified built *heritage resource* shall require submission of a Heritage Impact Assessment which will evaluate the proposed *development* and demonstrate that the heritage attributes of the built *heritage resources* will be conserved.
- 8.8.11.6 A Heritage Impact Assessment, as referenced in Policy 8.8.11.5 of this Part II Plan shall provide a detailed analysis and evaluation of the built heritage resource, identify options for conserving the resource – including preservation of the resource in conjunction with any related proposed *development* in accordance with Policy 8.8.11.3 of this Part II Plan– and recommend a preferred approach based on a balanced, detailed justification and rationale.
- 8.8.11.7 Before a *development* is approved for lands having archaeological potential within the Columbus Part II Plan, a Stage II Archaeological Assessment will be conducted by a qualified archaeologist, in consultation with Indigenous Communities. Further, specific lands identified in the Stage I Archaeological Assessment prepared by ASI, dated April 2019 shall require a Stage III Archaeological Assessment. Any sites found containing archaeological resources are to be preserved or these resources are to be removed, catalogued and analyzed prior to *development*, in consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries. Any Stage 3 or 4 Archaeological Assessment will be conducted in consultation with Indigenous Communities.

## **8.8.12 Urban Design**

- 8.8.12.1.1 An emphasis on urban design will be an essential component of the implementation of the Columbus Part II Plan. High quality urban design in the public realm shall be provided in the *development* of all public parks and open spaces, roads, facilities in support of active transportation routes and linkages, buildings and engineering projects. In addition, high quality urban design shall be achieved in the *development* of private properties by giving

specific attention to building design, height, siting, orientation, massing, landscape and streetscape design, as well as attention to ensure that *development* appropriately relates to and interacts with the public realm, adjacent lands and the broader neighbourhood. *Development* applications will be evaluated in accordance with these urban design policies and the Columbus Part II Plan Urban Design Guidelines.

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

(a) Respect and Embrace the Columbus Context

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

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

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

(c) Design for the Pedestrian Scale

Create pedestrian-scaled streetscapes and public realm elements including wide sidewalks, street trees, pedestrian seating and amenities, and street-fronting buildings with publicly accessible at-grade uses. Ensure safe, convenient ease of travel within the community through enhanced, well connected active transportation connections.

(d) Encourage Sustainable Design

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

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

8.8.12.2.1 The urban design policies contained in the Columbus Part II Plan provide the framework within which the Columbus Part II Plan Urban Design Guidelines (Urban Design Guidelines) have been developed, and more detailed urban design studies will subsequently be prepared for certain areas. The urban design policies, together with the Urban Design Guidelines, also provide

design direction for the *development* of areas that have not been specifically identified for an urban design study.

8.8.12.2.2 One or more urban design studies shall be undertaken by the City, and funded by the affected landowners, to prepare Master Urban Design Plans and implementing guidelines for key areas in the Columbus Part II Plan, using the relevant Part II Plan policies and Urban Design Guidelines identified in Policy 8.8.13.2.1 of this Part II Plan as a framework. The Master Urban Design Plans will guide comprehensive *development* to ensure a high quality and coordinated urban environment. Urban design studies shall be undertaken for the following areas within the Columbus Part II Plan:

- (a) The Columbus Special Policy Area – This designation recognizes the special character of the area where the former hamlet is focused, which contains many heritage features. A Heritage Conservation District Plan or a Master Urban Design Plan and implementing guidelines shall be prepared prior to any substantial new *development* in this designation.
- (b) The Simcoe Street North Corridor outside of the Columbus Special Policy Area – Simcoe Street North is the major street corridor and transit spine in the Columbus Part II Plan. This street is also identified as a Regional Transit Spine on Schedule “B-1” of the Part I Plan. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Simcoe Street North, north and south of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have a significant influence on the community’s image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Simcoe Street North outside of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Simcoe Street North Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.
- (c) The Columbus Road Corridor outside of the Columbus Special Policy Area – Columbus Road is a major street corridor and transit spine in the Columbus Part II Plan. Columbus Road West is also identified as a Regional Transit Spine on Schedule “B-1” of the Part I Plan. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Columbus Road particularly west of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have an important influence on the community’s image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Columbus Road outside of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the



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

- 8.8.12.2.3 The Master Urban Design Plans and implementing urban design guidelines identified in Policy 8.8.13.2.2 of this Part II Plan shall build on the Urban Design Guidelines identified in Policy 8.8.13.2.1 of this Part II Plan, and address on an area specific basis, considerations such as the following, recognizing the unique character of Columbus:
- (a) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of a seamless, integrated relationship between the public and private realms;
  - (b) The promotion of a higher order of built form and intensity along Simcoe Street North outside of the Columbus Special Policy Area in recognition of its designation as a Regional Transit Spine and functionality as a northern and southern gateway to the Columbus Special Policy Area, as well as a northerly gateway to the City, while still recognizing the special character of Columbus, particularly in the Columbus Special Policy Area designation;
  - (c) Consideration of the character of Columbus Road outside the Columbus Special Policy Area in recognition of the designation of Columbus Road West as a Regional Transit Spine and its functionality as a western and eastern gateway to the Columbus Special Policy Area, while still recognizing the special character of Columbus, particularly the Columbus Special Policy Area designation.
  - (d) The location and distribution of all land uses and general building envelopes, including establishing guidance with respect to setbacks and built frontage requirements which reinforce the street edge and provide spatial definition to the public realm;
  - (e) Guidance with respect to the design and siting of parking and loading and service areas to minimize the visual impact of such areas from the street;
  - (f) The provision of a high quality design in all buildings, including design which reflects the character of Columbus for those areas in proximity to the Columbus Special Policy Area;
  - (g) The location of road intersections, the location and coordination of all access points (including active transportation access locations) and necessary road and signalization improvements as informed by the requirements of Section 8.8.9 of this Part II Plan;

- (h) The identification of gateway sites/areas, such as those identified under items (b) and (c) above, and their appropriate design and landscape treatment;
- (i) The incorporation of public art in both the private and public realms;
- (j) The provision of convenient, accessible, and attractive active transportation routes and linkages, convenient transit routes and bus stops, and the convenient location of trailheads and walkway linkages to minimize walking distances to destinations;
- (k) Safe, attractive and convenient access from the private realm to sidewalks and active transportation routes and linkages;
- (l) Road operating criteria including right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road as informed by the requirements of Section 8.8.9 of this Part II Plan; and
- (m) The consideration of safety and Crime Prevention through Environmental Design (C.P.T.E.D.) principles in the design of the streetscape and abutting lands.

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

8.8.12.2.5 A comprehensive master site plan and urban design guidelines for individual sites within areas for which urban design studies are to be prepared shall indicate the built form, siting, massing, heights, layout, streetscape, architectural fabric and relationship of buildings, parking, service and loading areas, landscaped areas and access points, such that *development* on individual properties may be integrated with that of adjacent properties, including the public realm, in accordance with the provisions of the Columbus Part II Plan, and particularly the policies of Section 8.8.13 of this Part II Plan.

### 8.8.13.3 Design Principles for Development Applications

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

### **8.8.12.3.1 Road and Block Pattern**

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

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

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

Street medians in rights-of-way and roundabouts shall be provided in accordance with Policies 8.8.9.1.6 and 8.8.9.2.4 of this Part II Plan to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

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

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

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

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

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

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

Major contributors to the character of the Columbus Special Policy Area are the generous yards and well-established mature tree canopy. Site design for new *development* in the Columbus Special Policy Area and abutting areas

should be in keeping with this existing character. In addition, new construction should be visually compatible with, while still being distinguishable from, existing heritage buildings and properties to allow heritage assets to be readily recognizable.

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

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

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

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

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

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

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

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

### **8.8.12.3.3 Sustainability**

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

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

8.8.12.3.3.1 In particular, the City will encourage:

- (a) Site design that prioritizes alternative modes of transportation;
- (b) Consideration to orienting buildings, where possible, to maximize solar gain through windows and openings;
- (c) Low Impact Development measures as part of site landscaping;
- (d) The use of green building design, such as green roofs;
- (e) Permeable surfaces (e.g. permeable pavers, landscaping treatments) shall be used wherever feasible and appropriate to reduce stormwater runoff and increase water recharge of aquifers;
- (f) The incorporation of the necessary infrastructure into site plans and/or buildings to support and accommodate electric vehicle charging;
- (g) The incorporation of bioretention areas into site design; and,
- (h) The protection of natural heritage and hydrological features and functions to support sustainable communities.

### **8.8.12.3.4 Barrier-free Access**

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

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

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

### **8.8.13 Implementation and Interpretation**

- 8.8.13.1 The Columbus Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation.
- 8.8.13.2 All *development* in proximity to oil and natural gas pipelines and hydro corridors shall comply with the requirements of the agencies having jurisdiction, including the applicable required setbacks. Applicants are encouraged to consult early in the *development* approval process with the relevant agencies.
- 8.8.13.3 The City will encourage the provision of major community uses, transportation and transit, stormwater, water and wastewater servicing at the earliest feasible stage of community development.
- 8.8.13.4 Because *development* will occur over many years and the timing and phasing of transportation and infrastructure improvements will depend on the rate of *development* and future travel characteristics, the City shall monitor transportation demand.
- 8.8.13.5 Comprehensive *development* of land in separate ownerships within the Columbus Part II Plan will be encouraged through the *development* approval process in order to achieve well-designed and integrated *development*. The following shall be examined, as guided by the relevant policies of Section 8.8.13 of this Part II Plan, to ensure that individual proposals are properly integrated with adjacent lands:
- (a) The distribution of lots and blocks;
  - (b) Public road and active transportation connections, including all on- and off-road facilities associated with active transportation routes and linkages;
  - (c) Integration of internal circulation systems for pedestrians, cyclists, automobiles and, where appropriate, transit vehicles;
  - (d) Co-ordination of access points in order to minimize the total number of access points to abutting roads;
  - (e) Integration of parking, loading and service areas;
  - (f) Compatibility of building design and location, in order to achieve a consistent streetscape, a balanced, defined edge to the public realm,

and a harmonious relationship between different buildings and land uses;

- (g) Complementary grading and landscaping;
- (h) Co-ordination and integration of site servicing and stormwater management for the area; and
- (i) Consideration, through the *development* approval process, to requiring designs that facilitate the severance of excess lands on abutting lots, where appropriate.

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

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

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

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

8.8.14.1 A Site Development Phasing Plan may be required by the City for lands that require phasing to achieve the ultimate build-out conditions anticipated by the Columbus Part II Plan. Each phase of the *development* undertaken by the proponent shall protect for future phases in accordance with the Site Development Phasing Plan. The phasing of *development* in accordance with the approved Site Development Phasing Plan shall be a requirement of any related Site Plan Agreement.

8.8.14.2 It is understood that the Site Development Phasing Plan may be amended from time to time. However, all such amendments shall continue to demonstrate, to the satisfaction of the City, the ability to ultimately achieve *development* in a fashion that maintains the intent of the Part I Plan, the Columbus Part II Plan and the Zoning By-law.