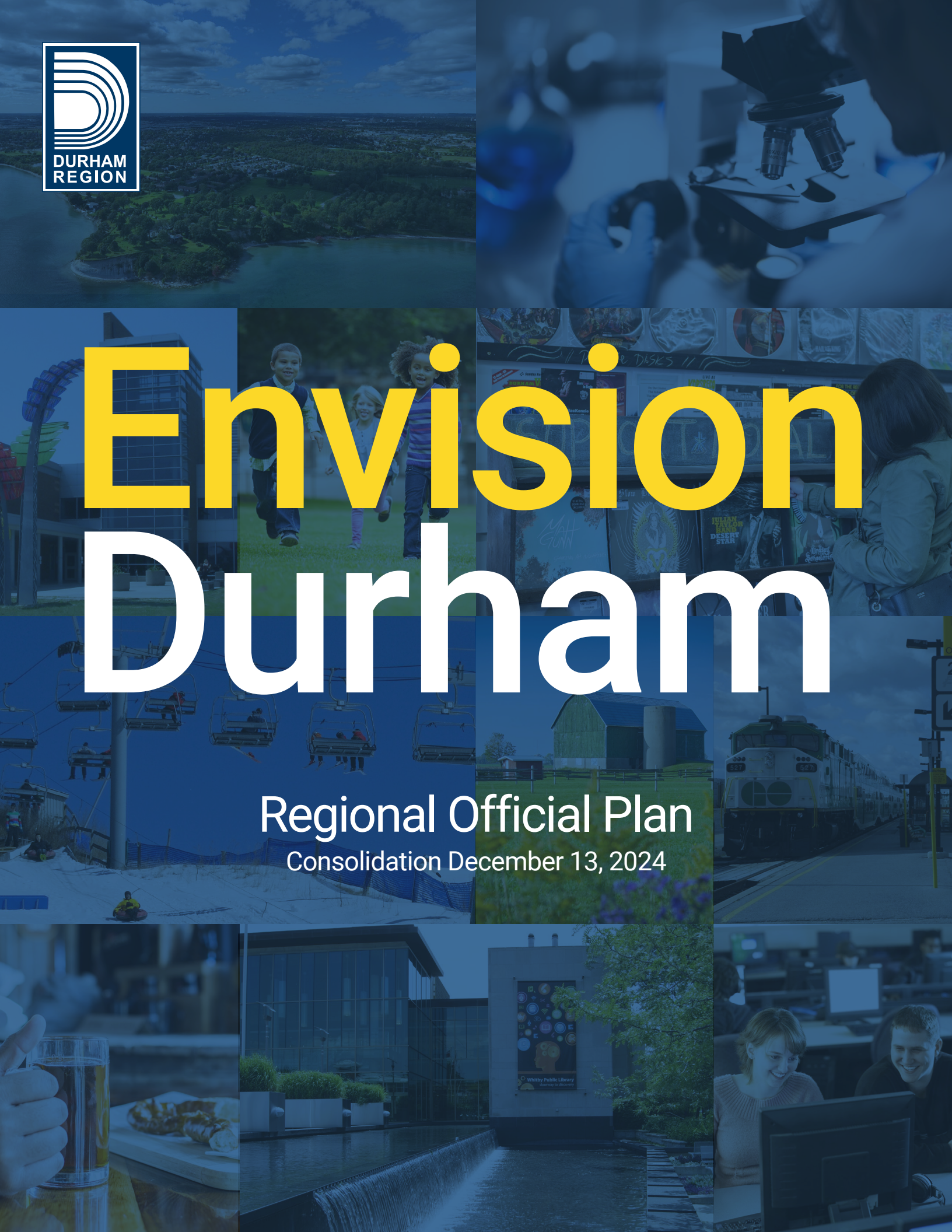


DURHAM REGION

Envision Durham

Regional Official Plan

Consolidation December 13, 2024

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Prologue



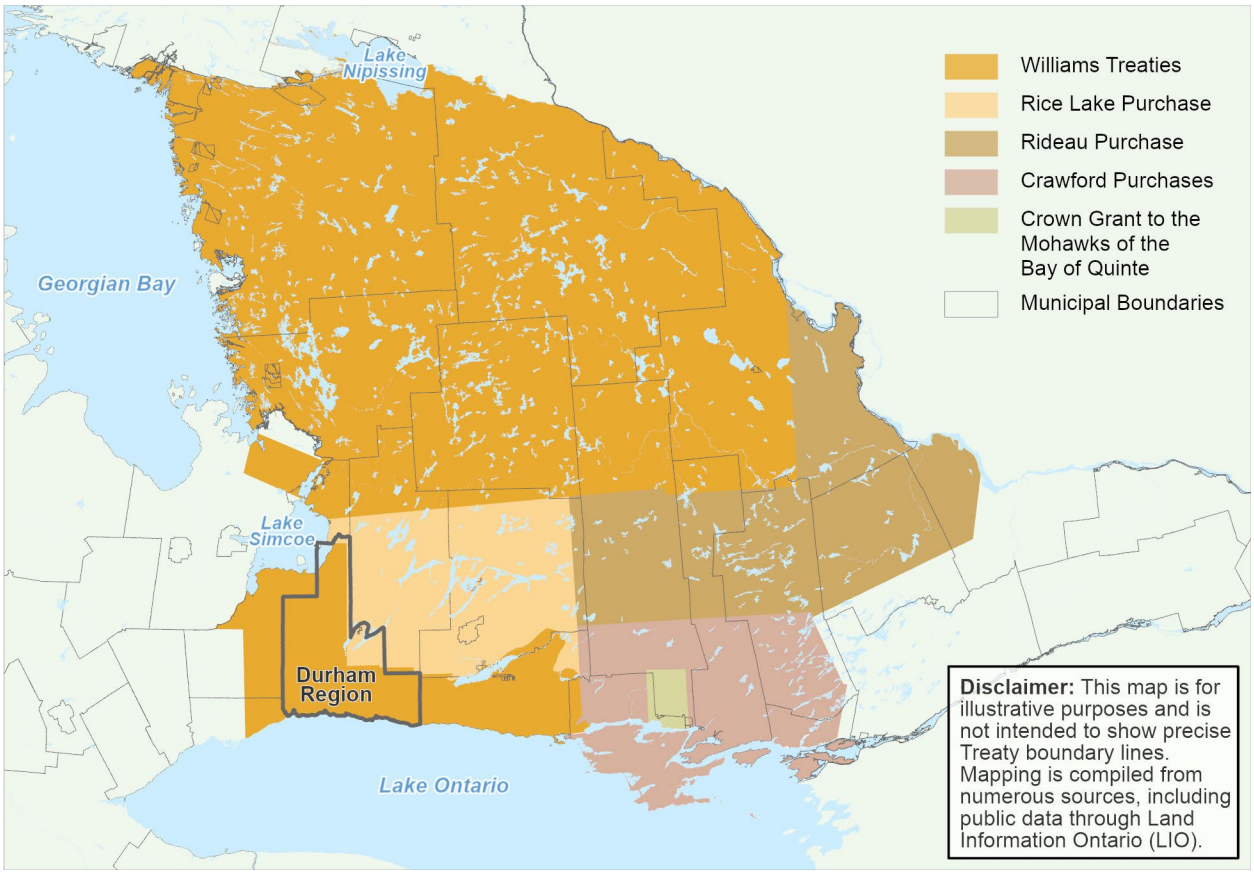
Traditional Territory Acknowledgement

The Durham Regional Official Plan aims to guide long-term planning and infrastructure while recognizing and respecting First Nations Peoples and their stewardship of lands and waters from time immemorial to the present day.

Durham Region spans a portion of the territories covered by the Williams Treaties signed by the Alderville First Nation, the Beausoleil First Nation, the Chippewas of Rama First Nation, the Chippewas of Georgina Island First Nation, the Curve Lake First Nation, the Hiawatha First Nation, and the Mississaugas of Scugog Island First Nation.

Reconciliation and strengthening relationships with Williams Treaties First Nations is a key priority for the Region, as is supporting Métis communities, Inuit communities, and other Indigenous groups within Durham.

Figure i. – Shared Traditional Territories of the Mississauga Signatories to the 1923 Williams Treaties:





Durham Region – The Place to Live, Learn & Thrive

Durham Region, a community of communities, has a distinct history tied to its geologic past, natural resources, ancestral heritage, routes of travel and trade, farming, industrial development and global events.

The Oak Ridges Moraine formed following the last glacial retreat to become the primary water source for many rivers, streams, wetlands and other recharge areas. Early Indigenous hunter-gatherers settled after the retreat of the glacier. Durham was home to the Iroquois, the Ojibway and by the 15th century, the Wendat Peoples. The Wendat, devastated by disease and conflict, abandoned their ancestral villages and agricultural areas. The first Mississauga people resettled the Lake Scugog basin around 1700, wherein this territory remains home to the Mississaugas of Scugog Island First Nation to this day.

Early French and English explorers and settlers that began to colonize the region realized the importance that rivers and streams – like the Ganaraska River, Bowmanville Creek, Oshawa Creek and Duffins Creek – represented as sources for clean water and locations for new settlement. By the late 1700s surveying activity commenced. While some roads, like Brock Road and Simcoe Street followed preexisting Indigenous trails, others like Kingston Road became routes where villages such as Bowmanville, Oshawa, Whitby and Pickering would grow. Early immigrants established farms, mills and logging operations throughout the region. Manufacturing of farm implements, construction goods, carriages, sleighs and other goods were shipped to other parts of Canada, the United States and further abroad.

Small settlements would dot the region, many with post offices in places like Duffins Creek, Brougham, Uxbridge, Beaverton, Newcastle, Kinsale, Liverpool Market and elsewhere. The emergence of the railway connecting Toronto with Montreal would result in stations at Whitby and Oshawa, while stations on other rail lines would emerge in Cannington, Sunderland, Beaverton, Uxbridge, Goodwood and Port Perry.

Through the 1900s, major industries and installations became an important part of the Durham story. Robert McLaughlin's carriage works relocated to Oshawa to become the home of General Motors of Canada – a vast industrial complex with a proud legacy of automobile manufacturing.

During the Second World War, Whitby housed Camp X, a British paramilitary installation for training covert agents. Ajax was established as the location for Defence Industries Limited – the largest shell filling plant in the British empire – where a townsite would later grow. In Clarington, the now national historic site of Camp 30, a former Boys Training School, was converted to a prisoner-of-war camp during the Second World War. An Elementary Flying Training School opened in 1941 at RCAF Station Oshawa would later become the Oshawa Executive Airport.

In 1971, the Pickering Nuclear Generating Station (NGS) opened (now Canada's third largest) producing about 15% of Ontario's power and employing 3,000 workers. The Darlington NGS (Canada's second largest) opened in 1990 and now provides about 20% of Ontario's electricity needs – enough to serve a city of two million people. Ontario Tech University was founded in 2002 as a centre of research and innovation with an emphasis on science and technology.

Durham Region continues to be a place where bold plans are realized.

This Plan envisions Durham's growth and development for 1.3 million residents and 460,000 jobs by 2051. Seaton – an emerging community in central Pickering – will be a place where 70,000 people will call home and where 35,000 jobs will be provided. A second international airport serving Toronto and the surrounding region is proposed in central Pickering as a major new hub for jobs, passenger travel and cargo. A network of highways – the 401, 407, 412 and 418 – is complete and mobility will continue to be enhanced through rapid transit expansions, innovations in technology, improvements in personal mobility, and a reimagined and connected cycling network.

Durham will flourish as an inspiring, welcoming, healthy, inclusive and walkable community. Durham's downtowns will grow and thrive. New transit stations will be the focus for vibrant pedestrian-oriented places. Durham's industries, educational institutions and agricultural sector will continue to lead through innovation.

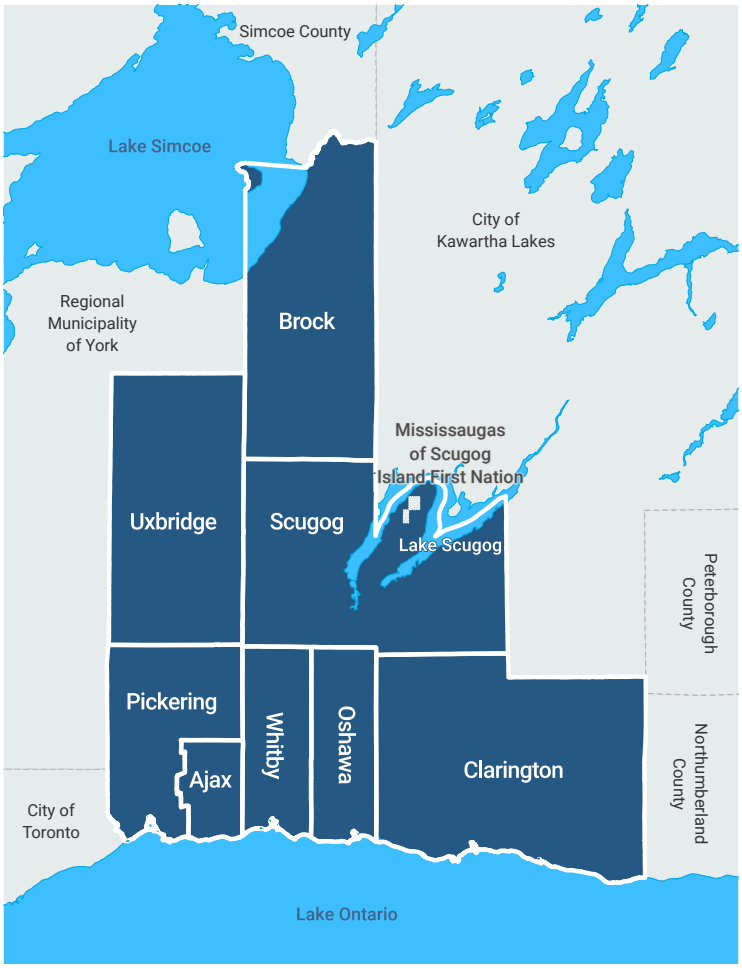
The effects of human-caused climate change are being felt around the world, and the pace of change is accelerating. Durham will make great strides to improve climate resilience and will take action toward a cleaner and greener environment. Key environmental features will be protected, and our tree canopy will grow. The Oak Ridges Moraine, the Rouge National Urban Park, shorelines, rivers and creeks will be protected, connected and accessible for the enjoyment of all residents.

In 2051, Durham's reputation as a complete, healthy, sustainable, diverse and welcoming community of communities will be known worldwide as the place to live, learn and thrive.

Over the timeframe of this Plan, the Region will experience significant growth and change. The Region is forecast to accommodate a population of 1.3 million residents and 460,000 jobs, representing an almost doubling of the Region's 2021 population of nearly 725,000 and more than double its nearly 197,000 jobs. Along with accommodating forecasted growth, this Plan provides policies and direction that will further strengthen our communities by:

- Accommodating the needs of an aging, growing and diverse population;
- Meeting our shared obligations to address the impacts of a changing climate and protect the natural environment;
- Satisfying a growing demand for sustainable alternatives to the personal vehicle for mobility, such as active transportation and public transit options;
- Using land efficiently, optimizing services and infrastructure, and focusing efforts on intensification within existing communities;
- Providing measures to improve the viability of Rural Settlements;
- Taking strides to further support the agricultural sector; and
- Facilitating the development of high-quality job opportunities.

Figure ii. – Map of Durham Region:



The elements cherished by Durham residents – natural areas, waterfronts, clean air, an abundance of recreational opportunities, protected farmlands, historic downtowns and more – while managing the growth to strengthen our communities – have shaped the policies of this Plan.

This Plan provides Regional Council with an integrated long-term policy framework that will guide decision-making on land use, growth management, development, delivery of infrastructure, services and related matters.

This Plan has been prepared in conformity with provincial plans and is consistent with the Provincial Policy Statement.

The Plan



Chapter 1

Regional Structure

The Plan

Chapter 1. Regional Structure

This Plan emphasizes a structural framework that forms the underlying basis for the long-term evolution of the region beyond the timeframe of the Plan.

Durham Region's land use structure is comprised of four systems:

- Urban System;
- Rural System;
- Greenlands System; and
- Transportation System.

The Urban System is comprised of emerging centres, established and developing neighbourhoods and Employment Areas. South Durham has more compact built form, while more modest densities predominate in north Durham, with historic downtowns supporting the surrounding rural areas. The Urban System accommodates the majority of the region's existing population and employment, and is where most of the future growth is directed.

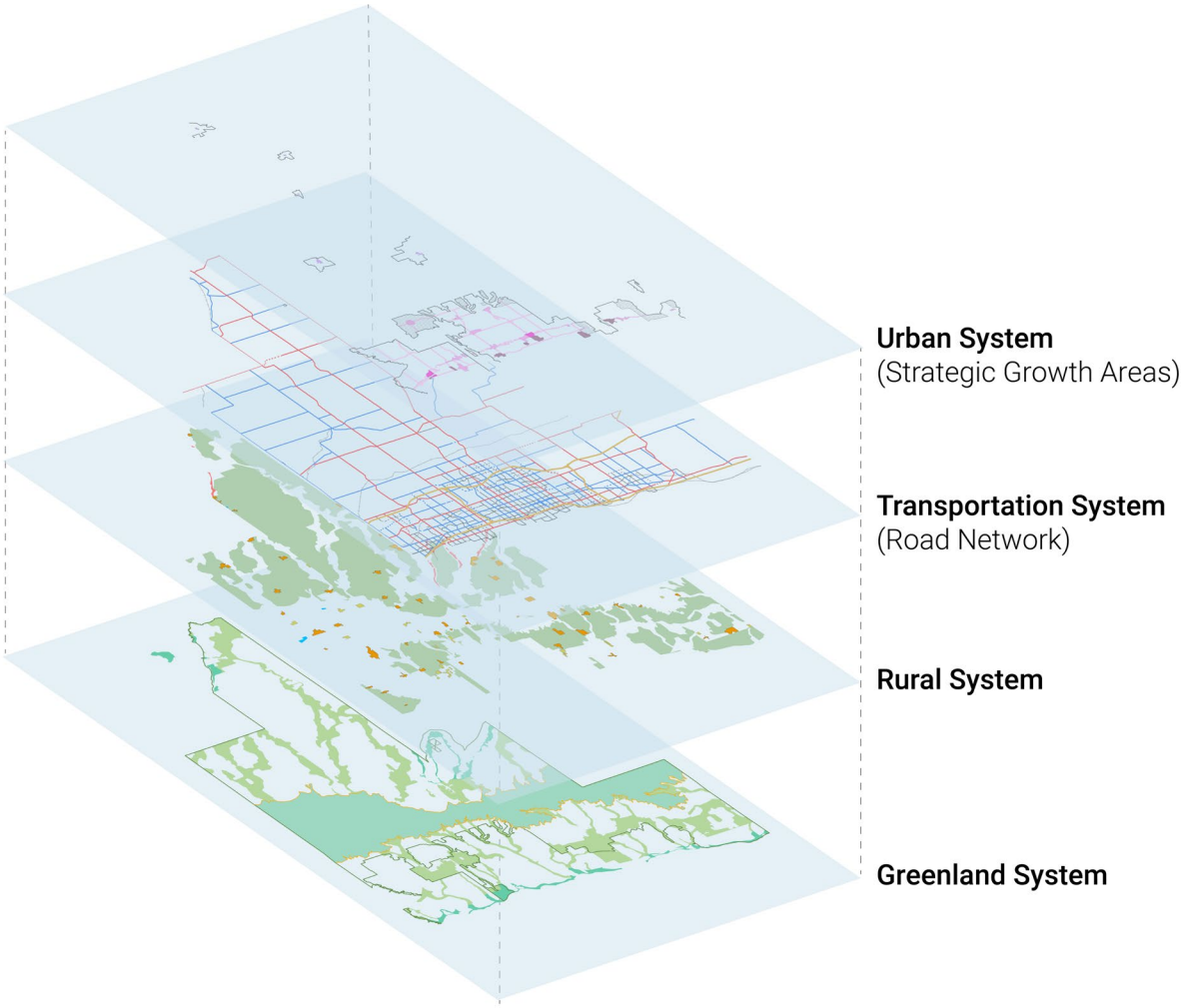
The Rural System supports and protects areas of the region with existing rural character, largely identified by the continuous and productive Agricultural System land base. The Rural System includes traditional rural industries such as farming and aggregate extraction, as well as Rural Settlements and Regional Nodes.

The Greenlands System follows natural features and functions, weaving through and between the Urban and Rural Systems. Lands within the Greenlands System are generally meant to be preserved for their ecological and environmental benefits, while providing urban separations and opportunities for recreational activities where appropriate. The Greenlands System encompasses the Oak Ridges Moraine, waterfronts, and key natural heritage and key hydrological features and areas.

The Transportation System provides access and connections across the region – through and between the Urban and Rural Systems. The Transportation System is comprised of roads, active transportation networks (including pedestrian paths, cycle paths and trails), transit priority networks, strategic goods networks, and other transportation related infrastructure such as airports, railways and ports.

These four systems with supportive infrastructure support a prosperous economy and healthy communities.

Figure 1. – Illustration of the systems that comprise the Regional Structure:



Goal:

I. **Plan for a Regional Structure that accommodates forecasted growth in Urban Areas and Rural Settlements, supported by required services and infrastructure while reinforcing underlying natural systems.**

1.1 General Regional Structure Policies

Objective:

i. **Promote the distinction between the Urban System and the Rural System, while minimizing conflicts between the various Systems and their underlying components.**

Policies:

It is the policy of Council to:

1.1.1 Designate the Regional Structure, including the Urban System, Rural System, Greenlands System and Transportation System on Map 1. Further delineations of the various systems and their underlying components are designated on Maps 1, 2 and 3.

1.1.2 Recognize the distinction between the Urban and Rural System is a fundamental principle of land use planning, growth management and the efficient use of infrastructure.

1.1.3 Direct population and employment growth to the Urban System with limited growth permitted within the Rural System, including Rural Settlements, where it is appropriate and compatible with surrounding uses, in accordance with Section 6.5.

1.1.4 Plan for a balance of residential growth with increased employment growth to achieve the population and employment forecasts outlined in this Plan, while aspiring to achieve a more balanced job to population ratio of 50% (one job for every two residents).

1.1.5 Ensure that necessary regional services and infrastructure are in place to accommodate the provincial population and employment forecasts within the Regional Structure by 2051:

a) 1,300,000 people; and

b) 460,000 jobs.

1.1.6 Plan for and implement services and infrastructure to enable the achievement of a minimum 50% annual rate of intensification region-wide.

1.1.7 Plan for the required services and infrastructure in accordance with the following minimum population, employment and household allocations by area municipality:

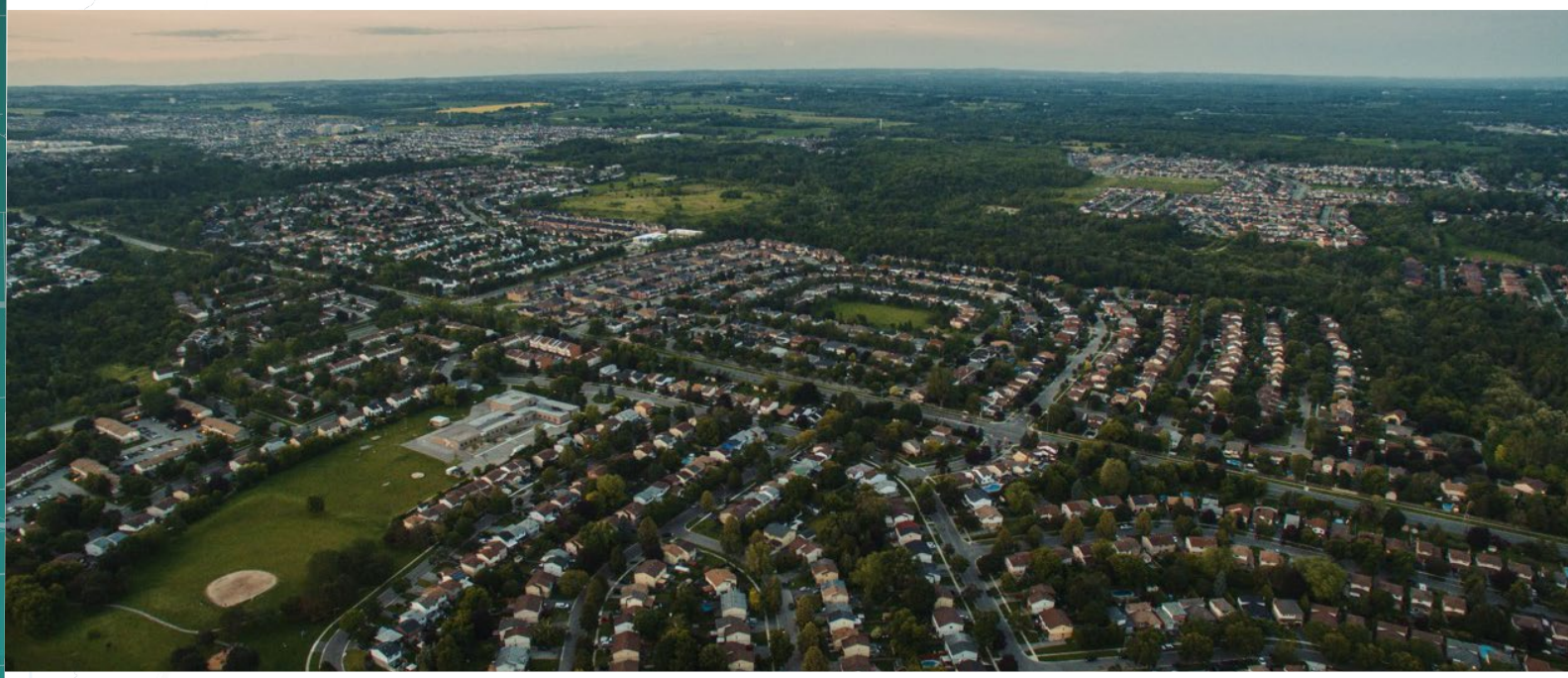
Figure 2. – Population. employment and household allocations table:

Municipality	2021	2026	2031	2036	2041	2046	2051
Ajax							
Urban:	130,510	140,000	150,570	161,940	173,370	185,590	198,160
Rural:	960	960	960	960	950	950	950
Total Population:	**131,470**	**140,960**	**151,530**	**162,900**	**174,320**	**186,540**	**199,110**
Households:	39,490	44,080	49,070	54,420	60,010	65,790	71,640
Employment:	**37,040**	**40,240**	**44,190**	**48,280**	**52,400**	**57,070**	**61,910**
Brock							
Urban:	8,100	8,850	9,700	10,630	11,770	13,130	14,620
Rural:	4,940	5,210	5,480	5,710	5,900	6,100	6,310
Total Population:	**13,040**	**14,060**	**15,180**	**16,340**	**17,670**	**19,230**	**20,930**
Households:	4,790	5,170	5,580	6,010	6,520	7,100	7,720
Employment:	**3,710**	**4,200**	**4,720**	**5,250**	**5,840**	**6,570**	**7,370**
Clarington							
Urban:	89,960	108,330	128,460	147,040	164,620	184,790	205,250
Rural:	15,310	15,400	15,510	15,600	15,360	15,690	15,770
Total Population:	**105,270**	**123,730**	**143,970**	**162,640**	**180,250**	**200,480**	**221,020**
Households:	35,970	42,840	50,450	57,540	64,380	72,240	80,160
Employment:	**29,920**	**35,040**	**40,900**	**46,330**	**52,150**	**60,590**	**70,320**
Oshawa							
Urban:	180,980	199,230	218,930	238,320	256,880	276,800	297,450
Rural:	1,040	1,050	1,060	1,070	1,070	1,080	1,090
Total Population:	**182,020**	**200,280**	**219,990**	**239,390**	**257,950**	**277,880**	**298,540**
Households:	66,640	73,800	81,450	89,060	96,680	104,710	112,970
Employment:	**63,740**	**70,600**	**78,070**	**85,250**	**92,110**	**99,670**	**107,280**
Pickering							
Urban:	98,360	121,220	147,000	171,710	195,670	223,330	251,600
Rural:	4,580	4,610	4,650	4,690	4,710	4,740	4,770
Total Population:	**102,940**	**125,830**	**151,650**	**176,400**	**200,380**	**228,070**	**256,370**
Households:	33,430	41,310	50,360	59,230	68,010	78,200	88,590
Employment:	**39,310**	**47,000**	**55,260**	**62,840**	**71,080**	**81,860**	**93,790**
Scugog							
Urban:	11,370	12,100	12,940	13,830	14,800	16,190	17,740
Rural:	11,030	11,130	11,250	11,350	11,400	11,480	11,570
Total Population:	**22,400**	**23,230**	**24,190**	**25,180**	**26,200**	**27,670**	**29,310**
Households:	8,250	8,610	9,000	9,400	9,850	10,470	11,140
Employment:	**9,680**	**10,030**	**10,410**	**10,800**	**11,210**	**11,760**	**12,350**

Municipality	2021	2026	2031	2036	2041	2046	2051
Uxbridge							
Urban:	12,520	13,260	14,170	15,190	16,280	17,570	19,000
Rural:	9,860	10,050	10,250	10,420	10,540	10,680	10,830
Total Population:	**22,380**	**23,310**	**24,420**	**25,610**	**26,820**	**28,250**	**29,830**
Households:	8,020	8,400	8,830	9,290	9,780	10,340	10,940
Employment:	**9,530**	**9,820**	**10,120**	**10,440**	**10,810**	**11,270**	**11,770**
Whitby							
Urban:	141,600	157,270	174,170	190,890	206,930	224,590	242,650
Rural:	2,150	2,170	2,190	2,200	2,210	2,220	2,240
Total Population:	**143,750**	**159,440**	**176,360**	**193,090**	**209,140**	**226,810**	**244,890**
Households:	46,450	52,330	58,670	65,060	71,480	78,510	85,710
Employment:	**48,730**	**55,950**	**63,760**	**71,480**	**78,910**	**87,020**	**95,210**
Durham							
Urban:	673,400	760,260	855,940	949,550	1,040,320	1,141,990	1,246,470
Rural:	49,870	50,580	51,350	52,000	52,410	52,940	53,530
Total Population:	**723,270**	**810,840**	**907,290**	**1,001,550**	**1,092,730**	**1,194,930**	**1,300,000**
Households:	243,040	276,540	313,410	350,010	386,710	427,360	468,870
Employment:	**241,660**	**272,880**	**307,430**	**340,670**	**374,510**	**415,810**	**460,000**

Notes:

Numbers may not add precisely due to rounding.
Population figures include undercount.
These forecasts do not assign population, households or employment to the provincial Greenbelt removals in Pickering, Ajax and Clarington.





Chapter 2

A Prosperous Region

Chapter 2. A Prosperous Region

Durham Region offers a diversity of places to live, work, play and visit. Framed by active and distinct waterfronts, Durham Region includes thriving farms, historic settlements, diverse employment areas, growing downtowns and a variety of mixed-use and walkable communities. Natural areas and trails cross and connect the region, often following streams and forests. Connected yet distinct, each of Durham's eight area municipalities are unique in their built form and heritage. This diversity and quality of place is a defining characteristic that underpins the strength of Durham Region.

Building and maintaining a strong and resilient economy is one of Council's key objectives. In support of a diverse industrial sector and a growing and dynamic knowledge-based economy, the Region will embrace technology, innovation and infrastructure development to support economic growth. The diversification of the Region's economic base is also supported through continued growth in tourism, sports, agri-business, entrepreneurship, arts and culture, and related enterprises.

Working in concert with Economic Development strategies and action plans, this Plan provides policies that are intended to guide the advancement, diversification, development and strengthening of the Region's economy. Its policies serve to encourage investment, provide necessary infrastructure, leverage partnerships and promote innovation.

Goals:

I. **Support the development of a strong, resilient and prosperous economy that maximizes opportunities for business and employment growth, innovation and partnerships.**

II. **Develop the Region to its fullest economic potential while respecting the environmental and social well-being of the region.**



2.1 General Economic Development Policies

Objectives:

i. **Ensure that regional services and infrastructure are provided while recognizing that investment and expansion in services and infrastructure is also required by area municipalities, utility providers and others, to facilitate economic growth and job creation.**

ii. **Support the expansion of knowledge-based industries and leading-edge technologies, including high-speed broadband infrastructure, throughout the region to enable businesses, residents, institutions and visitors to participate in modern society and the digital economy.**

iii. **Support the creation of complete communities and efforts to further improve the balance of growth in jobs to population growth by implementing the policies and achieving the forecasts of this Plan.**

iv. **Support the continued growth and the broadening diversity of a highly skilled regional labour force.**

v. **Support and promote the expansion of the Region's key economic sectors strengths.**

vi. **Support a transition towards a net-zero carbon economy by promoting collaboration and partnerships.**

vii. Encourage improvements to the transportation network that support improved mobility, goods movement, active transportation, transit-oriented development and tourism.

viii. Support measures to enhance the image and profile of the Region.

ix. Support the development of an airport on the federal lands in Pickering.

Policies:

It is the policy of Council to:

2.1.1 Prepare, update and implement an Economic Development Strategy and Action Plan in conformity with the policies of this Plan.

2.1.2 Develop and implement a marketing plan to promote the Region and its area municipalities as an attractive location to live, learn and thrive.

2.1.3 Encourage the formation of key sector development advisory groups comprised of Regional, area municipal, labour, education and industry representatives for knowledge sharing and capacity development.

2.1.4 Ensure that changes and trends in the growth, distribution and composition of the Region's employment base are continuously monitored and reported on, in accordance with Policy 11.5.3, so that the Region's progress in achieving its employment forecast, and its jobs-to-population ratio is well understood.

2.1.5 Encourage and recognize economic reconciliation for Indigenous communities and support collaboration towards improving their economic wellbeing.

Investment-ready Infrastructure

It is the policy of Council to:

2.1.6 Support the delivery of broadband infrastructure to underserved areas through the implementation of the Durham Region Broadband Strategy, including through partnerships.

2.1.7 Support the establishment of a Regional Broadband Network and continue to engage area municipal partners, Indigenous communities and service providers.

2.1.8 Ensure an appropriate supply of land within Employment Areas, with access to municipal water and sewage services to ensure the Region's investment readiness and competitiveness. The supply and development of such lands will be regularly monitored.

2.1.9 Advance the provision of adequate regional infrastructure to Strategic Growth Areas identified in Section 5.2, to support the growth and development of complete communities, where people and jobs are within proximity and have convenient access to transit and other community amenities.

2.1.10 Support improvements to the transportation network in the region including:

a) supporting the extension of all day, two-way passenger rail service along the Lakeshore East GO Rail line to Bowmanville and planned intercity passenger rail projects that cross the region including the VIA High Frequency Rail initiative;

b) supporting and promoting the ongoing development of an efficient, continuous and connected Strategic Goods Movement Network;

c) supporting targeted and effective use of existing special intermodal facilities, such as the Oshawa Executive Airport and the Port of Oshawa;

d) encouraging investments in active transportation infrastructure; and

e) supporting a new airport on the federal lands in Pickering.

2.1.11 Encourage the province to invest in highway and rapid transit infrastructure to support regional economic growth and employment opportunities through measures including:

a. provincial investment in priority transit infrastructure that supports the Region's planned urban structure and regional economic growth;

b. provincial advancement of freeway and highway projects identified in Policy 8.4.9;

c. expansion of Commuter Rail projects within the region, particularly the GO Lakeshore East Extension to Bowmanville and the GO Seaton line; and

d. supporting implementation of Rapid Transit Spines on the Highway 2 and Simcoe Street corridors, in accordance with Section 5.2.

Diversified Economic Base

It is the policy of Council to:

2.1.12 Encourage knowledge-based institutions, businesses and enterprises to locate and expand within the region by:

a) supporting the development of new and expanded post-secondary education facilities or campuses in the region;

b) encouraging the establishment and expansion of innovation hubs within the region;

c) encouraging provincial and federal government offices to locate to the region; and

d) encouraging provincial and federal governments to provide access to their infrastructure for co-location opportunities, as well as by providing funding programs to aid projects that expand broadband services to the region's underserved areas.

2.1.13 Encourage greater diversification of the Region's economic base with a range of high-quality employment opportunities by:

a) ensuring the preparation and implementation of a Tourist Development Strategy in cooperation with area municipalities and the industry to increase visitation in key segments that include sport tourism, business events, group travel and leisure travel;

b) supporting the development of Strategic Growth Areas as attractive locations for high-density, mixed-use development, including major offices, major institutional development, and other business and economic activities, supported by transit and other community amenities, in accordance with Sections 5.2 and 8.1;

c) supporting and promoting the rejuvenation, redevelopment and renewal of Strategic Growth Areas and brownfield sites, which may include deep energy retrofits of existing buildings;

d) ensuring on-going collaboration with area municipalities and others to implement the Regional Cycling Plan and the Regional Trail Network;

e) supporting the beautification of development along major transportation corridors, in particular the redevelopment and intensification of existing Employment Areas abutting Highway 401;

f) ensuring housing strategies provide for the development of a full range of housing options, sizes and tenure that are attainable and accessible for residents of all ages, ability and stages of life to meet the needs of a diverse labour force;

g) supporting collaboration with educational institutions and the business community, in programs that create and maintain a highly skilled regional labour force;



h) supporting the development of strong and prosperous rural communities, while protecting and enhancing Durham's rural character;

i) supporting the continued growth of the rural economy, including the agricultural and agri-food sector along with secondary and compatible on-farm diversified uses, tourism and recreational uses, to provide job opportunities for current and future generations;

j) encouraging participation in research and development opportunities that diversify agricultural operations and develop potential for growth in the agricultural sector;

k) encouraging entry-level farmers to participate in knowledge sharing for operational excellence and succession planning;

l) supporting development and investment that advances Durham Region's profile as the province's premiere energy cluster;

m) supporting the development of local low and zero carbon energy systems, including renewable energy and district energy projects, leveraging public and private partnerships where feasible; and

n) supporting, implementing and showcasing innovative technologies and infrastructure that enable fuel switching from fossil fuels to low carbon electricity in the transportation sector, such as the use of electric and autonomous vehicles, and through measures within the building sector.

2.1.14 Encourage economic growth in strategic locations by considering the acquisition, development, servicing and marketing of land in accordance with the intent of this Plan and the Municipal Act.

2.1.15 Encourage the province to review rate structures for such services as trucking, rail freight, energy, telecommunications and aggregate levies and disbursements affecting the Region's economic growth with the intent of implementing changes that will ensure the Region's competitiveness.

2.1.16 Support efforts by private industry, utility providers and others to lower greenhouse gas (GHG) emissions and approaches to reduce their carbon footprint through measures, in accordance with Section 4.3.

2.1.17 Seek opportunities to implement and showcase innovative technology approaches at regional facilities, as appropriate.

Future Airport on Federal Lands in Pickering

It is the policy of Council to:

2.1.18 Request the federal government for a firm commitment to the construction of an airport on the federal lands in Pickering.

2.1.19 Ensure that required services and infrastructure are planned to support and serve an airport, upon commitments being made to construct an airport in Pickering by the federal government.

2.1.20 Support the development of a transportation-based, multi-modal employment hub in the vicinity of the federal lands in Pickering to maximize the economic benefit of a future airport.

2.1.21 Support the establishment of a new multi-modal transportation network serving a future airport in Pickering, and once an announcement is made by the federal government, develop a plan to implement new highway connections, roads and new rapid transit infrastructure.



Chapter 3

Healthy Communities

Chapter 3. Healthy Communities

In order to accommodate the needs of a growing region, complete, healthy, well-designed and resilient communities should be prioritized for existing and future generations. Healthy Communities must provide a full range of housing options to support existing and future residents of all ages and abilities, with available services and amenities that form complete communities.

Supporting complete communities is key to building resiliency and achieving net-zero emissions in the region. Important considerations include energy efficient and low impact climate-resilient development that incorporates nature-based solutions, and supports climate adaptation and mitigation.

High-quality built environments, connected by multiple transportation modes, with access to community health and services, and built and cultural heritage such as historic and cultural downtowns add to the unique character and sense of place of Durham's urban and rural communities.

Goals:

I. **Provide a wide range of diverse housing options by type, size and tenure, including affordable and special needs housing.**

II. **Prepare built and natural environments to be low carbon and climate-resilient.**

III. **Plan for complete communities that improve the quality of life for residents.**

IV. **Enhance community health, safety and well-being by planning for sufficient community services.**

V. **Recognize the diversity of Durham's population and ensure residents have access to healthy built, social, economic and natural environments that enable opportunities to live to their fullest potential, regardless of race, ethnicity, gender, income, age and ability.**

3.1 Diverse & Available Supply of Housing

Housing is the foundation of complete and healthy communities. The housing spectrum ranges from homelessness to rental housing and market ownership. It includes housing options that are appropriate for residents at various stages in their life cycle and ability.

The Region supports increasing the range and mix of diverse housing opportunities, including affordable and special needs housing, and prioritizes the availability of housing options that are appropriate for households in various socioeconomic conditions and for people of all ages and abilities.

Objectives:

i. Ensure an adequate supply of housing units and land to accommodate growth in Durham.

ii. Support the provision of an appropriate range and mix of housing options, including special needs housing, affordable housing and additional residential units.

iii. Promote residential growth in the region by prioritizing intensification of existing residential areas.

iv. Support efforts to prevent the loss of affordable and rental housing.

v. Monitor housing need, demand and trends in the housing market.

vi. Support area municipalities in assessing the financial viability and implementation of inclusionary zoning.

Policies:

Housing Supply

This section addresses existing housing supply, residential growth, intensification, housing options, affordable housing, rental housing and monitoring to meet projected housing needs of current and future residents.

It is the policy of Council to:

3.1.1 Develop and implement a housing and homelessness plan that supports the goals of ending homelessness, providing affordable rent for everyone, greater housing choice, and strong and vibrant neighbourhoods through the following actions:

a) increase the privately funded affordable rental housing supply;

b) increase government-funded affordable rental housing supply;

c) diversify housing options by type, size and tenure;

d) preserve the private rental housing stock;

e) strengthen the social housing sector; and

f) support an energy efficient, environmentally sustainable purpose-built rental housing stock.

3.1.2 Provide a minimum of 15-year supply of land through residential intensification, redevelopment, on lands designated and available within Settlement Areas for residential development and through Urban Area Boundary expansions, in accordance with Section 5.7, if necessary.

3.1.3 Support opportunities to ensure that a wide range of affordable and market-based housing options are provided in Urban Areas. Outside of Urban Areas, housing options shall be locally appropriate and consistent with the character of the area.

3.1.4 Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.

3.1.5 Encourage the development of microhomes where appropriate.

3.1.6 Require microhomes to comply with the health and safety requirements of Ontario's Building Code, area municipal zoning and other local by-laws.

3.1.7 Ensure that permission for additional residential units are consistent with provincial regulations.

3.1.8 Support the conversion and adaptive reuse within Community Areas, where feasible, of former industrial or commercial buildings, or portions thereof, into residential units.

3.1.9 Encourage creation of residential units above commercial uses, which efficiently use land, resources, infrastructure and public service facilities.

3.1.10 Support the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas.

3.1.11 Prioritize transit-supportive development, including potential air rights development, in proximity to transit, including Regional Corridors and Protected Major Transit Station Areas.

3.1.12 Undertake a Regional housing assessment, in consultation with the area municipalities, to review the current range and mix of housing options and evaluate projected needs for housing including affordable and special needs housing.

3.1.13 Encourage area municipalities to develop local housing strategies and to increase the supply of affordable, special needs and appropriate housing of all types, sizes, densities and tenures to households in various socioeconomic conditions and for people of all ages and abilities within their communities.

Housing Options

There is a need to accommodate an appropriate range and mix of housing, including additional residential units, affordable, special needs, seniors' and rental housing. This Plan supports a diverse mix of housing options, especially for housing needs that are not generally met by the housing market.

It is the policy of Council to:

3.1.14 Require area municipalities to adopt policies and zoning by-law provisions that permit additional residential units in new and existing residential development, redevelopment and intensification, including:

a) the use of three residential units in a detached house, semi-detached house or townhouse, where feasible;

b) the use of an additional residential unit in a building or structure ancillary to a detached house, semi-detached house or townhouse, including properties where the primary dwelling may already contain an additional residential unit;

c) allowing more opportunities for additional residential units by not applying minimum unit sizes and not requiring more than one parking space per unit; and

d) encouraging municipalities to remove parking space requirements for additional residential units in areas intended to support existing and planned higher order transit service, including Protected Major Transit Station Areas and other Strategic Growth Areas.

3.1.15 Ensure the adequacy of water and wastewater servicing capacity for all additional residential units in consultation with the Region, either by municipal or private servicing.

3.1.16 Encourage the development of new affordable rental and ownership housing options, including shared living arrangements, such as co-ownership housing.

3.1.17 Support the development of new special needs and supportive housing that include accessibility features, in areas that have access to community services, amenities and health care.

3.1.18 Require an Affordability and Accessibility Analysis as part of a Planning Justification Report for all major residential development applications, which include 100 units or more, that:

a) justifies how the development application will contribute to achieving affordable housing targets;

b) identifies opportunities to include a variety of special needs housing options to accommodate seniors and persons with disabilities; and

c) identifies how residents would be able to access health care, social services and other amenities in their community.

3.1.19 Apply for federal and/or provincial programs for the provision of assisted housing for special needs groups, seniors, singles, and families as opportunities arise.

Affordable Housing

The availability of affordable housing for low and moderate income households is critical for supporting complete communities. The Region encourages the development of less expensive types of housing, and to identify and remove barriers to create more affordable forms of housing, regardless of tenure.

It is the policy of Council to:

3.1.20 Require that at least 25% of all new residential units produced throughout the region to be affordable to low and moderate income households.

3.1.21 Require that at least 35% of all new residential units created in Strategic Growth Areas to be affordable to low and moderate income households.

3.1.22 Encourage affordable housing, including additional residential units, microhomes, and medium and high-density apartments in areas that are well served by local amenities including transit, schools and parks.

3.1.23 Encourage reduced parking standards to support the delivery of affordable housing, including purpose-built rental housing.

3.1.24 Support aging in place by encouraging affordable housing units for older adults that consider:

a) a broad mix of housing types, unit sizes and tenures, including additional residential units, mid and low-rise apartments, shared living and multigenerational housing; and

b) proximity to community hubs and Strategic Growth Areas that include retail, amenities, greenspaces, transit and social and health services that support physical and mental well-being.

3.1.25 Support municipalities that choose to implement inclusionary zoning policies within Protected Major Transit Station Areas, including the completion of a Regional housing assessment report.

3.1.26 Encourage new and innovative affordable housing options and the means by which affordable housing may be supplied, regardless of tenure.

Rental Housing

The creation and maintenance of rental housing as part of a healthy housing mix contributes to a broad housing spectrum that addresses the needs of Durham residents.

It is the policy of Council to:

3.1.27 Prioritize an appropriate balance between rental and private ownership so that housing can be provided to meet the various needs of residents.

3.1.28 Encourage the retention of rental units and only allow the conversion of existing rental housing to condominium tenure subject to the regulations as set out under the Planning Act, and only if the following conditions are satisfied:

a) the rental vacancy rate for the whole of the Region is 3% or higher for at least one year, as determined in the annual rental vacancy survey undertaken by the Canada Mortgage and Housing Corporation (CMHC), or by a survey prepared by the Region's Planning Division in the absence of CMHC figures;

b) the rental vacancy rate for the respective conversion application's area municipality is 3% or higher for at least one year, as determined by the CMHC annual rental vacancy survey, or by the Region's Planning Division in the absence of CMHC figures; and

c) the approval of such conversions to condominium tenure does not result in the reduction of the vacancy rate below 3%, in accordance with a) and b) above.

3.1.29 Require applications for the conversion of rental housing to condominium tenure to be accompanied by an analysis indicating that the provisions of Policy 3.1.28 have been met. The area municipality shall circulate all such applications to the Region for comment.

3.1.30 Require an amendment to the Regional and area municipal official plan, for the conversion of existing rental housing units to condominium tenure affecting six or more units, supported by information that demonstrates the following:

a) there is a net benefit for housing in Durham that will advance the goals of the area municipal and Regional 10-year housing and homelessness plans;

b) the proponent shall prepare a tenant relocation plan for all existing residents to find suitable and affordable housing in proximity to site. The plan shall include but not be limited to the following:

i) a plan to consult with existing residents of the rental property;

ii) a strategy outlining how existing tenants will be temporarily relocated within proximity of the existing site;

c) documentation demonstrating that existing tenants shall have the right of first refusal to purchase a replacement unit; and

d) confirmation that the area municipality shall require the applicants to enter into agreements with the Region to satisfy the Region's requirements, financial and otherwise.

3.1.31 Encourage area municipalities to protect rental housing by prohibiting the demolition of rental housing where warranted by local conditions. Exemptions may be considered for proposals that satisfy the following criteria:

a) the redevelopment maintaining at least the same number of rental housing units;

b) tenants being provided the first rights to occupy one rental housing unit on the redeveloped property once final building permit occupancy is granted by the area municipality;

c) where rental housing is not replaced, a Rental Housing Feasibility Analysis is provided within a Planning Justification Report which describes:

i) why rental housing is not a viable option for redevelopment;

ii) how the development will create opportunities to accommodate affordable housing and/or special needs housing;

iii) where public health and safety are affected as a result of the building or site's conditions, the conversion must be justified to the satisfaction of the area municipality and the Region (e.g. the completion of building renovations and/or retrofits; the submission of detailed inspection reports prepared by a Qualified Architect or Engineer on the physical condition of the site; etc.); and

iv) any additional criteria required by the area municipality.

3.1.32 Support area municipal protection of existing rental housing through condominium conversion policies and demolition control by-laws.

3.1.33 Encourage area municipalities to enact zoning by-laws to regulate and license short-term rentals if and where they are determined to be appropriate.

Monitoring Housing Supply & Affordability

It is the policy of Council to:

3.1.34 Regularly monitor, evaluate and report on housing supply and affordability as a component of housing need, including:

a) the Region's supply of residential units available on lands suitably zoned to facilitate intensification and redevelopment, through site plans, and in draft approved and registered plans of subdivision and condominium;

b) the range of housing types produced on new residential lands and through the intensification of previously developed, serviced lands;

c) the availability of water and wastewater servicing capacity for additional residential units in new development, redevelopment and intensification;

d) house prices and rents by housing type, relative to the distribution of income within the region;

e) the proportion of new residential units across the region that are affordable for low and moderate income households compared to the minimum target of 25%;

f) the proportion of new residential units in Strategic Growth Areas that are affordable for low and moderate income households to compared to the minimum target of 35%;

g) the supply of special needs housing; and

h) monitoring the impact of short-term rentals by type (room or entire home) relative to the broader rental housing market.

3.2 Climate Change & Sustainability

Durham Region is committed to climate change adaption and mitigation and supports building resilient, healthy and sustainable communities for future generations.

Durham's future climate will be warmer, wetter and wilder with increasing incidents of extreme weather events like heat waves and storms that bring high winds and intense precipitation. Preparing for the impacts of a changing climate requires building resilience into the region's infrastructure and land use system. Addressing climate change also means making deep reductions in GHG emissions across Durham Region, growing in a way that brings key services and amenities together, supporting alternative modes of transportation and improving air quality. Climate resilient development that incorporates energy efficiency, low impact development, sustainable building design and retrofits, and nature-based climate solutions to protect and enhance biodiversity and contribute to a cleaner, healthier and more resilient region.

Objectives:

i. Promote a culture of conservation across the region's natural and built environments.

ii. Ensure reduction of overall GHG emissions and other air pollutants generated by the Region's own corporate activities and functions striving towards a net-zero corporate carbon footprint.

iii. Promote improved air quality through active and alternative transportation modes, energy efficiency measures, through the protection and enhancement of the natural environment and through intensification

iv. Promote resilient and sustainable communities that support climate change adaptation and mitigation in collaboration with area municipalities, conservation authorities and stakeholders.

v. **Promote increased tree canopy coverage by working collaboratively with the area municipalities, conservation authorities and other stakeholders.**

vi. **Support new development that provides an attractive, well-designed, comfortable and sustainable public realm that incorporates natural landscapes and features.**

Policies:

Reducing Greenhouse Gases (GHG) and Improving Air Quality

Integrating GHG reduction measures into the planning and management of growth is key to building resiliency, and being adaptive and resilient to the impacts of a changing climate.

The Region declared a climate emergency on January 29, 2020, and has committed to implementing programs to build more resilient infrastructure, communities, and natural systems to reduce the impacts of a changing climate; and reducing GHG emissions in an effort to achieve carbon neutral communities.

The **Durham Region Climate Emergency Declaration**, approved by Council in 2020, is an overall strategy to reduce GHG emissions and build adaptive capacity against extreme weather events. The Region has completed climate action and resilience plan and risk assessments in partnership with the area municipalities and other key stakeholders to guide the transition to a low-carbon and climate-resilient Region while realizing significant benefits to the community and local economy.

It is the policy of Council to:

3.2.1 Establish policies and undertake programs that support the Low Carbon Pathway, target reducing annual GHG emission by 30% over 2019 levels by 2030, and achieve net-zero by 2050.

3.2.2 Work with local area municipalities, academic institutions and other partners to annually assess progress towards Council's endorsed GHG reduction targets, and identify shared priorities to accelerate progress towards net-zero by 2050.

The **Climate Change Local Action Plan** identifies the Region's GHG emission reduction targets, suggests programs and highlights the roles that the Region, area municipalities, and community partners play in reducing emissions.

The **Climate Adaptation Plan** identifies climate adaptation programs across various sectors, including: building, electrical, flooding, human health, roads, natural environment, and food security. Food security refers to a situation in which all community residents obtain a safe, culturally acceptable, nutritionally adequate diet through a sustainable food system that maximizes community self-reliance and social justice, and the ability of the agricultural community to support this system.

The **Regional Community Energy Plan** focuses on improving sustainable energy production and efficiency, and reducing GHG emissions through various approaches including building retrofits, electric vehicle infrastructure, alternative energy, and education and outreach.

It is the policy of Council to:

3.2.3 Reduce GHG emissions, improve air quality, encourage sustainability, and adapt and mitigate impacts of a changing climate by encouraging the following measures through development, redevelopment and infrastructure projects:

a) green infrastructure, including low impact development and stormwater management systems, planting of native species, green roofs, bird-friendly design and other sustainable design practices, in accordance with the policies of this section and Section 4.1;

b) increasing the tree canopy by promoting tree planting, naturalizing priority areas and reducing energy use through sheltering and shading, in accordance with Policy 3.2.22;

c) protecting and enhancing the natural environment, in accordance with the policies in Chapter 7;

d) energy efficient construction and green building design, including net-zero and net-zero ready development, in accordance with the policies of this section;

e) energy conservation and production, including the development and use of renewable and/or district energy systems and technologies and including infrastructure that encourages the use of zero-emission vehicles, in accordance with Section 4.3;

f) integrated solid waste management that preserves the natural environment, in accordance with Section 4.2;

g) designing and constructing infrastructure projects to be more resilient to the effects of climate change;

h) community design that promotes intensification, walkable communities and compact built form, and prioritizes active transportation, supports public transit and transportation demand management, reduces single occupancy vehicle use, and supports measures to balance jobs and population growth to reduce long-distance single occupancy vehicle trips to reduce GHG emissions caused by vehicles, in accordance with Sections 8.1, 8.2 and 8.3;

i) partnerships with area municipalities, agencies and stakeholders to develop and implement programs identified within the Low Carbon Pathway in the Durham Community Energy Plan; and

j) complementary programs from other levels of government, agencies and stakeholders that address the impacts of a changing climate, community planning and public health considerations.

3.2.4 Encourage area municipalities to:

a) develop and implement community-wide GHG reduction and monitoring programs, policies and standards in collaboration with the Region, energy utilities and other key stakeholders;

b) develop GHG reduction targets for their corporate operations that demonstrate municipal sector leadership in the community-wide effort to reach net-zero emissions by 2050;

c) provide policies, programs and standards to support the achievement of their corporate GHG reduction targets and monitor progress, including the reduction of GHG emissions from municipal operations; and

d) work in collaboration with the Region and the province to regularly assess and report on regional air quality.

3.2.5 Encourage collaboration between the Region, area municipalities, waste collection providers and waste producers to reduce emissions from waste management services, in accordance with Section 4.2.

3.2.6 Promote the uptake of zero-emission, hybrid or alternative fuel vehicles through:

a) the pre-installation of electric vehicle charging conduits and/or the provision of public charging infrastructure on Regional and area municipal owned properties;

b) the delivery of education and awareness initiatives; and

c) demonstrating leadership in adopting the use of zero-emission fleet vehicles for Regional and area municipal operations, where appropriate, in accordance with Policy 3.2.17.

3.2.7 Require the submission of an Air Quality study as part of a complete application where air quality is a potential concern between facilities and sensitive land uses.

3.2.8 Reduce GHG emissions from vehicle use by:

a) implementing transportation demand management measures, in accordance with Section 8.3;

b) enhancing opportunities for active transportation, including walking, cycling, taking public transit and carpooling through built form, including the co-location of public facilities, amenities and retail uses, in accordance with Section 8.2; and

c) ensuring communities are designed for all road users, while prioritizing the safety of pedestrians and cyclists.

Resilient Development

Achieving climate resilience requires cooperation from all levels of government, conservation authorities, and the development community.

It is the policy of Council to:

3.2.9 Promote a wide range of sustainable and green design standards and techniques in the natural environment, including:

a) providing drought-tolerant, landscaped open spaces that are designed to maximize infiltration of surface water runoff;

b) implementing green infrastructure and other low impact development measures such as permeable surfaces, in accordance with Policies 4.1.15 to 4.1.19;

c) planting of native or non-invasive species of trees and plants; and

d) incorporating biophilic design concepts, where appropriate.

3.2.10 Promote the use of sustainable design principles and green building design in the planning and construction of buildings, including:

a) orienting and designing buildings to maximize solar access and minimize energy loss from prevailing winds;

b) passive building design;

c) adaptive reuse, and energy efficient building materials and designs;

d) bird-friendly building design measures to mitigate bird collisions with buildings;

e) green or high albedo (cool) roofing to reduce urban heat island effect; and

f) energy conservation measures in the rehabilitation and upgrading of existing buildings and underutilized sites, including building retrofits.

3.2.11 Encourage new development to:

a) include electric vehicle charging facilities, or at a minimum, pre-install conduits and other infrastructure to support future charging facilities;

b) be net-zero or net-zero ready upon construction;

c) support alternative, renewable energy sources and energy storage, including district energy and green technology, in accordance with Section 4.3;

d) support active transportation by providing safe and sheltered bicycle parking and storage;

e) incorporate sustainable and green design principles, identified in Policy 3.2.10; and

f) include measures which provide for water conservation and reuse through greywater systems, rain barrels, low flow taps and toilets, and drought-tolerant native plantings and trees.

3.2.12 Implement building retrofit programs informed by finance, utility programs and contractors.

3.2.13 Implement incentive programs and explore funding opportunities to improve the energy, water and stormwater management performance of new construction, in collaboration with all levels of government, conservation authorities, utilities, the building industry and other stakeholders.

3.2.14 Encourage the application of green development standards and practices across area municipalities with a focus on stormwater management, energy efficiency, renewable energy opportunities including district energy, and innovation in planning for green spaces.

3.2.15 Request that the province update the Ontario Building Code to require improvements to standards of residential construction that improve resilience to the impacts of a changing climate and improved sustainability.

3.2.16 Promote water conservation and efficiency strategies through demand management, water recycling, green infrastructure and low impact development, in accordance with Policies 4.1.15 to 4.1.19.

3.2.17 Prioritize corporate leadership and environmental sustainability on the path to net-zero by designing and operating Regional buildings, land, equipment and facilities to incorporate:

a) energy efficient design and green building practices, including low carbon, net-zero and net-zero ready development, green infrastructure, and energy conservation, where feasible, in accordance with Sections 3.2 and 4.1;

b) use of, charging and parking for zero-emission fleet vehicles, in accordance with Policy 3.2.6;

c) sustainable and accessible design that provides pedestrian, cyclist and transit access, and applies universal accessibility design principles, in accordance with Policies 3.3.3 and 3.3.14;

d) adaptive reuse and promotion of cultural heritage resources and recycled building materials; and

e) partnerships with private enterprises to support a vibrant public realm.

3.2.18 Encourage area municipalities to:

a) require supporting information from proponents that addresses green infrastructure, net-zero ready development, district energy readiness and proposed building practices, where appropriate; and request that proponents demonstrate how development or redevelopment would support the relevant policies of this section;

b) include sustainable design elements, exterior sustainable design, landscaping, permeable paving materials, bicycle parking, bird-friendly design, electric vehicle charging and street furniture through the site plan approval process.

c) establish and incorporate passive building design and low carbon, net-zero or net-zero ready development policies within their official plans;

d) establish guidelines, practices and incentive programs to improve energy, water and stormwater management and waste diversion performance of new construction in collaboration with the Region; and

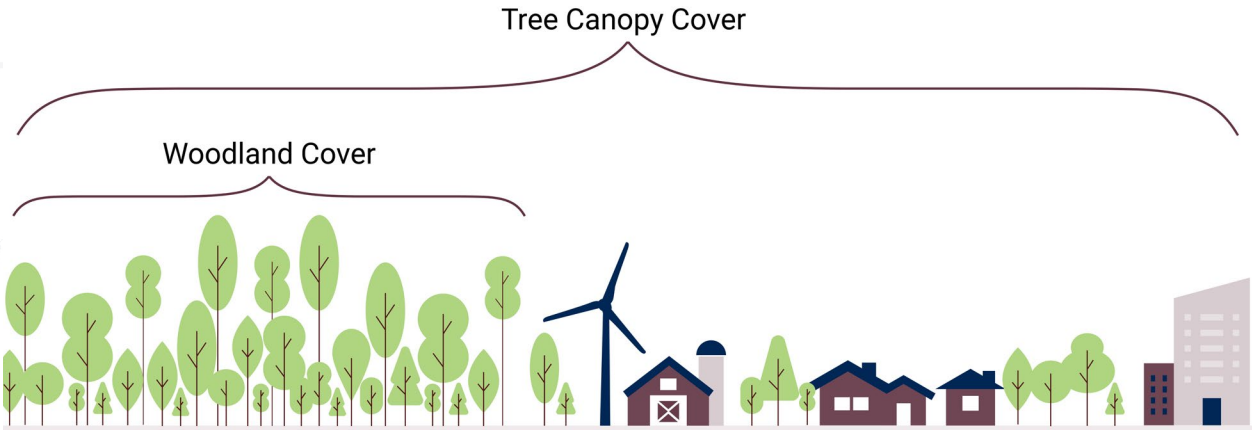
e) include local green development practices and sustainability guidelines, including water conservation measures in collaboration with the Region.

Nature-Based Climate Solutions

Nature-based solutions help to combat the impacts of a changing climate. These solutions include tree planting, preserving tree canopies, protecting and restoring wetlands, encouraging native species, invasive species management and urban agriculture.

Increasing the region's tree canopy and protecting and restoring the region's wetlands will reduce the urban heat island effect, create and link wildlife habitats, increase carbon sequestration, improve air quality, increase natural capital, and help mitigate, adapt and build resiliency to the impacts of a changing climate.

Figure 3. – Tree canopy & Woodland Cover:



It is the policy of Council to:

3.2.19 Collaborate with area municipalities, conservation authorities, Indigenous communities and other stakeholders to identify a regional tree canopy baseline and target(s).

3.2.20 Encourage area municipalities to:

a) establish local urban and rural tree canopy targets;

b) develop or update urban forest management plans and/or tree canopy strategies that include direction on tree protection, enhancement, stewardship, outreach and monitoring;

c) ensure that tree preservation and/or planting is considered in area municipal tree by-laws and development review and approval processes;

d) include adequate soil volumes as a consideration in their official plans, secondary plans and/or applicable by-laws to support new tree growth in new developments; and

e) consider trees and wooded areas in municipal asset management planning.

3.2.21 Collaborate with area municipalities, conservation authorities, Indigenous communities and other stakeholders in the protection and restoration of the region's wetlands, in accordance with Policies 7.4.27 to 7.4.29 and Section 7.7.

3.2.22 Collaborate with area municipalities, conservation authorities, Indigenous communities and other stakeholders to increase regional tree canopy cover, while having consideration for traditional ecological knowledge, through measures such as:

a) tree planting programs on public and private lands;

b) exploring the feasibility of a regional tree canopy restoration strategy;

c) land stewardship and restoration programs (e.g. land conservancies/trusts); and

d) the use of drought-tolerant native tree species in new tree planting initiatives, including on Regional and area municipal road allowances to create windbreaks, and reduce dust and snow accumulation on roads.

Native plant and tree species that occur naturally help boost resiliency by stabilizing soil, filtering water, purifying the air and providing natural habitats, food and shelter for wildlife. Using native species can have significant benefits to climate mitigation.

Refer to the latest list of native species identified in the Grow Me Instead (Southern Ontario) guide, prepared by the Ontario Invasive Plant Council.

Urban Agriculture

It is the policy of Council to:

3.2.23 Support urban agricultural uses and practices that are appropriate and compatible with adjacent land uses.

3.2.24 Encourage consideration of access to local food, urban agriculture, community gardens and rooftop gardens.

3.2.25 Encourage area municipalities to allow urban agricultural practices on private property, where appropriate.

3.2.26 Collaborate with stakeholders to implement initiatives supporting the development of a strong regional food system.

3.3 Complete Communities

The Region is committed to maintaining vibrant neighbourhoods and building complete communities that are walkable, well-connected, age-friendly and have a mix of housing options that foster community safety and well-being, where individuals and families can feel safe, have a sense of belonging, and where their needs are met, as described in the Community Safety and Well-being Plan (CSWB).

Complete communities are built with the needs of residents in mind, including transit supportive high-quality public spaces that provide a sense of place, climate resiliency and an integrated and easily accessible transportation and open space network for residents of all ages and abilities. Such communities should allow residents to conveniently access most of the necessities for daily living, including a range of housing options, employment opportunities, transportation options, shopping, recreational facilities and health care services.

Objectives:

i. **Promote healthy, sustainable, complete communities for the enjoyment of present and future residents.**

ii. **Promote high-quality urban design and pedestrian-friendly communities that are safe, comfortable and conducive to active transportation, so that residents have a range of transportation options to meet their daily needs.**

iii. **Support the preservation of heritage and character within the region's historic downtowns, streetscapes and neighbourhoods.**

iv. **Respond to the needs of an aging population by providing opportunities for residents of all ages and abilities to actively age in place, by co-locating community services and by encouraging amenities within residential areas that are accessible by many modes of transportation.**

v. **Include age-friendly design considerations, including universally accessible design elements in the preparation of plans and policies, and in the design and construction of buildings and communities to enhance safety, mobility and independence of seniors.**

vi. **Promote the conservation, protection and enhancement of Durham's built and cultural heritage resources and landscapes, including Indigenous cultural heritage.**

vii. **Promote a balanced approach to intensification in downtowns where appropriate, while preserving built and cultural heritage value.**

viii. Support the adaptive reuse of cultural heritage sites and properties.

ix. Recognize the connection to land and the built environment through Indigenous cultures and traditions, including acknowledging the effects of colonization, by giving time, opportunity and patience to understand the cultural viewpoints and how they may differ.

Policies:

It is the policy of Council to:

3.3.1 Support the development of healthy, sustainable and complete communities that incorporate:

a) a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1;

b) employment opportunities in accordance with Policy 2.1.13;

c) community hubs that cluster together community uses, services, facilities, and shopping, in accordance with Policies 3.3.26 to 3.3.28;

d) active transportation and the use of multi-modal transportation options;

e) institutional facilities and amenities, including educational facilities, places of worship, health care facilities and long-term care homes;

f) safe, publicly accessible recreation areas, parks, open spaces, trails and other recreation facilities;

g) age-friendly and universally accessible spaces for residents of all ages and abilities through universal accessibility design principles, in accordance with Policies 3.3.14 to 3.3.16;

h) healthy, local and affordable food options, including urban agriculture;

i) enhanced and protected natural environment;

j) vibrant places and spaces, including a public realm characterized by compact built form; and

k) climate resilient development, with an emphasis on the reduction of GHG emissions, in accordance with Sections 3.2 and 4.1.

3.3.2 Require area municipal official plans and new secondary plans to plan for:

a) a range and mix of housing options by type, size and affordability;

b) community hubs within a reasonable walking distance, in accordance with Policies 3.3.26 to 3.3.28;

c) live-work opportunities provided through a combination of flexible zoning standards, including permissions for mixed uses;

d) high-quality urban design and public realm that incorporates universal accessibility design, in accordance with Policies 3.3.3 and 3.3.14;

e) energy efficiency, including alternate and renewable energy models in new developments, in accordance with Section 4.3;

f) an integrated and easily accessible open space network that includes active recreational facilities, urban squares, green spaces, parks and informal gathering spaces generally within 500 metres of all residents;

g) inclusivity and diversity of cultures, religions, abilities and beliefs in the planning, design, creation and retrofitting of complete communities;

h) climate resilient development that reduces the urban heat island effect, including considerations for:

i) low carbon, net-zero and/or net-zero ready building design;

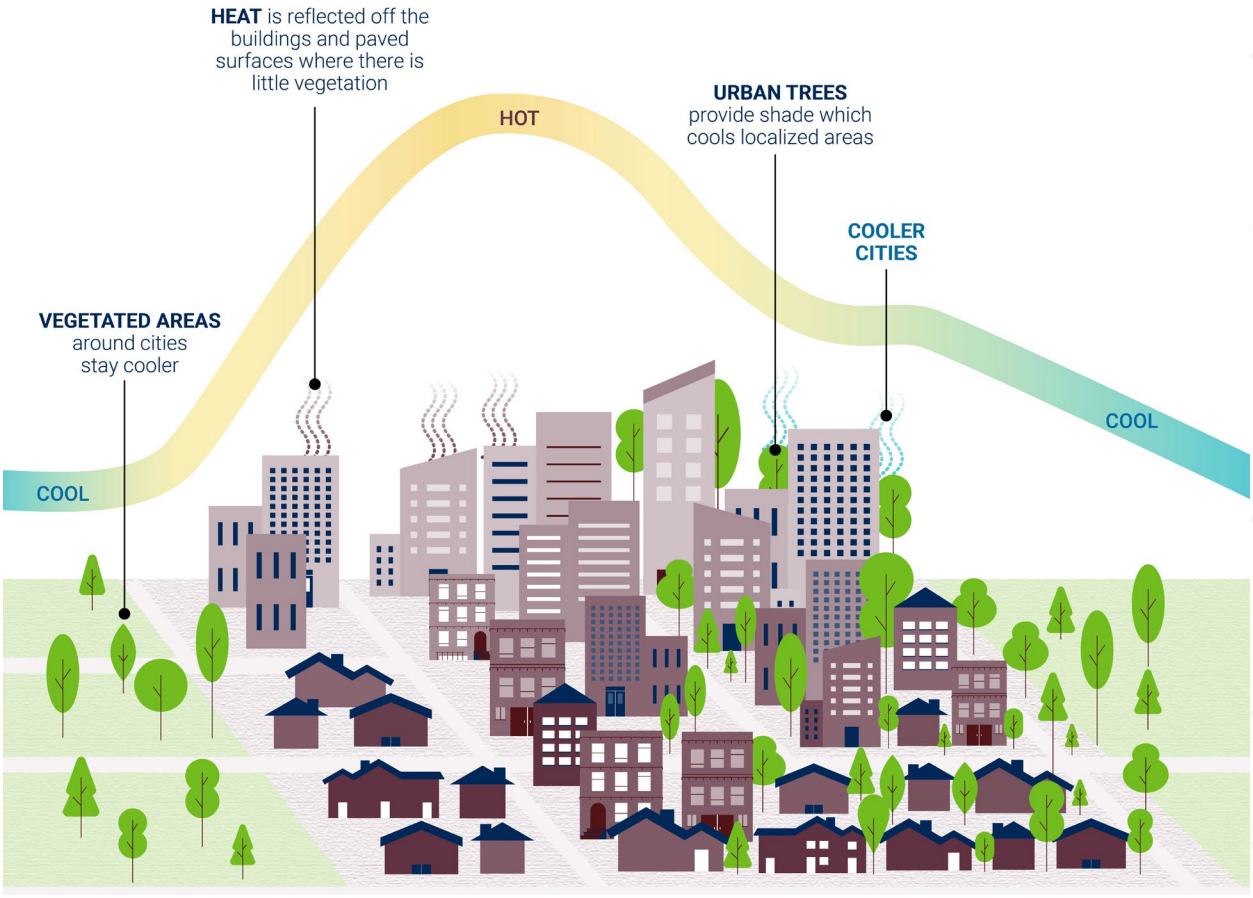
ii) solar, green and cool roofs;

iii) increasing the tree canopy;

iv) low impact development measures, including green infrastructure; and

v) other measures, in accordance with Policies 3.2.9 and 3.2.10.

Figure 4. – Urban Heat Island Effect:



Built Environment

The built environment includes the buildings we live in, the roads and transportation systems we use, the parks we play in and the layout of our communities. The built environment encompasses the public realm and shared spaces that support the character of our communities.

A well-designed public realm is built for all ages and abilities, and addresses the needs of all residents.

It is the policy of Council to:

3.3.3 Promote a high-quality public realm with regard for quality urban design, architectural and landscape treatment through the development review process with consideration for:

a) preserving and complementing the built and natural heritage and character of existing areas, fostering each community's unique attributes, and enhancing visual amenities in the urban environment;

b) opportunities for placemaking and public gathering;

c) integrating landscaping, beautification and streetscape design measures including green infrastructure and low impact development techniques;

d) compatibility and integration with surrounding land uses and built form;

e) pedestrian, transit supportive, and transit-oriented development pattern that supports active transportation;

f) age-friendly planning and accessibility for residents of all ages and abilities through universal accessibility design principles, strategic placement and orientation of buildings, including street front facing buildings and entrances, in accordance with Policies 3.3.14 to 3.3.16;

g) streetscape design that addresses the unique needs of all road users;

h) pedestrian scale, safety, comfort and connectivity, including pedestrian-oriented destinations;

i) centrally located and accessible public spaces, parks, recreational structures and public buildings;

j) cultural heritage resources in building orientation and site design;

k) energy efficient building design, in accordance with Section 4.3;

l) sustainable urban design that incorporates green infrastructure and low impact development, in accordance with Section 4.1;

m) light and noise trespass and pollution, in accordance with Policy 3.3.10 and 3.3.11;

n) the application of crime prevention through environmental design techniques;

o) identifying, protecting and developing gateways as attractive points of entry to the region;

p) ensuring that the public realm within Protected Major Transit Station Areas, is walkable, attractive and accessible incorporating enhanced public elements such as transit plazas and public squares, to create welcoming focal points within the region;

q) improving the public realm and pedestrian experience of Regional Roads, where appropriate; and

r) encouraging the province to incorporate landscape elements including native trees to improve the visual experience along provincial freeways and highways.

3.3.4 Require area municipal official plans and secondary plans to include:

a) policies that ensure high quality and sustainable urban design;

b) sufficient, publicly accessible greenspace and parks in Urban Areas, where feasible and appropriate;

c) provisions for a vibrant and attractive public realm incorporating art, culture and heritage, and contributing to a sense of place and identity. This may include engaging with Indigenous communities and incorporating Indigenous art and history, where appropriate;

d) parking management policies and standards in accordance with Policy 8.3.4, including:

i) minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;

ii) shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend and monthly basis;

iii) on-street parking requirements;

iv) building designs that orient main pedestrian entrances to face the public street, provide a pedestrian-friendly urban form and discourage the placement of surface parking spaces between the main building entrance and the adjacent major street, where appropriate;

v) discouraging surface parking while designing surface parking lots to enable further development; and

vi) preferential locations for carpooling and car-sharing spaces and bicycle storage requirements;

e) street designs that:

i) provide connections with adjacent neighbourhoods;

ii) provide a connected grid pattern of streets with safe and convenient travel options;

iii) extend sight lines and view corridors;

iv) divide larger sites into smaller development blocks, where appropriate;

v) provide access and addresses for new development;

vi) balances the needs and priorities of the various users and uses within the right-of-way;

vii) allow visibility, access and prominence of unique natural and human-made features; and

viii) provide uninterrupted access for emergency vehicles.

3.3.5 Encourage area municipalities to establish measures to control the impacts of outdoor lighting and noise trespass on neighbouring properties.

3.3.6 Require a noise study completed by an acoustical engineer where noise sensitive land uses are proposed in the vicinity of uses that create noise, or where uses that create noise are proposed near existing noise sensitive land uses, as specified in Table 1.

3.3.7 Require a vibration study where a noise sensitive land use is proposed within 75 metres of a railway corridor, as specified in Table 1.

3.3.8 Allow area municipalities to designate Class 4 Areas on a case-by-case basis through a development application upon the review and approval by the area municipality in consultation with the Region, as per the Environmental Noise Guideline. A peer review may be required at the sole cost of the applicant.

The Ontario Ministry of the Environment and Climate Change classifies acoustical environments into four categories, or classes, in its Environmental Noise Guideline, to ensure that the potential negative impacts of noise are prevented. Class 1 and Class 2 generally refer to the urban area, while Class 3 pertains to the rural area.

The Guidelines also allow municipalities to designate Class 4 Areas, which are unique situations where development of new sensitive land uses are envisioned in proximity to existing, lawfully established stationary noise sources. The Class 4 designation provides for higher daytime and nighttime sound levels than would otherwise be permitted in Urban Areas.

It is the policy of Council to:

3.3.9 Encourage green infrastructure and passive noise attenuation measures in place of acoustical fencing, where feasible and appropriate.

3.3.10 Support measures for light attenuation by:

a) encouraging area municipalities to enact by-laws establishing environmental, aesthetic, urban design and related controls on signs and outdoor lighting, in accordance with Policy 3.3.3; and

b) promoting the use of full cut off light fixtures as part of new development.

3.3.11 Support measures for noise attenuation by:

a) requiring the attenuation of excessive noise levels through design solutions when considering noise receptors through development applications, as specified in Table 1; and

b) having consideration for noise, vibration and possible hazards associated with nearby railways, airports, freeways and industries, and considering comments from appropriate authorities therein, in the approval of developments in proximity to such facilities.

3.3.12 Encourage the use of light pollution abatement measures to avoid and reduce light trespass, glare, over-lighting and uplighting to conserve energy, improve pedestrian and road safety, contribute to an aesthetically pleasing night-time environment, and protect the night sky for its scientific and natural interest and educational value.

3.3.13 Direct outdoor lighting away from key natural heritage and/or key hydrologic features and their associated vegetation protection zones, and other environmentally sensitive areas, including the Rouge National Urban Park.

Age-Friendly Planning

Durham Region has committed to an age-friendly vision through its Age Friendly Durham Strategy and Action Plan, as well as its Community Safety and Well-Being Plan, which are intended to ensure all members of the community feel included, respected and enjoy a high quality of life, regardless of age or ability.

It is the policy of Council to:

3.3.14 Encourage the use of universal accessibility design in the built environment that is flexible to various needs and abilities to create a safe, barrier-free and inclusive environment that:

a) enhances the mobility and independence of all residents, including vulnerable populations such as seniors and people with disabilities; and

b) is flexible and adaptable to support different levels of need.

3.3.15 Encourage area municipalities to support independent, active and healthy aging of all residents within their communities by implementing the Age-Friendly Durham Strategy and Action Plan and the Durham Community Safety and Well-Being Plan through their official plans. This includes integrating:

a) a full range of housing options near community hubs that support the clustering of community facilities, programs, services, community facilities, retail and commercial uses and green spaces, in accordance with Policies 3.3.26 to 3.3.28; and

b) universal accessibility design guidelines as part of the review and approval of development applications.

3.3.16 Collaborate with area municipalities and stakeholders to:

a) identify and assess areas with a predominance of seniors, correct gaps in the built environment that hamper accessibility and mobility of vulnerable populations, and create opportunities to better support residents of all ages;

b) integrate a complete communities approach in the design of new and existing communities to ensure the safety of all residents, including diverse populations and vulnerable groups including children, seniors and people with disabilities as specified in the Age-Friendly Durham Strategy; and

c) consider the feasibility of developing age-friendly design guidelines.



Community Health & Services

The availability of community services, including cultural, health, community and education facilities are key to a thriving and diverse Region.

It is the policy of Council to:

3.3.17 Support a wide range of cultural assets, facilities, services and workforces in Urban Areas and if appropriate in scale, in Hamlets.

3.3.18 Encourage municipally-owned and operated day care and recreation facilities in Urban Areas, and if appropriate in scale, in Hamlets.

3.3.19 Support cultural facilities for such purposes as education, the arts, heritage and religion in Urban Areas, while recognizing the diversity of Durham's population, including Indigenous communities, and providing services accordingly.

3.3.20 Locate community, cultural and health facilities in areas that are visible and accessible to residents of all ages and abilities, preferably near existing and future transit routes. Community, cultural and health facilities that are deemed to be sensitive land uses shall only be permitted to locate in the Employment Areas designation, in accordance with Policies 5.5.26 and 5.5.27.

3.3.21 Promote the establishment of new or expanded health care facilities across the region to meet the needs of existing and future residents, including a new regional hospital located at Highway 407 and Highway 412 in the Town of Whitby.

3.3.22 Promote cultural facilities and services, and encourage the establishment of a regional arts centre within Durham with the cooperation of the respective area municipalities and the appropriate agencies.

3.3.23 Encourage municipal facilities, such as municipal works depots, police stations and fire halls, in Urban Areas.

3.3.24 Permit municipal facilities, in accordance with Policy 3.3.23, to locate outside of Urban Areas in any designation, as an exception, provided:

a) they are compatible with and have minimal impacts on their surroundings;

b) they are directed to lower priority agricultural lands unless there are no reasonable alternative locations which avoid Prime Agricultural Areas;

c) they are located adjacent to an arterial road;

d) they do not disrupt the agricultural community and impacts on the surrounding agricultural operations and lands are mitigated to the extent feasible;

e) they are located in accordance with the provincial Minimum Distance Separation formulae; and

f) there is a demonstrated need to serve the local community, or, in the case of a regional facility, that services the broader area.

3.3.25 Permit municipal facilities, in accordance with Policy 3.3.23, to located only in the following areas of the Oak Ridges Moraine and Greenbelt:

a) within the Countryside or Settlement Areas of the Oak Ridges Moraine, subject to fulfilling the specific requirements of the Oak Ridges Moraine Conservation Plan; and

b) outside of Prime Agricultural Areas within the Greenbelt, subject to fulfilling the specific requirements of the Greenbelt Plan.

Community Hubs

Community hubs refer to central locations where residents may access a range of services in one place. Community hubs can include social, health, retail, cultural, educational, recreational, and other services and resources that support the daily needs of the community's residents.

It is the policy of Council to:

3.3.26 Support the development of complete communities by promoting community hubs that are broadly accessible to residents of all ages and abilities to co-locate into new cultural, health and community facilities and public service facilities.

3.3.27 Encourage the renovation and adaptation of existing community facilities and spaces, provide for co-location opportunities and support the establishment of new community hubs within Strategic Growth Areas, other Nodes and Corridors, Hamlets and other locations as appropriate.

3.3.28 Encourage the establishment and development of community hubs in transit-supportive locations where existing cultural and community services and facilities exist, with preference given to locating within Strategic Growth Areas.

Cemeteries

It is the policy of Council to:

3.3.29 Promote the efficient use of cemetery lands which may include columbaria, mausolea or interment burial areas through the review of applications for new cemeteries or expansions to existing cemeteries and encourage approaches that support site stewardship.

3.3.30 Encourage the establishment of new cemeteries within the Urban Area Boundary, Rural Settlements and Major Open Space Areas.

3.3.31 Consider new cemeteries subject to the following criteria:

a) for Prime Agricultural Areas, there are no reasonable alternative locations which avoid Prime Agricultural Areas and the cemetery is located on lower priority lands;

b) there are no adverse impacts on the natural environment, hydrological features and surrounding land uses;

c) impacts from the cemetery on surrounding agricultural operations and lands are mitigated to the extent feasible;

d) if locating adjacent to an operating landfill, the cemetery is sited in accordance with the Land Use Compatibility Guidelines, and any other guidelines and/or requirements issued by the province;

e) the cemetery is no larger than 40 hectares within the Prime Agricultural Area; and

f) within the Greenbelt Plan Area, cemeteries are not permitted within the Prime Agricultural Areas.

Built & Cultural Heritage

The Region prioritizes the recognition, conservation, and enhancement of cultural heritage in the region, including resources and landscapes, such as downtowns, historical areas, scenic lookout areas, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association with the community.

It is the policy of Council to:

3.3.32 Recognize downtowns and historical areas as key inter- and intra-regional destinations based on their historic and traditional function as centres for culture and commerce, their built form and their cultural and social importance.

3.3.33 Strengthen, restore and enhance the local, historical and cultural heritage, character and role of Durham's downtowns and historical areas as walkable centres of tourism, recreation, housing, employment, main street shopping and social gathering to foster cultural capital and a creative economy.

3.3.34 Encourage the conservation and enhancement of the distinct character and unique local, historical and/or cultural heritage of Durham's downtowns, especially during redevelopment or intensification of surrounding areas by considering:

a) scale and massing of new buildings to complement the existing built form within the downtown;

b) protecting important built elements and other heritage features, including facades and other built form, as part of development and redevelopment;

c) a transition that supports a visual connection between historic neighbourhoods and new development;

d) conserving cultural heritage of existing buildings and structures; and

e) preserving and enhancing the urban tree canopy in downtowns.

3.3.35 Encourage economic development and tourism and support historic shopping functions by promoting downtowns as key areas for locating local businesses, including restaurants, cafes and other attractions that are well served by transit and accessible through a variety of transportation modes.

3.3.36 Consider the following where downtowns coincide with a Strategic Growth Area or Local Centre:

a) balancing intensification and redevelopment with sensitivity to local heritage, built form and character;

b) providing healthy, accessible and complete communities that reduce vehicular dependence and support a mix of land uses, active transportation, transit routes and community services and facilities that serve the needs of residents of all ages and abilities, in accordance with Policy 3.3.1;

c) providing a range of appropriate housing options, including compact, higher density housing types, affordable housing and special needs housing that have regard for historical neighbourhoods within the downtown;

d) incorporating sustainability and climate resilient development that achieves the Region's climate resiliency and sustainability objectives, in accordance Section 3.2, while maintaining the local heritage; and

e) implementing mobility choices that facilitate active transportation and cycling that contribute to main street shopping and the overall economic development of the downtown.

3.3.37 Promote downtowns as focal points of culture, art, entertainment and assembly through the provision of public squares, cultural facilities, parks and other community services.

3.3.38 Promote a high-quality public realm, in accordance with Policy 3.3.3.

3.3.39 Require area municipal official plans to support downtowns with policies that:

a) strengthen the intended role and character of the downtown;

b) enhance and conserve historic and cultural resources and functions;

c) provide for appropriate development that addresses the built, natural and cultural heritage of the downtown within which it is situated;

d) guide development, redevelopment and intensification while protecting and preserving built heritage resources, and cultural heritage landscapes;

e) support the restoration and where appropriate, the adaptive reuse of built heritage resources;

f) provide an appropriate interface or transition between new developments and protected heritage properties or heritage conservation districts;

g) provide for development that is compatible with existing communities; and

h) identify the core values and function of the downtown(s).

3.3.40 Promote built and cultural heritage awareness throughout the region and support area municipal efforts to establish heritage conservation districts and areas.

3.3.41 Encourage area municipalities to:

a) adopt policies to protect and enhance cultural heritage resources in their official plans, including the use of heritage impact assessments where development is proposed adjacent to properties designated under the Ontario Heritage Act, heritage conservation districts and provincial heritage properties;

b) utilize the Ontario Heritage Act to conserve, protect and enhance the built and cultural heritage resources of the municipality;

c) establish and maintain Municipal Heritage Committees to consult on matters relating to built and cultural heritage resources and landscapes during the planning process and the designation of heritage conservation districts and properties as provided for in the Ontario Heritage Act;

d) update municipal heritage registers on a regular basis;

e) create urban design standards in historic districts and areas to reflect the history, character and streetscape; and

f) create and retain a list of cultural heritage landscape features and include official plan policies to protect and enhance these features throughout the region.

3.3.42 Engage with Indigenous communities, along with area municipalities, and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

3.3.43 Encourage built and cultural resource conservation through adaptive reuse. Where original uses cannot be maintained, promote opportunities for adaptive reuse of heritage structures and sites, including the recycling of building materials, wherever feasible.

3.3.44 Evaluate and conserve, where possible, cultural heritage resources in all capital works projects.

3.3.45 Support the development of scenic lookouts or staging areas outside the Urban Area in appropriate areas to promote the preservation and utilization of the region's cultural heritage landscapes.

3.3.46 Encourage area municipalities to conserve and protect significant natural and cultural heritage landscapes through the development process, including the Lake Ontario waterfront, the Lake Ontario Waterfront Trail, Lake Scugog, Lake Simcoe and the Rouge National Urban Park views and vistas.

3.3.47 Require areas identified as having archaeological potential by the Region or the area municipality to be studied to their fullest extent prior to development of a property. The proponent shall provide the municipality, the Region and the First Nations or Metis identified as having cultural and/or local heritage within the area with a copy of the provincial assessment letter confirming the reports have been filed with the provincial Register prior to any grading or development occurring on a site.

3.3.48 Ensure that, where it is determined that the archaeological resources must be preserved in situ, the area be excluded from development and require the area municipality to consider regulatory tools to protect the resources such as zoning, heritage easements, and/or designations.

3.3.49 Require that, where human burial sites or remains are exposed during any land disturbance activity, all work must cease immediately, and the site be secured. The appropriate authorities must be notified, including the First Nations or Metis identified as having cultural and/or local heritage within the area, and the provisions of all applicable federal and provincial statues and requirements, along with any other relevant protocols, must be followed.

3.3.50 Ensure that, where archaeological resources are found to be of Indigenous affiliation, the proponent and/or their archaeological consultant are required to:

a) where the finding takes place through a Stage 2 archaeological assessment, provide a copy of the findings and receive a response from the Indigenous community identified as having cultural and/or local heritage within the area prior to development proceeding the subsequent stage of archaeological assessment; and

b) during the Stage 3 archaeological assessment, engage and receive a response from the relevant Indigenous community identified as having cultural and/or local heritage within the area in the formulation of mitigation strategies.

3.3.51 Ensure that, where the preservation of a site containing archeological resources of Indigenous, First Nation or Metis origin is not possible, the proponent and/or their archaeological consultant, the Region and area municipality shall engage immediately, prior to any fieldwork taking place, with the appropriate Indigenous, First Nations or Metis affiliation to identify interpretive and commemorative opportunities to ensure the long-term protection of any archeological resources.

3.3.52 Encourage area municipalities to prepare archaeological management plans and cultural plans, where appropriate.





Chapter 4

Supportive Infrastructure & Services

Chapter 4. Supportive Infrastructure & Services

The planning, financing and provision of adequate infrastructure and services are key responsibilities of the Region. Regional infrastructure and services include regional roads, transit, water distribution and treatment, sewage collection and treatment, waste collection and diversion, social services, including housing services, public health, and paramedicine.

The province established population and employment forecasts for the Region, and the Region integrates the planning and growth management of its network of infrastructure and provision of services to accommodate existing and future population and employment growth in Durham's communities.

Ensuring supportive municipal infrastructure and services are in place – or will be in place for future needs – and maintained on a regular basis to be financially viable over its life cycle, is essential for a growing, prosperous and economically competitive region.

Goals:

I. **Provide the necessary Regional municipal infrastructure and services to meet current and projected needs for orderly growth in the region in an environmentally and financially sustainable manner.**

II. **Enable the efficient delivery, location and effective use of energy and utilities.**

III. **Maintain the long-term financial sustainability of the Region by managing its financial resources in a fiscally responsible and prudent manner.**

4.1 Municipal Servicing

The following supportive infrastructure policies are intended to ensure that appropriate services, including water and sewage services and other services, both public and private, are planned and available to support the growth, health and sustainability of Settlement Areas.

By integrating green infrastructure and climate mitigation at the start of the design process, the community's underlying infrastructure can play a major role in supporting the Region's commitment to reducing GHG emissions and demonstrating leadership in climate action.

Objectives:

i. **Ensure adequate municipal water supply and sanitary sewage services are provided to support planned levels of intensification and development within Urban Areas as appropriate, with an emphasis on Strategic Growth Areas.**

ii. **Encourage the highest standards of sustainable design and construction to improve the environmental performance of new and existing development and infrastructure that adapts to and mitigates the impacts of a changing climate.**

iii. **Ensure the delivery of clean drinking water and provision of safe, sustainable water and sewage services over the long-term.**

iv. **Promote the safe, sustainable and efficient management of stormwater.**

Policies:

Regional Infrastructure & Services

It is the policy of Council to:

4.1.1 Plan for new or expanded infrastructure to occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning.

4.1.2 Prioritize the provision of municipal water and sewage services within Urban Areas to development and redevelopment applications which produce an intensive and compact form of development to optimize the use of the services. This includes prioritizing the provision of municipal services and infrastructure to Strategic Growth Areas.

4.1.3 Prioritize infrastructure and services in marginalized communities identified as Durham's Priority Neighbourhoods, where possible, with an emphasis on minimizing the impacts of a changing climate by prioritizing low impact development, resilient design and green infrastructure.

4.1.4 Require that the location, design and construction of Regional infrastructure and services be determined and provided in a cost-efficient and environmentally-sustainable manner, based on capitalizing on the existing infrastructure, considering opportunities for adaptive reuse, and minimizing adverse impacts on the natural environment.

4.1.5 Promote the co-location of linear infrastructure, where appropriate.

4.1.6 Ensure that, within the Greenbelt Plan Area, the location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure adhere to the policies of the Greenbelt Plan.

4.1.7 Assess infrastructure risks and vulnerabilities, including those caused by the impacts of a changing climate and natural hazards, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning in accordance with Section 4.4.

4.1.8 The Region shall not be compelled to supply water or sewage to a development, property or building where sufficient capacity does not exist. Connections will only be provided when it is determined the water and/or sewage system has sufficient capacity to accommodate planned growth.

Transportation and Transit

The Region has jurisdiction over a network of Regional roads, forming a key component of the arterial road network as designated on Map 3b. The Regional road network includes existing roads and supporting infrastructure that the Region maintains and expands, extends and rehabilitates over time. The Regional road network includes a growing network for active transportation, and supports transit and goods movement.

Durham Region Transit (DRT) is a Regional service and forms an integral component of the long-term transit priority network as designated on Map 3a. Infrastructure for DRT includes not only the buses themselves but also the bus stops and bays, dedicated transit lanes, stations and terminals, and maintenance facilities.

It is the policy of Council to:

4.1.9 Update a service strategy for DRT every five years to guide medium-term transit planning in response to a growing population and job market, student travel and addressing the needs for all ages and abilities in supporting multi-modal travel.

4.1.10 Prepare an implementation plan for all components of the transportation system, which shall be reviewed annually as part of the capital budget and forecast, to define priorities and assess financial implications.

Stormwater Management

Along regional roads, the Region provides and maintains ditches, catch basins, maintenance holes, culverts and underground stormwater pipes and employs stormwater quality and quantity controls to reduce stormwater impacts on the water resources system. The Region also reviews new development proposals to ensure that stormwater flows do not affect the capacity of the regional stormwater system.

It is the policy of Council to:

4.1.11 Ensure that, for lands located on the Oak Ridges Moraine and the lands within the Lake Simcoe watershed and/or the Protected Countryside of the Greenbelt Plan, regional stormwater infrastructure meets the requirements of the Oak Ridges Moraine Conservation Plan, Lake Simcoe Protection Plan and the Greenbelt Plan respectively.

4.1.12 Encourage area municipalities to include in their official plans, requirements, where appropriate, for comprehensive stormwater management and erosion and sedimentation control plans that are prepared in the context of subwatershed plans, or other similar plans and that stormwater management facilities be implemented as part of the pre-servicing of development proposals.

4.1.13 Work with area municipalities, conservation authorities and other agencies to ensure stormwater management plans encourage implementation of a hierarchy of source, lot-level, conveyance and end of pipe controls, to address the impacts of a changing climate and impacts from natural hazards, including through improved stormwater management design and the use of innovative technologies and best practices.

4.1.14 Encourage area municipalities to include policies within their official plans to implement source control programs that reduce stormwater runoff volume and pollutant loadings within designated Urban Areas in the Lake Simcoe watershed, in accordance with the Lake Simcoe Protection Plan.

Green Infrastructure

It is the policy of Council to:

4.1.15 Consider the impacts of a changing climate in the location, design and construction of Regional infrastructure and services, and promote green infrastructure within these projects.

4.1.16 Identify green infrastructure projects in regional asset management planning.

4.1.17 Promote the development and redevelopment of lands, and upgrades and retrofits of existing infrastructure and buildings that incorporate:

a) green infrastructure to minimize the impacts of stormwater runoff, including low impact development, based on the existing water budget for the development application;

b) energy efficient building and site design, including low carbon, net-zero and net-zero ready homes and buildings in accordance with Policy 3.2.10; and

c) water conservation.

4.1.18 Encourage stormwater management planning, practices and retrofits including low impact development measures in the design and construction of development to reduce flood risk and strain on stormwater infrastructure, such as:

a) green roofs that reduce the urban heat island effect and enhance urban ecology;

b) permeable pavement and permeable surfaces such as soft landscaping;

c) rainwater harvesting to promote water reuse;

d) infiltration facilities and vegetated swales that incorporate native or non-invasive species;

e) bioretention; and

f) natural landscapes to minimize water use and consumption.

4.1.19 Encourage area municipal official plans to incorporate green infrastructure policies, such as stormwater management practices and low impact development where feasible, to reduce flood risk, mitigate impacts of the urban heat island effect, and reduce GHG emissions.

Water & Sewage

Regional water and sewage infrastructure including water supply plants, water pollution control plants and sewage lagoons are indicated on Map 1.

It is the policy of Council to:

4.1.20 Support the development of Urban Areas in accordance with the policies in Section 5.1, based on the principles of sequential development, progressive extension, improvement, rehabilitation and economical utilization of the regional water supply and sanitary sewage systems and minimization of financial impacts on the Region in accordance with Section 4.4.

4.1.21 Ensure sufficient municipal water and sanitary sewage facilities are provided to Urban Areas, within the financial capability of the Region, in accordance with Section 4.4, to accommodate forecasted growth and to achieve the goals of this Plan.

4.1.22 Permit municipal water wells, water storage facilities, water supply and water pollution control plants and water and sewage pumping stations in any designation in this Plan.

4.1.23 Consider the location of designated vulnerable areas, such as wellhead protection areas, intake protection zones, significant groundwater recharge areas and/or areas of high aquifer vulnerability, in the siting of new municipal and other wells.

4.1.24 Minimize the impact of municipal services on the environment by:

a) requiring potential polluting industries to pre-treat sewage to reduce impacts on sanitary sewage facilities or, as the case may be, prohibiting connections to Regional services for industries in locations which could potentially discharge sanitary sewage into fragile environments;

b) encouraging industries that consume large quantities of water to recycle water to reduce consumption of the Region's water resources;

c) encouraging industries that require water and sanitary sewage facilities, in excess of domestic needs, to locate their plants in areas where adequate water and sewage services are available; and

d) encouraging the conservation of water.

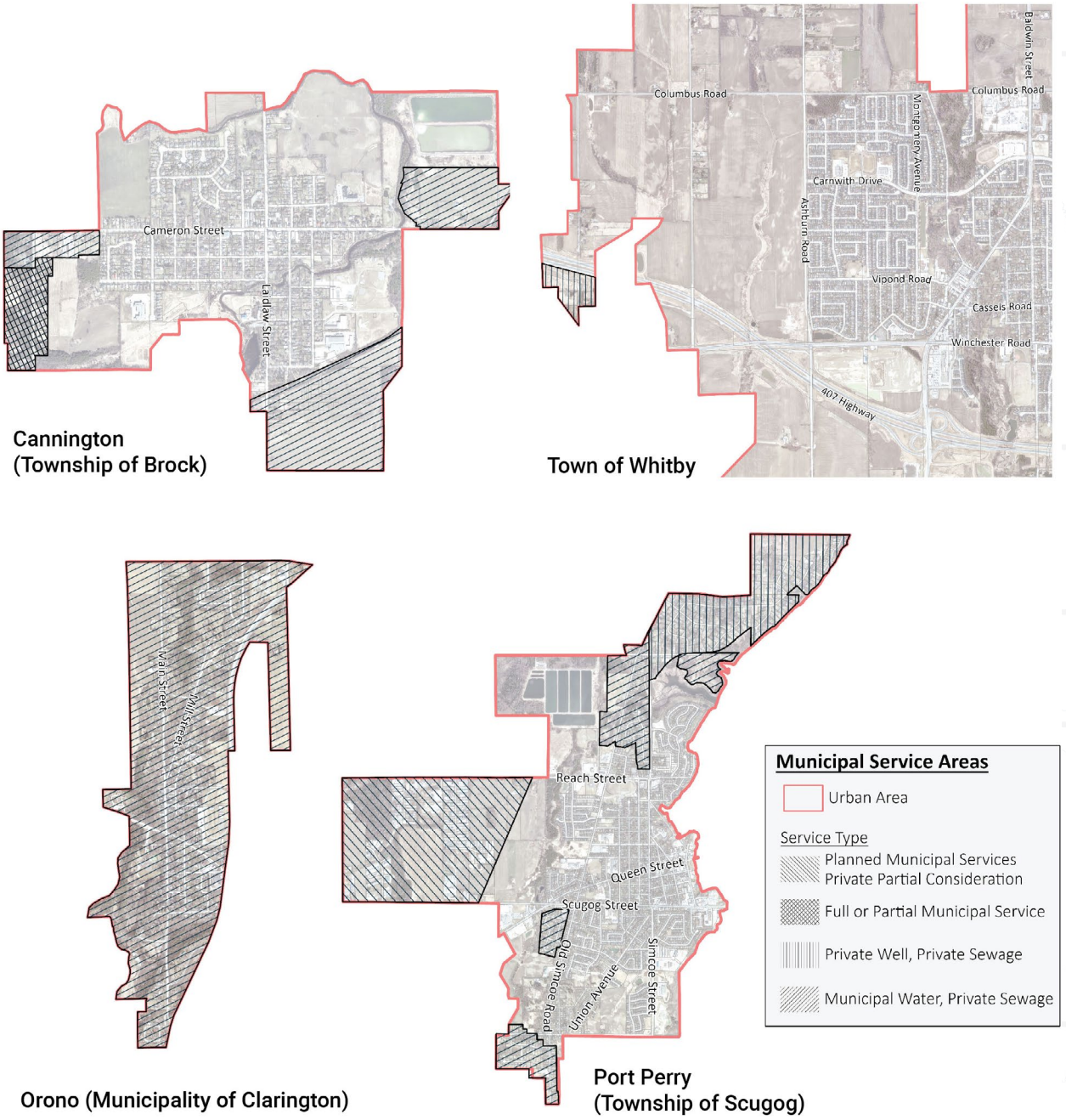
4.1.25 Undertake the necessary engineering studies and assessments, including regional water and sanitary sewage master plans in accordance with this section, to support the achievement of the overall population and employment forecasts, intensification target and other density targets contained in this Plan. Growth within the Beaverton, Sunderland, Cannington, Uxbridge, Port Perry and Orono Urban Areas may be constrained by existing municipal servicing capacity. This policy shall not be construed to require the Region to provide municipal water and/or sewage facilities in contravention of this section.

4.1.26 Recognize there are locations within the Urban Area in which the provision of municipal water and/or sewage services is not technically or financially feasible, or may be in process but not yet completed, including but not limited to the areas identified on Figure 5. In such circumstances, development on the basis of individual on-site sewage services and individual on-site water services or partial municipal services may be considered, subject to the following:

a) prior to any development on partial or full private services, the feasibility of providing full municipal services must first be assessed, including consideration of any additional capacity resulting from municipal water supply or municipal sanitary sewage plant expansions, and/or other servicing alternatives, such as communal systems; and

b) any development on the basis of partial municipal services or full private services shall be in accordance with the relevant provisions of Policies 6.5.6 to 6.5.15, and subject to a regional agreement that the development will be connected by the landowner as soon as Regional services are available.

Figure 5. – Areas developable on private and/or partial municipal services:



It is the policy of Council to:

4.1.27 Allow lands subject to Policy 9.2.12 located within the Uxbridge Urban Area to be considered for development without the need for a comprehensive review of this Plan, and shall:

a) have priority over expansions to the Uxbridge Urban Area; and

b) be allocated any additional servicing capacity, in accordance with the relevant policies of the area municipal official plan.

Aligning Growth & Infrastructure Planning

It is the policy of Council to:

4.1.28 Ensure that long-term Regional infrastructure planning is coordinated and integrated with long-term population and employment growth, in accordance with Section 1.1.

4.1.29 Phase the delivery of Regional infrastructure in a manner that supports the achievement of the growth forecasts outlined in Policy 1.1.7 while maintaining the financial sustainability of the Region.

4.1.30 Support coordination between regional and area municipal infrastructure master planning exercises and official plan updates.

4.1.31 Prepare and update, in consultation with area municipalities, a servicing master plan for water supply and sanitary sewage facilities, at least every 5 years, to establish servicing requirements for Urban Areas. This servicing plan shall address the following:

a) the required long-term improvements, expansions and additions to water supply and sanitary sewage systems to meet the population forecasts and related employment forecasts for a minimum of 25 years, including intensification in accordance with Policy 1.1.7 and Figure 9;

b) the immediate requirements for the provision of services to Strategic Growth Areas and Employment Areas, in accordance with Policies 2.1.8 and 2.1.9;

c) identify opportunities where infrastructure may be underutilized and growth should be prioritized;

d) the estimated expenditures necessary for the provision of the required works;

e) provision for monitoring and adjusting to timing of infrastructure delivery in the Capital Budget in order to align with actual growth;

f) the staging of construction and financing of the required works, having regard for Policy 4.4.4; and

g) the coordination of regional services with area municipal services, school boards, conservation authorities, energy utilities and other agencies to ensure infrastructure and operational efficiencies.

4.1.32 Adopt and update a Transportation Master Plan every 5 to 10 years, in consultation with area municipalities, Metrolinx and the Ministry of Transportation, to establish the transportation infrastructure, policies and programs necessary to support and implement the policies of this Plan.

4.1.33 Prioritize works that implement development which will not place a financial burden on the Region in the consideration of the expansion of capital works within designated Urban Areas.

4.1.34 Not support the provision of any Regional infrastructure and services to a development application that would cause significant or undue financial, environmental or other hardship for the Region.

4.1.35 Authorize, after due consideration, the oversizing of any site, intake, outfall and trunk components of any regional water supply system and sanitary sewage system to permit servicing capacity beyond the population and employment forecasts in this Plan.

4.1.36 Agree to draft approval of a plan of subdivision in Urban Areas in circumstances where full municipal services are not immediately available, provided that the draft approval does not over-commit servicing capacity identified through a servicing master plan or an approved Environmental Assessment, the lands are appropriately designated for development, and other Regional conditions have been satisfied.

4.1.37 Allocate servicing capacity for development addressed in Policy 4.1.36, in consultation with the area municipality, at the time a development agreement is executed with the Region and the appropriate financial securities are in place.

4.1.38 Investigate the provision of municipal services to Orono and alternative means of providing additional servicing capacity for the Urban Areas located in the Townships of Brock, Scugog and Uxbridge, for the purpose of servicing the existing areas developed on private or partial water and/or sewage services and in order to support long-term development of the Urban Areas to accommodate the population and employment forecasts included in Policy 1.1.7.

4.1.39 Investigate the long-term servicing of Urban Areas identified in Policy 4.1.38. Further expansions to these Urban Areas shall only be considered if there is a long-term plan in place to provide full municipal services and in accordance with applicable provincial plans.

Private Systems

It is the policy of Council to:

4.1.40 Permit limited infilling or minor expansion to existing development in Urban Areas to proceed on private drilled wells and/or private sewage disposal systems, in accordance with the provisions of this Plan and notwithstanding the policies in Section 5.1, prior to the availability of municipal services, provided that:

a) a satisfactory agreement has been entered into with the Region, including the requirement for future connection to the regional water supply and sanitary sewer system at the landowner's expense;

b) the proposed use does not require excessive use of water and appropriate provisions have been included in the zoning by-law to that effect;

c) the proposed use complies with the standards of the Region and the Ministry of the Environment, Conservation and Parks;

d) consideration is given to designing the development in such a way as to allow for further subdivision of the land upon provision of full regional services; and

e) for development on partial water and/or sewage services, the development is within the reserve sewage and water treatment system capacity.

4.1.41 Support the development of Rural Settlements on individual on-site private services.

4.1.42 Refuse new private sewage disposal systems within 100 metres of the Lake Simcoe Shoreline, other lakes or any permanent streams within the Lake Simcoe watershed, in accordance with and notwithstanding any exceptions to the Lake Simcoe Protection Plan.

4.1.43 Work with area municipalities to assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the desired character of Rural Settlement Areas and the feasibility of other forms of servicing.

Extensions & Connections

It is the policy of Council to:

4.1.44 Extend municipal water systems and/or sanitary sewage facilities to the areas described in Policy 5.1.16, notwithstanding any other provisions in this Plan to the contrary, provided that such areas are contiguous to areas designated as areas on full municipal services. In addition, the provisions of Policies 4.1.36 and 4.1.37 shall apply to these areas.

4.1.45 Refuse extensions to or expansions of existing services to Urban Areas that do not currently have Great Lake or Lake Simcoe based water and sewage services, unless such servicing is required to address failed individual on-site water or sewage services or to ensure the protection of public health where it has been determined by the Region's Medical Officer of Health that there is a public health concern associated with existing services within the Urban Area, in accordance with the Lake Simcoe Protection Plan.

4.1.46 Restrict the capacity of the services provided in the circumstances identified in Policy 4.1.45 to capacity required to service the affected existing Urban Area, plus the capacity for potential development within the existing approved Urban Area Boundary.

4.1.47 Extend, after due consideration and notwithstanding Policy 4.1.41, full or partial municipal services to Rural Settlements or consider the limited use of new regionally-owned and operated water and/or sewage facilities in Rural Settlements, without amendment to this Plan, in circumstances where it is deemed necessary to address a serious health or environmental concern identified by the Region's Medical Officer of Health or other designated authority, subject to the principles of Policies 6.5.12 and 6.5.15.

4.1.48 Permit a municipal water and/or sanitary sewer connection outside the Urban Area Boundary, notwithstanding any other policy of this Plan to the contrary, to the following:

a) a legally existing use;

b) a vacant lot of record that meets the requirements of applicable law for a building permit;

c) within the Greenbelt Plan Area, a vacant lot of record that meets the requirements of applicable law for a building permit for a single dwelling only; or

d) where lot creation is permitted by this Plan, subject to conforming to the applicable regional lot sizing policies related to private services.

4.1.49 Ensure that, for a property to be considered under Policy 4.1.48, it shall directly abut a municipal watermain or sanitary sewer service within a public right-of-way or easement, and the connection shall be technically feasible, to the satisfaction of the Region.

4.2 Waste Management

The Region operates four waste management facilities and is responsible for the collection of source separated organics, leaf and yard waste, and residential garbage from Region households. Blue Box recyclables are subject to extended producer responsibility regulations by the province and will transition to full producer responsibility.



The Durham York Energy Centre (DYEC) in Clarington is the primary long-term disposal option for waste. The DYEC processes household waste remaining after organics diversion, recycling and reuse programs.

Figure 6. – The 5Rs – Rethink, Reduce, Reuse, Recycle & Recover:

Objectives:

i. Ensure that integrated, innovative and sustainable approaches to waste management implement the principles of conservation and diversion, reduction, reuse and recycling of waste.

ii. Support a circular economy by managing waste as a resource.

iii. Promote improved excess soil management for Regional projects in coordination with the area municipalities, conservation authorities and province.

Policies:

It is the policy of Council to:

4.2.1 Complete and implement a Long-Term Waste Management Plan, in consultation with area municipalities and other stakeholders that will implement Regional waste management initiatives.

4.2.2 Ensure sufficient waste management infrastructure within Urban Areas, in accordance with Section 4.4, to accommodate forecasted growth and to achieve the goals of this Plan, subject to the financial capability of the Region.

4.2.3 Pursue new opportunities for energy from waste and organics management.

4.2.4 Encourage consistent delivery of waste management and diversion services across the region for all housing types.

4.2.5 Encourage the conservation and adaptive reuse of buildings, as well as the reuse and recycling of construction materials.

4.2.6 Encourage area municipalities to direct waste disposal sites to appropriate locations that avoid:

a) Natural Core Areas, Natural Linkage Areas, areas of high aquifer vulnerability, key natural heritage features, key hydrologic features and related minimum vegetation protection zones, in accordance with the Oak Ridges Moraine Conservation Plan;

b) key natural heritage features, key hydrologic features and associated vegetation protection zones, in accordance with the Greenbelt Plan; and

c) wellhead protection areas, in accordance with Section 7.5.

4.2.7 Minimize the potential adverse impacts of new and expanding waste disposal sites by ensuring they are buffered and/or separated from sensitive land uses and the location and design of such sites is in accordance with area municipal, regional, provincial and federal legislation and standards.

4.2.8 Consider the following when reviewing proposals for the establishment of new, expansions or increases in capacity of existing waste disposal sites that are subject to a provincial Environmental Assessment:

a) the principle of reduction, reuse and recycling of waste and alternative solutions for waste disposal;

b) recovery of energy;

c) the impact of the proposal on the health of surrounding residents, the transportation system and existing and future surrounding land uses;

d) dust, noise, odour and leachate impacts;

e) the impact of the proposal on the natural environment, including water quality and quantity; and

f) financial implications to the Region.



4.2.9 Select and retain a qualified consultant or consultants to conduct a peer review of any reports submitted in accordance with Policy 4.2.8. The proponent shall bear any costs associated with a peer review.

4.2.10 Support provincial initiatives to identify active and former domestic and industrial landfill sites and waste disposal sites, to determine the health risks associated with such sites and to establish decommissioning programs.

4.2.11 Encourage area municipalities to identify all active and former domestic and industrial landfill sites within area municipal official plans for information purposes only and establish appropriate policies dealing with lands in the vicinity, taking into consideration the decommissioning considerations and designations in this Plan.

Landfill Site refers to a waste disposal site where waste is permanently deposited on/in land or on land covered by water, under controlled conditions, and includes compaction of waste into a cell and covering of the waste at regular intervals.[1] For the purpose of this Plan, waste includes ashes, garbage, refuse, domestic waste, industrial waste or municipal refuse and such other wastes as designated under the Environmental Protection Act.

Excess Soil Management

Excess Soil refers to soil, or soil mixed with rock, that has been excavated as part of a development or infrastructure project and removed from the area.

It is the policy of Council to:

4.2.12 Employ best management practices for excess soil resulting from regional operations, where feasible.

4.2.13 Collaborate with area municipalities to ensure that excess soil reuse strategies are developed as part of planning for growth and development.

4.2.14 Encourage area municipalities to include official plan policies that adopt best management practices for excess soil generated and fill received during development and site alteration, including infrastructure development, to ensure:

a) excess soil is reused on-site or locally, to the maximum extent possible;

[1] Ontario Regulation 347 General Waste Management under the Environmental Protection Act.

b) development proponents are responsible for ensuring excess soil removed from a project site reaches appropriate receiving sites;

c) excess soil reuse planning is undertaken concurrently with development planning and design, where feasible;

d) site grading and drainage pattern changes are minimized to the greatest extent possible;

e) outside of the Oak Ridges Moraine Plan Area, appropriate sites for excess soil storage and processing are permitted close to areas where potential development is concentrated, near areas of potential soil reuse and preferably along higher order roads;

f) fill quality received and fill placement at a site must be compatible with adjacent land uses and will not cause an adverse effect to the current or proposed use of the property, the natural environment or cultural heritage resources; and

g) education and outreach related to excess soil management to be undertaken by the proponent.

4.2.15 Encourage area municipalities to regulate excess soil through their fill and site alteration by-laws both on and off the Oak Ridges Moraine to mitigate negative impacts to human health and the environment, in accordance with provincial legislation and guidance.

4.2.16 Collaborate with area municipalities, the development industry, conservation authorities and Indigenous communities in the development of locational criteria for excess soil management sites.

4.3 Utilities & Energy

In addition to the Region's provision of infrastructure and services, there is a range of agencies and service providers that have a direct interest or involvement in long-term growth planning in the region, such as utility providers.

Implementation of energy conservation and efficiency measures and the establishment of renewable, district and alternative energy systems across the region will help our communities mitigate, adapt and build resilience to the impacts of a changing climate.

Objectives:

i. Ensure adequate regional municipal services and utilities to meet the existing and future needs of orderly growth in the region in an environmentally and financially sound and efficient manner.

ii. Promote energy conservation, efficiency measures and renewable and alternative energy systems to reduce GHG and adapt and build resiliency to the impacts of a changing climate.

Policies:

Utilities

Utilities include such facilities as electricity generation facilities and transmission and distribution systems, district energy facilities, and pipelines for oil and gas.

It is the policy of Council to:

4.3.1 Liaise with other utility service providers to ensure that utilities are provided in an efficient and timely manner, coincident with development. Development proposals within proximity to utilities shall be reviewed in accordance with Policy 5.5.31. Utility service providers are encouraged to proactively study the capacity and condition of their infrastructure and undertake necessary steps to ensure sufficient capacity is available to support the growth forecasts contained in this Plan.

4.3.2 Utility infrastructure that meets the definition of Major Facilities may occur in any designation subject to the policies of this Plan.

4.3.3 Encourage proponents to minimize negative impacts and constraints on the natural, built and cultural environments in the consideration of the location, design and construction of utilities.

4.3.4 Encourage proponents to give primary consideration to existing utility corridors in locating and designing new utilities, where feasible.

4.3.5 Permit secondary uses, such as active and passive recreation, agriculture, including urban agriculture, community gardens, other utilities, and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, on hydro corridor lands, where compatible with surrounding land uses and in consultation with the area municipality. However, the primary function of a hydro corridor is for electricity generation facilities, transmission and distribution systems, and therefore secondary uses require approval from Hydro One Networks Inc.

4.3.6 Encourage various agencies, boards and commissions that issue licenses and/or have jurisdiction over utilities to consult with the Region during their licensing processes.

4.3.7 Investigate district energy opportunities in conjunction with Ontario Power Generation, other energy utilities and the respective area municipalities.

Telecommunications Infrastructure

It is the policy of Council to:

4.3.8 Encourage development be designed to provide, where feasible, for the implementation of leading-edge communication technologies, including but not limited to broadband fibre optics.

4.3.9 Support the implementation of a Dig Once approach to allow and/or require the inclusion of conduit appropriately sized to accommodate broadband fibre optic infrastructure, and/or other similar communication infrastructure, during road construction, reconstruction and other major development activities.

4.3.10 Encourage the co-location of new telecommunication/communication equipment on shared towers and structures wherever possible, including regional and area municipal facilities where feasible.

Energy Facilities

It is the policy of Council to:

4.3.11 Promote the importance of the supply of electricity generation facilities and transmission and distribution systems, district energy, alternative and renewable energy facilities, such as commercial wind turbines, in order to facilitate the efficient and reliable provision of electric power to meet current and projected needs.

4.3.12 Encourage the development of district energy facilities that leverage regional infrastructure to support low carbon energy to new or existing Community Areas.

4.3.13 Encourage area municipalities to consider the inclusion of policies in their respective official plans to ensure that energy facilities, including renewable energy facilities, are located appropriately.

4.3.14 Encourage Ontario Power Generation or other electricity providers/ suppliers to consult with the Region on the location of any new electricity generation facilities and transmission and distribution systems, and throughout any required environmental assessment processes.

Energy Conservation & Efficiency

It is the policy of Council to:

4.3.15 Promote efficient land use and the development of complete communities that facilitate and encourage sustainable transportation, energy efficient design, district energy and renewable and alternative energy generation options.

4.3.16 Collaborate with area municipalities, local utilities and other stakeholders to advance energy conservation, demand management and local generation across the region.

4.3.17 Encourage the development of community energy plans as part of the secondary planning process to assist in achieving reduced energy demand, support active transportation and transit and utilize renewable and alternative energy system options.

4.3.18 Encourage and support energy conservation and energy efficiency measures to achieve the Region's net-zero objectives, including:

a) deep building retrofits, in both municipal and private developments, that reduce energy consumption and GHG emissions, in accordance with Section 3.2;

b) local green development practices and related initiatives, consistent with Policy 3.2.14, including programs and incentives;

c) green infrastructure, in accordance with Sections 3.2 and 4.1; and

d) renewable natural gas production through Regional infrastructure.

4.3.19 Permit alternative energy systems and renewable energy systems throughout the region, in accordance with provincial and federal requirements, with consideration for the protection of Prime Agricultural Areas and the regional natural heritage system, proximity to existing sensitive land uses, noise and odour and existing infrastructure.

4.3.20 Prohibit large-scale, commercial renewable energy facilities, notwithstanding Policy 4.3.19, within Prime Agricultural Areas, key natural heritage features and natural hazard lands.

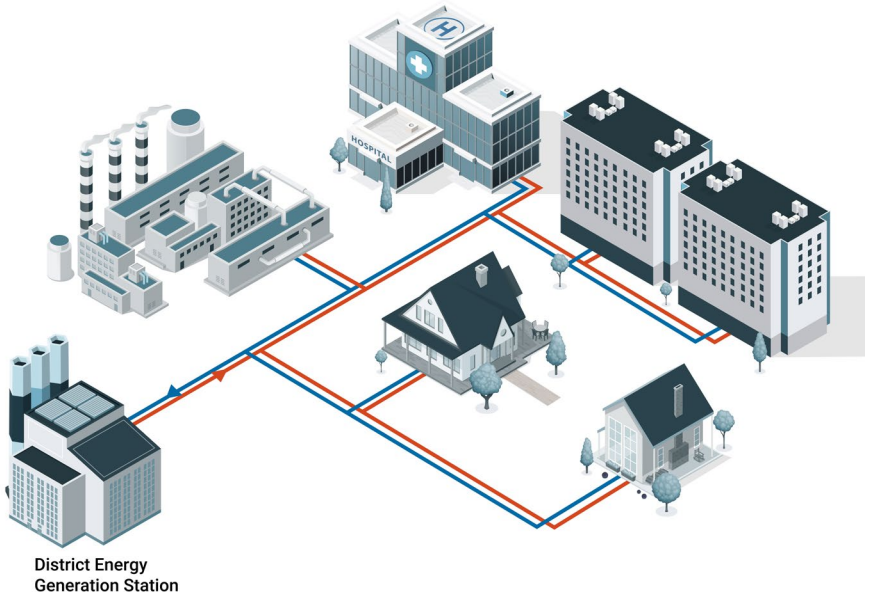
4.3.21 Require area municipal official plans and zoning by-laws to regulate the design and scale of renewable energy systems, with consideration for land use compatibility including impacts to the natural environment.

4.3.22 Support innovative ways to develop renewable and alternative energy projects through mechanisms such as public-private partnerships or demonstration and pilot projects.

4.3.23 Encourage the province to upgrade existing infrastructure to support renewable and alternative energy projects.

4.3.24 Encourage new development and municipally-owned facilities to connect to existing and planned district energy networks, whenever feasible.

Figure 7. – District Energy:



It is the policy of Council to:

4.3.25 Permit district energy generation and on-site alternative energy systems and require that area municipalities promote and facilitate such systems through their official plans and zoning by-laws.

4.3.26 Identify locations with potential for district energy generation, in consultation with the area municipalities and identify next steps for implementation in collaboration with stakeholders.

4.4 Financial Management

Growth forecasts within this Plan are used as the basis to develop a framework for growth-related capital infrastructure and services investment.

Consistent with the principle that "growth pays for growth", the Region will maintain its long-term financial sustainability by supplying new and expanded infrastructure and services to service development in a fiscally responsible and prudent manner.

Objectives:

i. Continue to ensure development bears the full cost of its share of municipal growth-related expenditures.

ii. Ensure strategic decisions regarding improvements to services and infrastructure include an evaluation of risk, and that strategies be employed to mitigate risk as part of the decision-making process.

iii. Ensure the Region's annual business planning, budget and long-term financial planning process include financial, risk and/or budgetary impacts of projects or undertakings, such as infrastructure capital and ongoing operating servicing and maintenance costs.

Policies:

It is the policy of Council to:

4.4.1 Ensure that Regional costs attributable to development are recovered, to the extent possible, through development charge levies and/or any other method or source of financing as appropriate, including but not limited to, property tax financing, senior government funding and/or debt financing, in accordance with the Development Charges Act, the Municipal Act and/or any other applicable statutes.

4.4.2 Investigate options and opportunities to optimize cost effectiveness of servicing, coordination, prioritization, phasing and construction of infrastructure and that approaches to minimize risk of providing unnecessary excess capacity, underutilized and/or stranded assets be minimized.

4.4.3 Consider the following in the review of major development applications, when determining financial impact on the Region:

a) impact on servicing needs and infrastructure requirements;

b) estimated short and long-term operating, maintenance and infrastructure capital costs;

c) the ability of development charge levies to finance the required regional services and infrastructure;

d) the effect of the proposal on the Regional general tax levy and/or user rates and revenues;

e) the potential revenue-generating ability of the proposal;

f) asset management considerations, including full life cycle costs, service levels and risk; and

g) any other financial considerations that Council may deem necessary.

4.4.4 Undertake, at the discretion of the Region, a Fiscal Impact Study and/or financing plan to address significant development proposals of a size and scale that may impact the feasibility, viability, timing or phasing of providing regional services. Such a Study shall address the following:

a) development and analysis of servicing options (i.e. scenario analysis);

b) the estimated full life cycle costs of the servicing and infrastructure investments options/scenarios;

c) the financial implications to the Region of servicing and infrastructure investments;

d) the availability of potential sources of financing;

e) the Region's capability to finance the required regional services and infrastructure investments, including any potential debt obligations and commitments if applicable, over the full life cycle; and

f) review the progress of development annually or as appropriate, to evaluate changing circumstances, determine any short and long-term financial impacts on the Region and undertake any necessary actions.





Chapter 5

Vibrant Urban System

Chapter 5. Vibrant Urban System

Durham's Urban Areas are where most residents and businesses will reside and where the majority of future growth is directed.

Durham's Urban Areas are diverse and will continue to grow and change. The five southern municipalities of Pickering, Ajax, Whitby, Oshawa and Clarington will continue to develop, intensify, will be supported by improved transit and transportation connections to the rest of the Greater Golden Horseshoe and will continue to evolve as complete communities.

Moving north, the Region will continue to be characterized by a distinctly rural environment, with active farms, resource-based activities, and natural areas dominating the landscape. The Urban Areas of Beaverton, Cannington, Sunderland, Uxbridge, Port Perry and Orono will continue to be distinct, with a character and built form and range of activities that are reflective of their roots as historic places, with active downtowns serving the rural setting.

The pace of growth across the region will vary. The policies in this Chapter guide growth while respecting local context. Sustainable growth, through continued urbanization that prioritizes placemaking, promotes the efficient use of public transit and optimizes strategic municipal infrastructure and servicing investments are essential considerations in developing complete communities.

Goals:

I. **Establish a vibrant Urban System that supports the development of compact, efficient and complete communities characterized by a mix of uses, a full range of housing options, transit and active transportation linkages and pedestrian-oriented built form that is accessible to all abilities and ages.**

II. **Balance employment and population growth by planning for an adequate supply of serviced Employment Areas.**

III. **Support emerging employment sectors and trends in how and where people choose to work.**

IV. **Encourage intensification of employment generating uses in all designations of the Urban System.**

V. **Value the diversity of areas and places that comprise the Urban System by protecting, enhancing, and integrating natural and cultural heritage resources, encouraging distinctive placemaking through architecture and high-quality urban design, supporting historic downtowns, and recognizing the distinct character of Urban Areas in Durham's northern municipalities.**

VI. **Advance the development of Strategic Growth Areas as focal points for activity, intensification, economic investment, jobs, culture and entertainment, by promoting placemaking, people-oriented urban built form and transit-oriented development.**

VII. **Promote intensification and development that optimizes infrastructure, public service facilities and supports the achievement of transit supportive densities.**

VIII. **Implement practices that support sustainability, climate change mitigation and adaptation, while protecting and enhancing the components of the Greenlands System.**

5.1 General Urban System Policies

Durham's Urban Areas will continue to evolve and intensify as the Region plans for an overall 2051 forecast of 1.3 million people and 460,000 jobs. Urban Areas will be characterized by walkable communities and more compact built form and a greater mix of uses will open opportunities for residents to work and access services, amenities and recreational opportunities, close to where people live.

Providing multi-modal transportation options will improve access to jobs, services and amenities. Providing strategic investment in municipal infrastructure and services to support and enable growth is essential to developing complete communities.

Objectives:

i. **Plan for growth to create efficient, compact and complete communities within Urban Areas.**

ii. **Ensure strategic locations within the Urban System are planned, developed and serviced as transit-oriented communities.**

Policies:

It is the policy of Council to:

5.1.1 Establish an Urban Area Boundary and designate land use components within the Urban System on Map 1 and in accordance with Policy 12.1.3.

5.1.2 Recognize that a hierarchy of Urban Areas will continue to exist in Durham Region consisting of:

a) the Urban Areas along the Lake Ontario shoreline within the municipalities of Pickering, Ajax, Whitby, Oshawa and Clarington; and

b) the smaller Urban Areas within the Greenbelt Plan Area, including Beaverton, Cannington, Sunderland, Uxbridge, Port Perry and Orono, surrounded by a primarily rural landscape.

5.1.3 Prohibit the establishment of new Settlement Areas within the Greenbelt Plan Area.

5.1.4 Recognize that the Minister Municipal Affairs and Housing, at their sole discretion may enact Minister's Zoning Orders that would allocate additional population and employment to Durham and its area municipalities, and/or expand the Urban Area Boundary.

Growth Management

It is the policy of Council to:

5.1.5 Plan, notwithstanding Policy 5.1.4, for population and employment growth based on the growth forecasts, including area municipal allocations contained in Policy 1.1.7.

5.1.6 Plan for a minimum of 50% of all new residential units across the region to be provided through intensification on an annual basis within the delineated built-up area. The boundaries of the delineated built-up area are shown on Map 1.

5.1.7 Plan for intensification based on the forecasts and area municipal intensification targets contained in Figure 9.

5.1.8 Strive to ensure development within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities, by prioritizing and promoting intensification, redevelopment and growth within:

a) Strategic Growth Areas, including:

i) Urban Growth Centres;

ii) Regional Centres;

iii) Protected Major Transit Station Areas;

iv) Rapid Transit Corridors;

b) other nodes and corridors, including:

i) Rural Regional Centres;

ii) Regional Corridors;

iii) Local Centres;

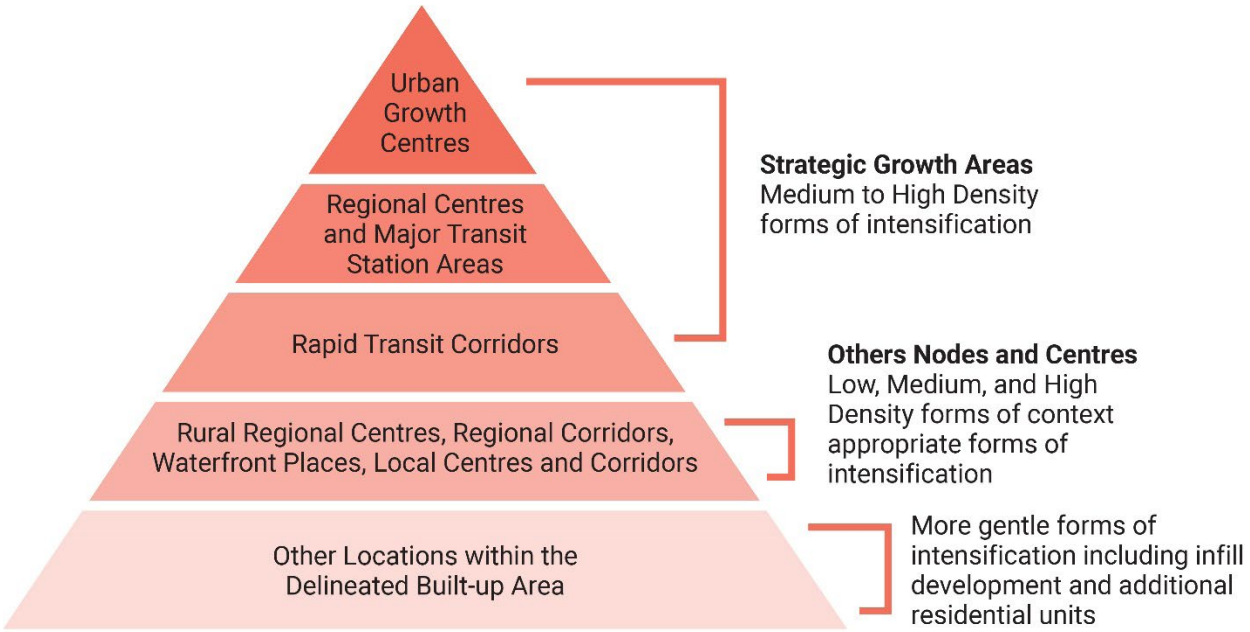
iv) Local Corridors;

c) other areas that can support intensification within delineated built-up areas; and

d) the redevelopment of brownfield sites and greyfield sites.

5.1.9 Require area municipal official plans to implement the growth management targets, designations and policies for lands within the Urban System in accordance with this Plan.

Figure 8. – Growth & intensification framework:



Intensification within the Delineated Built-up Area

It is the policy of Council to:

5.1.10 Identify the delineated built-up area on Map 1.

5.1.11 Achieve, on an annual basis, a minimum of 50% of all new residential units across the Region as intensification and be constructed within the delineated built-up area.

5.1.12 Prioritize intensification within the delineated built-up area in accordance with the hierarchy of places, as outlined in Policy 5.1.8.

5.1.13 Encourage intensification throughout the broader Community Areas designation, including through the provision of additional residential units and other forms of gentle intensification.

Figure 9. – Intensification targets table:

Municipality	Total Housing Unit Growth	Units allocated to intensification	% of Municipal total	% of Regional Intensification total
Ajax	32,140	27,690	86%	25%
Brock	2,930	570	20%	1%
Clarington	44,200	17,460	40%	15%
Oshawa	46,340	22,940	50%	20%
Pickering	55,150	21,790	40%	19%
Scugog	2,890	1,530	53%	1%
Uxbridge	2,900	1,440	50%	1%
Whitby	39,260	19,440	50%	17%
Durham	225,810	112,860	50%	100%

It is the policy of Council to:

5.1.14 Require area municipal official plans to provide intensification strategies in consultation with the Region, that would include the following:

a) implementation of intensification targets, in accordance with Figure 9;

b) encouraging additional residential units and other forms of gentle intensification;

c) achieving the planned function and minimum density targets for Strategic Growth Areas and other nodes and corridors designated in this Plan;

d) identifying other areas appropriate for intensification and determining the appropriate scale of development and transition to surrounding areas;

e) addressing the availability of existing and/or planned transit services, municipal water and sanitary sewage capacity, public service facilities, and other community services and amenities to support intensification;

f) updating area municipal official plans, secondary plans, and zoning by-laws that support the achievement of minimum density targets; and

g) notwithstanding the intensification policies herein, new or intensified development is not directed to Floodplain Special Policy Areas, and shall be subject to the applicable provisions of the area municipal official plan.

Floodplain Special Policy Area refers to an area within the community that has historically existed within the floodplain, and where site-specific policies, approved by the province, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from the strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the province. A floodplain special policy area is not intended to allow for new or intensified development and site alteration if a community has feasible opportunities for development outside the floodplain.

Development within Urban Areas

It is the policy of Council to:

5.1.15 Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles:

a) the achievement of compact, urban and pedestrian-oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;

b) logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas. The development of larger sites shall occur through detailed planning processes, in accordance with Policies 5.4.9 to 5.4.16;

c) a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public service facilities;

d) built form that considers social equity, human health and improves overall quality of life by developing high-quality urban environments that are accessible to people of all ages, abilities and incomes, in accordance with Section 3.3;

e) commercial uses are provided in appropriate locations, with larger concentrations directed to Strategic Growth Areas as deemed appropriate in area municipal official plans, as well as Rural Regional Centres, Regional Corridors, and Local Centres and Corridors;

f) existing underutilized shopping centres and plazas are encouraged to redevelop at higher densities with a mix of uses including residential uses, incorporating transit supportive and pedestrian-oriented built form, particularly within Strategic Growth Areas;

g) providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity, in accordance with Section 8.2;

h) the integration, protection and enhancement of the Greenlands System, including appropriate minimum setbacks and buffers between development and environmental features and other sensitive and vulnerable areas, in accordance with Sections 7.1, 7.4 and 7.5;

i) with consideration of sustainability and the effects of development on the environment in accordance with Section 3.2;

j) locating outside of and away from hazardous lands, in accordance with Section 7.6;

k) the achievement of land use compatibility considerations by avoiding, or where avoidance is not possible, minimizing and mitigating any adverse effects between sensitive land uses and major facilities, Employment Area uses and other uses that may emit odour, dust, vibration, noise and/or other contaminates or emissions, in accordance with Policies 5.5.22 to 5.5.36;

l) the conservation of cultural heritage resources in accordance with Section 3.3 and consideration of the impacts of development on the integrity of historic downtowns and/or historical areas in accordance with Policies 3.3.32 to 3.3.39; and

m) appropriate stormwater management techniques and low impact development measures, as implemented by area municipalities.

5.1.16 Encourage an orderly withdrawal of agricultural related land uses where urban development is designated in areas presently characterized by agricultural activities. Municipalities may consider placing such areas in an Agricultural Zone or under a Holding Symbol in the respective zoning by-laws.

5.1.17 Recognize that area municipalities may designate, notwithstanding any other provision of this Plan, special purpose commercial areas and include specific provisions in their municipal official plans and zoning by-laws to distinguish the function of these areas.

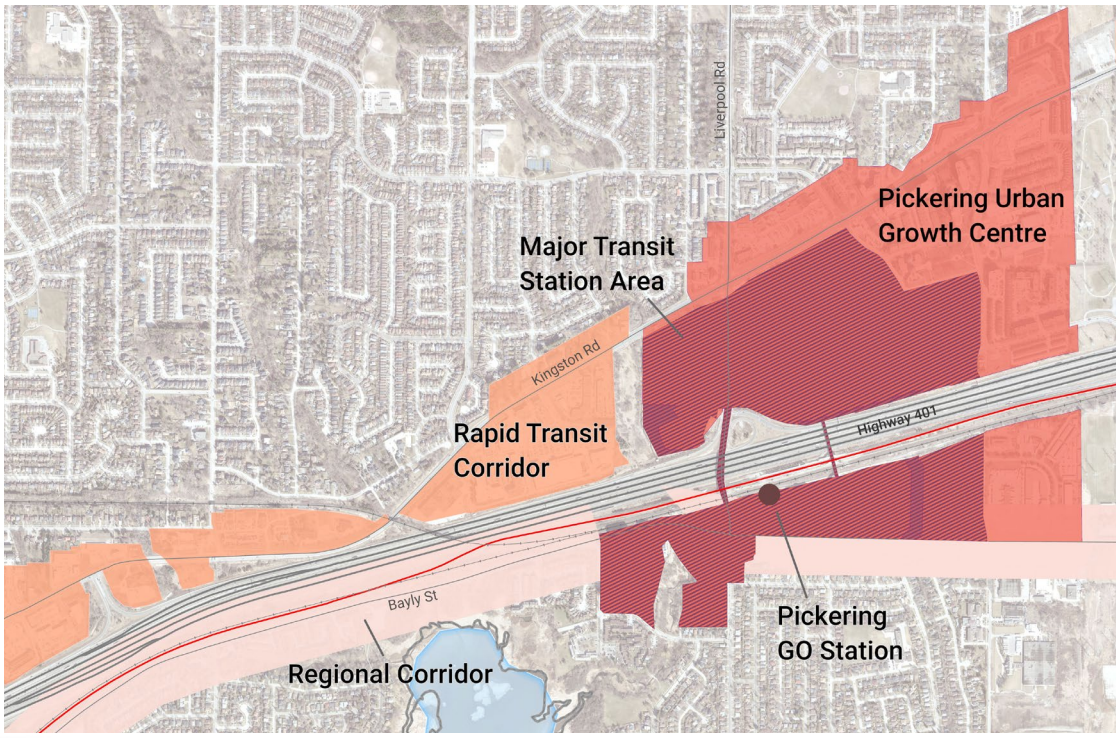
5.2 Strategic Growth Areas

This Plan promotes an "intensification first" approach to development, infrastructure investment, and region-building by placing an emphasis on optimizing the use of existing land and optimizing infrastructure capacity and investment.

Strategic Growth Areas represent optimal locations for prioritizing intensification and higher density mixed-use development. Strategic Growth Areas are planned as focal points for more intensive forms of development and as locations to achieve transit supportive densities within the Region's Urban System. The designation of certain nodes and corridors as Strategic Growth Areas signifies the intention for these places to develop as mixed-use, compact and dense urban and amenity-rich environments.

Strategic Growth Areas in Durham include Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Rapid Transit Corridors. The success of Strategic Growth Areas will depend on proactive planning and investment to provide adequate municipal services and transit services to support development within these areas.

Figure 10. – Example of a Strategic Growth Area (Pickering):



Objectives:

i. **Support the achievement of complete communities by prioritizing development and intensification within Strategic Growth Areas and by balancing residential and non-residential growth so Durham's residents can live, work, shop and access services within their community.**

ii. **Support higher-density forms of development and redevelopment within Strategic Growth Areas.**

iii. **Support the development and long-term transition of Strategic Growth Areas as walkable, transit and pedestrian-oriented communities where active forms of mobility are viable and attractive features in a connected Urban System.**

iv. **Support the evolution of Urban Growth Centres and Regional Centres as more intensive, mixed-use and complete communities that act as focal points for residential intensification, and continue to strengthen as destinations offering commercial, cultural, entrainment, recreational and government functions for the broader surrounding community.**

v. **Ensure that developments within Protected Major Transit Station Areas strengthen their role as focal points for high-density, mixed-use destinations characterized by a walkable, transit-oriented, pedestrian friendly public realm, with strong and active transportation connections within convenient walking distance of existing and planned rapid transit stations.**

vi. **Support innovation and entrepreneurship within Protected Major Transit Station Areas.**

vii. **Plan for Rapid Transit Corridors located along Rapid Transit Spines, which are key connections to other Strategic Growth Areas within the region, where development is provided at transit supportive densities and new built form is provided based on transit-oriented development design principles.**

Policies:

It is the policy of Council to:

5.2.1 Designate Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Rapid Transit Corridors as Strategic Growth Areas on Map 1.

5.2.2 Direct intensification and higher density, compact forms of residential, commercial and employment generating uses such as office and major office, major institutional uses and mixed-use development to Strategic Growth Areas.

5.2.3 Plan for the achievement of the following long-term transit supportive density targets within Strategic Growth Areas. The targets apply to the entirety of the area within the boundary delineation and when measuring are not netted of undevelopable features and are not applied on the basis of individual parcels:

Figure 11. – Strategic Growth Area targets table:

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

Note:

*Notwithstanding the above, the Oshawa GO/VIA Protected Major Transit Station Area will be planned to achieve a minimum density target of 25 people and jobs per gross hectare.

It is the policy of Council to:

5.2.4 Apply the higher density target where the boundaries of Strategic Growth Areas, specifically an Urban Growth Centre, Regional Centre, Protected Major Transit Station Area or Rapid Transit Corridor, coincide or overlap with each other or with another designation.

5.2.5 Allow Strategic Growth Areas to achieve their planned potential by protecting these areas from uses and activities that should be accommodated in other designations, including low-density residential uses, automobile-oriented uses and low-density employment uses, such as warehousing, self-storage, car washes, gas stations and similar single storey buildings. Existing uses may continue but are encouraged to intensify consistent with the policies of this Plan.

5.2.6 Require area municipalities to plan for Strategic Growth Areas by updating official plans, secondary plans and zoning by-laws to:

a) delineate the boundaries of Strategic Growth Areas;

b) set out appropriate:

i) land use designations;

ii) minimum residential and employment density targets in accordance with Figure 11; and

iii) built form standards, including minimum and maximum building heights;

c) include transition policies to guide appropriate building heights, siting, land use compatibility, and scale of new development in relation to surrounding neighbourhoods and areas;

d) plan for appropriate public service facilities, parks and recreational space, and other supporting social and cultural amenities within and surrounding Strategic Growth Areas;

e) include urban design policies, guidelines or approaches to promote placemaking, active transportation, pedestrian and transit-oriented land uses and built form; and

f) consider a full range of implementation strategies to advance development within Strategic Growth Areas that include as-of-right zoning, streamlining development approvals, introducing community planning permit systems in accordance with Policy 11.3.2, or other approaches as applicable.

5.2.7 Not support reducing densities on sites in a Strategic Growth Area that have been designated or approved for medium or high-density development.

5.2.8 Plan for development within Strategic Growth Areas that:

a) incorporates transit-oriented development design principles, in accordance with Policy 8.1.3, and including:

i) enhancing mobility to and from transit services through an urban grid system of streets and walkways, and providing for active transportation connections within Strategic Growth Areas and adjacent neighbourhoods;

ii) orienting development and entrances towards streets and towards transit station and stop locations;

iii) incorporating design elements that contribute to complete, active and pedestrian-oriented streets and public places as part of a high-quality public realm through measures such as sidewalks, street furniture, patios, seating areas, street trees, landscaping, wayfinding and gateway features;

iv) providing active uses and entrances at grade, and integrating open space, parks and plazas along with public art and community spaces, and other considerations, in accordance with Section 3.3;

v) providing a mix of uses including residential uses, retail and commercial uses, compatible employment generating uses such as office and major office, educational and other institutional uses, public service facilities and entertainment and cultural facilities;

vi) providing compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit station locations while providing appropriate transition to adjacent neighbourhoods;

vii) facilitating the integration of transit stations within the community by optimizing street crossings to stations, reducing walking distances and, providing sheltered connections where appropriate;

b) provides a range of housing options, including additional residential units and affordable housing, in accordance with Section 3.1;

c) contributes to, and does not detract from, the long-term transit supportive density targets, in accordance with Policy 5.2.3;

d) adheres to development limitations and setbacks to natural features and areas and other vulnerable areas as described in Chapter 7;

e) contributes to, recognizes, and conserves cultural heritage resources, in accordance with Section 3.3. For greater certainty, the inclusion of lands within a Strategic Growth Area boundary does not prevent area municipal official plans and/or zoning by-laws from identifying and designating properties and areas to be protected for heritage conservation purposes. Where cultural heritage resources are to be protected over the long-term, sensitive repurposing, limited intensification and infill, which do not negatively impact heritage value, is encouraged; and

f) addresses local road and private access spacing and access permissions to Regional arterial roads within Strategic Growth Areas on a case-by-case basis to the satisfaction of the Region. Joint access is encouraged using cross-access easements between properties to reduce the overall number of access points along arterial roads.

5.2.9 Require, in consultation with area municipal staff and infrastructure and service providers, the phasing and staging of development including the principles of Policies 5.4.9 to 5.4.16.

Refinements to Strategic Growth Area Boundaries

It is the policy of Council to:

5.2.10 Permit minor refinements to any Strategic Growth Area designated on Map 1 without the need for amendment to this Plan. A minor refinement is limited to a boundary adjustment as a result of a recent Environmental Impact Study or similar evaluation which delineates the boundaries and associated setback of environmental features and/or an adjustment to flood plain limits where the boundary of a Strategic Growth Area follows existing features, flood plain and/or Conservation Authority Regulation limits. A minor adjustment could also include the addition of an adjacent property deemed suitable for inclusion in the Strategic Growth Area boundary.

5.2.11 Require an amendment to this Plan for any major refinements to the boundary of a Strategic Growth Area. Major refinements include the addition or reduction of a significant amount of land or an addition of land that would have the effect of extending the boundary of a Strategic Growth Area beyond locations where the boundary currently coincides with a road, rail line, Urban Area Boundary, waterbody, or any other fixed and clearly defined demarcation.

5.2.11.1 Notwithstanding Policies 5.2.10 and 5.2.11, the further refinement of the boundaries of Strategic Growth Areas shall only be undertaken in accordance with provincial plans and policy.

Urban Growth Centres & Regional Centres

Durham's Urban Growth Centres and Regional Centres come in different shapes and sizes, each having a unique history and context. Some Centres currently function as predominantly auto-oriented shopping destinations containing retail and commercial plazas, while others have historic roots as traditional downtowns characterized by mixed uses, main shopping streets, a grid pattern of local roads, a mix of low and mid-rise buildings and surrounded by lower-density neighbourhoods. In all cases, Urban Growth Centres and Regional Centres will continue to evolve as complete, walkable, mixed-use and compact urban communities appropriate to their role and context.

There are two Urban Growth Centres located within Durham Region – one in the City of Pickering and one in the City of Oshawa. As principal destinations and opportunities for intensification and mixed-use development, Urban Growth Centres are the highest order centre where opportunities for urbanization, mixed-use development and iconic placemaking will continue to strengthen. Urban Growth Centres will grow as focal points for region-wide public services, major office, commercial, recreation, entertainment and high-density residential uses.

There are a total of eleven Regional Centres designated in southern Durham, which are smaller than Urban Growth Centres in terms of their regional function but are significant destinations, offering a range of opportunities for urban and mixed-use redevelopment, while serving as focal points for both regional and local services. Five Regional Centres are located along Rapid Transit Spines, where rapid transit is planned over the long term. Currently, Bus Rapid Transit is being implemented along Highway 2 from the Pickering/Toronto border to Simcoe Street in Oshawa.

It is the policy of Council to:

5.2.12 Plan and develop Urban Growth Centres as the highest order centre within the Urban System and the main concentrations of urban activities. Urban Growth Centres shall be planned as:

a) areas of significant population and employment growth and as Regional focal points for institutional, region-wide public service facilities, office and major office, commercial (which may include major retail), recreational, cultural, entertainment, high-density mixed-use and residential development, and serving as major employment centres supporting higher order transit services;

b) a built form mix of high-rise and mid-rise development with appropriate transitions in building height, density and massing to surrounding areas; and

c) a mix of uses and public spaces that contribute to complete and vibrant communities.

5.2.13 Plan and develop Regional Centres as the main concentrations of urban activities, but generally at a smaller scale than Urban Growth Centres. Regional Centres are intended to be hubs for culture, services, shopping, and key to the identity of their broader surrounding communities, and shall be planned:

a) for a full and integrated array of institutional, commercial (which may include major retail), public service facilities, higher density mixed-use and residential development, recreational, cultural, entertainment, office and major office uses; and

b) for a built form mix of contextually appropriate high-rise and mid-rise development, providing an appropriate transition in building height, density and massing to surrounding areas, and with a mix of uses and public spaces that provide for complete and vibrant communities, as determined by area municipalities.

5.2.14 Require area municipal official plans to include detailed policies for Urban Growth Centres and Regional Centres, including:

a) identification of a target population-to-jobs ratio;

b) policies that support the creation of focal points for culture, art, entertainment, and public assembly and gathering through the provision of publicly accessible squares, parks, cultural facilities and public service facilities; and

c) policies that support community hubs, government offices, post-secondary education facilities and health care facilities, in accordance with Policy 2.1.3 and Section 3.3.



Protected Major Transit Station Areas

There are eight Protected Major Transit Station Areas located within southern Durham along the Lakeshore East GO Train line. Four Protected Major Transit Station Areas surround existing stations in Pickering, Ajax, Whitby and Oshawa, and four new stations are being planned along the GO East Extension, two of which are in the City of Oshawa (Thornton's Corners and Central Oshawa) and two of which are in the Municipality of Clarington (Courtice and Bowmanville).

It is the policy of Council to:

5.2.15 Designate by amendment to this Plan additional Protected Major Transit Station Areas in consultation with the area municipalities and Metrolinx, coincident with planning for existing and future rapid transit facilities or stations.

5.2.16 Plan Protected Major Transit Station Areas as communities centered around higher order transit services. Permitted uses include medium and high density residential, mixed-use development, compatible employment generating uses including but not limited to office and major office, cultural and entertainment uses, commercial and retail uses, institutional and educational uses including post-secondary facilities, recreational and community amenities such as parks, urban squares, and trail systems.

5.2.17 Prohibit the following uses within Protected Major Transit Station Areas:

a) automobile-oriented uses such as drive-through establishments, gasoline stations, service stations and car washes;

b) land-extensive uses such as automobile dealerships with outdoor vehicle storage and display areas, warehouses and storage facilities, including self-storage facilities; and

c) any land use that would adversely affect the achievement of the minimum density target.

5.2.18 Not permit sensitive land uses, notwithstanding any other policies of this Plan to the contrary, at the following locations:

a) on the lands located within the existing Oshawa GO/VIA Protected Major Transit Station Area in the City of Oshawa, due to surrounding industrial uses, railway and highway infrastructure; and

b) on the lands located within the Courtice Protected Major Transit Station Area, east of Courtice Road and south of Baseline Road in the Municipality of Clarington, due to proximity to the Darlington Nuclear Generating Station.

5.2.19 Require development within Protected Major Transit Station Areas to offer convenient, direct and sheltered pedestrian access from high-density development sites to neighbouring Commuter Stations wherever possible, recognizing matters of accessibility for pedestrians, cyclists and persons of varying abilities, as well as connections to a variety of transportation modes.

5.2.20 Recognize that the province has authorized the use of inclusionary zoning within Protected Major Transit Station Areas, to require the provision of affordable housing units within new developments.

5.2.21 Encourage area municipalities to consider the application of inclusionary zoning in their respective Protected Major Transit Station Areas through housing assessment reports, secondary planning or equivalent processes, and subsequent zoning by-law amendments.

5.2.22 Require, where development is proposed above a rail corridor, all appropriate technical studies be undertaken to the satisfaction of the applicable railway authority, to ensure the following:

a) existing and future capacity and safety of train operations in the rail corridor will not be compromised;

b) flexibility for future expansion to rail operations and modifications and improvements to the track and signal system will not be reduced; and

c) all environmental, safety and mitigation concerns associated with such development, including noise, vibration, air quality, parking, snow and ice accumulation, servicing, pedestrian access and vehicle access, and the capacity of the transportation system serving such development have been satisfactorily addressed to the satisfaction of the rail authority, the Region and the applicable area municipality.

5.2.23 Require area municipal official plans to include detailed policies, for each Protected Major Transit Station Area, which will:

a) delineate Protected Major Transit Station Area boundaries coincident with the boundaries identified on Map 1 and provide detailed land use designations within the boundary;

b) establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per gross hectare;

c) establish a minimum job target for Protected Major Transit Station Areas;

d) enable alternative development standards to support transit-oriented development, including but not limited to parking requirements which support the use of transit;

e) support the creation of focal points by concentrating the highest densities near Transit Stations;

f) include policies or approaches to ensure that the heights and densities of buildings are appropriately scaled to ensure compatibility with neighbouring lower density residential areas and appropriate transition is provided to adjacent Employment Areas, where applicable;

g) include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development;

h) support the efficient use of land, including requirements for structured parking, shared parking and/or reduced parking as part of new development;

i) include plans to accommodate multi-modal access to Protected Major Transit Station Areas by accounting for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking) and give priority to local and inter-regional transit, active transportation and passenger pick-up and drop off. Include plans for the protection for future facility expansion when new development on existing GO Station land is proposed;

j) incorporate urban design and sustainability guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that:

    i) provide appropriate transitions in building heights to surrounding areas and public spaces;

    ii) direct that all development will be designed to be pedestrian-oriented and accessible to all ages and abilities;

iii) require buildings to frame streets, with frequent pedestrian entrances;

iv) where feasible restrict vehicular access to private property from adjacent local roadways;

v) support the use of rear lanes to serve development loading, servicing and vehicular parking access requirements rather than strictly along local public streets, where appropriate;

vi) minimize the visual impact vehicular parking on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized;

vii) incorporate the use of urban design elements to assist with orientation, including wayfinding and the use of gateways and entrance features;

viii) require that connections to the transit stations include pedestrian weather protection and station wayfinding;

k) include policies that encourage placemaking through policy approaches that:

i) ensure a well-defined public realm that provides active gathering spaces, pedestrian destinations and connections;

ii) support the establishment of integrated trails, parks and open space systems for various levels of use year-round;

iii) provide active streetscapes with sidewalks or multi-use paths on both sides of all roads, and related pedestrian amenities;

iv) encourage streets and boulevards to be designed to allow for patios, sitting areas, while ensuring adequate space for pedestrians and streetscape plantings for shade and beautification;

v) encourage sustainable technologies, permeable pavers, low impact development techniques, and designs which support the use of renewable energy and/or district energy systems in the design of new development, the public realm and streetscapes;

l) include sustainable transportation policies that:

i) ensure road designs prioritize transit use, pedestrian travel, and cycling while accommodating automobile travel;

ii) support active transportation through safe, well-designed and direct connections between and amongst component uses and transit stations;

iii) Include adequate and secure long-term and short-term bicycle parking and end-of-trip facilities;

iv) Include below grade pedestrian connections, including knockout panels where deemed appropriate, to facilitate a continuous pedestrian network between development sites; and

m) require, where development is proposed adjacent or in the vicinity of MTO permit control areas, a transportation impact study be undertaken to determine the impacts of proposed development and intensification on highway interchange nodes within the Ministry's permit control area.

5.2.23.1 Notwithstanding Policies 5.2.15 to 5.2.23, the existing Oshawa GO/VIA station is to be planned for Employment Area permitted uses only with a minimum density target of 25 people and jobs per hectare.

Rapid Transit Corridors

Rapid Transit Corridors are the highest order Regional Corridors. They are located along portions of Highway 2 and Simcoe Street where those roads are designated as Rapid Transit Spines, in accordance with Policy 8.1.2. On Highway 2, bus rapid transit is currently being implemented and light rail transit may be planned over the long-term. Rapid transit is also being planned on Simcoe Street.

Rapid Transit Corridors are intended to provide essential connections to other Strategic Growth Areas in the region and have been assigned a transit supportive density to support the implementation of planned higher order transit service.

It is the policy of Council to:

5.2.24 Support the planning and development of Rapid Transit Corridors based on a built form that is compact, pedestrian-friendly, and implements transit-oriented development design principles. Rapid Transit Corridors are intended to provide for a full range and mix of uses including commercial, retail, institutional, residential, personal services, offices and other uses while implementing the built form principles contained in Policies 5.2.8 and 8.1.3.

5.2.25 Designate Employment Areas within Rapid Transit Corridors on Map 1 and require that they be protected for employment uses and not be used for residential uses or other sensitive land uses that would be contrary to Section 5.5. Higher density employment uses, including but not limited to office and research and development facilities, with enhanced architectural standards, landscaping design and sign controls, are encouraged.

5.2.26 Require area municipal official plans to include detailed policies for Rapid Transit Corridors that:

a) delineate Rapid Transit Corridor boundaries in accordance with boundaries identified on Map 1 and provide detailed land use designations within the boundary;

b) permit a full range and mix of uses including residential, commercial, compatible employment uses such as offices, and other uses, in a higher density, compact and pedestrian-oriented built form;

c) notwithstanding b) above, where lands within the Rapid Transit Corridor are designated as Employment Areas on Map 1, area municipal official plans shall identify the appropriate employment uses which achieve the objective of Policy 5.2.25;

d) include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development;

e) support the preparation of segment-specific policies through corridor studies, master plans, secondary planning, or other similar comprehensive assessments of corridor segments, as determined by area municipal official plans; and

f) incorporate policies that ensure block plans are submitted as part of development applications to guide development where considerations of the context of a broader area along the corridor is necessary.

5.3 Other Nodes & Corridors

Outside of Strategic Growth Areas described in Section 5.2, there are other nodes and corridors where higher density forms of development are encouraged, subject to local context. These nodes and corridors include:

- Rural Regional Centres: in Uxbridge, Port Perry, Beaverton, Cannington and Sunderland Urban Areas.

- Regional Corridors: form key connections between Strategic Growth Areas, other nodes and corridors, and certain Employment Areas, acting as the arteries of the Urban System. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density.
- Waterfront Places: there are five Waterfront Places located in Durham Region, planned to act as focal points along the Lake Ontario waterfront. Waterfront Places are intended to develop as vibrant and active "people places" that offer ease of access and sustainable use of natural and Lake Ontario waterfront-based amenities, while respecting the unique characteristics of the surrounding local context.
- Local Centres: vary in size and planned function. Certain Local Centres may function at the neighbourhood scale and be oriented to serve the day-to-day needs of nearby residents, while other Local Centres may be planned similar to, but generally at a smaller scale, as a Regional Centre and be intended to act as a node for compact mixed-use urban development that provides shopping, services and other amenities to a broader area.
- Local Corridors: are intended to have a similar function, but may occur at a smaller scale than Regional Corridors, while providing for transit supportive density and connections between Strategic Growth Areas, Waterfront Places and/or Local Centres, where appropriate.

Objectives:

i. Encourage the designation of nodes and corridors in area municipal official plans.

ii. Support Rural Regional Centres as business, economic, administrative, cultural and tourist centres for the broader community in the Townships of Uxbridge, Scugog and Brock.

iii. Promote and plan for the achievement of transit supportive densities along Regional Corridors.

iv. Support the evolution of Waterfront Places into mixed-use destinations along the Lake Ontario waterfront, while balancing urban development and intensification, where appropriate, with the protection of environmental features and areas of the Greenlands System.

v. Support Local Centres and Local Corridors as focal points for development and urban activity for their surrounding communities, at a scope and scale that is complementary to the planned function of Strategic Growth Areas and Regional Corridors.

Policies:

Rural Regional Centres

It is the policy of Council to:

5.3.1 Designate Rural Regional Centres on Map 1.

5.3.2 Support the planning and development of Rural Regional Centres as focal points for urban activities and centralized hubs for commercial uses such as retail shopping and service uses, public service facilities and the establishment of community hubs, office uses, and residential and mixed-use development, within their respective Townships.

5.3.3 Require area municipalities, in consultation with the Region, to include policies for Rural Regional Centres in their respective official plans which:

a) include a minimum density target for each Rural Regional Centre appropriate to the local context and future growth potential;

b) delineate the boundaries of Rural Regional Centres;

c) enable balanced population and employment growth, through measures which may include developing a long-term job to population ratio for each Rural Regional Centre;

d) include an appropriate mix of uses including commercial, retail, residential, office, institutional, entertainment, public service facilities and other community and recreational uses such as parks, museums and places of worship; and

e) include appropriate development and built form policies to guide context appropriate forms of development and intensification, which may include building heights, setbacks, building orientation or other measures that support compact and pedestrian-oriented design, both along and surrounding main street locations, while protecting cultural heritage resources and heritage character including facades and streetscape features, and providing appropriate transitions and connections to surrounding neighbourhoods.

5.3.4 Allow refinements or adjustments to the boundaries of Rural Regional Centres without amendment to this Plan.

Regional Corridors

It is the policy of Council to:

5.3.5 Identify Regional Corridors as an overlay on Map 1.

5.3.6 Recognize Regional Corridors generally as appropriate locations for higher density, mixed-use development.

5.3.7 Encourage built form along Regional Corridors to be multi-storey, compact, pedestrian-friendly and transit supportive, and apply the relevant transit-oriented development design principles, in accordance with Policy 8.1.4.

5.3.8 Permit uses within Regional Corridors in accordance with the underlying Community Areas or Employment Areas designation of this Plan. For greater certainty, the identification of lands as a Regional Corridor overlay does not permit residential or other sensitive land uses contrary to Section 5.5 where the underlying designation is Employment Areas. Regional Corridors with an underlying Employment Areas designation are considered appropriate locations for higher density employment generating uses.

5.3.9 Recognize that portions of Regional Corridors may be constrained by existing development and may not be appropriate for redevelopment within the timeframe of this Plan.

5.3.10 Encourage area municipalities to establish transit supportive density targets along Regional Corridors and where appropriate designate key development areas that represent prime opportunities for development, redevelopment and intensification.

Waterfront Places

Waterfront Places include lands surrounding Frenchman's Bay, the Whitby Harbour, the Oshawa Harbour, Port Darlington and the Port of Newcastle.

It is the policy of Council to:

5.3.11 Designate Waterfront Places on Map 1.

5.3.12 Ensure that Waterfront Places prioritize public access to waterfront-based amenities, including the water, parks and waterfront trails.

5.3.13 Support the planning and development of Waterfront Places as locations for context-appropriate forms of intensification which may support higher densities and which may include a mix of residential and commercial uses, marinas, recreational uses, tourist establishments and destinations, cultural and public service facilities.

Local Centres & Corridors

It is the policy of Council to:

5.3.14 Encourage area municipalities to designate Local Centres and Local Corridors, situated within the Community Areas designation within their respective official plans.

5.3.15 Promote Local Centres as locations for higher density residential uses, concentrations of commercial and retail uses, and public service uses and other community-based uses and amenities, at scale suitable to their surrounding communities.

5.3.16 Encourage Local Centres and Corridors to be planned and developed at an appropriate transit supportive density.

5.3.17 Support uses within Local Corridors in accordance with the underlying Community Areas or Employment Areas designation of this Plan. For greater certainty, the designation of lands as a Local Corridor does not permit residential or sensitive land uses contrary to Section 5.5 where the underlying designation is Employment Areas.

5.4 Community Areas

Community Areas are intended to offer a complete living environment for Durham's residents. They are comprised of housing, commercial uses such as retail shopping and personal service uses, offices, institutional uses, community uses, and public service facilities such as schools, libraries and hospitals, as well as an array of cultural and recreational uses.

Objective:

i. **Ensure Community Areas develop as complete communities, providing a range of housing, transportation and lifestyle choices, and creating opportunities for residents to live, shop, work and access services and amenities within their community.**

Policies:

It is the policy of Council to:

5.4.1 Designate Community Areas on Map 1.

5.4.2 Plan Community Areas for a variety of housing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings.

5.4.3 Permit major retail uses in Community Areas, subject to the inclusion of appropriate provisions and designations in the respective area municipal official plan.

5.4.4 Recognize existing Employment Area uses, provided such uses are not obnoxious in nature, appropriate provisions are included in area municipal official plans to provide for an appropriate transition and the requirements of Policies 5.5.22 to 5.5.36 have been addressed.

Designated Greenfield Areas

It is the policy of Council to:

5.4.5 Identify and plan for designated greenfield areas which includes lands within Community Areas, certain Strategic Growth Areas and other nodes and corridors that are outside of the delineated built-up area on Map 1.

5.4.5.1 Development within the designated greenfield area shall be planned to achieve a minimum density target of not less than 53 people and jobs per hectare.

5.4.6 Support the implementation of complete communities by encouraging the achievement of more compact and higher density forms of development beyond the minimum designated greenfield areas density target prescribed under the Growth Plan.

5.4.7 Measure designated greenfield area densities following a methodology that excludes the following features:

a) natural heritage features and areas, natural heritage systems, floodplains and active erosion zones, provided development is prohibited in these areas;

b) rights-of-way for:

i) electricity transmission systems;

ii) energy transmission pipelines;

iii) freeways (400 series highways), as defined by and mapped as part of the Ontario Road Network;

iv) railways;

c) Employment Areas; and

d) cemeteries.

5.4.8 Require large-scale development in designated greenfield areas to be informed by a subwatershed plan or equivalent prior to draft approval of any proposed plans of subdivision or condominium.

Development, Secondary Plans & Phasing

It is the policy of Council to:

5.4.9 Require development within Community Areas on lands that are greater than approximately 20 hectares to proceed through secondary planning exercises that include the following elements:

a) a mix of diverse and compatible land uses and a full range of housing options, including additional residential units and affordable housing, to support complete communities, vibrant neighbourhoods, active transportation and transit use;

b) the implementation of the applicable watershed plan policies, in accordance with Section 7.3. For areas where a watershed plan has not been developed, Policy 7.3.2 shall apply;

c) the implementation of appropriate stormwater management techniques to ensure that the risks of downstream flooding are addressed;

d) the principles of sequential, orderly and phased development;

e) the availability, feasibility and timing of providing full municipal water supply and sanitary sewerage services, in accordance with Section 4.1;

f) an assessment of how development will affect the natural, built and cultural environments, including:

i) where new growth is adjacent to existing Rural Settlements, how new development is planned in a manner that is sensitive to the character of existing Rural Settlements;

ii) where there are existing Major Open Space designations or components of the regional natural heritage system in the secondary plan area, they shall be subject to an environmental study to determine the extent of lands that may be considered for development, and subject to an appropriate designation in an area municipal official plan;

g) transportation needs for all modes, including increased opportunities for active transportation and public transit use;

h) the growth management objectives, policies and targets of this Plan, including any area specific density targets;

i) an assessment of the area municipal services and facilities required to support the development of the area, including whether they are within the financial capability of the area municipality over the full life cycle;

j) an assessment of the potential for land use conflicts between existing agricultural uses and new Urban System uses, and the potential means to alleviate such conflicts;

k) an assessment of key natural heritage features and/or key hydrologic features within the secondary plan area, as well as connections between and among key natural heritage features and/or key hydrologic features, and the water resource system to inform appropriate development within that area;

l) land use compatibility, including the requirements of Policies 5.5.22 to 5.5.36; and

m) additional requirements apply to lands within the 2051 Urban Expansion Areas, as outlined in Section 5.7.

5.4.10 Encourage the planning of large areas in a holistic manner through a single secondary plan or through the coordination and consolidation of adjacent secondary plan areas.

5.4.11 Discourage fragmentation of land through severance in future growth areas prior to the completion of secondary plans.

5.4.12 Require, where appropriate the coordination of development applications through measures such as Master Development Agreements or other similar approaches, to ensure an orderly, coordinated and phased approach to the provision of transportation, servicing and other infrastructure are provided prior to or coincident with development.

5.4.13 Require, where deemed appropriate by the Region and area municipalities, cost-sharing agreements, front-ending agreements or other measures as appropriate to ensure the timely delivery of infrastructure and the equitable distribution of development and infrastructure costs.

5.4.14 Monitor the progress of development within secondary plan areas to inform decisions on future servicing of adjacent secondary plan areas.

5.4.15 Require any review and updates to an existing approved secondary plan to consider and implement to the extent possible the policies and intensification and density targets of this Plan.

5.4.16 Implement detailed phasing policies through future infrastructure master plans which optimize investment, taking into consideration the policies of this Plan, and set out implementation strategies to deliver the necessary infrastructure and public service facilities provided by the Region.

5.5 Employment Areas, Land Use Compatibility & Major Facilities

Employment Areas are typically situated along or near major transportation corridors with separation and buffering from adjacent Community Areas. This provides for attractive and suitable locations for uses such as manufacturing, warehousing, storage, assembly and processing. Industrial forms of development are directed to locate within designated Employment Areas.

Employment Areas will play a vital role in accommodating future job growth in Durham.

Objectives:

i. Ensure an adequate supply of vacant serviced land, offering a variety of parcel sizes and locations, within designated Employment Areas.

ii. Promote the maximization of employment potential, including the achievement of higher employment densities and intensification of underutilized sites within designated Employment Areas.

iii. Ensure the long-term stability of Employment Areas through protection from encroachment by sensitive or incompatible land uses.

Policies:

It is the policy of Council to:

5.5.1 Designate Employment Areas on Map 1.

5.5.2 Plan Employment Areas as locations for primary employment generating uses such as manufacturing, assembly, processing, generation, freight and transportation, warehousing, storage, major facilities and similar uses that require access to highway, rail, shipping facilities and/or separation from sensitive land uses. Hotels, subject to land use compatibility, service industries, and limited supportive uses including associated retail and ancillary facilities may also be permitted.

5.5.3 Protect and preserve designated Employment Areas located adjacent to or near the strategic goods movement network, including major highway interchanges, for manufacturing, warehousing, logistics and associated uses and ancillary facilities. Limited service industries and limited supportive uses, including associated retail and ancillary facilities may be permitted in these locations.

5.5.4 Recognize Employment Areas as preferred locations for knowledge-based industries including research and development facilities and offices.

5.5.5 Encourage the achievement of more compact and higher density forms of employment development while recognizing that the total Employment Area land supply has been established on the basis of achieving a long-term, overall region-wide density target within Employment Areas of 28 jobs per gross hectare. Area municipalities are encouraged to determine appropriate density targets for Employment Areas within their respective area municipal official plans reflective of local context and conditions.

5.5.6 Encourage increased employment densities including through the intensification and redevelopment of existing developed Employment Area sites with specific emphasis on high exposure locations that also offer convenient access to transit and transportation options.

5.5.7 Monitor the supply and servicing status of designated Employment Areas on a regular basis, in accordance with Policy 2.1.8. The Region may undertake studies, strategies and infrastructure projects to advance the provision of municipal water and sewage services to Employment Areas to ensure a sufficient supply of vacant and serviced employment land of varying parcel sizes and locations is maintained and available for development.

5.5.8 Encourage higher density employment generating uses, such as office buildings and other prestige employment uses, to locate in high exposure locations that also offer convenient access to transit and transportation options.

5.5.9 Encourage major office uses within Employment Areas where they cannot be accommodated within Strategic Growth Areas. Support major office as part of integrated campus development where manufacturing, warehousing and/or research and development uses are provided.

5.5.10 Prohibit uses declared to be obnoxious under the provisions of any applicable statutes, regulations or guidelines from locating within Employment Areas.

5.5.11 Only consider of the conversion of lands within Employment Areas designated on Map 1 to non-employment uses through a municipal comprehensive review.

5.5.12 Not permit major retail uses in Employment Areas, except where currently designated as a permitted use in an area municipal official plan as of June 3, 2009.

5.5.13 Require the development of major retail uses or major office uses to avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on employment area uses.

5.5.14 Encourage the province of Ontario to provide policy guidance, contribute to infrastructure and support the long-term viability of Provincially Significant Employment Zones.

5.5.15 Designate Rural Employment Areas on Map 1. Development within Rural Employment Areas shall be in accordance with Policies 6.5.20 to 6.5.22.

5.5.16 Require development taking place within Employment Areas to address the policies of this Plan and the following:

a) incorporate compact and urban forms of employment development where possible;

b) locate buildings in a manner that would enable future additions and the further intensification of employment sites over the long-term;

c) minimizing surface parking and other impervious surfaces where feasible;

d) incorporate attractive and high-quality architecture, urban design and landscaping standards, particularly in high exposure locations;

e) protect the long-term stability of Employment Areas by limiting non-employment uses and instituting land use compatibility measures. The use of landscaping and natural buffers between Employment Area uses and adjacent uses is encouraged;

f) apply the principles of sequential development and phasing where appropriate through secondary planning or equivalent, in accordance with Policies 5.4.9 to 5.4.16;

g) maximizing opportunities for walkability and the use of active transportation modes; and

h) incorporate measures to encourage green and sustainable building practices including energy efficient building techniques including energy efficient building techniques, low impact development, renewable energy, and bird-friendly design, in accordance with Policies 3.2.9 to 3.2.11.

5.5.17 Require, in addition to Policy 5.5.16, the development of Employment Area lands within the 2051 Settlement Area Boundary Expansion Area shown on Map 1 to occur in accordance with the relevant policies of Section 5.7.

5.5.18 Require area municipalities to implement the Employment Area policies of this Plan through their official plans, including density targets, phasing of larger employment parcels and areas, urban design guidelines, landscaping requirements and protection from non-employment uses.

Employment Supportive & Accessory Uses

It is the policy of Council to:

5.5.19 Permit uses that are integrated with and accessory to Employment Area uses, including but not limited to showrooms and retail sales associated with manufacturing, warehousing uses and other similar uses, subject to inclusion of appropriate provisions in the area municipal official plan and/or zoning by-law. Accessory uses shall not exceed 10% of the gross floor area of the primary employment use, to a maximum of 2,000 square metres.

5.5.20 Permit, on a limited basis, employment supportive uses that complement and serve the overall function of the Employment Area including but not limited to restaurants, personal service and retail uses. Such uses shall be limited in size and scale in area municipal official plans and zoning by-laws to ensure as an aggregate they only form a minor component of the overall Employment Area (e.g. 10% of the gross floor area), with individual uses not exceeding 500 square metres. Nothing in this policy shall prevent area municipal official plans from further limiting the size of employment supportive uses or limiting such uses to appropriate locations within the broader Employment Area.

5.5.21 Permit, notwithstanding Policy 5.5.20, employment supportive uses that complement and serve the overall function of the Employment Area up to a maximum of 2,000 square metres by amendment to an area municipal plan and zoning by-law, subject to the following conditions being met:

a) the aggregate of employment supportive uses only forms a minor component of the overall Employment Area (e.g. 10% of the gross floor area);

b) the use primarily serves and supports employment uses within the broader Employment Area;

c) the use will not have an adverse effect on the stability of the broader Employment Area;

d) the use does not introduce land use compatibility issues and meets the requirements of Policies 5.5.22 to 5.5.32; and

e) the use has been appropriately located within the Employment Area. Appropriate locations are those located outside of core Employment Areas characterized by manufacturing, logistics, warehousing, processing uses and other similar uses, and may include major intersections or along collector and arterial roads, along Regional Corridors, entrances/gateways and transition areas between Employment Areas and non-employment designations.

Land Use Compatibility & Sensitive Land Uses within Employment Areas

It is the policy of Council to:

5.5.22 Ensure land use compatibility between Employment Areas and major facilities, and non-employment uses and sensitive land uses.

5.5.23 Protect Employment Areas from encroachment by non-employment uses and sensitive land uses.

5.5.24 Direct major facilities and other uses that generate emissions such as odour, dust, vibration and/or noise to locations that are well removed and buffered from sensitive receptors such as residential areas and other sensitive land uses.

5.5.25 Direct area municipalities to consider appropriate land use permissions and policies in their respective official plans to provide for transition and an appropriate interface between Employment Areas and the other designations of this Plan.

5.5.26 Prohibit residential uses, long-term care and retirement homes, elementary and secondary schools from locating within Employment Areas. This policy does not limit or prevent area municipal official plans and zoning by-laws from prohibiting additional sensitive land uses from locating within Employment Areas, as deemed appropriate for the local context.

5.5.27 Encourage all other sensitive land uses to locate outside of Employment Areas. A sensitive land use, other than those described in Policy 5.5.26, may be permitted within an Employment Area by an amendment to an area municipal official plan or zoning by-law, where it has been demonstrated that land use compatibility can be achieved and any detrimental impact to the broader area and nearby employment uses and/or major facilities will be avoided, or where avoidance is not possible, minimized and mitigated. Area municipalities, when applying this policy, are encouraged to:

a) limit sensitive land uses to locations at the edge of the broader Employment Area;

b) not permit sensitive land uses within Provincially Significant Employment Zones or other areas considered interior to the broader Employment Area;

c) limit sensitive land uses in Employment Areas that are within proximity to Nuclear Generating Stations and Airports, in accordance with Policies 5.5.33 to 5.5.35; and

d) limit the size and scale of sensitive land uses.

5.5.28 Require supporting studies that evaluate all provincial guidelines and standards, as described in Table 1, as part of a complete application where there is the potential for land use compatibility issues. This includes applications which would:

a) introduce a sensitive land use within proximity to Employment Areas and/or major facilities; or

b) introduce new or expanded employment uses and/or major facilities within proximity to existing sensitive land uses and/or lands designated for such purposes.

Major Facilities

It is the policy of Council to:

5.5.29 Identify certain major facilities on Map 1 which are generally large, land intensive operations of a regional scale. This includes the Pickering and Darlington Nuclear Generating Stations, the Durham York Energy Centre and future Anaerobic Digestion Facility, the regionally-owned Water Pollution Control Plants and Sewage Lagoons, the Oshawa Executive Airport, the federal lands reserved for a potential future airport in Pickering, pipeline and hydro corridors, and rail lines. Other major facilities are located throughout the regional structure, although not specifically identified on Map 1.

5.5.30 Encourage the protection of the lands in proximity of current and/or future planned major facilities by ensuring the compatibility of adjacent land uses, including the requirements of Policies 5.5.32 to 5.5.36. Should such lands no longer be required for major facilities, additional uses may be permitted as a result of a planning study that considers the site context and condition, surrounding area, and land use compatibility.

5.5.31 Adhere to minimum separation distances and setbacks associated with oil and gas pipelines, rail corridors, and hydro corridors. Fulfill this obligation by requiring regional and area municipal development review processes to include the circulation of applications to the owners of such infrastructure in a manner that meets or exceeds the requirements of provincial regulations.

5.5.32 Encourage the development of Employment Areas adjacent to major facilities for uses and industries that benefit and create synergies.

5.5.33 Implement the obligations of a nuclear host community by appropriately limiting sensitive land uses within proximity to nuclear facilities and by engaging with the provincial and federal regulating bodies in the planning and regulatory process for any new or expanding nuclear generating facilities, fuel storage sites, the decommission of existing facilities and sites, or any other related or similar activities.

In 2021 Council approved **Empowering the Community: Durham's Nuclear Sector Strategy 2022-2032**. This is an inter-departmental plan that aims to:

- grow the understanding of the nuclear sector among Regional Council, staff, and the community;
- build prosperity by maximizing the benefits of being a nuclear host community and Canada's premier centre of the nuclear industry and innovation;
- protect and sustain the community by addressing the impacts and opportunities of being a nuclear host community; and
- lead and develop partnerships within the nuclear sector to build leadership capacity and influence decision-making.

It is the policy of Council to:

5.5.34 Work with area municipalities to protect the Automatic Action Zones, as defined in the Provincial Nuclear Response Plans for the Darlington and Pickering Nuclear Generating stations, from encroachment by sensitive land uses to the greatest extent possible, as follows:

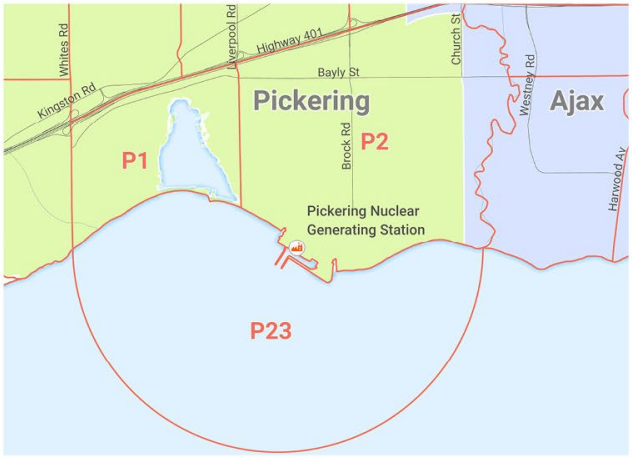
a) the Automatic Action Zone for Darlington Nuclear Generation Station includes all lands that are between Courtice Road and Martin Road, from the Lake Ontario shoreline to Darlington Baseline Road. New sensitive land uses are not permitted, unless already designated as a permitted use by the Clarington Official Plan as approved by the Region on June 19, 2017;

b) the Automatic Action Zone for the Pickering Nuclear Generation Station includes lands between Whites Road and Duffins Creek, from the Lake Ontario shoreline to Highway 401. This includes extensive existing residential areas. New development which proposes a sensitive land use within this area are required to minimize and mitigate potential adverse impacts; and

c) any development proposal for a sensitive land use within an Automatic Action Zone, where permitted, shall be supported by a study which considers all regional and provincial planning requirements, land use compatibility, including any applicable guidelines and emergency planning measures.

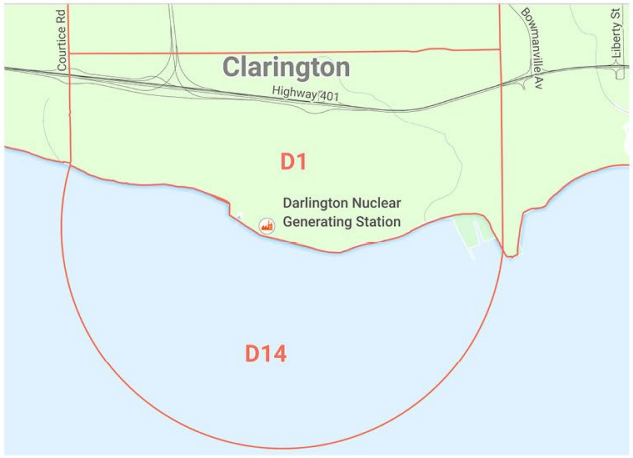
Automatic Action Zones are pre-designated areas that are identified in the Pickering and Darlington Provincial Nuclear Emergency Response Plans. Further details can be found in those documents.

Figure 12. – Automatic Action Zones for the Pickering & Darlington Nuclear Generation Stations:



Pickering Sector	Automatic Action Zone* – Sector Boundary
P1	Highway 401; Liverpool Road; Lake Ontario; Whites Road/RR38
P2	Highway 401; Duffin's Creek; Lake Ontario; Liverpool Road
P23	Lake Ontario

*Automatic Action Zone (AAC) = 0–3 kilometres from the Nuclear Generating Station (NGS)



Darlington Sector	Automatic Action Zone* – Sector Boundary
D1	Baseline Road; Bowmanville Ave; Lake Ontario; Courtice Road
D14	Lake Ontario

*Automatic Action Zone (AAC) = 0–3 kilometres from the Nuclear Generating Station (NGS)

It is the policy of Council to:

5.5.35 Work with the Cities of Oshawa and Pickering to protect the Oshawa Executive Airport and the potential for a future airport on the federal lands in Pickering as shown on Map 1 from incompatible uses by:

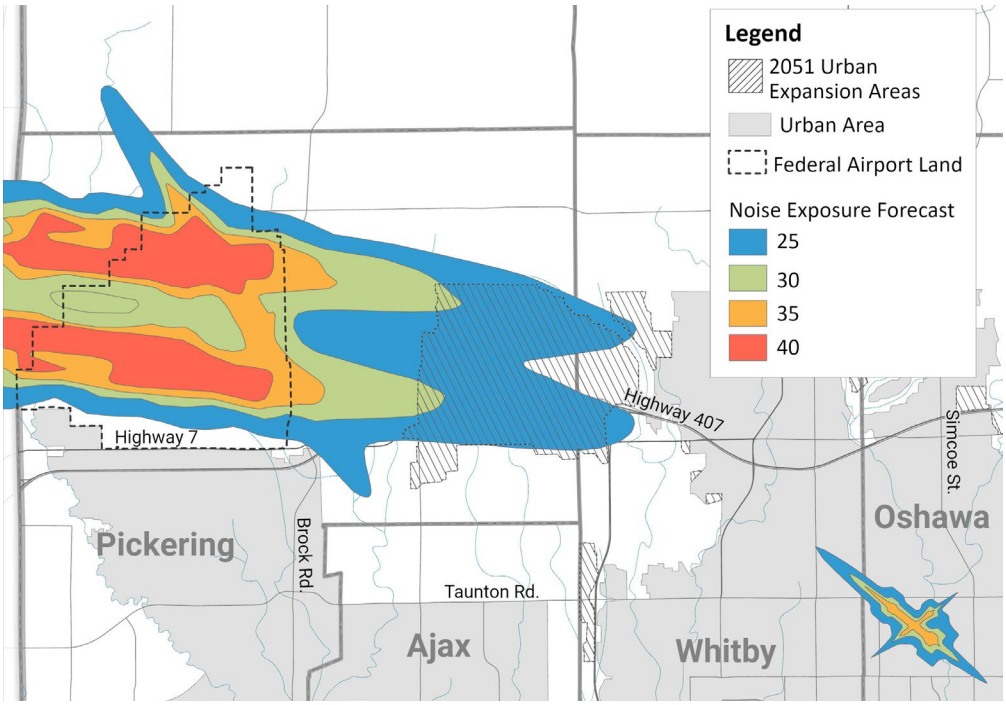
a) prohibiting residential and sensitive land uses on lands that are within or above the 30 Noise Exposure Forecast/Noise Exposure Projection Contours as shown in Figure 13;

b) only allowing the redevelopment of existing residential uses and other sensitive land uses within or above the 30 Noise Exposure Forecast/Noise Exposure Projection Contour as shown in Figure 13 if it has been determined there will be no negative impact on the long-term function of the affected airport;

c) discouraging any land use which may cause a potential aviation safety hazard; and

d) recognizing that Federal Airport Site Orders and Federal Airport Zoning Regulations restrict building heights in proximity to existing and future airports and that existing provincial Minister's Zoning Orders restrict any development in proximity to the potential future airport in Pickering. Development within these regulated areas are required to demonstrate compliance with any applicable federal and provincial regulations and may be dependent on the future actions identified in Policy 5.5.36.

Figure 13. – Map of the 30 Noise Exposure Forecast/Noise Exposure Projection Contour:



It is the policy of Council to:

5.5.36 Request the federal and provincial governments to undertake updates to the regulations and documents that apply to the federal lands in Pickering to reflect the current land area and planned runway configurations for the potential future airport, as follows:

a) completing the proposed updates to the Pickering Airport Site Order and Pickering Airport Zoning Regulations to reflect the revised/ reduced federal lands in Pickering and provide detailed mapping related to any applicable building height restrictions;

b) undertaking updated Noise Contour Mapping to reflect the revised/reduced federal lands in Pickering and updated potential airport configuration and flight paths;

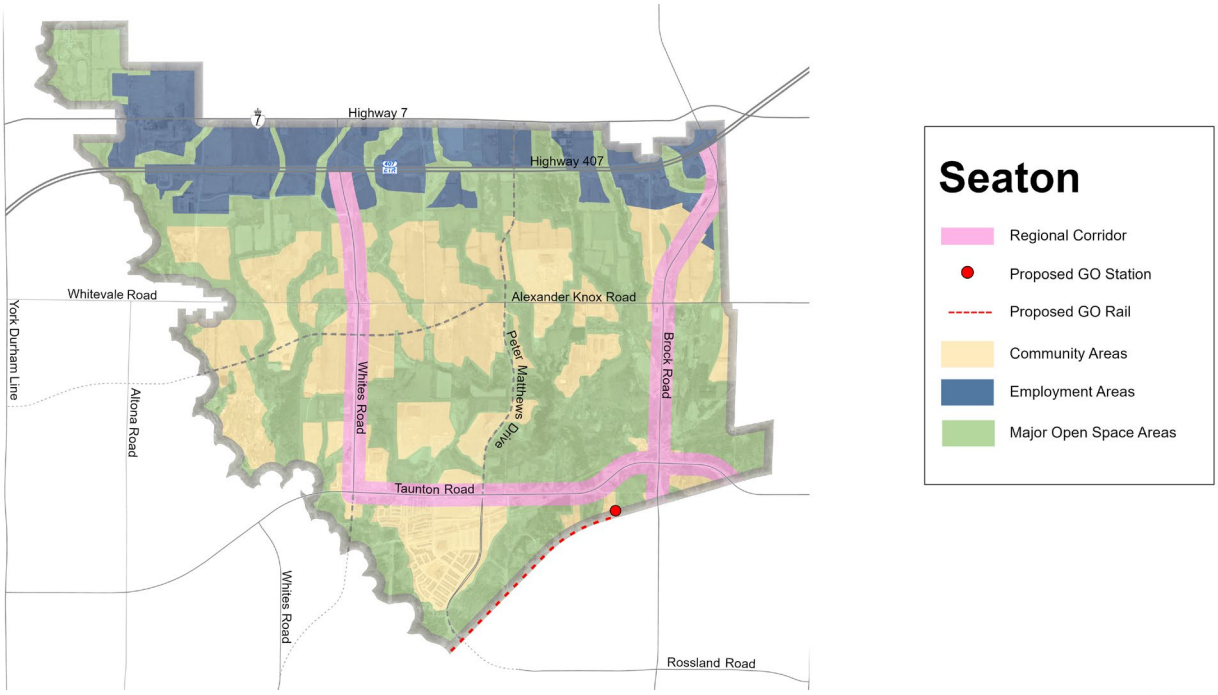
c) based on the results of a) and b), undertaking updates to the existing Minister's Zoning Orders to reflect the revised/reduced federal lands in Pickering and updated Noise Contour Mapping; and

d) in consultation with the Region of Durham, City of Pickering, Indigenous communities and other affected stakeholders, undertake the preparation of an airport master plan.

5.6 Seaton Community

Lands located to the east of the West Duffins Creek that are within the Urban Area Boundary and north of the Canadian Pacific Rail line comprise the Seaton community, which are planned to develop as an urban community surrounded by a protected natural heritage system. The Policies in this section apply to the Seaton Urban Area.

Figure 14. – Map of Seaton (Pickering):



Objective:

i. **Support and enable development within Seaton in accordance with the vision of the former Central Pickering Development Plan as a sustainable urban community.**

Policies:

It is the policy of Council to:

5.6.1 Recognize that the lands within the Seaton Urban Area are to be developed in accordance with the City of Pickering Official Plan and associated neighbourhood plans.

5.6.2 Identify the limits of the Seaton Community on Map 1.

5.6.3 Plan and implement servicing and infrastructure arrangements for the Seaton Urban Area based on a population of 61,000 people and 30,500 jobs, and with the potential for up to 70,000 residents and 35,000 through intensification over the long-term.

5.7 2051 Urban Expansion Areas & Future Expansions

Settlement Area Boundary Expansions represent increases to the amount of land within the Urban System for the purposes of facilitating new development.

Lands within the 2051 Urban Expansion Area were added to the Urban Boundary through latest Regional municipal comprehensive review in 2023 and are subject to a specific set of policies to guide their further detailed planning and implementation at the area municipal level.

Objectives:

i. **Ensure the land need and the most appropriate locations for potential Settlement Area Boundary Expansion.**

ii. **Ensure that future decisions on land use, densities, development standards, impacts, infrastructure, servicing and financing requirements are informed through comprehensive study, consultation and evaluation.**

Policies:

It is the policy of Council to:

5.7.1 Identify on Map 1 lands within the 2051 Urban Expansion Areas.

5.7.2 Require area municipalities to update their official plans to designate land for development up to the time frame of this Plan, including Settlement Area Boundary Expansions to the extent of the Region's Urban Area Boundary as shown on Map 1, provided that the amendment:

a) is only undertaken as part of a comprehensive review of the area municipal official plan to implement this Plan;

b) is supported by an analysis which addresses how the growth management objectives, population and employment forecasts, housing unit allocation, policies and targets of this Plan are being achieved;

c) includes a phasing strategy for greenfield areas and intensification areas and Regional phasing approaches in accordance with any regional water and sanitary sewage master plans;

d) takes into consideration the implementation of a watershed plan. The area municipality shall consult with the Region and appropriate conservation authority to determine if any updates are required to an existing watershed plan;

e) ensures where possible, that expansions to area municipal Urban Area Boundaries are contiguous to existing Urban Areas and do not extend beyond the Urban Area Boundary included on Map 1 to this Plan; and

f) takes into consideration the extent of existing Major Open Space designation and Natural Heritage System, in accordance with Section 7.1, to determine the extent of lands that may be considered for development and be designated accordingly.

5.7.3 Require and support detailed planning by the area municipalities for lands within the 2051 Urban Expansion Areas, primarily through the preparation of secondary plans that meets and goes beyond the requirements of Policies 5.4.9 to 5.4.16, and includes the following:

a) confirmation of the availability of existing or planned infrastructure and public service facilities, as informed by a regional water supply and sanitary sewage master plan and transportation master plan, or equivalent;

b) preparation of a Fiscal Impact Study and other servicing plans and background studies that demonstrate how orderly and sequential development will be implemented, and how the provision of Regional infrastructure and municipal services will be financially viable over their full life cycle and within the financial capacity of the Region and the area municipality;

c) preparation of a master environmental servicing plan which demonstrates the planned development and proposed servicing extensions will avoid, or where avoidance is not possible, minimize and mitigate any potential impacts on watershed conditions and the water resource system, including water quality and quantity, erosion and water balance;

d) preparation of a subwatershed plan or equivalent;

e) preparation of a stormwater master plan or equivalent;

f) studies which identify how the natural heritage system and water resource system, including key hydrologic areas, will be protected, restored and enhanced in an urban context, and how enhanced natural heritage systems and natural coverage targets identified in this Plan or the applicable watershed plan(s) will be implemented;

g) preparation of an agricultural impact assessment to assess the ability of development to avoid and/or minimize impacts on the agri-food network and surrounding agricultural areas. For further clarity, existing agricultural uses and livestock facilities within and adjacent to the 2051 Urban Expansion Areas shall be protected, and urban development shall be limited until such time that agricultural impacts can be managed and compliance with provincial Minimum Distance Separation formulae can be demonstrated;

h) delineation of appropriate boundaries, implementation of appropriate transit supportive density targets, and preparation of detailed land use policies for conceptually designated Regional Centres and Regional Corridors;

i) delineation of appropriate boundaries for regional Major Open Space Areas;

j) designation of Local Centres and Local Corridors as locations for higher density mixed-use hubs for residential, commercial and retail activity, employment generating uses and public service facilities for the broader area;

k) implementation of community energy plans, including renewable and alternative energy systems and considerations for how new communities may achieve net-zero and/or net-zero ready energy performance; and

l) be supported by a climate change mitigation and adaptation plan which considers, among other matters, climate change vulnerability.

5.7.4 Permit, notwithstanding Policy 5.7.3, the planning and development of lands within the 2051 Urban Expansion Areas located wholly within the Greenbelt Plan Boundary to proceed in the absence of a secondary plan, provided the relevant provisions of Policy 5.7.3 have been met

5.7.5 Limit residential development to a maximum of 50% (5 hectares) of land identified within the Port Perry 2051 Urban Expansion Area.

5.7.6 Ensure that the 2051 Urban Expansion Areas shown on Map 1 do not create new natural hazards or aggravate existing natural hazards through any new development within the Urban Expansion Areas.

5.7.7 Apply the following additional requirements as part of a secondary plan process and subwatershed study for lands located within the Pickering, Whitby, Oshawa and Clarington 2051 Urban Expansion Areas:

a) the preparation of a hydrologic and hydraulic assessment;

b) delineate and assess natural hazards to determine how they will be mitigated (i.e. the risk of flooding and erosion will not increase) which could include the application of regional flood control and/or downstream infrastructure improvements;

c) identify how the Natural Heritage System and Water Resource System will be protected, enhanced, and restored;

d) identify how water quality and quantity will be protected, including demonstrating how stormwater quality and quantity, and extended detention/erosion control measures will be achieved; and

e) determine how flood mitigation solutions, where required, will be funded, including identification of the responsible parties for providing the funding, completion of associated cost sharing agreements, and timing for implementation. This includes the cost of any necessary studies, engineering design, and actual construction and maintenance of flood mitigation works.

5.7.8 Apply, in addition to Policy 5.7.7, the following additional requirements as part of a secondary plan process and subwatershed study for lands located within the Pickering 2051 Urban Expansion Area:

a) prior to the approval of a secondary plan, ensure that all other applicable policies of the Carruthers Creek Watershed Plan have been addressed, including those directed to area municipalities related to existing and future natural hazards/downstream water flows; and

b) assess the impacts of existing Minister's Zoning Orders and Airport Site Order and Zoning Regulations which currently restricts the development of these lands as a result of the potential for a future airport to the west. Development shall not proceed until such time it has been demonstrated that the relevant requirements, including those related to noise and building height restrictions have been met. Satisfying the requirements of this policy may be dependent on future actions first being undertaken by provincial and federal levels of government, as described in Policy 5.5.36.

5.7.9 Require the actions described in Policies 5.7.7 and 5.7.8 a) for lands within the Pickering 2051 Urban Expansion Area to include consultation between the City of Pickering, Town of Ajax, Toronto and Region Conservation Authority, Indigenous communities and Region of Durham.

5.7.10 Only support further Settlement Area Boundary Expansions beyond those shown on Map 1 through a municipal comprehensive review.

5.7.11 Consider, at the time of a municipal comprehensive review, the following as part of any proposed Settlement Area Boundary Expansion:

a) that the required studies and considerations detailed in A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and any other applicable provincial policy including the Provincial Policy Statement, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, Lake Simcoe Protection Plan, and any applicable Source Protection Plan(s), have been satisfied;

b) it has been demonstrated, through a land need assessment or similar comprehensive analysis, that there is not sufficient existing Urban Area land to accommodate growth, and there is a need for the Urban Area Boundary expansion;

c) existing and/or planned infrastructure are feasible and the financial capacity of the Region to provide any additional regional services that may be required has been confirmed;

d) the logical, contiguous and orderly expansion to existing Urban Areas;

e) the policies and requirements of applicable Watershed Plans;

f) within any wellhead protection area – Quantity 1/Quantity 2, the requirements of Policy 7.5.42 are satisfied; and

g) any other matters deemed necessary by Council at the time of a municipal comprehensive review.





Chapter 6

Thriving Rural System

Chapter 6. Thriving Rural System

The Rural System comprises the majority of the region's land base and is home to approximately 8% of Durham's population (54,000 residents). With over 12,000 hectares of Durham in production, agriculture is one of the largest primary goods producing sectors within the region.

The land use designations that make up the Rural System are:

- Prime Agricultural Areas;
- Rural Settlements;
- Regional Nodes; and
- Aggregate Resource Extraction Areas.

Durham's Rural System is located outside of settlement areas. While agriculture is the dominant land use, the Rural System also houses a small rural population, aggregate extraction, cemeteries, large and small businesses, recreational uses and a robust system of major open space and natural heritage areas.

The Region's thriving Rural System is supported through collaboration with a range of stakeholders, including Durham's area municipalities, the Ontario Ministry of Agriculture, Food and Rural Affairs, the Ontario Ministry of North Development, Mines, Natural Resources and Forestry, the agricultural community, the public and other key stakeholders, who together support and implement various policy directions tailored to the Durham context.

Goals:

I. **Support a vibrant rural and productive agricultural economy.**

II. **Support a thriving Rural System that supports rural businesses including agriculture, aggregate extraction and tourism.**

III. **Support the health and vitality of existing Rural Settlements which serve the needs of rural residents and area businesses.**

IV. **Support a sustainable, diversified, and productive Agricultural System.**

V. **Champion the wise-use and management of resources.**

VI. Encourage land stewardship to enhance natural heritage, protect drinking water and support climate resiliency.

6.1 Agricultural System

The Agricultural System is intended to protect farmland in the region and provide support for the viability of the agri-food industry. The system consists of Prime Agricultural Areas, Major Open Space areas and the agri-food network.

The agri-food network is a component of the Agricultural System that complements and supports the agricultural land base. The agri-food network includes the infrastructure, services and other agri-food assets that are needed to sustain and enhance agriculture and the prosperity and viability of the broader agri-food sector.

Objective:

i. Establish a continuous Agricultural System through a protected and productive land base across the region.

Policies:

It is the policy of Council to:

6.1.1 Support the agricultural industry by implementing Regional agri-food strategies and action plans, as well as other approaches to sustain and enhance the viability of the Agricultural System.

6.1.2 Promote the protection of agricultural resources, to minimize land use conflicts, to provide opportunities to support local food, and to maintain and improve the agri-food network.

6.1.3 Promote the protection of the agri-food network by discouraging further fragmentation and loss of the agricultural land base caused by lot creation.

6.1.4 Support a healthy and productive agricultural industry as an important element to the Region's heritage, identity and its economic base.

6.2 Prime Agricultural Areas

Agriculture and the agri-food industry in Durham are a vital and productive economic engine and one of the largest primary goods manufacturing sectors in the region. Prime Agricultural Areas are a finite, non-renewable resource that form the foundation for agricultural production and the agri-food industry.

Prime Agricultural Areas are lands where current agricultural operations and future potential operations are located. These lands are classified based on the Canada Land Inventory Classes 1 to 3 lands as well as agricultural areas with organic soils. They also include areas of lesser agricultural significance and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture.

Objectives:

i. **Support agriculture as the predominant land use within the Prime Agricultural Areas designation and enhance the long-term viability and productivity of agriculture for future generations.**

ii. **Ensure communities are more resilient to the impacts of a changing climate by protecting agricultural lands.**

Policies:

It is the policy of Council to:

6.2.1 Designate Prime Agricultural Areas outside of the Oak Ridges Moraine on Map 1. Oak Ridges Moraine Prime Agricultural Areas are designated on Map 2b.

6.2.2 Support the protection of Prime Agricultural Areas by preventing further fragmentation and loss of the agricultural land base caused by lot creation and the redesignation of Prime Agricultural Areas.

6.2.3 Encourage the use of an Agricultural System approach to maintain and enhance the geographic continuity of the agricultural land base and the functional and economic connections to the agri-food network.

6.2.4 Avoid adverse impacts on the Agricultural System where non-agricultural land uses may encroach into Prime Agricultural Areas. If avoidance is not possible, such adverse impacts are required to be minimized or mitigated, based on provincial guidance. The mitigation measures should be incorporated into the area being developed.

6.2.5 Ensure that new land uses and lot creation in Prime Agricultural Areas, as permitted by the policies of this Plan, and new or expanding livestock facilities comply with the Provincial Minimum Distance Separation formulae, as amended by the province from time to time.

6.2.6 Protect Prime Agricultural Areas for long-term use for agriculture, as a significant element of the Region's economy and a secure source of food.

6.2.7 Promote all types, sizes and intensities of agricultural uses and normal farm practices in accordance with provincial standards.

6.2.8 Discourage the establishment of new non-agricultural uses in Prime Agricultural Areas. Non-agricultural uses may only be permitted in Prime Agricultural Areas, after the completion of an agricultural impact assessment, for:

a) infrastructure, the extraction of minerals, petroleum resources or mineral aggregate resources; or

b) limited non-residential uses, provided that all of the following are demonstrated:

i) the proposed use complies with the Minimum Distance Separation formulae;

ii) there is an identified need for additional land to accommodate the proposed use;

iii) alternative locations have been evaluated, and there are no reasonable alternative locations which avoid Prime Agricultural Areas;

iv) alternative locations have been evaluated, and there are no reasonable alternative locations in Prime Agricultural Areas with lower priority agricultural lands; and

c) notwithstanding Policy 6.2.8 b), within the Greenbelt Plan Area, uses are limited to those permitted by the applicable provincial plans.



6.3 Agriculture-related & On-farm Diversified Uses

Agriculture-related uses are farm-related commercial and industrial uses that add to the vitality and economic viability of Prime Agricultural Areas. Agriculture-related uses are directly related to and service farm operations in the area as a primary activity.

On-farm diversified uses are intended to enable farm operators to diversify and supplement their farm income, as well as to accommodate value-added and agri-tourism uses in Prime Agricultural Areas. Examples could include retail uses, value added processes, small scale micro-breweries or home occupations. Agri-tourism uses could include those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.

Agriculture-related and on-farm diversified uses within the Rural System help farm operators supplement on-farm income while balancing the need to preserve the agricultural land base.

Objectives:

i. Promote opportunities to support a thriving agricultural industry and a diversified rural economy.

ii. Promote a full range of agriculture-related uses and on-farm diversified uses.

Policies:

It is the policy of Council to:

6.3.1 Allow a range of proposed agriculture-related and on-farm diversified uses based on the criteria outlined in the Provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas.

6.3.2 Promote the protection of normal farm practices from proposed agriculture-related uses and on-farm diversified uses by requiring these uses to be compatible with and not hinder surrounding agricultural operations.

6.3.3 Encourage area municipalities to include the necessary measures in their respective official plans and zoning by-laws to support the establishment of agriculture-related uses and on-farm diversified uses.

6.3.4 Require any proposed agriculture-related use in a Prime Agricultural Area and Major Open Space Area to meet all of the following criteria:

a) be a farm-related commercial or a farm-related industrial use;

b) be compatible with, and must not hinder, surrounding agricultural operations which must be able to pursue their agricultural practices without impairment or inconvenience;

c) be appropriate to available rural service levels;

d) be directly related to farms in the area, primarily providing products or services that are associated with, required by or that enhance agricultural operations in the area;

e) support agriculture;

f) provide direct products and/or services to farm operations as a primary activity; and

g) benefit from being in close proximity to farm operations.

6.3.5 Require any proposed on-farm diversified use in a Prime Agricultural Area and Major Open Space Area to meet all of the following criteria:

a) located on a farm;

b) secondary to the principal agricultural use of the property;

c) limited in area, where the standard for an acceptable area occupied by a proposed on-farm diversified use is up to 2% of a farm parcel to a maximum of one hectare; and

d) compatible with, and must not hinder, surrounding agricultural operations.

6.4 Rural Lot Creation & Severances

Rural lot creation is a complex matter that requires a balance between the economic needs of the agricultural community and the preservation of viable agricultural land to ensure the viability of the Rural System, it is necessary to strike a balance between the needs of today's rural business and property owners, with the long-term goals for the land base.

Objectives:

i. Implement a policy framework that discourages the fragmentation of the agricultural land base.

ii. Promote the consolidation of agricultural parcels of land to support the creation of economically viability tracts of land that support agriculture in the region.

Policies:

It is the policy of Council to:

6.4.1 Allow the establishment of second dwellings to accommodate persons employed full-time on the farm, where the size and nature of the operation warrants additional employment.

6.4.2 Encourage area municipalities to adopt best practices from the Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas regarding dwellings that accommodate persons employed full-time on the farm in their official plans and/or zoning by-laws. Refuse applications to sever such a dwelling, regardless of the date they were established.

6.4.3 Not allow for severances for agriculture-related and on-farm diversified uses.

6.4.4 Not support the creation of parcels of land for agricultural uses less than 40 hectares.

6.4.5 Encourage the consolidation of farms, wherever possible. Severance of a habitable farm dwelling rendered surplus as a result of consolidation of abutting farms may be granted, provided that:

a) the farms are merged into a single parcel;

b) the dwelling is not needed for a farm employee;

c) the dwelling was in existence in accordance with the date set out in the applicable provincial plan;

d) the retained farm parcel is zoned to prohibit any further severances and the establishment of any residential dwelling;

e) where a farm operation owns two or more abutting farm parcels, they are merged as a condition of approval;

f) the maximum size of the surplus dwelling lot shall be the size required for private servicing, minimizing to the extent possible, the lot area taken out of agricultural production; and

g) no further severances from the retained farm parcel shall be granted.

6.4.6 Require that, notwithstanding Policy 6.4.5, a severance of a farm dwelling rendered surplus as a result of a farmer acquiring a non-abutting farm may be granted, provided that:

a) the dwelling is not needed for a farm employee;

b) the farm parcel to be acquired is of a size which is viable for farming operations;

c) the dwelling was in existence in accordance with the date set out in the applicable provincial plan;

d) the farm parcel to be acquired is zoned to prohibit any further severances and the establishment of any residential dwelling;

e) the applicant is a bona-fide farmer, meaning the applicant is actively engaged in farming and derives income from farming; the farming income must be obtained from activities which are considered agricultural uses. Growing food for your family, or as a hobby, does not qualify as farming;

f) farm consolidation shall be a condition of approval;

g) the surplus dwelling was not originally constructed as an accessory farm dwelling;

h) the maximum size of the surplus dwelling lot shall be the size required for private servicing, minimizing to the extent possible, the lot area taken out of agricultural production;

i) the shape and dimensions of the surplus farm dwelling lot shall:

i) not impede agricultural operations on the retained land;

ii) generally not exceed a certain depth, i.e. 122 metres (400 feet); and

j) discourage further severances from the acquired farm parcel.

6.4.7 Support only one severance for each lot, subject to all other applicable requirements and policies. All consents granted on or after the approval of the first Durham Regional Official Plan (1978) should be included in the calculation of the cumulative total.

6.4.8 Not support severances for farm retirement or intra-family purposes.

6.4.9 Allow consents that do not result in the creation of a new lot, in the following cases:

a) the minor adjustment of lot lines for purposes such as easements;

b) rights-of-way;

c) correction to titles;

d) building or servicing encroachments on abutting lots; and

e) conveyances between existing lots of record.

6.5 Rural Settlements

Rural Settlements consist of existing Hamlets, Country Residential Subdivisions, Shoreline Residential Areas, Residential Clusters and Rural Employment Areas. Rural Settlements are the focus of modest growth within rural areas and support the viability of these areas. The vitality and regeneration of Rural Settlements is critical to the long-term economic prosperity of Durham's communities.

Objectives:

i. Support the rural character and cultural heritage of existing Rural Settlements while permitting limited growth through infilling.

ii. Promote the vitality and regeneration of Rural Settlements, considering rural characteristics, the scale of development and the provision of appropriate service levels.

iii. Ensure that development in Rural Settlements shall occur with careful consideration to the natural, built and cultural environments.

iv. **Promote existing Rural Settlements and support their function of providing for the limited residential, social and commercial needs for the surrounding area as part of a thriving Rural System.**

v. **Ensure growth and development within the Rural System is focused on Rural Settlements while protecting the viability of the rural area.**

vi. **Support healthy, integrated and viable rural areas by accommodating an appropriate range and mix of housing in Rural Settlements.**

Policies:

It is the policy of Council to:

6.5.1 Require that individual on-site sewage and water services can be used only where municipal sewage and water services or communal sewage and water services are not available, planned or feasible, and provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

6.5.2 Protect and designate established Rural Settlements as designated on Map 1, subject to applicable Provincial plans.

6.5.3 Maintain the rural character of Rural Settlements.

6.5.4 Require development within Rural Settlements be limited to infilling and minor rounding out of existing development, subject to the ability to service the use(s) by individual private on-site water and wastewater systems where groundwater quality and quantity permits, and in compliance with the standards of the Region of Durham Drilled Wells and Lot Sizing Policies and the Ministry of the Environment, Conservation and Parks.

6.5.5 Minor rounding out to the boundary of a Rural Settlement Area will not be permitted in the Greenbelt Plan Area.

Hamlets

It is the policy of Council to:

6.5.6 Designate existing hamlets on Map 1 of this Plan.

6.5.7 Encourage hamlets to be the focus of modest growth and development in the Rural System.

6.5.8 Encourage a variety of cultural and economic opportunities within hamlets to serve the needs of rural residents and area businesses.

6.5.9 Require growth in Hamlets be limited to minor infilling subject to the ability to service the growth with individual on-site water and individual on-site sewage services.

6.5.10 Encourage development within hamlets to be compatible with surrounding uses and the rural landscape consisting of a mix of housing types appropriate for existing service levels, employment uses and commercial uses that meet the needs of the residents of the hamlets and the surrounding rural area.

6.5.11 Encourage that any new lots to be developed within hamlets do not extend or promote strip development.

6.5.12 Require that, when municipal water service is proposed to be extended to a Rural Settlement to address the failure of an individual on-site water service, one or more studies as described in Policy 6.5.13 shall be undertaken by the appropriate area municipality in consultation with the Region in order to identify any adverse impact on public health and safety, including implications for further development of individual on-site wastewater services.

6.5.13 Require the details of the permitted land uses within the hamlet in area municipal official plans. Consideration should be based on the following:

a) an assessment of the impact of future development on existing groundwater and surface water drainage, quality and quantity, and the impact on existing sources of drinking water, including municipal, communal and private wells;

b) an assessment of the long-term suitability of the soil conditions for the effective operation of private sewage disposal systems;

c) an environmental inventory and assessment of the impact of new growth on the natural, built and cultural environments;

d) an assessment of the impact on adjacent agricultural operations and identification of directions for minor rounding out which will minimize and/or mitigate potential conflicts between Hamlet and agricultural uses;

e) the ability to develop the Hamlet in depth rather than strips;

f) where municipal water or sewage facilities currently service the Hamlet, an assessment of the ability for development to improve the efficiencies of the system; and

g) utilizing a grid system of roads.

6.5.14 Require that development within a hamlet proceed by plan of subdivision, except for limited infilling as described in Policy 6.5.13. In addition to the requirements of the Planning Act, an application for approval of a draft plan of subdivision within a hamlet shall be accompanied by:

a) a recent hydrogeological report, based on test wells on the subject site, addressing existing conditions and the potential impact of the proposed subdivision on the available water supply in terms of quantity, quality and sustainable yield for both the proposed and existing wells. The report shall also assess the potential impact of proposed private sewage disposal systems on the groundwater supply in terms of bacterial and chemical parameters, as determined by the Region and the Ministry of the Environment, Conservation and Parks;

b) a lot servicing plan, indicating the proposed location of all structures, drilled wells and the subsurface sewage disposal system envelopes, including a 100% replacement area for each inground conventional Class 4 sewage disposal system;

c) in the case of hamlets that are serviced by municipal water supply, a report demonstrating to the satisfaction of the Region, that development on partial municipal services is feasible and sustainable;

d) a report of the results of a soil sampling program that adequately represents the geology of the subdivision; and

e) an existing and final grading plan, indicating elevations and lot drainage patterns.

6.5.15 Require that the provision of new and/or expanded municipal water and/or sewage services in a hamlet, in accordance with Policies 6.5.12 and 4.1.47, be subject to the following:

a) the availability of municipal water and/or sewerage facilities;

b) the feasibility of providing such municipal water and/or sewerage facilities;

c) the financial policies contained in Section 4.4 and a financial contribution from the residents of the hamlet, as Regional Council may deem appropriate.

d) in those cases where new areas for growth on vacant land in a hamlet have been identified in a) above, proponents shall be required to enter into necessary servicing agreements with the Region and bear their respective shares of the cost of the municipal water and/or sewerage facilities;

e) the prohibition of extensions to municipal water and/or sewerage facilities outside the hamlet boundary, as defined in the area municipal official plan;

f) an engineering report confirming that the municipal system servicing the hamlet has sufficient capacity to service any existing or proposed development, including provision for a reserve capacity, as determined by the Region, to maintain long-term security of the water supply;

g) an engineering report, demonstrating to the satisfaction of the Ministry of the Environment, Conservation and Parks and the Region that soil and groundwater conditions will enable the effective operation of private sewage disposal systems without any adverse effects on the soil and groundwater conditions of surrounding lands and the water quality of adjacent permanent and/or intermittent streams. In addition, such a report shall justify the lot sizes proposed and the phasing of new development; and

h) a monitoring program, as defined by the Region, is in place to determine the cumulative effect of the various stages of development on adjacent wells, the capacity of the municipal water supply system and the soil and groundwater conditions.

Residential Clusters

It is the policy of Council to:

6.5.16 Maintain the distinct clusters of non-farm residential development that exist in the Rural and Greenlands Systems that have been identified for development in area municipal official plans and/or zoning by-laws.

Shoreline Residential Areas

It is the policy of Council to:

6.5.17 Designate existing Shoreline Residential Areas on Map 1.

6.5.18 Prohibit the establishment of new Shoreline Residential Areas.

6.5.19 Require that development in Shoreline Residential Areas be limited to infill development, redevelopment and resort development, provided that:

a) opportunities for public access to shorelines are provided, where feasible;

b) integration with existing or proposed parks and trails is established, and ongoing or planned stewardship and remediation efforts are not constrained;

c) the planning, design, and construction will protect hydrologic functions, minimize erosion, and avoid or mitigate sedimentation and the introduction of nutrient or other pollutants into the water body;

d) be individually serviced with a private drilled well and a private sewage disposal system which complies with the standards of the Ministry of the Environment and Climate Change and the Region;

e) be serviced by efficient and appropriately sized sewage disposal facilities in order to reduce nutrient inputs to groundwater and the lake;

f) integrate landscaping and habitat restoration into the design to enhance the ability of native plants and animals to use the shoreline as both wildlife habitat and a movement corridor; and

g) demonstrate the available capacity of the receiving water body, taking into consideration inputs from both existing and approved development. Development shall comply with any relevant watershed or subwatershed study and in the case of Lake Simcoe, any such analysis must be considered in the context of the Lake Simcoe Protection Plan.

Rural Employment Areas

It is the policy of Council to:

6.5.20 Designate existing Rural Employment Areas on Map 1.

6.5.21 Prohibit the establishment of new Rural Employment Areas.

6.5.22 Establish that, with the exception of Rural Employment Area 2 which is serviced by municipal water, development within approved Rural Employment Areas shall be serviced by individual private on-site water and wastewater systems which comply with the standards of the Region and the Ministry of the Environment, Conservation and Parks require that existing Rural Employment Areas:

a) be comprised of Employment Area uses in accordance with Policies 5.5.2 to 5.5.4;

b) not detract from the surrounding natural environment or require significant alterations of the existing topography, waterways or vegetation;

c) be of high-quality design and take advantage of exposure to major transportation corridors;

d) demonstrate that any impacts from the development or site alteration on agricultural activities will be mitigated to the extent feasible; and

e) demonstrate that the development or site alteration does not have an adverse cumulative impact on the environment, particularly the soil, surface water and groundwater resources.

Country Residential Subdivisions

It is the policy of Council to:

6.5.23 Prohibit the establishment of any new Country Residential Subdivisions. Existing Country Residential Subdivisions are shown on Map 1.

6.5.24 Development within the approved Country Residential Subdivisions shall:

a) be serviced by individual private on-site water and wastewater systems which comply with the standards of the Region and the Ministry of the Environment, Conservation and Parks, except as otherwise noted in this Plan;

b) not have an adverse cumulative impact on the environment, including but not limited to any key natural heritage and/or key hydrologic features, groundwater, wells and soil;

c) be serviced with an internal road system having a minimum of two access points without direct access to a Provincial highway or a Type 'A' arterial road;

d) development in approved Country Residential Subdivisions shall not exceed the maximum number of residential units permitted, as contained in Table 2; and

e) require that once a Country Residential Subdivision has been registered, no severance for an additional lot shall be granted.

6.6 Regional Nodes

Regional Nodes are long standing, site specific based policies that recognize unique regional scale areas within Durham's Rural System.

Objective:

i. Support existing regional scale nodes for major recreational activities, such as centres of tourist activity and specialized recreational facilities.

Policies:

It is the policy of Council to:

6.6.1 Recognize existing regional scale nodes and provide for their continued function identified as:

a) Brimacombe; and

b) Lands within the vicinity of the Canadian Tire Motorsport Park.

6.6.2 Support development of existing Regional Nodes in a manner that will:

a) attract other compatible non-residential uses; and

b) incorporate high quality designs and visual standards.

6.6.3 Encourage development of these existing Nodes that would conform with the Oak Ridges Moraine Conservation Plan and Greenbelt Plan, as applicable, with detailed provided in area municipal official plans and zoning by-laws.

6.7 Aggregate Resources

Durham contains significant aggregate resources, with most of these resources concentrated in Uxbridge, Scugog, Brock and north Clarington, coincident with the Oak Ridges Moraine. Sites where extraction occurs are licensed by the province through the Ministry of Northern Development, Mines, Natural Resources and Forestry and are subject to Regional Official Plan Amendments.

Objectives:

i. Support opportunities for the extraction of mineral aggregate resources for local, regional and provincial needs.

ii. Encourage the protection of significant environmental features and minimize financial and social impacts on residents, the area municipalities and the Region through mineral aggregate resource extraction.

iii. Support the protection of high potential aggregate resource areas from incompatible land uses.

Policies:

It is the policy of Council to:

6.7.1 Identify Aggregate Resource Areas on Map 4, for such purposes.

6.7.2 Encourage area municipalities to include in their official plans, detailed locations of all aggregate resource extraction activities within their respective municipalities on a land use map and in a schedule identifying Aggregate Resource Areas.

6.7.3 Discourage the establishment of land uses within 300 metres of high potential aggregate resource areas which could hinder existing or future aggregate extraction in such areas.

6.7.4 Ensure that the development of mineral aggregate operations and wayside pits shall, where applicable, conform with provincial plans and policies, where applicable, in addition to the policies of this Plan.

6.7.5 Encourage mineral aggregate resource conservation, including through the use of accessory aggregate recycling facilities within operations, where feasible.

The conservation of mineral aggregate resource refers to:

- the recovery and recycling of manufactured materials derived from mineral aggregates (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.), for reuse in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and
- the wise use of mineral aggregate including utilization or extraction of on-site mineral aggregate resources prior to development occurring.

It is the policy of Council to:

6.7.6 Permit mineral aggregate operations within Aggregate Resource Extraction Areas that may include the extraction of gravel, sand, clay, earth, shale, stone, limestone, dolestone, sandstone, marble, granite, rock other than metallic ores, and other accessory uses related thereto.

6.7.7 Encourage conservation, forestation and reforestation, as well as agricultural and agricultural-related uses, in accordance with Aggregate Resource Extraction Areas.

6.7.8 Encourage the implementation of mitigation measures when considering new or expanded Aggregate Resource Extraction Areas so that impacts on the existing adjacent land uses are minimized to applicable provincial standards and guidelines.

6.7.9 Support the establishment measures such as setbacks, screening, berms, location of machinery, and hours of operation as conditions of the license or site plan under the Aggregate Resources Act.

6.7.10 Update Map 4, from time to time, to reflect updated geological information, without amendment to this Plan. Information about individual licenses can be found on the Ministry of Northern Development, Mines, Natural Resources and Forestry's Pits and Quarries Online website.

6.7.11 Support the establishment and continuation of aggregate-related industrial uses, such as asphalt plants, ready-mix concrete plants and aggregate transfer stations in Employment Areas and active licenced Aggregate Resource Extraction Areas and that these are adequately buffered to protect adjacent land uses and meet the industrial pollution control and any other applicable standards of the Region and Ministry of the Environment, Conservation and Parks.

6.7.12 Permit portable asphalt plants and portable concrete plants used by or for a public authority, for a temporary period in any designation, except for within key natural heritage or hydrologic features and residential areas, as defined in area municipal official plans, without requiring an official plan amendment or an amendment to an area municipal zoning by-law.

Portable Asphalt Plant refers to a facility:

- with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
- which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

Portable Concrete Plant refers to a building or structure:

- with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
- which is not a permanent construction, but which is designed to be dismantled at the completion of the construction project.

It is the policy of Council to:

6.7.13 Permit wayside pits and quarries used by or for a public authority, for a temporary period, in accordance with the Aggregate Resources Act, without requiring an official plan amendment or an amendment to an area municipal zoning by-law, except as follows:

a) an amendment to this Plan and respective zoning by-laws shall be required for wayside pits and quarries in proximity to key natural heritage or hydrologic features identified on Maps 2a, 2c and 2d; and

b) a zoning by-law amendment shall be required to permit a wayside pit and quarry in Urban Areas and Rural Settlements.

Aggregate Extraction Licence Applications

It is the policy of Council to:

6.7.14 Require that an application to amend this Plan to designate a new or expanded Aggregate Resource Extraction Area or to permit aggregate-related industrial uses be accompanied by:

a) a hydrogeological study that assesses the potential impacts on water resources where the depth of excavation is proposed to go below the water table or the application is located on or near a hydrogeologically sensitive feature, such as a Provincially significant wetland, coldwater permanent and/or intermittent stream, aquifer recharge area or located on the Oak Ridges Moraine;

b) an assessment of the following potential impacts:

i) intended activities and magnitude of the operation;

ii) operational aspects related to noise, lighting, dust and other potential nuisances;

iii) effects on key natural heritage and/or key hydrologic features in accordance with Policy 7.4.15;

iv) volume of truck traffic and haul routes;

v) changes in living environment for residents in the vicinity, taking into account the other potential impacts identified in this policy;

vi) heritage resources and visual impacts;

vii) costs to the Region or the area municipality;

viii) in Prime Agricultural Areas, an agricultural impact assessment;

c) a description of how identified impacts will be satisfactorily addressed and where applicable, what mitigation is required to meet provincial standards and guidelines;

d) site plans and reports as required by the Aggregate Resources Act and regulations and standards thereto;

e) within the Greenbelt Natural Heritage System, applications shall also be accompanied by a report, demonstrating how:

i) the connectivity between key natural heritage and/or key hydrological features will be maintained before, during and after extraction;

ii) the operator could replace any key natural heritage features and key hydrologic features that would be lost from the site with equivalent features on another part of the site or on adjacent lands;

iii) both ground and surface water features and functions will be protected or enhanced; and

iv) any key natural heritage features and key hydrologic features and their associated vegetation protection zones will be addressed in accordance with the Greenbelt Plan.

6.7.15 Ensure that within the Greenbelt Natural Heritage System:

a) no new Aggregate Resource Extraction Areas and no new wayside pits and quarries, or ancillary accessory uses thereto will be permitted within significant wetlands, habitat of endangered or threatened species, or significant woodlands, unless the woodland is occupied by young plantation or early successional habitat, as defined by the Ministry of Northern Development, Mines, Natural Resources and Forestry. In this case an application to amend this Plan to designate a new Aggregate Extraction Area, or to establish a new wayside pit or quarry, aggregate-related industrial use, or accessory uses thereto, must demonstrate that the relevant provisions of the Greenbelt Plan have been addressed, and that they will be met by the operation;

b) an application to amend this Plan to designate a new Aggregate Resource Extraction Area, or to establish a new wayside pit or quarry may only be permitted in other key natural heritage and/or key hydrologic features and any vegetation protection zone where the application demonstrates:

i) how the water resources will be protected or enhanced;

ii) that the relevant provisions of the Greenbelt Plan have been addressed, and that they will be met by the operation; and

c) applications requiring new approvals under the Aggregate Resources Act to expand existing operations may be permitted within the Greenbelt Natural Heritage System, including in key natural heritage, hydrologic features and in vegetation protection zones, provided the related decision is consistent with the Provincial Policy Statement and satisfies the rehabilitation requirements of the Greenbelt Plan.

6.7.16 Ensure that an application to amend this Plan to designate an Aggregate Resource Extraction Area or aggregate-related industrial use within the Natural Linkage Area of the Oak Ridges Moraine shall not be approved unless it is demonstrated that:

a) there will be no extraction within 1.5 metres of the water table; and

b) there will at all times be an excluded area of at least 1.25 kilometres in total width, such distance being measured either entirely within the Natural Linkage Area or including areas within the Natural Core Area that is adjacent to the excluded area, laying outside of the active or unrehabilitated portion of the site and connecting the Natural Linkage Area outside of the site in order to maintain connectivity.

Aggregate Site Rehabilitation

It is the policy of Council to:

6.7.17 Encourage the rehabilitation of all abandoned pits and quarries and the progressive rehabilitation, including simultaneous stripping, extraction and rehabilitation, of all operating pits and quarries.

6.7.18 Encourage the rehabilitation of pits and quarries in a manner that is compatible with the surrounding land uses and landscape. Final rehabilitation shall take surrounding land use, relevant provincial plans and approved land use designations into consideration.

6.7.19 Consider rehabilitation plans in conjunction with adjacent operations in an area, in order to provide for more comprehensive rehabilitation planning.

6.7.20 Encourage the rehabilitation of Aggregate Resource Extraction Areas on the Oak Ridges Moraine to provide for a regional trail and continuous forest cover where possible.

6.7.21 Ensure rehabilitation plans shall be reviewed in conjunction with an environmental impact study in accordance with Policy 7.4.15. In addition, within the Greenbelt Protected Countryside, rehabilitation shall also be subject to the relevant provisions of the Greenbelt Plan.

6.7.22 Facilitate the coordination of cross-jurisdictional matters among area municipalities, related to rehabilitation planning, such as identifying opportunities to provide linkages and corridors with natural heritage features when reviewing rehabilitation plans. Encourage progressive rehabilitation to be undertaken in a timely manner, in accordance with the approval site plan for a licence issued under the Aggregate Resources Act.

6.7.23 Encourage area municipalities and landowners to continue to pursue the rehabilitation of abandoned pits and quarries through the Management of Abandoned Aggregate Properties Program, or its successor.

6.7.24 Ensure the rehabilitation of mineral aggregate extraction sites in Prime Agricultural Areas is undertaken in accordance with applicable provincial plans and policy.



Chapter 7

Protected Greenlands System

Chapter 7. Protected Greenlands System

Over 80% of the region is located within the provincially protected Greenbelt. Important features, such as the Oak Ridges Moraine, valley systems and waterfronts will be protected, enhanced and restored for their important ecological functions, scenic features and landscape elements, their role in building climate resilience, as well as for the recreational opportunities they provide.

The policies of this Plan work with those of the province and area municipalities to prioritize the natural environment in the planning and development of the region so that long-term environmental, social, economic and public health benefits are preserved.

Goals:

I. **Identify a protected Greenlands System that conserves, protects and enhances water and land resources for present and future generations.**

II. **Protect, restore and enhance an interconnected natural heritage system and water resources system across the region.**

III. **Support the linkages between the region's waterfronts and the Oak Ridges Moraine through the connecting valley systems.**

7.1 General Greenland System Policies

The region's Greenlands System, comprised of the Major Open Space Areas, Oak Ridges Moraine Areas and Waterfront Areas, links the region's waterfronts with the Oak Ridges Moraine through the connecting valley systems.

Objectives:

i. **Ensure the maintenance of a continuous system of Major Open Space Areas that serve to define the boundaries of Urban Areas, support ecological health of the region, and protect environmental features and functions.**

ii. **Promote development within communities on the Oak Ridges Moraine that balance the needs of residents with protecting and enhancing the ecological integrity of the Moraine.**

iii. **Ensure the protection and enhancement of waterfronts as vital components of the region's natural, built and cultural environments.**

Policies:

It is the policy of Council to:

7.1.1 Designate Major Open Space Areas, Oak Ridges Moraine Areas and Waterfront Areas, shown on Map 1, as components of the region's Greenlands System. The exact boundaries of the components of the Greenlands System within the Urban Area shall be determined in accordance with Policy 12.1.3.

7.1.2 Protect the Greenlands System from intrusion by urban type land uses.

7.1.3 Require that development proposals within the Greenlands System demonstrate how the following have been addressed:

a) preservation, enhancement and restoration of biodiversity and ecological goods and services;

b) protection, enhancement and restoration of groundwater resources;

c) sequestration of carbon and minimization of impacts on air quality;

d) protection of habitats for plants, fish and wildlife;

e) implementation of flood and erosion control; and

f) protection of scenic and recreational values.

Ecological Goods and Services refers to the benefits which accrue to all living organisms resulting from the ecological functions of healthy ecosystems. Ecological goods and services include clean air, fresh water, biodiversity, nutrient cycling, water management, soil retention, genetic resources, food production, and climate regulation which contribute to meeting health, social, cultural and economic needs. The products and processes of ecological goods and services are complex and occur over long periods of time.

It is the policy of Council to:

7.1.4 Encourage the transfer of natural heritage and hydrologic feature lands to public agencies through the development approvals process.

7.1.5 Protect agricultural uses, agriculture-related uses and on-farm diversified uses as components of the Greenlands System outside of the Urban Area.

Major Open Space Areas

Major Open Space Areas are a component of the region's Greenlands System that generally follow major permanent and/or intermittent stream and valleys and contain high concentrations of key natural heritage features and key hydrologic features. Outside of the Urban Area Boundary, Major Open Space Areas can also include prime agricultural lands and rural lands.

It is the policy of Council to:

7.1.6 Ensure that the predominant use of land within Major Open Space Areas is environmental protection and conservation, while also allowing for a range of agricultural uses, agriculture-related uses, on-farm diversified uses, and recreational uses, where appropriate.

7.1.7 Discourage fragmentation and maintain the continuity of Major Open Space Areas, including ownership patterns, especially where key natural heritage features and key hydrologic features are present.

7.1.8 Ensure that uses permitted within valleylands do not alter the flood capacity of the valley, slope stability and erosion hazards, fish habitats, wildlife habitats, woodlands, or the character of the permanent and/or intermittent stream.

7.1.9 Require that development or site alteration within Major Open Space Areas and/or the Greenbelt Natural Heritage System demonstrate that:

a) there will be no negative impacts on key natural heritage features or key hydrologic features or their functions;

b) connectivity between key natural heritage features or key hydrologic features located within 240 metres of each other is maintained, or where possible, enhanced;

c) the removal of natural features not identified as key natural heritage features or key hydrologic features is avoided and such features are incorporated into the planning and design of the proposed use, wherever possible; and

d) the disturbed area of any site does not exceed 25% and the impervious surface does not exceed 10% of the total developable area, except for major recreational uses and aggregate extraction areas. With respect to golf courses, the disturbed area shall not exceed 40% of the site. The use of low impact development, such as permeable pavers and grassed swales is encouraged to achieve this requirement.

7.1.10 Consider non-agricultural uses within Major Open Space Areas, subject to the policies of this Plan, the Lake Simcoe Protection Plan and the Greenbelt Plan. Area municipalities are encouraged to distinguish between non-agricultural uses which are compatible with the character of Major Open Space Areas within their urban and rural areas.

7.1.11 Require that the development of non-agricultural uses within Major Open Space Areas shall:

a) minimize the use of prime agricultural land, including Canada Land Inventory Classes 1, 2 and 3 soils;

b) demonstrate that the use is appropriate for location in the Major Open Space Area and, apart from recreational uses, cemeteries, and mineral aggregate extraction, is small in scale and serves the resource and agricultural sectors;

c) be encouraged to locate on existing parcels of appropriate size for the proposed use;

d) incorporate appropriate separation distances from farm operations in accordance with provincial Minimum Distance Separation formulae;

e) be compatible with sensitive land uses in compliance with provincial Land Use Compatibility Guidelines, particularly issues of noise and dust must be addressed;

f) be located on an existing opened public road and shall not compromise the design and function of the road;

g) be serviced with an individual private sewage disposal system and an individual private drilled well which meet regional and provincial standards, outside of the Urban Area;

h) be planned to optimize the compatibility of the development with the natural surroundings;

i) ensure there will be no negative impact on key natural heritage features or key hydrologic features;

j) ensure at least 30% of the total developable area of the site will remain or be returned to natural self-sustaining vegetation (this requirement does not apply to new or expanding Aggregate Resource Extraction Areas);

k) ensure that connectivity along the system and between key natural heritage features or key hydrologic features located within 240 metres of each other is maintained or enhanced, or in the case of aggregate extraction, rehabilitated;

l) avoid the use of outdoor lighting that causes light trespass, glare and uplight;

m) not have an adverse effect on the ability of surrounding agricultural operations to carry on normal farm practices;

n) be subject to area municipal planning approvals; and

o) meet the requirements of the Oak Ridges Moraine Conservation Plan, Lake Simcoe Protection Plan and the Greenbelt Plan, if applicable.

Total Developable Area refers to the total area of the property less the area occupied by key natural heritage features, key hydrologic features and any related vegetation protection zones.

It is the policy of Council to:

7.1.12 Permit new and expanding major recreational uses and accessory facilities within Major Open Space Areas by amendment to this Plan, or an area municipal official plan where appropriate policies are in place, in accordance with the requirements of Policy 7.1.11 and the following:

a) a hydrogeological study addressing the protection of water resources;

b) a best management practices report that addresses design, construction and operating considerations, including traffic and a demonstration of how the application of pesticides, fertilizers and water, nutrient and biocide use will be minimized, including the establishment and monitoring of targets; and

c) that new natural self-sustaining vegetation be located in areas that maximize the ecological value of the area.

Ecological Value refers to the value of vegetation in maintaining the health of the key natural heritage feature or key hydrologic feature and the related ecological features, such as those naturally occurring land, water and biotic features that contribute to ecological integrity and ecological functions, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, endangered and threatened species.

It is the policy of Council to:

7.1.13 Require that, outside of designated Urban Areas, clubhouses and other accessory and associated uses shall be of a scale to ensure that they remain secondary to the major recreational use. Details shall be provided in area municipal official plans and/or zoning by-laws as appropriate.

7.1.14 Encourage landscape industry uses which consist of businesses associated with horticulture to locate in Employment Areas and Rural Employment Areas.

7.1.15 Permit small-scale landscape industry uses on existing lots of record within Major Open Space Areas and within the Countryside Area, outside of Oak Ridges Moraine Prime Agricultural Area, in accordance with the requirements of Policy 7.1.11, as applicable, and provided that:

a) the use does not require large-scale buildings or structures or the large-scale modification of terrain, vegetation, or both;

b) buildings and structures will be planned, designed and constructed so as not to have an adverse effect on the rural character of the area; and

c) there are no negative impacts on the ecological integrity of the Oak Ridges Moraine or the Greenbelt Natural Heritage System.

7.1.16 Prohibit new severances for small-scale landscape industry uses within Major Open Space Areas.

7.1.17 Require that area municipal official plans provide criteria to address potential land use compatibility impacts when considering small-scale landscape industry uses within Major Open Space Areas.

7.1.18 Require an amendment to this Plan for the consideration of large-scale landscaping operations that entail the mixing of paper bio solids or sewage sludge for the purposes of manufacturing a product, the manufacturing of garden supplies, on-site retailing, large-scale modification of terrain, vegetation or both, or large-scale building and structures.

Oak Ridges Moraine Areas

The Oak Ridges Moraine is a 160-kilometre natural ridge (approximately 60 kilometres within Durham Region) that forms part of Ontario's Greenbelt. The Moraine is an attractive landscape that the region's residents and visitors enjoy for its recreational opportunities. It provides clean drinking water, plant and animal habitat, agricultural land and aggregate resources. The Moraine also plays a significant role in climate change adaptation and mitigation through carbon sinks found in the Moraine's agricultural lands and other natural areas.

The Oak Ridges Moraine Conservation Plan defines the boundary of the Moraine and sets out land use and resource management direction for protecting the Moraine's land and water.

Figure 15. – Map of Oak Ridges Moraine:



It is the policy of Council to:

7.1.19 Limit new permitted uses within areas of the Oak Ridges Moraine, as shown on Map 2b, to:

a) within Natural Core Areas: conservation and resource management, uses accessory to existing residential uses, infrastructure, low-intensity recreational uses and unserviced parks, agricultural uses and accessory uses, as well as on-farm diversified uses and agriculture-related uses in Oak Ridges Moraine Prime Agricultural Areas, provided they meet the policies of the Oak Ridges Moraine Conservation Plan;

b) within Natural Linkage Areas: uses identified in a) above, as well as mineral aggregate operations, wayside pits and accessory uses, provided they meet the policies of the Oak Ridges Moraine Conservation Plan; and

c) within Countryside Areas: uses identified in a) and b) above, as well as agriculture-related uses and on-farm diversified uses, small-scale commercial, industrial, institutional uses and major recreational uses, consistent with the policies of this Plan.

7.1.20 Prohibit small scale commercial, industrial, institutional and major recreational uses and unserviced parks within Oak Ridges Moraine Prime Agricultural Areas, in accordance with the Oak Ridges Moraine Conservation Plan.

Unserviced Park refers to a park that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, accessory commercial facilities, and paved parking lots or permanent water or sewer facilities.

It is the policy of Council to:

7.1.21 Support opportunities for minor residential infill and small-scale industrial, commercial and institutional uses in Hamlets on the Oak Ridges Moraine.

7.1.22 Encourage a range of residential, commercial, industrial and institutional uses in the portion of the Uxbridge Urban Area within Settlement Areas on the Oak Ridges Moraine. The policies of the Township of Uxbridge Official Plan and this Plan shall guide development, subject to the applicable policies of the Oak Ridges Moraine Conservation Plan.

7.1.23 Prohibit new or upgrading of existing infrastructure within Oak Ridges Moraine Prime Agricultural Areas, Natural Core Areas, Natural Linkage Areas, key natural heritage features, and key hydrologic features and their associated vegetation protection zones, unless appropriate studies have been completed to the satisfaction of the Region and other applicable agencies, in accordance with the Oak Ridges Moraine Conservation Plan.

7.1.24 Require an agricultural impact assessment for the development of infrastructure or mineral aggregate operations in Oak Ridges Moraine Prime Agricultural Areas that demonstrates there will be no negative impacts to the Oak Ridges Moraine prime agricultural area or that such impacts will be minimized and mitigated.

7.1.25 Prohibit the opening of a road within an unopened road allowance on the Oak Ridges Moraine unless the requirements of the Oak Ridges Moraine Conservation Plan are fulfilled.

7.1.26 Consider major recreational uses within Countryside Areas only by amendment to this Plan and conformity with the Oak Ridges Moraine Conservation Plan, including demonstrating that the use will have no adverse impacts on surrounding agricultural operations or that any such impacts will be minimized and mitigated.

7.1.27 Prohibit development and site alteration within key natural heritage features and/or key hydrologic features and their related minimum vegetation protection zones. Conservation and resource management, low-intensity recreational uses, and development and site alteration within the habitat of endangered and threatened species may be permitted, in accordance with the policies of the Oak Ridges Moraine Conservation Plan.

7.1.28 Prohibit new agricultural uses and/or agriculture-related uses within key natural heritage features and/or key hydrologic features. Agricultural uses, other than those associated with on-farm buildings and structures, are permitted within the minimum vegetation protection zone, but not within the feature itself.

7.1.29 Permit mineral aggregate operations or wayside pits within a key natural heritage feature only if the feature is a significant woodland occupied by young plantations or early successional habitat, and the requirements and studies of the Oak Ridges Moraine Conservation Plan are fulfilled to the satisfaction of the Region and other relevant agencies.

7.1.30 Require that an environmental impact study, in accordance with Policy 7.4.15, shall include a natural heritage and/or a hydrological evaluation, as detailed in the Oak Ridges Moraine Conservation Plan, where new development or site alteration is proposed within the minimum area of influence surrounding a key natural heritage feature and/or key hydrologic feature.

7.1.31 Permit new buildings or structures for agricultural uses, agricultural-related uses, or on-farm diversified uses, without the requirement of a natural heritage or hydrological evaluation, only if they are located a minimum of 30 metres from the key natural heritage feature and/or key hydrologic features and are carried out in accordance with best management practices to protect or restore the feature and its ecological functions.

7.1.32 Require that applications for development or site alteration be reviewed to ensure that planning and construction practices maintain connectivity between key natural heritage features, key hydrologic features and adjacent lands within Natural Core Areas and Natural Linkages Areas.

7.1.33 Require that development or site alteration in an area of natural and scientific interest (earth science), and/or related minimum area of influence shall be accompanied by an earth science heritage evaluation as outlined in the Oak Ridges Moraine Conservation Plan.

7.1.34 Prohibit major development on the Oak Ridges Moraine unless all applicable studies and requirements of the Oak Ridges Moraine Conservation Plan have been completed to the satisfaction of the Region and relevant approval authorities.

7.1.35 Prohibit development and site alteration in a subwatershed, excluding the Uxbridge Urban Area, if it would cause the total percentage of the subwatershed area to have an impervious surface exceeding 10%, or any lower percentage specified in an approved watershed plan or subwatershed plan.

7.1.36 Require that development or site alteration in a landform conservation area, shown on Map 2h, be accompanied by an appropriate study as outlined by the Oak Ridges Moraine Conservation Plan. Mineral aggregate operations are exempt from these study requirements; however, they must demonstrate that the site will be rehabilitated to establish a landform character that is consistent with the landform patterns of adjacent lands and that the long-term ecological integrity of the site will be maintained, restored or improved.

Landform Conservation Areas refer to areas with significant landform character. Category 1 and Category 2 landform conservation areas are shown on maps entitled "Landform Conservation Areas of the Oak Ridges Moraine", numbered 1, 2, 3 and 4 of the Ministry of Northern Development, Mines, Natural Resources and Forestry.

It is the policy of Council to:

7.1.37 Permit area municipalities to be more restrictive in their official plans or zoning by-laws, except as limited by the Oak Ridges Moraine Conservation Plan (i.e., regarding mineral aggregate operations, wayside pits and agricultural uses).

Waterfront Areas

Waterfront Areas along the shorelines of Lake Ontario, Lake Scugog and Lake Simcoe include sensitive environmental features and shoreline areas, as well as areas meant to provide residents and visitors with access to enjoy the recreational opportunities the waterfronts provide, including the Lake Ontario portion of the Great Lakes Waterfront Trail.

It is the policy of Council to:

7.1.38 Require that the extent, location and detailed land uses of the Waterfront Areas be detailed within area municipal official plans.

7.1.39 Ensure that Waterfront Areas are maintained as a continuous system and generally developed as places for environmental protection and the recreational enjoyment of residents and visitors.

7.1.40 Protect for public access to Waterfront Areas for their ecological, cultural, or recreational value, including through land acquisition.

7.1.41 Ensure protection and enhancement of natural areas within Waterfront Areas in their natural states. These areas may be used for observation, passive recreation and educational purposes, where appropriate.

7.1.42 Require that proposals for development and redevelopment within Waterfront Areas demonstrate:

a) no negative impact on key natural heritage features or key hydrologic features;

b) no negative impact on the flood risk associated with recorded high lake levels and avoidance of the shoreline hazard limit;

c) protection of wildlife habitat and aquatic resources;

d) maintenance of connections between natural areas; and

e) provisions for public access to the waterfront.

7.1.43 Ensure that through the conduct of environmental impact studies for development along the Lake Ontario waterfront that the following are addressed:

a) impact on the shoreline, creeks, wetlands and near-shore wildlife habitat and aquatic characteristics;

b) opportunities for the appropriate portions of the subject lands to be included in a natural corridor system along the waterfront and creek valleys;

c) impact on lake water quality; and

d) the acceptability of soil quality (as determined by the provincial or federal authority having jurisdiction) if the development proposal involves lakefilling.

7.1.44 Support ongoing development of a continuous and coordinated Lake Ontario waterfront trail that also connects with other trails for the purpose of forming a region-wide trail network.

7.1.45 Require that the review of area municipal official plans and development proposals in proximity to the Trent Severn Waterway, particularly waterfront development, include consideration for protection and enhancement of the waterway and the comments of appropriate waterway authorities.

7.1.46 Encourage the area municipalities to include policies within their official plans and zoning by-laws to identify and regulate sites within Waterfront Areas that are of particular interest for tourism and recreation, consistent with the intent of the Waterfront Areas designation.



7.2 Greenbelt Urban River Valleys

Greenbelt Urban River Valleys are major valley systems, identified and protected by the provincial Greenbelt. These valley systems include watercourses and coastal wetlands that weave through the Urban Areas of the region's southern municipalities and link the Greenbelt to Lake Ontario. They are a key component of the long-term health of the region's natural environment.

Greenbelt Urban River Valleys include lands containing natural and hydrological features and lands designated within area municipal official plans for parks, open space, recreation, conservation and environmental protection. The policies of this section apply only to publicly owned lands within the Greenbelt Urban River Valleys designation.

Objective:

i. Promote the protection, maintenance and enhancement of natural features and functions within Greenbelt Urban River Valleys.

Policies:

It is the policy of Council to:

7.2.1 Identify Greenbelt Urban River Valleys on Map 2b.

7.2.2 Acknowledge that the Greenbelt Urban River Valley policies of the Greenbelt Plan apply to publicly owned lands within Greenbelt Urban River Valleys and that these areas are predominately used for parks, open space, recreation, conservation and environmental protection, in accordance with the Greenbelt Plan. Greenbelt Urban River Valleys may contain wetlands and natural hazards where certain new land uses or development may not be appropriate, to ensure public safety and contribute to resilience.

7.2.3 Ensure that privately owned land within the Greenbelt Urban Valleys designation comply with the policies of this Plan, including natural heritage system policies.

7.2.4 Permit existing, expanded and new infrastructure within Greenbelt Urban River Valleys only if approved under the Environmental Assessment Act, or a similar approval and if it supports the needs of adjacent Settlement Areas or projected growth and economic development and the goals and objectives of the Greenbelt Plan.

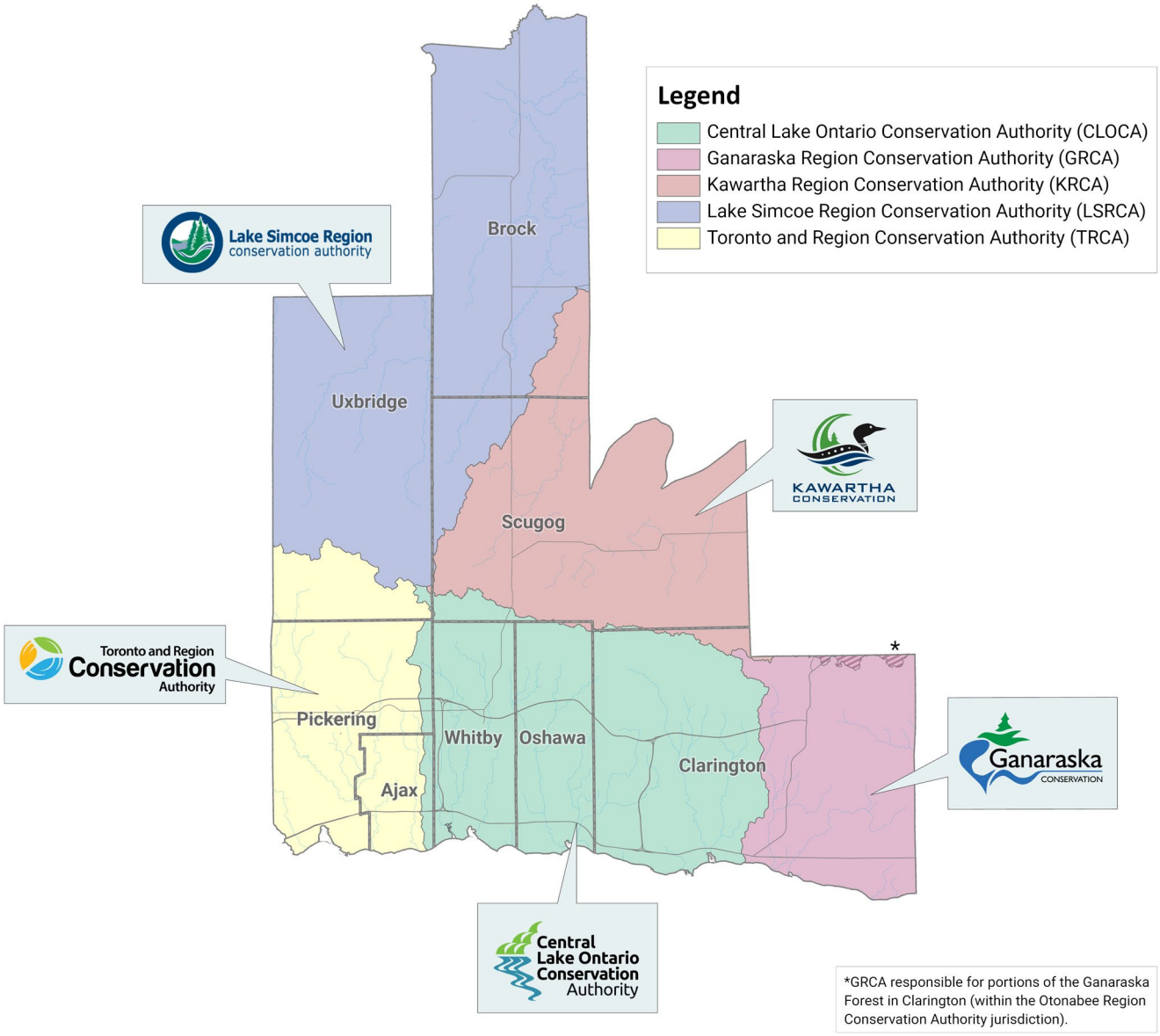
7.2.5 Promote planning and design that ensures the ecological form and function of the region's Greenbelt Urban River Valleys are maintained and/or enhanced.

7.2.6 Encourage the transfer to privately owned lands within Greenbelt Urban River Valleys into public ownership through acquisition, land securement or gratuitous conveyance.

7.3 Watershed Planning

Watersheds include all the land that collects water into a common waterbody such as a creek, pond or lake, and are recognized as the most ecologically meaningful scale for integrated and long-term planning. Watershed plans provide a framework that includes goals, objectives, targets and management recommendations for the protection of water resources, the management of human activities, land, water, aquatic life and resources within a watershed and for the assessment of cumulative, cross-jurisdictional and cross-watershed impacts.

Figure 16. – Conservation Authority jurisdictions in Durham:



Objective:

i. Support the preparation and implementation of watershed plans to protect, enhance and restore the quality and quantity of the region's water resources and natural heritage features.

Policies:

It is the policy of Council to:

7.3.1 Ensure that watershed plans are prepared and updated on a priority basis recognizing development pressures, environmental urgency and fiscal constraints, in accordance with currently accepted practices and applicable provincial guidance, including consideration for:

a) the impacts of a changing climate on the water resources system;

b) targets and goals of the Great Lakes Protection Act and applicable Great Lakes strategies and agreements; and

c) cross-jurisdictional and cross-watershed impacts.

7.3.2 Require the completion of appropriate studies that address the relevant components of a watershed plan to the satisfaction of the Region or the area municipality, in consultation with the conservation authority. In the case of an application to designate a new or expanding Aggregate Resource Extraction Area, the policies of Section 6.7, other relevant policies of this Plan and the requirements of the Aggregate Resources Act shall satisfy this policy.

7.3.3 Support the implementation of watershed plans to inform:

a) the identification of water resources systems and protection, enhancement and restoration of water quality and quantity;

b) the long-term protection, enhancement and restoration of key natural heritage features, key hydrologic features and key hydrologic areas and their functions;

c) the identification of watershed-scale natural heritage systems, linkages and natural cover targets; and

d) decisions on allocation of growth and planning for water, wastewater and stormwater infrastructure.

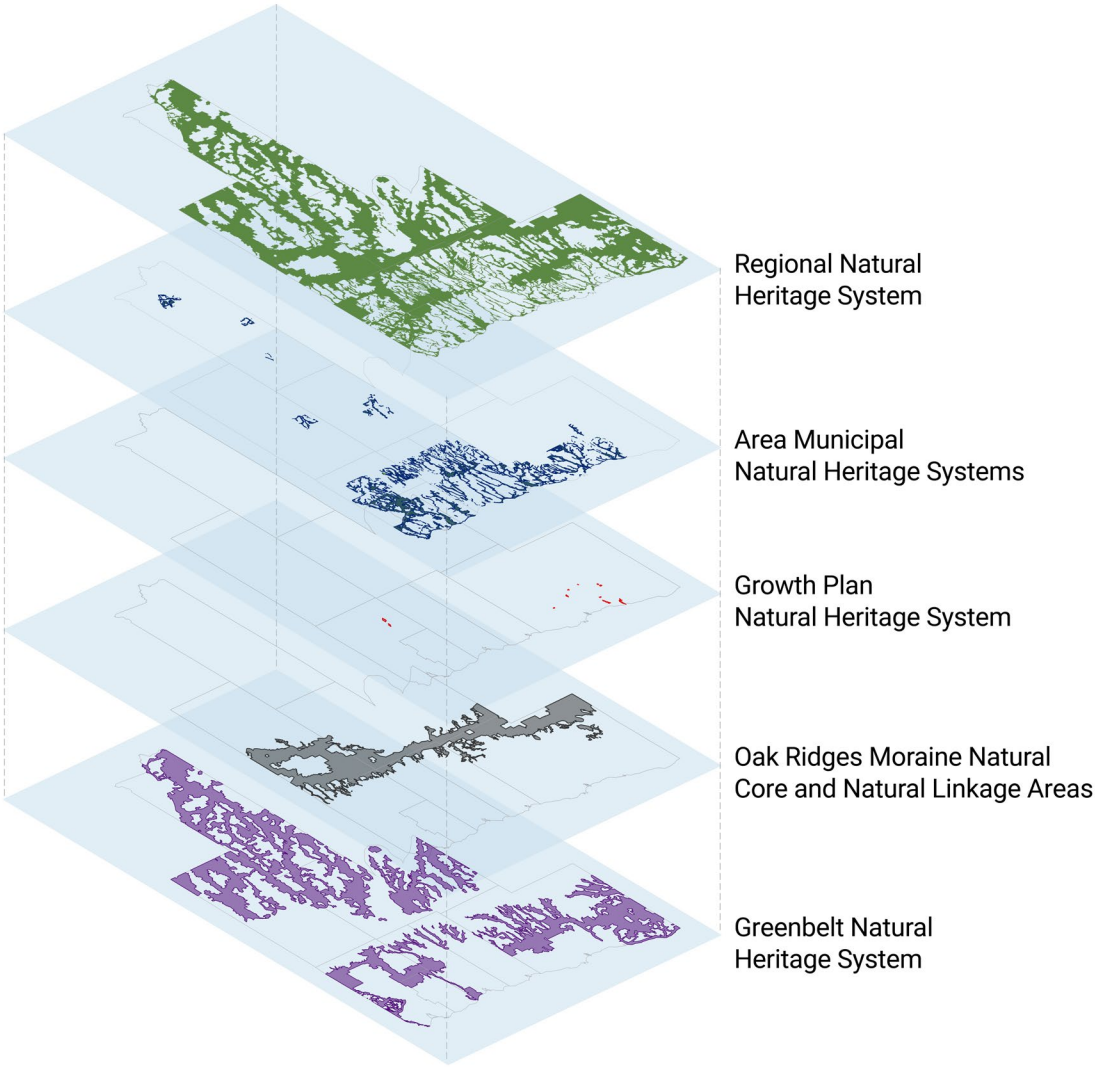
7.3.4 Ensure that, where applicable, watershed plans and their components meet the requirements of the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan and Greenbelt Plan.

7.4 Regional Natural Heritage System

The regional natural heritage system is an overlay that identifies a system of core natural features and the land and water that links these core features together. Protecting, enhancing and restoring this system supports the long-term ecological integrity and climate change resiliency of the region.

Enhancement opportunity areas are potential linkage areas, adjacent to the regional natural heritage system, where the system can be enhanced through voluntary stewardship and restoration efforts.

Figure 17. – Illustration of the components that comprise the regional natural heritage system:



Objective:

i. Ensure the identification, protection, restoration and enhancement of the regional natural heritage system and its natural heritage and hydrologic features and functions.

Policies:

It is the policy of Council to:

7.4.1 Identify a regional natural heritage system as an overlay, shown on Map 2a, comprised of the Oak Ridges Moraine Natural Core Areas and Natural Linkage Areas, Greenbelt Natural Heritage System, Growth Plan Natural Heritage System, area municipal natural heritage systems, key natural heritage features and key hydrologic features and functions and the linkage areas that connect these features in a system.

7.4.2 Permit refinements to the regional natural heritage system, outside of provincial natural heritage system areas, through the secondary planning process and/or approved planning applications, without an amendment to this Plan. Such refinements shall be supported by appropriate technical studies and must be in accordance with applicable provincial plans and the policies of this Plan.

7.4.3 Require policies that protect the regional natural heritage system as well as those that identify enhancement areas and linkage areas as part of area municipal official plans, where appropriate.

Linkage areas consist of natural areas and features to support the migration of flora and fauna, as well as the movement of pedestrians. For example, the Rouge-Duffins Wildlife Corridor in the City of Pickering is a natural linkage between the Rouge and Duffins valley systems.

It is the policy of Council to:

7.4.4 Prohibit development and site alteration within the regional natural heritage system, except as permitted by the applicable provincial plans including:

a) legally existing uses that conform to area municipal official plans and zoning by-laws;

b) new buildings and structures and the full range of uses for existing and new agricultural uses, agricultural-related uses and on-farm diversified uses and normal farm practices, subject to the key natural heritage features policies in this section;

c) naturalized stormwater management systems and facilities and passive recreational uses if an approved environmental impact study demonstrates that construction will have no negative impact;

d) new infrastructure if authorized through an Environmental Assessment or if no reasonable alternative location exists and an environmental impact study demonstrates that construction will have no negative impact; and

e) notwithstanding a) to d) above, stewardship, conservation, restoration and remediation undertakings, and flood and erosion control projects may be permitted if they are demonstrated to be necessary in the public interest and after all alternatives have been considered.

7.4.5 Require an environmental impact study for development and site alteration within 120 metres of the natural heritage system.

7.4.6 Maintain hedgerows within the regional natural heritage system where they serve an important linkage and/or habitat function, as determined by an approved site-specific study.

7.4.7 Support the achievement of targeted natural heritage systems, identified within watershed plans, by encouraging stewardship, restoration and related efforts within enhancement opportunity areas, as conceptually shown on Map 2a. Enhancement opportunity areas are subject to refinement by the area municipalities, in consultation with the conservation authorities and once restored, may be added to the regional natural heritage system.

7.4.8 Partner with the conservation authorities, area municipalities, Indigenous communities and other organizations to target restoration and enhancement initiatives within areas of the regional natural heritage system and enhancement opportunity areas with the greatest vulnerability to the impacts of a changing climate.

7.4.9 Consider cross-jurisdictional impacts when reviewing applications for development and site alteration in recognition that the regional natural heritage system is connected to the natural heritage systems of adjacent municipalities.

Key Natural Heritage Features & Key Hydrologic Features

Key natural heritage features and key hydrologic features form the basis of the regional natural heritage system and include:

- wetlands;

- significant woodlands;
- significant valleylands;
- habitat of endangered and threatened species;
- fish habitat;
- significant wildlife habitat;
- life science areas and earth science areas of natural and scientific interest;
- sand barrens, savannahs and tallgrass prairies;
- alvars;
- lakes and their littoral zones;
- permanent and intermittent streams;
- kettle lakes;
- seepage areas and springs;
- Lake Simcoe Shoreline; and
- natural areas abutting Lake Simcoe.

These features are subject to policies in the Provincial Policy Statement, Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Growth Plan and Lake Simcoe Protection Plan, as specified in Table 7. The policies of these provincial plans work together with the policies of this Plan and area municipal official plans to protect, restore and enhance features and the linkages between them to ensure the region's long-term ecological integrity.

It is the policy of Council to:

7.4.10 Require that area municipalities identify individual key natural heritage features, key hydrologic features and associated minimum vegetation protection zones within their official plans and zoning by-laws, informed by watershed plans and environmental impact studies that are prepared as part of development applications.

7.4.11 Prohibit development or site alteration in key natural heritage features and/or key hydrologic features, including any associated vegetation protection zone, with the exception of:

a) forest, fish and wildlife management;

b) stewardship, conservation, restoration and remediation undertakings, and flood or erosion control projects demonstrated to be necessary in the public interest and after all alternatives have been considered;

c) infrastructure, subject to the policies of the Greenbelt Plan, Growth Plan, Lake Simcoe Protection Plan and this Plan;

d) minor recreational uses such as trails, minimal numbers of footbridges, picnic facilities or similar structures, unserviced camping on public and institutional land, and existing uses;

e) agriculture, in accordance with Policies 7.4.12 and 11.3.5;

f) retrofits of existing stormwater management works where no other alternative exists, not including the establishment of new stormwater management works;

g) aggregate extraction, in accordance with Policies 6.7.6 and 6.7.14; or

h) expansions or alterations to existing buildings and structures for agricultural uses, agricultural-related uses, or on-farm diversified uses and expansions to an existing residential dwelling, in accordance with the Growth Plan.

7.4.12 Require that new buildings and structures used for agriculture within the Greenbelt Natural Heritage System provide a 30 metre vegetation protection zone from a key natural heritage feature or key hydrologic feature. This vegetation protection zone may consist of natural self-sustaining vegetation or agricultural crops if the land is, and will continue to be, used for agricultural purposes. However, best management practices should be pursued to protect and/or restore key hydrologic features and functions.

7.4.13 Require an environmental impact study, in accordance with Policy 7.4.15 or a natural heritage/hydrologic evaluation, for any development or site alteration outside of Urban Areas and Rural Settlements within 120 metres of a key natural heritage feature or key hydrologic feature (except where the only feature is habitat of endangered and/or threatened species) to identify a vegetation protection zone which:

a) applies minimum distance as determined by the area municipality, and examines if it is sufficient to protect the feature and its functions from the impacts of the proposed change and associated activities that may occur before, during and after construction;

b) will restore or enhance the feature and/or its function, where possible; and

c) will maintain and restore natural self-sustaining vegetation.

7.4.14 Require that for areas along the Lake Simcoe shoreline:

a) the vegetation protection zone shall be a minimum of 30 metres (or larger, if determined by an appropriate study) in shoreline Residential Areas and 100 metres for the remaining shoreline;

b) a natural heritage evaluation shall be required for any development or site alteration within 120 metres of shoreline built-up areas; and

c) an environmental impact study shall be required for any development or site alteration within 240 metres of the shoreline, outside of existing settlement areas, to ensure that development or site alteration will maintain, and to the extent possible, enhance or restore functional wildlife corridors between key natural heritage features, key hydrologic features and the Lake Simcoe shoreline.

7.4.15 Require that any proposal for development or site alteration in proximity to key natural heritage features or key hydrologic features include an environmental impact study as part of a complete application. The Region, in consultation with the area municipality, the conservation authority having jurisdiction if a conservation authority permit will be required and the Lake Simcoe Region Conservation Authority where applicable and applicant, may select and retain a qualified environmental consultant to peer review the study at the applicant's expense. Such a study shall apply to the area to be developed, or may be expanded to include additional lands, as may be deemed necessary by the Region, in consultation with the area municipality, the Lake Simcoe Region Conservation Authority where applicable and any other appropriate agency, and it shall address the following:

a) the location and nature of the development;

b) the mapping of the location and extent of the environmental conditions, which may include key natural heritage features or key hydrologic features;

c) the degree of sensitivity of the environmental conditions and an evaluation of such conditions;

d) assess the significance of the key natural heritage features and key hydrologic features, where applicable;

e) an assessment of the potential impacts including cumulative impacts on the environment;

f) the need for any measures to protect, improve and restore and/or mitigate negative impacts to key natural heritage features or key hydrologic features and functions and the surrounding environment, and definitions of such measures;

g) recommendations for appropriate vegetation protection zones, if larger than area municipal minimum widths, between the area of development and/or site alteration;

h) assess wildland fire risk due to the presence of hazardous forest types for wildland fire;

i) the need for measures to prevent the introduction and/or spread of invasive species, in accordance with Section 7.7;

j) applicable environmental considerations of the Lake Simcoe Protection Plan and/or Greenbelt Plan;

k) the requirements of a natural heritage evaluation and/or a hydrological evaluation, as detailed in the Oak Ridges Moraine Conservation Plan, in accordance with Policy 7.1.30, if applicable; and

l) any other matters deemed necessary by Council.

7.4.16 Require the preparation of an environmental impact study for aggregate resource extraction proposals, that addresses the relevant requirements of this Plan and as required by the Aggregate Resources Act. The Region, in consultation with the area municipality, may select and retain a qualified environmental consultant to peer review the study at the expense of the applicant.

7.4.17 Not require an environmental impact study for developments which satisfy the provisions of the Environmental Assessment Act, except in cases where the Integration Provision of the Municipal Engineers Association Municipal Class Environmental Assessment is utilized.

7.4.18 Ensure that if portions of key natural heritage features or key hydrologic features are damaged or destroyed by unauthorized development or site alteration, these features, functions and/or landform will continue to be subject to all relevant key natural heritage features or key hydrologic features policies of this Plan, and the lands will be restored as part of any development approval process.

Woodlands & Wetlands

Woodlands and wetlands play a critical role within the region's natural environment by providing environmental, economic and social benefits such as erosion and flood prevention, hydrological nutrient cycling, provision of clean air and long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities and the sustainable harvest of woodland products.

It is the policy of Council to:

7.4.19 Encourage increases in woodland cover to achieve a long-term, aspirational target minimum of 40% of Durham's total land area. Watershed plans shall be utilized to assist in establishing associated targets for a watershed or smaller geographic areas and to identify the most suitable areas for enhanced woodland coverage.

7.4.20 Administer, update and implement a Regional Woodland By-law for woodlands over one hectare in size to prohibit or regulate the destruction or injury of trees.

7.4.21 Encourage area municipalities to develop tree and/or woodland conservation by-laws, in conformity with the Municipal Act, for woodlands not covered by the Regional Woodland Conservation By-law.

7.4.22 Prohibit development and site alteration within significant woodlands, as verified by an appropriate site-specific study, such as an environment impact study. Notwithstanding, mineral aggregate operations may be permitted within significant woodlands provided the applicable policy requirements of provincial plans and policies are satisfied.

7.4.23 Encourage area municipalities to identify locally significant woodlands for protection within their official plans.

7.4.24 Require an environmental impact study for development and site alteration that may have an impact on cultural woodlands to demonstrate that there will be no negative impact on the woodland.

Cultural woodlands refer to an area of land at least 0.2 hectares in size with any treed vegetation community with a canopy crown cover of over 35%, but less than 60% of the ground, determinable by aerial photography.

It is the policy of Council to:

7.4.25 Encourage the use of good forestry management practices to protect and enhance existing woodlands.

7.4.26 Maintain wetland area and the ecological and hydrological functions they provide, and enhance wetland cover through stewardship and restoration, where possible.

7.4.27 Prohibit development and site alteration within provincially significant wetlands, significant coastal wetlands and wetlands within provincial natural heritage system areas, in accordance with Policies 7.4.10 to 7.4.18. Notwithstanding, mineral aggregate operations may be permitted within non-significant wetlands, provided the applicable policy requirements of provincial plans and policies are satisfied.

7.4.28 Prohibit development and site alteration within 120 metres of wetlands, unless an approved environmental impact study and wetland water balance risk evaluation demonstrates that there will be no negative impact on the wetland or its ecological functions. Development and site alteration may be permitted within the vegetation protection zone, in accordance with Policies 7.4.10 to 7.4.18.

7.4.29 Partner with area municipalities, Indigenous communities, conservation authorities and other stakeholders in the restoration and enhancement of wetland and woodland area and function, especially in areas particularly vulnerable to the impacts of a changing climate.



7.5 Water Resources System

The water resources system in the region is made up of key hydrologic features, key hydrologic areas and their functions. Hydrologic features and areas include wetlands, lakes, aquifers and groundwater recharge and discharge areas that supply the region's drinking water and play a critical role in the natural environment.

Objectives:

i. Ensure the quality and quantity of the region's water resources and maintain, restore and enhance hydrologic functions of the water resources system.

ii. Ensure the protection of the region's water quality by regulating land uses within areas of aquifer vulnerability.

iii. Ensure that municipal water quality and quantity is protected from contamination and incompatible land uses.

Policies:

It is the policy of Council to:

7.5.1 Identify a water resources system, including key hydrologic features and key hydrologic areas, as shown on Maps 2c, 2d and 2e. Area municipalities shall further refine these features and areas within their official plans, as appropriate. Updates to key hydrologic areas mapping shall not require an amendment to this Plan.

7.5.2 Participate in coordinated efforts to study and manage water resources, in collaboration with the province, area municipalities, conservation authorities, Indigenous communities, adjacent municipalities and other stakeholders.

7.5.3 Promote and support initiatives related to the effective use, conservation and management of water resources.

7.5.4 Encourage development that protects, improves and restores hydrological features, areas and their functions and minimizes direct alteration to groundwater flows.

7.5.5 Require that formerly piped or buried watercourses, including tile drainage systems, on former agricultural lands that are brought into the Urban Area Boundary be restored at the surface, wherever possible.

7.5.6 Collaborate with the province, conservation authorities and source protection authorities to protect against potential negative impacts of development on water quality and quantity, including cross-jurisdictional and cross-watershed impacts.

7.5.7 Require that development applications demonstrate that lakes, permanent and/or intermittent streams and associated riparian areas be retained in a natural state or rehabilitated and that alterations to natural drainage systems and sediments entering a permanent and/or intermittent stream or lake will be prevented or minimized.

7.5.8 Discourage alterations to watercourses and permanent and/or intermittent streams. Minor adjustments to watercourses and permanent and/or intermittent streams may be considered by the conservation authority having jurisdiction in accordance with regulations under the Conservation Authorities Act.

7.5.9 Require that development in areas where water resources could be significantly impacted demonstrate through an appropriate study that water quality and quantity will be protected, improved, or restored.

7.5.10 Require that development applications that have the potential to impact water quantity, such as those that require a Permit to Take Water under the Ontario Water Resources Act (with the exception of applications for wetland restoration projects, domestic usage and livestock operations), be accompanied by a study verifying that there is a sufficient water supply to support the proposed use and, on a cumulative sustainable basis, confirm that there will be no negative impact on surrounding water users and the natural environment.

7.5.11 Require that an application to establish or expand a major recreational use within the Lake Simcoe watershed be accompanied by a recreational water use plan.

7.5.12 Require development on a lot where there is an abandoned well or borehole demonstrates to the satisfaction of the area municipality, that actions have been taken to decommission the well or borehole, in accordance with provincial requirements.

7.5.13 Require that area municipalities include policies and appropriate designations within their official plans, informed by watershed planning, that provide for the long-term protection of key hydrologic features, key hydrologic areas, and their functions.

7.5.14 Encourage the use of best management practices, including green infrastructure and low impact development, to support the protection, and where possible, enhancement and restoration of hydrologic functions of key hydrologic features and key hydrologic areas.

7.5.15 Permit development and site alteration, including major development within key hydrologic areas in the Greenbelt Protected Countryside, only where it has been demonstrated that hydrologic functions, including groundwater and surface water quality and quantity, of these areas will be protected, and where possible, improved and restored, in accordance with the policies this Plan and the Greenbelt Plan. The requirements of this policy do not apply to new or expanding buildings or structures for agriculture uses, agricultural-related uses or on-farm diversified uses, where the total impervious surface does not exceed 10% of the lot.

7.5.16 Ensure that new and expanded Regional infrastructure avoid key hydrologic areas unless the need has been demonstrated and there is no reasonable alternative. If avoidance is not possible, ensure that planning, design and construction practices minimize negative impacts on the hydrologic functions of these areas.

7.5.17 Encourage area municipalities to include policies within their official plans to maintain the size, diversity and connectivity of the Lake Iroquois Shoreline's key natural heritage features and key hydrologic features, areas and functions.

Aquifer Vulnerability

Vulnerable aquifers are those that are particularly susceptible to contamination. For example, from road salt, manure, pesticides, and leaching chemicals and fluids. The Clean Water Act and Oak Ridges Moraine Conservation Plan identify the locations of vulnerable aquifers and outline policies for their protection that municipalities and the province must implement.

It is the policy of Council to:

7.5.18 Identify highly vulnerable aquifers across the region and areas of high aquifer vulnerability on the Oak Ridges Moraine, shown on Map 2g. Additional areas may be identified through updates to source water protection plans or watershed studies.

7.5.19 Require that area municipalities detail highly vulnerable aquifers and areas of high aquifer vulnerability within their official plans, the location and boundaries of which shall be refined through the preparation of watershed plans or similar studies.

7.5.20 Protect highly vulnerable aquifers and areas of high aquifer vulnerability, when considering new development or site alteration by implementing the relevant requirements of the applicable source water protection plan and by prohibiting uses considered to be high risk to groundwater, as identified in Table 3 outside of designated Urban Areas. A hydrogeological investigation may also be required to assess whether other uses not included in Table 3 will be a potential risk to groundwater within highly vulnerable aquifers and areas of high aquifer vulnerability thereby requiring potential prohibitions, restrictions and/or mitigation.

7.5.21 Require a containment management plan for applications to permit high-risk land uses within in a highly vulnerable aquifer or area of high aquifer vulnerability.

7.5.22 Encourage the use of best management practices for existing land uses considered to be high risk to groundwater or those that involve the handling and/or storage of Dense Non-Aqueous Phase Liquid or Organic Solvents that are located within highly vulnerable aquifers or areas of high aquifer vulnerability.

7.5.23 Encourage area municipalities to require measures that reduce salt application, which may include a salt management plan, for development within highly vulnerable aquifers and areas of high aquifer vulnerability, recognizing that maintaining public safety is paramount.

7.5.24 Encourage restrictions for the transportation of chemicals and volatile materials along haulage routes through highly vulnerable aquifers and areas of high aquifer vulnerability.

Drinking Water Source Protection

The Region operates 12 drinking water systems across the eight area municipalities. These systems include surface water (such as Lake Ontario and Lake Simcoe) and ground water sources (such as wells). After treatment, drinking water is distributed across the region though a system of underground pipes.

The province introduced the Clean Water Act in 2006 which mandated the preparation of assessment reports and source protection plans. Source protection plans focus on protecting water at the source before it enters the drinking water treatment plant.

The policies of this Plan implement applicable policies of the Trent Source Protection Plan, Ganaraska Source Protection Plan, South Georgian Bay Lake Simcoe Source Protection Plan and the Credit Valley Toronto and Region and Central Lake Ontario Source Protection Plan. The policies of this section must be read in conjunction with the policies and mapping of the applicable source protection plan.

It is the policy of Council to:

7.5.25 Identify the boundaries of applicable source protection plans and locations of intake protection zones and wellhead protection areas on Map 2f.

7.5.26 The exact boundaries of wellhead protection areas, intake protection zones and their vulnerability scores are found in the source protection plans, which may be updated from time to time. Updates to this Plan to reflect changes in source protection plan mapping are permitted without an amendment.

7.5.27 Require that area municipal official plans and zoning by-laws include policies and detailed mapping to implement the policies of this Plan and the applicable source protection plan.

7.5.28 Require that all Planning Act applications within wellhead protection areas or intake protection zones, submitted on or after the effective date of the applicable source protection plan, conform to the policies of this Plan and the applicable source protection plan. In the event of conflict between this Plan and the source protection plan, source protection policies shall prevail.

7.5.29 Prohibit or restrict development that poses a threat to the quality and/or quantity of municipal drinking water supplies within wellhead protection areas and intake protection zones, in accordance with Tables 3 and 4, other policies of this Plan and the source protection plans.

7.5.30 Require a Section 59 Notice under the Clean Water Act, issued by the Risk Management Official, as part of a complete application for development within a wellhead protection area and/or intake protection zone – 1 (excluding the intake protection zone – 1 within the Trent Conservation Coalition Source Protection Region).

The requirement for a **Section 59 Notice** under the Clean Water Act ensures that the Risk Management Official has assessed proposed activities within vulnerable areas, before the municipality issues a building permit or planning approvals, to prevent the unintentional approval of activities that are a significant threat to municipal drinking water.

The Risk Management Official refers to the official, appointed under Part IV of the Clean Water Act, 2006, responsible for making decisions about risk management plans and risk assessments and must meet the prescribed criteria in the regulations under the Clean Water Act, 2006.

It is the policy of Council to:

7.5.31 Require that development that includes a small onsite private sewage disposal system within wellhead protection areas, with a vulnerability score of 10, comply with the following:

a) where feasible, both existing and future uses are required to connect to municipal sanitary services;

b) new private onsite sewage systems shall be designed and constructed in accordance with the standards of the Ontario Building Code. Lot creation, where permitted outside of wellhead protection area – A shall adhere to regional and provincial guidelines for lot sizing. The study requirements of Ministry of the Environment, Conservation and Parks Guidelines D-5-4 shall apply, regardless of the number of lots being proposed; and

c) require that vacant lots of record within the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plan area, be subject to site plan control to ensure that new private onsite sewage systems including replacement beds are located outside of wellhead protection area – A and B.

7.5.32 Prohibit the establishment of large (greater than 10,000 litres) septic systems within wellhead protection areas with a vulnerability score of 10, unless the proponent can demonstrate that the proposal will meet the requirements of the applicable source protection plan.

7.5.33 Prohibit the establishment of stormwater management facilities and associated discharge within wellhead protection areas with a vulnerability score of 10 or any intake protection zone, unless the proponent can demonstrate the proposal will meet the requirements of the applicable source protection plan.

7.5.34 Ensure that new sewage system infrastructure, including sanitary sewers and related pipes, are located outside of wellhead protection areas and any intake protection zone wherever possible, and comply with additional requirements of the applicable source protection plan.

7.5.35 Prohibit the establishment of sewage storage and treatment facilities, including associate discharge within wellhead protection area – A, with a vulnerability score of 8 to 10 and those activities plus industrial effluent discharges within any intake protection zone, unless the requirements of the applicable source protection plan are met.

7.5.36 Ensure development that proposes the construction of impervious surfaces within wellhead protection areas with a vulnerability score of 10 considers the impact of the application of road salt in accordance with the policies of the applicable source protection plan.

7.5.37 Prohibit new parking lots greater than 2,000 square meters within wellhead protection area – A within the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plan Area. Where new roads or parking lots are proposed within wellhead protection area – B with a vulnerability score of 10, a salt management plan is required as part of a complete application.

7.5.38 Encourage restrictions on the transportation of chemicals and volatile materials along haulage routes through wellhead protection areas.

A **salt management plan** should include, but not be limited to mitigation measures regarding design of parking lots, roadways and sidewalks to minimize the need for repeat application of road salt, such as reducing ponding in parking areas; and directing stormwater discharge outside of vulnerable areas, where possible.

It is the policy of Council to:

7.5.39 Require that new development within the wellhead protection area – Quantity 1/Quantity 2, as shown on Map 2f, demonstrate that pre-development water recharge will be maintained to the greatest extent possible through best management practices such as low impact development.

7.5.40 Require that development applications to facilitate major development for residential, commercial, industrial and institutional uses, north of the downgradient line within the wellhead protection area – Quantity 1/Quantity 2, as shown on Map 2f, provide a water balance study demonstrating that pre-development recharge will be maintained to the greatest extent feasible through best management practices such as low impact development, minimizing impervious surfaces and lot level infiltration. Where pre-development recharge rates cannot be maintained, offsite compensation may be considered.

7.5.41 Permit development or site alteration that includes a Permission to Take Water within wellhead protection area – Quantity 1/Quantity 2, only where approval for the Permission to Take Water has been issued by the Ministry of the Environment, Conservation and Parks.

7.5.42 Permit Settlement Area Boundary Expansions, in accordance with Section 5.7, within the wellhead protection area – Quantity 1/Quantity 2, only where:

a) it has been demonstrated that the recharge functions of significant groundwater recharge area will be maintained;

b) it has been demonstrated that the aquifer has sufficient capacity;

c) the expansion will not have an adverse effect on the ability of the aquifer to meet water supply requirements for current and planned capacity; and

d) that the hydrological integrity of the municipal wells will be maintained.

7.5.43 Prohibit geothermal wells within wellhead protection area – A and B with a vulnerability score of 8 to 10 and ensure that geothermal systems locate above municipal aquifers within wellhead protection areas.

7.6 Natural & Human Made Hazards

Natural hazards such as flooding, erosion and slope failures, dynamic beaches and wildland fire have the potential to cause significant harm to public health and safety when people and property locate in areas where these natural processes occur. In addition, the impacts of a changing climate have the capacity to increase the rate and severity of natural hazards.

Objective:

i. **Promote a coordinated approach to regulating development and site alteration within natural hazard lands to ensure public health and safety, protect property and mitigate risks associated with a changing climate.**

Policies:

It is the policy of Council to:

7.6.1 Direct development away from natural hazard lands or human-made hazards.

7.6.2 Direct intensification, including through change in use, lot creation or additional units, away from natural hazard lands, unless permitted within a Floodplain Special Policy Area described within an area municipal official plan.

7.6.3 Prohibit, unless permitted by provincial policies or regulations, development and site alteration within:

a) the dynamic beach hazard;

b) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and

c) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.

Dynamic Beach Hazard refers to areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.

It is the policy of Council to:

7.6.4 Recognize Floodplain Special Policy Areas as identified within area municipal official plans.

7.6.5 Prohibit development of institutional uses, essential emergency service uses, and uses associated with the disposal, manufacture, treatment, or storage of hazardous substances within natural hazard lands.

7.6.6 Support policies and programs of the conservation authorities that represent best practices in shoreline management, such as those identified in established shoreline management plans.

7.6.7 Require area municipalities to update their official plans and zoning by-laws to reflect mapping and policy recommendations from completed flood plain, erosion, slope stability studies and shoreline management plans to ensure effective regulation of development and site alteration within natural hazard lands.

7.6.8 Support studies that guide the long-term protection of the Lake Ontario waterfront to protect property and infrastructure from flooding and erosion, and collaborate with area municipalities and conservation authorities on implementation of mitigation measures identified in such studies.

7.6.9 Collaborate with area municipalities and conservation authorities to ensure that watershed plans, and other strategies and initiatives consider the impacts of a changing climate that increase the risks associated with natural hazards and provide recommendations to mitigate such risks.

7.6.10 Encourage the transfer of natural hazard lands to public agencies through the development approvals process.

7.6.11 Require area municipalities to ensure hazardous forest types for wildland fire are considered through an environmental impact study when development is proposed in or adjacent to areas at risk for wildland fire.

7.6.12 Require area municipalities to include policies in their official plans to direct development outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire, unless provincial wildland fire assessment and mitigation standards are applied.

7.6.12.1 Wildland fire mitigation measures shall not be permitted in significant wetlands and significant coastal wetlands.

7.6.12.2 Wildland fire mitigation measures shall not be permitted in significant woodlands, significant valleylands, significant wildlife habitat, significant areas of natural and scientific interest, coastal wetlands and fish habitat as well as adjacent lands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

7.6.13 Require area municipalities to ensure the necessary measures are in place to address and mitigate known hazards for development on, abutting or adjacent to lands affected by mine hazards; oil, gas, and salt hazards; and former mineral mining operations, mineral aggregate operations or petroleum resource operations.

7.6.14 Encourage area municipalities to partner with conservation authorities to identify remediation and mitigation opportunities within natural hazard lands.

7.7 Environmental Stewardship

Environmental stewardship includes active participation in conservation efforts and collaborative planning by the Region, area municipalities, conservation authorities, Indigenous communities, local organizations, the province and residents to restore and enhance the natural environment. Stewardship of the natural environment is necessary to ensure the sustainability of the region's communities.

Objectives:

i. Promote the protection, restoration and enhancement of the region's natural environment through environmental stewardship initiatives.

ii. Promote invasive species management strategies to reduce the introduction and spread of invasive species.

iii. Promote the increase of public ownership of natural heritage and natural hazard lands through land securement.

Policies:

It is the policy of Council to:

7.7.1 Seek partnerships with area municipalities, Indigenous communities, conservation authorities, provincial agencies and other organizations in the stewardship of land and water resources.

7.7.2 Recognize the importance of traditional ecological knowledge in understanding the natural environment, including cumulative impacts, by establishing and maintaining relations with Indigenous communities to facilitate the sharing of traditional ecological knowledge.

7.7.3 Investigate and facilitate the sharing of traditional ecological knowledge with the highest standards of practice, with consideration for ownership, control, access and possession (OCAP) principles that establish how First Nations data should be collected, protected, used and/or shared in relation to the use of traditional ecological knowledge.

7.7.4 Encourage area municipalities to include environmental stewardship policies within their official plans.

7.7.5 Work with area municipalities, Indigenous communities, conservation authorities, the province, school boards, post-secondary institutions and other stakeholders to provide education to support environmental stewardship as it relates to:

a) urban agriculture and community gardens;

b) waste management, including recycling and composting, in accordance with Section 4.2;

c) invasive species management;

d) low impact development and design;

e) farmland restoration, including hedgerows, riparian buffers, stream crossing alternatives, culvert replacements and wetland restoration;

f) wildlife connectivity and habitat protection;

g) shoreline restoration; and

h) low carbon lifestyles and behaviours.

7.7.6 Support the inclusion of environmental stewardship initiatives as part of trail building and maintenance.

Invasive Species Management

Invasive species are non-native plants, animals, insects and other micro-organisms that spread when introduced outside of their natural distribution and cause serious and often irreversible damage to ecosystems, the economy and society.

While many invasive species are introduced by humans, the impacts of a changing climate contributes to the spread of invasive species within our communities.

Figure 18. – Common invasive species in Ontario:



Report A Sighting: https://www.eddmaps.org • Invasive Species Hotline 1-800-563-7711

It is the policy of Council to:

7.7.7 Collaborate with area municipalities, Indigenous communities, conservation authorities, provincial agencies and other organizations in carrying out invasive species management, including ongoing monitoring of invasive species, and assisting in the development of invasive species management plans, where appropriate.

7.7.8 Require that development applications adjacent to key natural heritage features demonstrate, as part of an environmental impact study, safeguards against the introduction and spread of invasive species during construction.

7.7.9 Discourage new developments and redevelopments from utilizing non-native plants and require the inclusion of native and drought tolerant vegetation, where appropriate.

7.7.10 Commit to the consideration of planting native species on regionally owned properties and along transportation and utility corridors, as opportunities arise.

Land Securement

Securing interests in land, through purchases, donations, conservation easements, and other methods help municipalities and conservation authorities protect natural heritage features and environmentally significant areas.

It is the policy of Council to:

7.7.11 Support the use of various land securement tools as a means of protecting and enhancing the region's natural environment.

7.7.12 Support the acquisition of land in appropriate locations by area municipalities and/or conservation authorities for natural heritage conservation purposes, in accordance with Policy 11.3.23.

7.7.13 Pursue funding opportunities to support land securement for conservation purposes, based on the following considerations:

a) location within the regional natural heritage system and enhancement opportunity areas, key natural heritage features, key hydrologic features, and natural hazard lands;

b) establishment of a regional trail network;

c) damaged or degraded areas;

d) nature and immediacy of threats to an area;

e) proximity of an area to existing property in public ownership;

f) the overall cost of purchase and long-term management of an area; and

g) any other consideration identified through a Council approved land securement strategy.





Chapter 8

Connected Transportation System

Chapter 8. Connected Transportation System

The Region has a Connected Transportation System that supports healthy and complete communities, offering residents and businesses practical and efficient mobility options for trips to work, school and other destinations within and beyond Durham Region. The Transportation System supports a range of travel modes using transportation facilities such as roads, railways, sidewalks, trails, public transit, commuter and other parking lots, harbours, marinas and airports.

The bond between land use and transportation includes connectivity between different modes of travel, and compact and mixed land use patterns that encourage the use of sustainable modes such as walking, cycling and public transit. A Connected Transportation System helps to reduce the number of vehicle trips in the system and carbon emissions. Providing opportunities for more options on how to travel helps create safe and convenient movement of people of all ages and abilities. It also allows for more efficient goods movement to support economic development and fulfill the needs of residents and businesses.

Goals:

I. **Provide a connected Transportation System that is integrated, safe, efficient, reliable and fiscally sustainable to meet existing and future needs of the region's residents and businesses.**

II. **Strategically invest in the Transportation System by providing a range of accessible travel options, including low carbon mobility choices for residents of all ages and abilities.**

III. **Design and construct transportation infrastructure to reduce GHG emissions, mitigate the effects of the Transportation System on the natural environment and climate, and to be more resilient by adapting and/or mitigating the effects of climate change on the Transportation System.**

IV. **Facilitate the movement of people and goods through a complete streets approach to accommodate all modes of transportation, and strengthen the inter-dependency between transportation and land use.**

8.1 Transit Priority Network

As Durham grows and intensifies, public transit will take on a much greater role in meeting travel demand needs. Expanding the transit system will provide Durham residents with more convenient access to jobs and services within and outside of the region. Public transit supports complete and compact communities by focusing higher levels of transit service where urban densities are currently or planned to be the most concentrated.

The Transit Priority Network forms the backbone of the region's transit network and is intended to provide fast, frequent and direct service to Urban Growth Centres, Regional Centres, Rapid Transit Corridors, Protected Major Transit Station Areas and other major destinations across Durham Region and within the Greater Golden Horseshoe.

Objectives:

i. **Enhance the role of transit in creating efficient, compact and complete communities, and supporting increased densities within Urban Areas.**

ii. **Support an integrated and coordinated long-term framework to plan for reliable, accessible and convenient transit services and infrastructure across the region.**

iii. **Increase the availability of transit and its share of overall trips, especially during morning and afternoon peak periods.**

iv. **Support access to transit services for all Durham residents through demand responsive services, advanced technologies, active transportation connections and improved integration with other transit service providers.**

Policies:

It is the policy of Council to:

8.1.1 Support the planning, design and operation of an integrated and coordinated Transit Priority Network, as designated on Map 3a.

8.1.2 Provide appropriate inter-regional and inter-municipal service through the Transit Priority Network, consisting of following elements:

a) Rapid Transit Spine: planned to provide dedicated transit lanes in most arterial road sections and intersect with local transit services;

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

c) Other Transit Connection: facilitates longer-distance trips, providing direct links between smaller Urban and Rural Areas and connecting these areas to Commuter Stations, Rapid Transit Spines, High Frequency Transit Network or Freeway Transit;

d) Commuter Rail: carries passengers at high rates of speed over longer distances and links to Commuter Stations within Protected Major Transit Station Areas, providing transfer points to other transit services and transportation modes;

e) Protect for Future Commuter Rail: corridors that identify future connections on existing rail corridors; and

f) Freeway Transit: facilitate long-distance inter-regional and inter-municipal transit trips within the Highway 407, 412 and 418 rights-of-way. The designation of Freeway Transit supports the implementation of frequent bus service with transit terminals within dedicated commuter parking lots at interchanges, which is planned to evolve to a dedicated transitway facility beside the freeway in the long-term.



Figure 19. – Transit Priority Network Characteristics:

Transit Priority Network Designation	Potential Service Type	Typical Peak Frequency	Typical Capacity (weekday passengers per hour per direction)
Rapid Transit Spine	Bus Rapid Transit (BRT) or Light Rail Transit (LRT)	5 minutes or less	2,000-6,000 (BRT) 2,000-8,000 (LRT)
High Frequency Transit Network	Standard or articulated bus	5-20 minutes	1,000-2,000
Other Transit Connection	Standard bus or coach bus (GO Transit)	20-60 minutes	Up to 1,000
Commuter Rail/ Protect for Future Commuter Rail	Heavy rail	15-30 minutes	4,000-16,000+
Freeway Transit	Interim: Coach bus (GO Transit) Long-term: BRT, LRT or medium rail	20-60 minutes 15-30 minutes	Up to 1,000 Up to 14,000
Local routes (not designated on Map 3a)	Standard bus or small bus	15-30 minutes	Up to 1,000

=1,000 passengers

It is the policy of Council to:

8.1.3 Achieve transit-oriented development within Strategic Growth Areas to support increased transit use and higher levels of service, achieved through the following principles and in accordance with Policy 5.2.8:

a) design arterial roads, through a complete streets approach, to help control traffic speeds while promoting safe and attractive environments for active transportation and transit use;

b) enhance mobility to and from transit services including more frequent intersections and pedestrian crossings where feasible;

c) maintain and encourage on-street parking in historic downtowns and on certain Type C Arterials, as specified in Table 5;

d) provide facilities which support non-auto modes including Commuter Stations, transit terminals with potential drop off facilities and bus loops, bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities;

e) encourage provisions for alternative development standards, including reduced minimum parking requirements, potential redevelopment of existing surface parking and the establishment of maximum parking requirements for both privately initiated development applications and area municipal zoning by-laws, which are tailored to the level of transit service proposed; and

f) create and apply a regional transit-oriented development guideline to be used for reviewing development applications within Strategic Growth Areas, in collaboration with the area municipalities.

8.1.4 Achieve transit-supportive development for existing and future transit services within Urban Areas outside of Strategic Growth Areas, particularly along Regional Corridors served by the High Frequency Transit Network, through the following principles:

a) create an urban grid system of street and walkway patterns, and active transportation connections, connecting bus stops to active transportation;

b) support active places and streetscapes, with a wide range and mix of medium and high-density uses, including orienting buildings towards the street to reduce walking distances to transit facilities;

c) limit surface parking, especially in front of buildings, and supporting the potential redevelopment of existing surface parking where appropriate; and

d) provide facilities which support non-auto modes including: bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities.

8.1.5 Create a network of Commuter Stations, terminals and bus stops within Urban Areas that allow for 80% of residents and workers to be within a reasonable walking distance (500 metres, representing a five-minute walk) from the nearest one.

8.1.6 Provide suitable transit services to newly developing areas as early as possible, including demand responsive services, as technically and financially feasible.

8.1.7 Support the implementation of the Lakeshore East GO rail service to Bowmanville, including the development of Transit Oriented Communities within the Protected Major Transit Station Areas and GO rail service to the Seaton community within the Pickering Urban Area, as indicated on Map 3a.

8.1.8 Support the investigation of further extensions of rail passenger service and stations along existing rail corridors, highway and hydro corridor rights-of-way, including the CPR Havelock Line for VIA Rail High Frequency Rail and the Metrolinx-owned Uxbridge Line.

8.1.9 Encourage and work with Metrolinx, provincial, municipal and federal governments to plan for improved inter-regional transit connections, including Freeway Transit and Other Transit Connections designated on Map 3a.

8.1.10 Integrate or protect for future transit terminals identified in the Durham Transportation Master Plan and/or Durham Region Transit service plans, through the development application review process.

8.1.11 Implement transit stops for local routes located internal to or abutting a development when sidewalks are constructed, and making them a direct responsibility of the developer to construct or fund as a condition of development approval.

8.1.12 Adapt to emerging technologies and different types of service that improve transit operations, availability, user experience and provide seamless access to the transit system for passengers.

8.2 Active Transportation

Increasing active transportation as a mode of travel, particularly walking and cycling, contributes to personal well-being, encourages social interaction, and improves access to transit and destinations for persons of all ages and abilities.

Active transportation infrastructure is a shared responsibility between the region and area municipalities.

Objectives:

i. Promote the importance of active transportation in achieving healthy and complete communities that support quality of life and help municipalities maximize their investments in infrastructure.

ii. Support a reduced reliance on automobiles, and single-occupant vehicles in particular, and support access to transit through active transportation modes for work, school and other utilitarian trips.

iii. Ensure a safe and integrated network of active transportation facilities that support increased densities within Urban Areas and provide enhanced recreational and tourist access to green spaces and rural areas.



Policies:

It is the policy of Council to:

8.2.1 Implement the Regional Active Transportation Network designated on Map 3d, in cooperation with the area municipalities, conservation authorities and the Provincial Ministry of Transportation (MTO).

8.2.2 Implement a Regional Cycling Plan, in cooperation with the area municipalities, and update it on a regular basis. The Regional Cycling Plan will:

a) recognize that cycling facilities form part of a balanced, multi-modal transportation system;

b) establish a network of on and off-road cycling facilities across the region;

c) provide policies and programs to address matters of encouragement, enforcement, education, engineering and funding; and

d) recommend actions and a proactive phasing approach for the implementation of the Regional Cycling Plan's policies, programs and cycling network, in association with area municipal and conservation authority projects and activities.

8.2.3 Construct a safe, direct, comfortable, attractive and convenient active transportation network to serve the needs of people of all ages and abilities, and reduce barriers for access, working with the area municipalities in accordance with agreed principles of jurisdiction and cost-sharing to:

a) ensure pedestrian and cycling access to Commuter Stations, bus terminals and stops;

b) promote neighbourhood walkability and the integration of cycling facilities;

c) address accessibility requirements in the design of new or reconstructed pedestrian and cycling facilities; and

d) prioritize improvements in areas of high need including Strategic Growth Areas and Durham's Priority Neighbourhoods, in areas with existing or projected high volumes of pedestrians and/or cyclists, and near amenities that are frequented by seniors or students.

8.2.4 Establish and implement a central regional east-west active transportation corridor, referred to as the Durham Meadoway, primarily through the Gatineau Hydro Corridor in partnership with area municipalities, conservation authorities and utility providers.

8.2.5 Promote the integration of different modes of transportation through cycling and transit-supportive facilities such as weather-protected bike racks and secured bike storage at Commuter Stations, bus terminals and stops.

8.2.6 Recognize and support the role of the Region to ensure the safe, year-round operation of cycling and transit facilities through design, signage, enforcement and maintenance, in collaboration with the area municipalities.

8.2.7 Implement road safety measures in accordance with the Region's Vision Zero Strategic Road Safety Action Plan in the design of facilities to support active transportation, including measures to control traffic speeds while promoting safe and attractive environments for vulnerable road users (e.g. pedestrians, cyclists and users of power-assisted devices).

The **Durham Region Vision Zero Strategic Road Safety Action Plan** (SRSAP), approved by Regional Council in 2019, is an overall strategy to reduce motor vehicle fatalities and injuries within the region. Vision Zero is a road safety concept that originated in Sweden in 1997 and has been adopted in various forms around the world. The core mandate of Vision Zero is that in recognizing that while humans make mistakes, no loss of life resulting from a motor vehicle collision is acceptable. The road system needs to keep people moving, but it must also be designed to protect people at every turn. This protection can take one of two forms: preventing collisions from occurring or designing the road network to minimize the consequences of collisions that do occur.

As a guiding principle, safety is prioritized over factors upon which decisions were traditionally made such as cost, speed, delay, level of service, and convenience. The vision for the SRSAP is that zero people are killed or injured across all modes of transportation, and that as a stepping stone, the near-term goal is that there is a minimum 10% reduction of fatal and injury collisions within five years (2019-2023).

It is the policy of Council to:

8.2.8 Encourage area municipalities to enhance active transportation environments, and to:

a) provide and coordinate informational signage and wayfinding systems to support exploration and travel, in collaboration with the Region;

b) support extending new active transportation facilities into new development areas as early as possible; and

c) ensure that bicycle parking is incorporated into new developments and existing public facilities.

8.2.9 Pursue grant opportunities in partnership with the federal and provincial governments, and other funding sources, for implementing active transportation facilities and programs.

8.3 Transportation Demand Management

Transportation Demand Management (TDM) is a set of measures intended to reduce morning and afternoon peak vehicular demand on the transportation network by encouraging people to use sustainable travel options such as active transportation, transit, carpooling, or by providing flexible work arrangements that allow people to work from home or commute at different times. Given the limited ability to expand the capacity of the road network, effective TDM measures will be critical to maintain or improve mobility while achieving the Plan's objectives for increased density in Urban Areas.

Objectives:

i. **Promote Transportation Demand Management to help reduce average trip distances and peak hour auto travel and increase the mode share of active transportation and transit.**

ii. **Promote Transportation Demand Management measures in the development review process, appropriate for the type, scale and land use context in which the development is proposed.**

iii. **Support investments that advance active transportation, transit, goods movement and overall safety over those that primarily benefit single-occupant vehicle capacity.**

Policies:

It is the policy of Council to:

8.3.1 Prepare a comprehensive regional TDM program as part of an effort to reduce single occupant vehicle dependency, curb growth in automobile trips overall, and help reduce the impacts of a changing climate by encouraging and supporting:

a) employers to promote carpooling, flexible work arrangements including working at home, commuting by bike and providing transit passes or fare discounts;

b) Durham residents to carpool and use transit services, through the use of technology and promotional materials;

c) school boards within Durham to increase student travel using active transportation and transit, in collaboration with affiliated transportation consortiums and Durham Region Transit;

d) the establishment, implementation and operation of bike share or auto share programs by the Region and/or public or private sector service providers that integrate with public transit; and

e) commuter lots for carpooling, including the provision of dedicated carpool parking spaces at public community facilities in the region's smaller urban and rural areas.

Active and Sustainable School Travel (ASST) programs aim to increase the proportion of youth walking, biking, wheeling and taking transit – assisting with the implementation of the Regional Cycling Plan's programs, as well as supporting school boards to increase student travel using active transportation, in accordance with Policies 8.2.2 d) and 8.3.1 c).

ASST programs focus on creating safer environments for school-aged travelers of all abilities and fostering healthier and more sustainable transportation habits. Creating environments that support ASST requires actions, including:

- developing programs, resources, and policies to promote active transportation and provide road safety education to all road users;
- implementing safety enhancements and traffic calming measures to support walking and cycling; and
- pursuing joint outcomes and between various departments and external organizations, including school boards, police and non-governmental organizations.

It is the policy of Council to:

8.3.2 Implement regional TDM guidelines for new development as part of the development application process, in collaboration with the area municipalities. The TDM guidelines will:

a) identify the scope of TDM measures that should be implemented depending on the location, scale and type of development being proposed;

b) integrate the review and identification of TDM measures as part of a transportation impact study, where required; and

c) support the application of TDM measures in exchange for reduced parking standards in appropriate locations.

8.3.3 Support commuters by including end of trip active transportation facilities, such as showers and change rooms, for office, commercial and industrial developments, consistent with the TDM guidelines identified in Policy 8.3.2.

8.3.4 Encourage area municipalities to implement parking management policies and zoning by-laws in consultation with the Region and related agencies to support the implementation of TDM measures that detail:

a) minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;

b) shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend and monthly basis;

c) on-street parking requirements;

d) site designs that orient main building entrances to face the public street, provides a pedestrian-friendly urban form and discourages the placement of surface parking spaces between the main building entrance and the major street, where appropriate;

e) the design of surface parking lots to enable further development; and

f) preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.

8.3.5 Encourage urban design measures that facilitate the use of active transportation and transit.

8.3.6 Support the implementation of Mobility as a Service (MaaS) technologies that improve the efficiency of transportation infrastructure, reduce energy, resource consumption and carbon emissions.

Mobility-as-a-Service (MaaS) describes a shift away from personally owned modes of transportation and towards mobility solutions that are consumed as a service. MaaS typically requires some type of transportation/mobility aggregator to bring together all of the mobility options and approaches within a community (public transit, bikeshare, carshare, rideshare, microtransit) and provide an integrated platform for users to plan trips, monitor progress, and pay for the services used, either through a subscription package or as an individual trip.

It is the policy of Council to:

8.3.7 Work with the province to investigate the feasibility of implementing dedicated commuter parking lots along Highways 407, 412 and 418 as identified through Policy 8.1.2, and along other provincial highways, to support carpooling and inter-regional transit use.

8.3.8 Investigate the need for a regional parking strategy and parking agency, in partnership with Metrolinx and the area municipalities, to support TDM measures with a focus on parking within Strategic Growth Areas.

8.4 Road Network & Design

This Plan provides for the protection and development of an integrated hierarchy of roads comprised of freeways, arterial, collector and local roads. The road network is under the jurisdiction of the province, region and area municipalities, and neighbouring municipalities for certain boundary roads.

While the focus of this Plan is on policies that pertain to the planning and design of the arterial road network, the overall road network is the most important component of the transportation system. It provides the framework for urban growth and development, while facilitating the safe and convenient movement of goods and people, within and to/from destinations outside of the region. Policy decisions for road network planning and design also have an important influence on overall community climate resilience and GHG emissions.

Applying a complete streets approach to the planning and design of the road network can improve safety, comfort, access and mobility for all road users, especially pedestrians and cyclists, transit riders and goods movement, while continuing to effectively accommodate cars, emergency services and maintenance operations. A complete streets approach aims to ensure that the design of roads is appropriate for their intended role and function in the context of the adjacent existing and planned land uses to serve the needs of residents and businesses. Planning for the road network also requires a long-term view, by identifying appropriate right-of-way for future road improvements and protecting for new arterial roads.

Objectives:

i. **Ensure the optimization of transportation infrastructure along transit and transportation corridors to support the achievement of complete communities, including accommodating more compact built form and enabling development that is low carbon and climate resilient.**

ii. **Ensure the road network maintains the historic grid system of roads to support the desirable urban form, the movement of people by active transportation, transit and the automobile, and to facilitate the efficient movement of goods.**

iii. **Promote greater efficiencies on the road network through technologies that enhance and optimize traffic operations, and targeted road improvements or modifications within the available right-of-way.**

iv. **Ensure the protection of freeway and arterial road corridors from uses which may jeopardize the implementation and operation of such corridors.**

Policies:

It is the policy of Council to:

8.4.1 Identify an integrated hierarchy of roads comprised of freeways, Type A, Type B and Type C Arterial roads within the region on Map 3b, without regard to present or future jurisdiction. This Plan does not imply that Regional Council will assume jurisdiction over roads shown on Map 3b which are not currently under the jurisdiction of the Region. Changes in road jurisdiction do not require an amendment to this Plan.

8.4.2 Encourage area municipalities to designate a grid network of collector roads in their official plans.

8.4.3 Recognize that the alignments of freeways and arterial roads designated on Map 3b are approximate. The design and construction of these roads shall take place after more detailed planning and engineering studies have been carried out. Any change to the alignment of the designated freeways and arterial roads that is in keeping with the goals and intent of this Plan shall not require an amendment to this Plan.

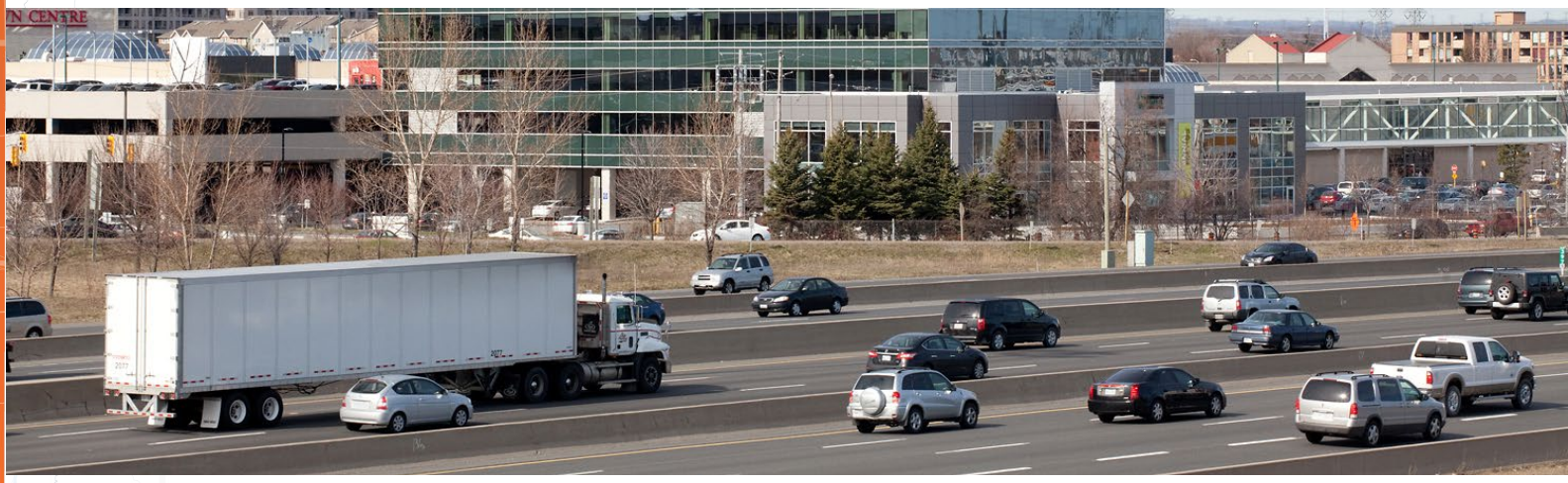
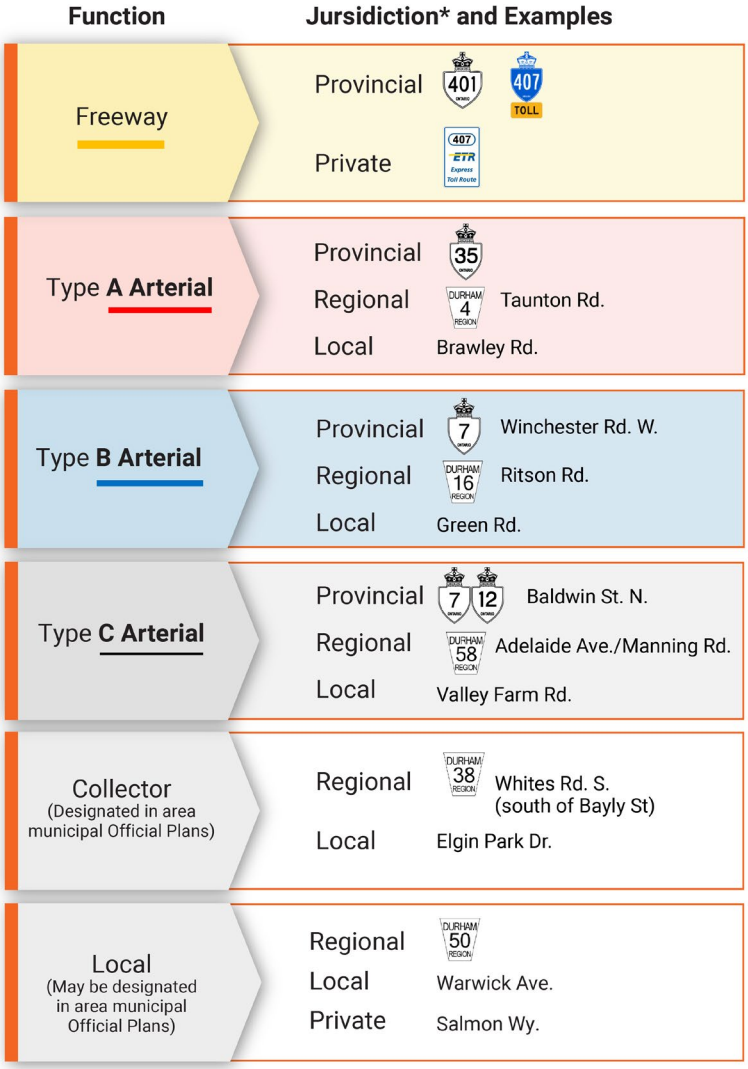


Figure 20. – Arterial road classifications:



*Roads on the Durham Region boundary are classified by function, but certain sections may be under the jurisdiction of neighbouring municipalities as identified through boundary road agreements.

It is the policy of Council to:

8.4.4 Design Type A, Type B and Type C Arterial roads according to accepted planning, urban design and traffic engineering principles and in accordance with a complete streets approach, subject to site specific conditions, including:

a) provision of transit-related improvements as designated on Map 3a;

b) the provision of active transportation facilities as designated on Map 3d and identified in the current Regional Cycling Plan and area municipal active transportation plans;

c) the implementation of Arterial Road Criteria and Regional Road Right-of-Way Requirements as specified in Tables 5 and 6;

d) the integration of safe road crossing locations for pedestrians and cyclists between arterial road intersections where appropriate and feasible;

e) the provision of appropriate turning radii at intersections to facilitate commercial vehicle turning movements, where needed; and

f) the implementation of pavement structure upgrades to eliminate seasonal weight restrictions for goods movement, particularly for roads identified on Map 3c.

8.4.5 Protect the designation of arterial roads on Map 3b by requiring any proposals to delete any section of arterial road submitted by an area municipality or development application to be supported by a transportation study. The transportation study must set a specific study area in consultation with the Region and demonstrate that:

a) construction of the subject section of arterial road is not feasible due to environmental or physical constraints;

b) deletion of the arterial road does not have an adverse impact on connectivity for transit, active transportation or vehicular capacity, including the long-term operations of surrounding major intersections (by 2051 or a 20-year period, whichever is longer); and

c) alternative(s) to the arterial road deletion are presented, with supporting rationale, to ensure sufficient long-term connectivity.

8.4.6 Encourage area municipalities to ensure that a designated grid network of collector roads or streets that support connectivity within and between developments, including the accommodation of transit and active transportation facilities, be included in their respective official plans. If a designated collector road is to be deleted or modified from an area municipal official plan through the development review process, the Region may request additional study to ensure that the transportation impacts do not unduly affect the adjacent arterial road network.

8.4.7 Require lands be dedicated for road widenings through the approval of development applications abutting arterial roads designated on Map 3b. The dedication of land shall be determined based on the following:

a) the extent of the right-of-way that may be required in accordance with Policy 8.4.4;

b) right-of-way requirements identified through an Environmental Assessment study, corridor study or other similar planning process;

c) generally taking widenings equally on either side of the centre line of existing roads, except where equal widenings are impractical due to factors including, but not limited to topography, grade separations, channelization, road alignment or existing development;

d) the need for sufficient right-of-way to accommodate features such as grading, utilities, active transportation facilities, transit facilities, landscaping, stormwater management infrastructure, noise attenuation installations, medians, traffic signals or other traffic control devices, roundabouts, auxiliary lanes, bridges, interchanges, and intersection sight triangles including at intersections of an arterial road and a railway. The extent of the widening shall be based on the specific characteristics of the location and shall be determined in accordance with accepted engineering design criteria; and

e) the need to provide active transportation and transit facilities.

8.4.8 Recognize the importance of the current and planned expansions to the provincial highway system, in planning for continued economic development, supporting goods movement, and accommodating inter-regional transit.

8.4.9 Support improvements to the provincial highway network such as:

a) the expansion of Highway 401, including the construction of new or improved interchanges;

b) the extension of Highway 404 and the related widenings of Highways 12 and 48;

c) improvements to Highways 7, 7A, 7/12, 35 and 35/115; and

d) realignment of the Highway 7/12 intersection at Thickson Road may be updated without amendment to this Plan.

8.4.10 Recognize that although provincial highways are designated on Map 3b, these highways are under the jurisdiction of MTO, which has sole responsibility for such matters as standards, design criteria and widening requirements.

8.4.10.1 Ensure MTO is consulted on all proposed development that is adjacent to or in the vicinity of provincial highways within MTOs permit control area under the Public Transportation and Highway Improvement Act.

8.4.11 Support the further study of Conceptual Future Interchanges to improve freeway access and support development, in consultation with MTO, on Highways 401 and 407 as designated on Map 3b.

8.4.12 Recognize the need to improve east-west transportation linkages at the west Durham boundary and continue to explore opportunities with the affected jurisdictions to enhance inter-regional connections between Durham Region and municipalities to the west. This will be achieved by:

a) advocating the importance of inter-regional transportation improvements such as the widening of Steeles Avenue (west of Beare Road) and Highway 7 (west of Brock Road); and

b) despite policies regarding the Rouge National Urban Park precluding additional inter-regional arterial road connections south of Steeles Avenue, protecting for the Alexander Knox Road (realigned Whitevale Road) in the City of Pickering to 14th Avenue in York Region and collaborating with the affected municipalities to ensure that the proposed road connection is implemented.

8.4.13 Reduce the impacts of arterial road traffic through Hamlets and historic downtowns, including road design and/or operational measures to reduce traffic speeds and/or volumes and to improve safety and comfort for active transportation. A by-pass may also be considered as a potential solution. Prior to designating new by-passes of arterial roads within this Plan, a by-pass study will be undertaken in consultation with affected stakeholders to demonstrate the feasibility of the by-pass and to examine:

a) the need for the by-pass;

b) alternatives to the by-pass;

c) the transportation, land use, environmental, socio-economic and cultural heritage impacts associated with each alternative, including the status quo;

d) a vision and design considerations for the preferred alternative;

e) a detailed cost-benefit analysis for the preferred alternative; and

f) an implementation plan.

8.4.14 Advance the need to improve east-west transportation linkages south of Highway 401 and grade separations north-south across Highway 401.

8.4.15 Recognize the importance of Waterfront Areas for providing public access to the waterfront and open spaces. As such, the potential for an east-west connection between South Blair Street and Thickson Road, south of Victoria Street in the Town of Whitby, will be considered in conjunction with any proposal to redevelop the existing uses in the Employment Area north of Ronald C. Deeth Park.

8.5 Goods Movement

The Transportation System in Durham is planned to ensure adequate provision for all modes of goods movement, including road, rail, air, marine and intermodal facilities. Having an efficient, continuous, connected and sustainable network for goods movement is integral to the Region's economic competitiveness and future growth.

Objectives:

i. Promote the importance of the freeway and arterial road network for goods movement, in both Urban and Rural Areas.

ii. Promote key nodes of goods movement such as existing and future airports, ports and Employment Areas and supporting their role and function.

iii. Ensure the long-term operation and economic role of road, air, rail and marine facilities for goods movement is protected.

iv. Ensure that goods movement facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other to mitigate noise and vibration impacts to adjacent land uses.

Policies:

It is the policy of Council to:

8.5.1 Identify a Strategic Goods Movement Network, as contained in Map 3c, which identifies preferred haul routes that are planned to accommodate commercial vehicles on a year-round basis, and which link major generators of traffic.

8.5.2 Recognize that infrastructure to support the implementation of the Strategic Goods Movement Network will be considered as part of the annual capital works program, in accordance with Section 4.4.

8.5.3 Apply a complete streets approach that balances the need for goods movement with other transportation modes in planning new infrastructure on the Strategic Goods Movement Network, particularly in Employment Areas and along freeway access routes.

8.5.4 Recognize that, notwithstanding policy 8.5.1, all Regional roads allow for commercial vehicles, except where restrictions are necessary due to pavement or bridge structural capacity and when seasonal weight restrictions are in effect.

8.5.5 Utilize freight-supportive design guidelines as part of the development review process, which help facilitate efficient goods movement while mitigating negative impacts on adjacent sensitive land uses.

Freight-supportive, in regard to land use patterns, refers to transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and transportation systems. Approaches may be recommended in guidelines developed by the province or based on municipal approaches that achieve the same objectives.

It is the policy of Council to:

8.5.6 Support low and zero carbon re-fuelling facilities for freight and goods movement in the region.

8.5.7 Require, in consideration of development applications adjacent to railways, a landscape buffer of a size to be determined by the provincial government and/or the council of the respective area municipality, in consultation with the appropriate railway authority.

8.5.8 Protect for future grade separations at railway crossings for arterial roads, as identified in the Durham Transportation Master Plan.

8.5.9 Undertake a detailed study to establish the required transportation system improvements to support the development of the future airport on the federal lands in Pickering and any Employment Area uses within proximity to the federal lands, including connectivity to the Strategic Goods Movement Network and inter-regional transit service.

8.5.10 Acknowledge the 1997 Agreement between the City of Oshawa and federal government that guarantees the operation of the Oshawa Executive Airport for 50 years unless a new airport on the federal lands in Pickering opens, in which case Oshawa has committed to continue operating the Executive Airport until at least 2033. Should the Oshawa Executive Airport cease operation, the policies of Section 5.1, as well as the extension of Stevenson Road and Beatrice Street shown on Map 3b, shall apply to this area without amendment to this Plan.

8.5.11 Recognize that area municipal councils may, at their sole discretion, allow for licensed aircraft landing strips in the respective zoning by-laws, provided that such are compatible with the intent of this Plan, subject to federal approval.

8.5.12 Support the Port of Oshawa as a commercial publicly owned port facility under the Hamilton-Oshawa Port Authority, including maintaining and enhancing the Strategic Goods Movement Network that serves the port.

8.5.13 Recognize the St. Marys Cement Dock in the Municipality of Clarington as a private port facility and support its connection to the Strategic Goods Movement Network.

8.5.14 Support investigations and monitoring by the federal and provincial governments to examine measures to improve the level of safety associated with the transportation of dangerous goods.

8.5.15 Develop coordinated, consistent and comprehensive emergency response plans to address incidents related to the transportation of dangerous goods.

8.5.16 Investigate the technical feasibility of designating a heavy vehicle only lane along Highways 401, 412 and 418 in partnership with MTO and area municipalities through the Region to ease congestion, facilitate the efficient movement of freight and goods and reduce GHG emissions.

8.5.17 Support the reduction of tolls on Highway 407 for commercial vehicles to increase its use as a component of the Strategic Goods Movement Network and help divert long-distance truck trips away from the Regional road system.

8.5.18 Plan for agriculture and freight and goods movement hubs to position Durham as an eastern logistics gateway to Quebec, eastern provinces and upper United States.

8.6 Environmental & Community Impacts

The objectives and policies in this section seek to mitigate the impacts of transportation infrastructure on communities, the environment and climate, and the impacts of a changing climate on transportation infrastructure through studies, design considerations and implementation measures to achieve the vision of a connected Transportation System and meet the commitments of the Region's Climate Emergency Declaration, referenced in Section 3.2.

Objectives:

i. **Ensure that the adverse effects that the Transportation System has on the natural environment, noise, climate and sensitive land uses are avoided, minimized or mitigated.**

ii. **Ensure that the adverse effects of climate change on the Transportation System are assessed and that its resilience is improved to maintain the desired level of service.**

iii. **Ensure the transportation network design creates appealing streetscapes, enhances safety and creates compatibility with adjacent land uses.**

iv. **Support Environmental Assessments for secondary plans and corridor studies to review the need for new or upgraded transportation infrastructure in a comprehensive manner, including the identification of road alignments and corridor protection.**

Policies:

It is the policy of Council to:

8.6.1 Review development applications abutting or adjacent to arterial roads, with regard to provincial, regional and other area municipal guidelines where applicable.

8.6.2 Promote connectivity and permeability to the arterial road for active transportation in the consideration of development applications abutting arterial roads where access opportunities are limited, including development patterns that:

a) minimize the amount of reverse lot frontage along the arterial road;

b) promote alternatives to reverse lot frontage where direct frontage is not feasible, such as window streets, laneways and cul-de-sacs adjacent to the arterial road;

c) provide noise attenuation walls or fencing, where applicable, along the side yard of lots adjacent to the arterial road; and

d) establish direct visual and pedestrian connections from proposed land uses and/or local streets and to the arterial road.

8.6.3 Implement a street network through the development review process that supports access to emergency services and municipal waste collection services.

8.6.4 Assess the need for and development of corridor plans, in conjunction with the area municipalities, which may be a component of a Municipal Class Environmental Assessment study for major road works or significant development applications or planning studies. Such corridor plans will provide a vision for the development along the Regional Road over time and shall address:

a) the transportation environment, including present and future mobility and access requirements;

b) adjacent land uses and the future built environment; and

c) streetscaping and the public realm.

8.6.5 Advocate that area municipalities apply the Municipal Class Environmental Assessment study process as part of an integrated approach with the Planning Act process in the preparation of secondary plans, or in advance of the secondary plan process, in identifying new, realigned or upgraded arterial and collector roads.

8.6.6 Require area municipalities to evaluate and identify preferred alignments for new arterial and collector roads needs in a comprehensive manner under the Municipal Class Environmental Assessment process to minimize environmental impacts while achieving the optimal solution from a transportation perspective.

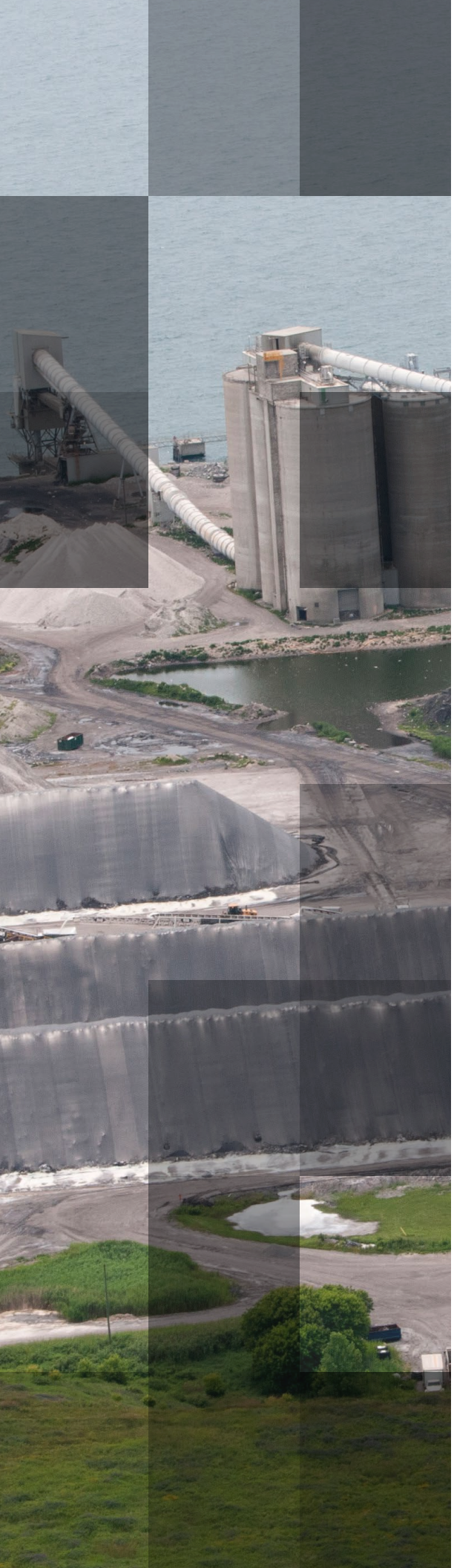
8.6.7 Protect arterial road corridors where a development application or site plan is contingent upon road improvements that are subject to a Municipal Class Environmental Assessment study or a corridor plan, as determined by the Region in conjunction with the area municipality. The development application shall not be approved until the Municipal Class Environmental Assessment study or corridor plan are completed to the extent required to assess the development application.

8.6.8 Assess infrastructure risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges. These actions and investments may be identified as part of municipal asset management planning in accordance with Section 4.4.

8.6.9 Ensure that new or modified watercourse crossing structures, planned through the Municipal Class Environmental Assessment process and/or detailed design studies for roads and other transportation infrastructure, address natural heritage system functional considerations in the siting and design of crossings. These considerations include the avoidance and mitigation of flood risk, geotechnical risk from slope instability and geomorphic risk from watercourse channel migration over time.



Supporting Sections



Chapter 9

Site Specific Policies

Supporting Sections

Chapter 9. Site Specific Policies

There are many sites throughout the region that require recognition of their distinct land use characteristics and specific opportunities for future development.

The current and proposed uses of these site specific areas vary, however it is recognized that all levels of government will need to work together as these sites are developed. Each site has been identified in this Plan and each requires specific consideration.

Goal:

I. Identify and subsequently study site specific areas that warrant special policies to ensure such site specific areas are developed appropriately in relation to their individual plans, proposals and limitations.

9.1 Special Study Areas

Special Study Areas are sites that are identified as requiring specific guidance and policy as they navigate the development process. This is intended to ensure that the sites are appropriately developed in relation to federal, provincial, regional and area municipal plans and servicing requirements.

Objective:

i. Ensure further analysis of Special Study Areas, after which appropriate designations shall be recognized in this Plan.

Policies:

It is the policy of Council to:

9.1.1 Require that Special Study Areas be designated on Map 1.

9.1.2 Ensure that until such time as appropriate amendments have been adopted for a Special Study Area, the existing zoning by-laws that apply to the Special Study Area may remain in force, or may be amended, provided that such by-laws allow only uses, such as agricultural and/or temporary uses, in accordance with the provisions of the Planning Act and this Plan, and provided that such uses, if developed, will not prejudice the conclusions and recommendations of the intended studies for the following sites:

a) Special Study Area 1 applies to lands compiled by the federal government for the development of a potential future airport in Pickering and complementary uses.

b) Special Study Area 2 applies to lands designated as Waterfront Area south of Highway 401, west of Courtice Road/Courtice Shores Drive, east of Darlington Provincial Park and north of the Lake Ontario shoreline in the Municipality of Clarington. An amendment to this Plan to allow the development of a mixed-use community shall be subject to satisfaction of the following:

i) land use compatibility considerations, due to the proximity of existing Regional facilities including future expansions, planned Regional facilities, railways, transportation and related infrastructure has been addressed to the satisfaction of the Region;

ii) Transportation connections and access/egress has been addressed to the satisfaction of the Region, the Municipality of Clarington and CN Rail; and

iii) An agreement has been executed for the conveyance of land for a public Waterfront Park with the Municipality of Clarington.

c) Special Study Area 3 recognizes the Special Policy Area identified in accordance with the Provincial Policy Statement that applies to lands within the Rapid Transit Corridor, along Highway 2, that are west of Duffins Creek in Ajax and Pickering comprised of historical development within the floodplain. Any proposed land use changes, redevelopment and/or intensification, above and beyond existing area municipal official plan permissions within this area requires approval from the Ministry of Municipal Affairs and Housing and the Ministry of Northern Development, Mines, Natural Resources and Forestry. The lands may be developed in accordance with the Rapid Transit Corridor policies, without amendment to this Plan, if a required future study determines certain lands would no longer be subject to flooding and are provided with safe ingress and egress in times of flooding, in consultation with the Toronto and Region Conservation Authority, City of Pickering, Town of Ajax and the Region and provided the necessary provincial procedures are followed and approvals are granted.

9.2 Specific Policy Areas

There are four designated Specific Policy Areas in this Plan. These areas are all unique and require distinct policy frameworks to ensure the goals and challenges of these areas are met.

Policies:

It is the policy of Council to:

9.2.1 Identify Specific Policy Areas on Map 1.

Specific Policy Area A – Seaton Urban Area & Duffins Rouge Agricultural Preserve

It is the policy of Council to:

9.2.2 Support the development and protection of land in the Seaton Urban Area in accordance with this Plan and the City of Pickering Official Plan.

9.2.3 Acknowledge that the Natural Heritage System is based on the premise that natural features and functions can be protected while also providing a place for recreation, learning, mental and spiritual regeneration, interaction and movement. The Natural Heritage System has been delineated in the Pickering Official Plan to the satisfaction of the Ministry of Northern Development, Mines, Natural Resources and Forestry.

9.2.4 Designate Major Open Space Areas within the Seaton Urban Area in accordance with the Seaton Natural Heritage System, that is consistent with the approved neighborhood plans.

9.2.5 Develop the Seaton Urban Area based on the following:

a) the provision of a range of housing and employment that accommodates the population and employment forecasts included in Section 1.1 of this Plan;

b) the provision of linkages for pedestrians and cyclists between neighbourhoods and communities, internally and externally, and to the public transit system;

c) the provision of employment opportunities along Highway 407, concurrent with residential development; and

d) the provision of infrastructure, both internal and external to the Seaton Urban Area, in conjunction with the phasing of development.

9.2.6 In addition to the applicable policies of the Greenbelt Plan and the implementing policy framework set out in this Plan, lands within the Duffins Rouge Agricultural Preserve are also subject to the Duffins Rouge Agricultural Preserve Act, 2023.

Specific Policy Area B – St. Marys Cement

It is the policy of Council to:

9.2.7 Recognize this area is owned by St. Marys Cement and that, notwithstanding any policy in this Plan to the contrary, it is the policy of this Plan that a cement plant, ready-mix batching plant, asphalt plant, truck terminal, and an aggregate operation and ancillary uses in accordance with Section 6.7, construction and industrial uses and a commercial docking facility and ancillary uses thereto, are permitted, and shall be subject to the following:

a) prior to the expansion of the existing dock facilities, the owner shall obtain all necessary approvals from the Federal and Provincial Governments, in consultation with the Region and the Municipality of Clarington, and may be required to enter into a development agreement with the Region;

b) preparation of a waterfront plan in collaboration with the Municipality of Clarington, federal and provincial governments, that will determine future uses for the area after rehabilitation, and the possibility of establishing a regional harbour facility; and

c) in the course of preparing a waterfront plan, alternatives for a continuous open space linkage around the site shall be provided, in consultation with the area municipality, the owner, Hydro One Networks Inc., Ontario Power Generation and Canadian National Railway.



Specific Policy Area C – Port Granby Project and Nature Reserve

It is the policy of Council to:

9.2.8 Recognize this area contains the site of the Port Granby Nuclear Waste Management Facility that is operated under license from the Canadian Nuclear Safety Commission. This area shall be subject to the following:

a) notwithstanding any other provisions of this Plan to the contrary, until such time as the facility has been decommissioned and the site rendered safe for uses permitted within the Waterfront Areas designation, no uses shall be permitted on the site that could be affected by the waste management facility;

b) Regional Council shall encourage the Canadian Nuclear Safety Commission to:

i) expedite the removal of all waste from the existing waste management facility;

ii) render the area safe;

iii) rehabilitate the site in such a manner as to permit the uses designated in this Plan;

iv) support the establishment of the nature reserve proposed by the Municipality of Clarington and the Ganaraska Region Conservation Authority; and

c) Regional Council shall consult with the Ministry of the Environment and Climate Change, Environment Canada and the Canadian Nuclear Safety Commission for the purpose of determining which uses could eventually be permitted in this area in the course of preparing a waterfront plan, in accordance with Section 7.1 of this Plan.

Specific Policy Area D – Rouge National Urban Park

It is the policy of Council to:

9.2.9 Recognize this site as the Rouge National Urban Park (RNUP), which is owned and operated by Parks Canada. The boundaries of Specific Policy Area D are shown on Map 1.

9.2.10 Permit land uses within the Rouge National Urban Park in accordance with the Greenbelt Plan and the RNUP Management Plan.

9.2.11 Encourage adjacent land uses outside of the park to have consideration for connections to the active transportation network, compatibility with the RNUP Management Plan and support identified actions related to planning along the park periphery.

Specific Policy Area E – Uxbridge

It is the policy of Council to:

9.2.12 Apply this policy to lands within the Uxbridge Urban Area. Development on these lands shall be subject to the availability of servicing capacity. The capacity of municipal services is limited and will be regularly monitored to ensure that development approvals do not exceed available capacity. To manage development in an orderly and sequential manner that efficiently uses existing infrastructure, the Region shall continue to encourage infill development within the Uxbridge Urban Area in accordance with the relevant policies of the area municipal official plan.



Chapter 10

Policy Exceptions

Chapter 10. Policy Exceptions

The following policies are permitted by exception to this Plan, through amendment or otherwise.[2] Policy exceptions are organized by Plan chapters.

10.1 Healthy Communities

Complete Communities

It is the policy of Council to:

10.1.1 Permit, notwithstanding Policy 3.3.19, a place of worship at the northeast corner of Hancock Road and Bloor Street in the Municipality of Clarington.

10.2 Supportive Infrastructure

Municipal Servicing

It is the policy of Council to:

10.2.1 Permit the extension of sanitary sewage facilities, notwithstanding Section 4.1, to the Highway 401 automotive service centre/restaurant located on Lots 18, 19 and 20, Concession 1, former Township of Clarke, Municipality of Clarington, Assessment #18-17-030-020-064-00-0001.

10.2.2 Permit the extension of sanitary sewage and water facilities, notwithstanding Section 4.1, to the Ajax Municipal Recreation facility located on Part of Lot 2, Concession 3, (Part 1, 40R-10901), Town of Ajax, Assessment #18-05-010-010-12900-0000.

10.2.3 Permit the extension of sanitary sewage facilities, notwithstanding Section 4.1, to the Deer Creek Golf Course clubhouse, including a banquet facility limited to a maximum seating capacity for 900 persons, and to the 27-unit "Country Residential Subdivision 30". These are the only facilities that are permitted to be connected to the sanitary sewer. Extension of sanitary sewers shall be through the smallest sized pipe that meets Regional servicing standards capable of servicing the above-noted facilities.

[2] Policy exceptions will be incorporated into the respective area municipal official plans, where still applicable.

10.2.4 Permit the extension of sanitary sewage and water facilities, notwithstanding Section 4.1, to the Durham Regional Police Service facility located at the southwest corner of Highway 2 and Maple Grove Road. Properties outside the limits of the Greenbelt Plan and abutting the municipal services may connect subject to all financial and technical requirements being met as determined by the Regional Works Department.

10.2.5 Ensure the development of the Durham Regional Police Service facility on full municipal services noted in Policy 10.2.4 shall be subject to the fulfillment of the following conditions to the satisfaction of the approval authorities:

a) submission of a site plan application to the satisfaction of the Municipality of Clarington;

b) submission of a permit for development within the regulatory floodplain to the satisfaction of the Central Lake Ontario Conservation Authority;

c) submission of a signed Record of Site Condition (RSC) to the Ministry of the Environment, Conservation and Parks (MECP) for the subject lands. The RSC must be to the satisfaction of the Region and the Municipality of Clarington and MECP; and

d) submission of a Recommendation Letter from the Ministry of Heritage, Sport, Tourism and Culture Industries confirming all archaeological resource concerns have been met including licensing and resource conservation requirements, to the satisfaction of the Region and the Municipality of Clarington.

10.2.6 Permit a privately owned and operated communal system for water supply and sanitary sewage services, notwithstanding Section 4.1, to service up to 125 hamlet residential dwellings and hamlet institutional/ commercial uses in the northeast quadrant of the Hamlet of Coppins Corners, and a golf course with associated driving range and clubhouse facilities, in the Township of Uxbridge, as described in Policy 7.1.13. Approval of the communal water and wastewater systems by the Region or Province is required. If Regional approval is established, the Owner shall enter into a “Responsibility Agreement” to the satisfaction of the Region. Approval of a permit to take water by the Ministry of the Environment, Conservation and Parks is also required.

10.2.7 Permit residential development on municipal water and private sewage disposal systems on the lands bounded by the Canadian Pacific Railway, Lynde Creek, Bonacord Avenue and the residential dwellings fronting on Cochrane Street in the Town of Whitby, subject to satisfactory agreements, the inclusion of appropriate provisions in the respective restricted area zoning by-law, compliance with the standards of the Ministry of the Environment, Conservation and Parks, as amended from time to time, and as administered by the Medical Officer of Health or otherwise, and any other conditions as deemed desirable by the Regional Council and the Council of the respective area municipality.

10.2.8 Permit the Plans of Subdivision 18T-74256, 18T-75506, 18T-75514 and 18T-76029 in the Township of Scugog, and 18T-77009 in the Township of Uxbridge, to be developed, subject to adequate private drilled wells and private sewage disposal systems, satisfactory subdivision agreements, zoning by-laws, and any other conditions as deemed desirable by the Regional Council and the Council of the respective area municipality.

10.2.9 Notwithstanding any other provision in the Plan to the contrary, properties within Part of Lots 34, Concession 7, former Township of Uxbridge, Township of Uxbridge which are abutting the gravity portion of the sanitary sewer easement leading from the St. John's Training School in the Township of Uxbridge, and identified in the 1986 Assessment Roll Book as #18-29-050-010-39100, #18-29-050-010-39200, #18-29-050-010-39300, #18-29-050-010-39310, #18-29-050-010-39320, #18-29-050-010-39325, #18-29-050-010-40200 and #18-29-050-010-40300, may be permitted to connect to an existing sanitary sewer service, subject to the following:

a) the connection is made for an existing lot of record as noted above;

b) the connection is for the servicing of a single detached dwelling;

c) the feasibility of allowing the connection to an existing sanitary sewer;

d) the connection does not require any extensions to the existing sanitary sewer system;

e) the capacity of the sanitary sewer system is not unduly affected;

f) the property owner may, at the discretion of the Region, be required to enter into an agreement with the Region in respect to sanitary sewer connections; and

g) such other conditions as Council deems necessary.

Waste Management

It is the policy of Council to:

10.2.10 Permit, notwithstanding Section 4.2 and any other provision of this Plan to the contrary, a parcel of land approximately 24 hectares in size within Part of Lots 22 and 23, Broken Front Concession, Town of Whitby, for the disposal of automobile shredder by-product material produced on site is permitted, subject to Gerdau Ameristeel or subsequent landowners satisfying the provision of:

a) adequate financial assurances for the perpetual maintenance and environmental safety of the site in accordance with Environmental Assessment Act;

b) remedial measures and payment to the Region for any costs associated with the treatment of leachate from the proposed berm arising from exceeding the Region's Sewer Use By-law;

c) public access being provided through a waterfront trail over the open space lands south of the landfill site, to the satisfaction of the Region, the Town of Whitby and other agencies having jurisdiction;

d) on-going environmental monitoring to address potential impacts on ground water, surface water, air, and soil conditions surrounding the subject site, and to ensure the landscaped aesthetic of the waste disposal site is maintained; and

e) conditions of the Environmental Assessment and Environmental Compliance for a landfill site as issued by the Ministry of the Environment, Conservation and Parks.

10.3 Vibrant Urban System

Community Areas

It is the policy of Council to:

10.3.1 Require, upon the submission of a development application, a servicing solution for the lands east of Laidlaw Street South/Sideroad 18, south of the Beaver River Wetland Trail. Any lands to be developed on the basis of private sewage disposal systems must be on the basis of appropriately sized lots to accommodate such systems in accordance with the Region's lot sizing policy and the South Georgian Bay Lake Simcoe Source Protection Plan. This will require existing vacant lots to be merged and/or the submission of a new plan of subdivision.

10.3.2 Require upon submission of an application to permit development on lands north of Simcoe Street and east of Holy Family Catholic Elementary School within Parts of Lots 12 and 13, Concession 5, former Township of Thorah, within the Beaverton Urban Area, the proponent to submit a study addressing land use compatibility with the existing farm located on the south side of Simcoe Street. Such a study may include a recommended phasing of development and other mitigation measures.

10.3.3 The lands known municipally as Part of Lots 21 and 22 Concession 8 in the former Township of Reach, in the Township of Scugog, Assessment numbers 182001000818846 and 182001000818800 are within the Urban Area Boundary and designated as Community Areas. Prior to any development on these lands proceeding, the following conditions shall be satisfied:

a) Sufficient water supply and quality is confirmed through a hydrogeological study which shall demonstrate adherence to provincial D-Series Guidelines and the Region of Durham Lot Sizing Policy. The study shall be peer reviewed to the satisfaction of the Region; and

b) Demonstration that the Minimum Distance Separation formula is complied with.

Employment Areas

It is the policy of Council to:

10.3.4 Permit, notwithstanding Section 5.5, a grocery store of up approximately 2,000 square metres on a 1.3 hectare portion of land located on the south side of Bayly Street, east of Shoal Point Road, municipally known as Part of Lot 4 Range 3 Broken Front Concession Former Township of Pickering, in the Town of Ajax, Assessment #180504001801604.

10.3.5 Permit, notwithstanding Section 5.5, additional uses including but not limited to certain residential, retail, entertainment, and personal service uses, in accordance with the provisions of Ministers Zoning Order 607/20 as amended by Ministers Zoning Order 515-21 on lands located at the northwest corner of Bayly Street and Church Street and a portion of the lands at the northeast corner of Squires Beach Road and Tribro Studios Avenue. In the event of any conflict between this Plan and the referenced Minister's Zoning Orders, the provisions of the Minister's Zoning Orders shall prevail.

10.3.6 Permit, notwithstanding Policy 5.5.12, major retail uses may be considered along the north side of Taunton Road West between Goodman and Oshawa Creeks in the City of Oshawa provided:

a) a transportation impact study is prepared and submitted to the Region for its approval; and

b) the development is in accordance with Section 5.3.

10.3.7 Permit, notwithstanding Section 5.5, retail warehouses may be considered on locations adjacent to Champlain Avenue between the Oshawa/Whitby boundary and the CN/CP interconnection in the City of Oshawa provided:

a) a transportation impact study is prepared and submitted to the Region for its approval which:

i) demonstrates that sufficient road and intersection turning movement capacity would exist to support the development;

ii) demonstrates that the additional traffic volumes generated by the development will conform to the function and classification of Champlain Avenue and other arterial roads in the network;

iii) demonstrates that the Region's arterial road network operating principles and policies are not compromised by the traffic impacts of the development;

iv) recommends mitigating measures acceptable to the Region;

b) the cost of any required improvements to the regional road system shall be the responsibility of the applicant; and

c) the relevant provisions of Chapter 8 are complied with.

10.3.8 Notwithstanding the policies of this Plan to the contrary, and in accordance with Section 8.1, an integrated, higher density, mixed-use development including residential, office, commercial and business park uses, is permitted within the area bounded by Victoria Street, Gordon Street, Montecorte Street and Nordeagle Avenue in the Town of Whitby. The extent and scale of development shall be detailed in the area municipal official plan. Implementation of this policy shall require the completion of studies to the satisfaction of the Region and Town to support an amendment to the area municipal official plan, which shall address the following:

a) the determination of an appropriate range of permitted uses within the mixed-use development area that are compatible with uses on adjacent lands that are existing and permitted in accordance with Section 5.5;

b) the compatibility of land uses, which shall include the provision of a transition area between any residential or other sensitive uses and Employment Area uses adjacent to the mixed-use development area. The transition area may include the parcel immediately north of Nordeagle Avenue, identified as Assessment #18-09-020-002-70445;

c) an analysis of the appropriate height, density, massing and built form for the mixed-use development area, and the delineation of the boundaries of the transition area;

d) an urban design plan;

e) an analysis of the impacts on the surrounding community, including traffic, noise, environment, air quality and market;

f) a phasing plan to address the availability of servicing; and

g) any other relevant matters and policies of this Plan.

10.3.9 Permit, notwithstanding Policies 5.5.12, 5.5.20 and 5.5.21 or any other policies of this Plan to the contrary, the retailing of goods and services and personal service uses, including single uses in excess of 500 square metres, and major retail uses may also be permitted on the northern 4 hectares of a parcel of land fronting Rossland Road East and Harwood Avenue North, municipally known as 1 Rossland Road East, being Part of Lot 7, Concession 2, in the former Township of Pickering, in the Town of Ajax, identified as Assessment #18-05-020-015-01400. The inclusion of appropriate designations, policies and provisions to reflect the conversion of the above-noted lands to permit commercial uses beyond those otherwise permitted in Employment Areas shall be further detailed in the area municipal official plan and zoning by-law.

Major Open Space Areas

10.3.10 Permit Community Area uses on the developable portion of the lands known municipally as 5055 Baldwin Street South and referred to as Lyndebrook Golf Course, subject to the location and form of development being reviewed and approved to the satisfaction of the Town of Whitby and the Central Lake Ontario Conservation Authority.

10.4 Thriving Rural System

Prime Agricultural Areas

It is the policy of Council to:

10.4.1 Permit the following golf course, which has been considered by amendment to this Plan:

a) a 9-hole expansion to an existing 18-hole golf course is permitted on the north side of King Street, west of the Port Perry Urban Area, identified as Assessment #18-20-010-004-23600 in Lots 14 & 15, Concession 5, in the Township of Scugog, subject to the approval of a Permit to Take Water by the Ministry of Environment, Conservation and Parks; and

b) a golf driving range, mini-putt, clubhouse and accessory uses are permitted on the northeast corner of Taunton Road and Holt Road, within part of Lot 20, Concession 5, former Township of Darlington, known as 5075 Holt Road, Assessment #18-17-010-130-17700 within the Municipality of Clarington.

10.4.2 Notwithstanding Section 6.3, a grain milling, blending and storage facility, including the accessory sales of finished products, is permitted on lands located on the east side of York Durham Line, south of Regional Highway 47, identified as Assessment 18-29-010-001-10200 in Part of Lot 12 Concession 1, in the Township of Uxbridge.

10.4.3 Notwithstanding any other provision of this Plan, a new landfill site for soil remediation and processing uses, including soil screening, sampling, crushing and treatment is permitted within existing buildings on the lands located on the north side of Prouse Road and the east side of York Durham Line, north of Regional Highway 47, identified as Assessment 18-29-010-002-02000 in Part of Lots 16 and 17 Concession 1, in the Township of Uxbridge. The uses shall be subject to the fulfillment of the following conditions to the satisfaction of the approval authorities:

a) the establishment of a site-specific baseline and surveillance monitoring program funded by the proponent to the satisfaction of the Region of Durham, the Township of Uxbridge and the Lake Simcoe Region Conservation Authority. The baseline program shall be established before the site is used for soil treatment purposes. Both water levels and water quality samples will be collected that reflect the contaminants of concern to be treated. The surveillance monitoring and reporting program shall include surface water from the two on-site drainage ponds, groundwater, and 2-year stormwater event runoff, water quality sampling and water level measurement analysis. The surveillance monitoring and reporting program shall be undertaken by a Qualified Person and begin before the soil remediation use begins, and continue for the duration of the soil remediation operations on the site;

b) before the soil remediation use begins, the locations of all of the storage and processing facilities for the proposed use will be checked in the field to verify that they are outside the 10-year time of travel of the Wellhead Protection Area as identified in Map 2f of this Plan;

c) an upgrade of the existing sewage system be completed prior to the commencement of the proposed uses; and

d) an Environmental Compliance Approval for the proposed soil remediation and processing activities shall be obtained from the Ministry of the Environment, Conservation and Parks prior to commencement of the facility and the ECA's conditions and requirements shall be implemented.

10.4.4 Permit the following severances, which have been considered by amendment to this Plan prior to Policy 6.4.8 coming into force:

a) a 0.8-hectare retirement lot, severed from an original 20-hectare market garden farming operation, identified as Assessment #18-29-030-006-00100-0000 located in Part of Lot 22, Concession 5, former Township of Scott, Township of Uxbridge;

b) a 0.73-hectare retirement lot, severed from a 22-hectare agricultural parcel, identified as Assessment #18-29-010-001-16600-0000, located in Part of Lots 6 and 7, Concession 2, former Township of Uxbridge, Township of Uxbridge; and

c) notwithstanding the policies of this plan, the creation of a 0.4-hectare retirement lot, may be severed from a 95.8-hectare agricultural parcel in those portions of Part Lot 14, Concession 4, identified as Assessment #18-20-010-004-15800, former Township of Reach, Township of Scugog.

10.4.5 Permit the following lot line adjustment, notwithstanding Policy 6.4.9, considered by amendment to this Plan for the conveyance of a 4-hectare parcel from a 39-hectare farm, identified as Assessment #18-01-030-007-29910, located in Part Lots 9 and 10, Concession 7, former Township of Pickering, City of Pickering, to a 1.7-hectare residential lot identified as Assessment #18-01-030-007-30000, located in Part Lot 10, Concession 7, former Township of Pickering, City of Pickering.

10.4.6 Permit the severance, notwithstanding Policy 6.4.5, of the surplus dwelling from the farm parcel identified as Assessment #18-17-010-160-14300-0000, without requiring consolidation of said parcel with the abutting farm parcel identified as Assessment #18-17-010-160-144-00-0000, located in Lots 25 and 26, Concession 7, former Township of Darlington, Municipality of Clarington. No further severance shall be permitted from the parcel identified as Assessment #18-17-010-160-14300-0000.

10.4.7 Permit, notwithstanding Section 6.3, limited rural non-farm residential development, in accordance with the applicable provisions of Policy 6.5.16, in the following locations:

a) on a parcel located on the west side of Regional Road 2, on the south side of Harper Road, identified as Assessment #18-20-010-009-02100-0000, within Part of Lot 21, Concession 9, former Township of Reach, Township of Scugog, to a maximum of 3 additional dwellings; and

b) at the intersection of Regional Road 7 (Island Road) and Demara Road/Stephenson Point Road (Scugog Centre) within Part of Lots 3 and 4, Concessions 9 and 10, former Scugog Island, now the Township of Scugog.

10.4.8 Permit, notwithstanding Section 6.3, limited rural non-farm residential development in the following locations:

a) on a parcel located on the north side of Scugog Line 12 and on the west side of Brunon Avenue, identified as Assessment #18-20-010-009-17017-0000, within Part of Lot 24, Concession 12, former Township of Reach, Township of Scugog; and

b) a 0.5-hectare lot, severed from a 27-hectare farm, identified as Assessment #18-20-010-009-16000 located in Part of Lot 24, Concession 12, former Township of Reach, Township of Scugog.

10.4.9 Permit, notwithstanding Section 6.3, a transport truck terminal on the north portion of the 51-hectare lot identified as Assessment #18-39 010-004-02900-0000 located in Part of Lots 14 and 15, Concession 4, former Township of Thorah, Township of Brock.

10.4.10 Permit the severance, notwithstanding Policy 6.4.4, of a 25-hectare parcel for agricultural uses from lands identified as Assessment #18-39-050-008-254-00-000 and #18-39-050-008-256-00-000, located in Part of Lot 21 and 22, Concession 9, Township of Brock.

10.4.11 Permit, notwithstanding Section 6.3, a woodworking and wood finishing business on a 1.11-hectare parcel on Part of Lot 1, Concession 8, being Part 3, Plan 40R-7607, identified as Assessment #18-39-040-002-26905, Township of Brock.

10.4.12 Permit the severance, notwithstanding the policies of this Plan, of the veterinary clinic from the remaining parcel identified as Assessment #18-39-010-004-00400 in Lot 11, Concession 4, former Township of Thorah, Township of Brock.

10.4.13 Permit, notwithstanding Section 6.3, the retail sale of fish pond and garden equipment accessory to a fish breeding and sales operation on the 3 hectare portion of the 24-hectare property identified as Assessment #18-20-010-002-12500, in Lot 8, Concession 7, former Reach Township, Township of Scugog. Appropriate provisions shall be incorporated in the implementing zoning by-law to limit the scale of the retail component and restrict products to those directly related with the breeding operation.

10.4.14 Permit a small scale pitch and putt as an accessory use to a farm and winery operation on lands located on Part of Lot 10, Concession 6, former Township of Darlington, Municipality of Clarington, and identified by Assessment Roll #18-17-010-110-08600-0000.

10.4.15 Permit, notwithstanding Policy 6.4.4, the creation of a parcel of less than 40 hectares for agricultural uses in those portions of Part Lot 32, Concession 2, identified as Assessment #18-29-020-003-22000, former Township of Scott, Township of Uxbridge.

10.4.16 Permit the following uses, notwithstanding any other provision of this Plan to the contrary, considered by amendment to this Plan for a grocery store and gas bar as an exception, subject to the provisions of regulations and standards in the Township of Brock zoning by-law on a 3.0 hectare parcel at the southwest corner of Beaver Avenue and Highway 12/48, consisting of Part of South Half of Lot 11, Concession 5 and Part of Block 1, Plan M-85, Geographic Township of Thorah, now in the Township of Brock.

10.4.17 Permit, notwithstanding Section 6.3, an organic material composting and wood waste processing facility with accessory sales of finished products, on lands located north of Baseline Road, west of Hancock Road, identified as Assessment #18-17-010-050-04325-0000, in Part Lot 27, Concession 1, former Township of Darlington, in the Municipality of Clarington. The accessory retail sale of finished products shall consist only of those produced on site from the facility.

10.4.18 Permit the severance, notwithstanding Policy 6.4.2, of the existing accessory dwelling rendered as surplus from a farm parcel identified as Assessment #18-29-030-007-27600 located in Part of Lot 37, Concession 4, Township of Uxbridge, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any new accessory dwelling on the retained parcel.

10.4.19 Permit, notwithstanding Section 7.1, the existing and potential expansion of a municipal recreational facility identified as the Audley Recreational Centre. This site is located at the south-east corner of Taunton Road East and Audley Road in Ajax and is identified as Assessment # 18-05-010-010-12900 and 18-05-010-010-12950.

10.4.20 Permit the following severances considered by amendment to this Plan in accordance with Policy 6.4.6:

a) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-020-24200-0000 located in Part Lots 11 and 12, Concession 6, former Township of Cartwright, Township of Scugog;

b) a surplus farm dwelling as severed from a parcel identified as Assessment #18-17-030-020-03600-0000 located in Part Lot 16, Concession 1, former Township of Clarke, Municipality of Clarington;

c) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-40-050-03700-0000 located in Part Lot 19, Concession 6, former Township of Cartwright, Township of Scugog;

d) a surplus farm dwelling as severed from a parcel identified as Assessment #18-17-030-030-30100-0000 located in Part of Lots 17 and 18, Concession 4, former Township of Clarke, Municipality of Clarington;

e) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-010-12100-0000 located in Part Lot 6, Concession 3, former Township of Cartwright, Township of Scugog. Prior to the approval of the related consent application, the zoning by-law shall be amended to prohibit the existing structure located 16 metres north of the subject dwelling from being used to house livestock;

f) surplus farm dwellings from the following parcels:

    i) one dwelling from Assessment #18-01-030-007-29910, located in Part Lots 9 and 10, Concession 7, former Township of Pickering, City of Pickering;

    ii) one dwelling from Assessment #18-01-030-007-21700, located in Part Lot 7, Concession 8, former Township of Pickering, City of Pickering;

    iii) two dwellings from Assessment #18-01-030-008-02500 located in Part Lots 7 and 8, Concession 6, former Township of Pickering, City of Pickering;

    No further dwellings shall be permitted on the aforementioned retained farm parcels and prior to the approval of the related consent applications:

    iv) the Minister's Zoning Order shall be amended to prohibit a residential dwelling as a permitted use on the retained farm parcels;

    v) farm parcels identified as Assessment #18-01-030-007-28400, #18-01-030-007-28500 and #18-01-030-007-28700, located in Part Lots 6 and 7, Concession 7, former Township of Pickering, City of Pickering, shall be merged;

g) a surplus farm dwelling and building, as severed from a parcel identified as Assessment #18-20-010-007-08010, located in Part Lot 24, Concession 1, former Township of Reach, Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit the building of any residential dwelling on the retained farm parcel;

h) a surplus farm dwelling and building, as severed from a parcel identified as Assessment #18-17-010-080-08350, located in Part Lot 9, Concession 4, former Township of Darlington, Municipality of Clarington;

No further dwellings shall be permitted on the aforementioned retained farm parcel and prior to the approval of a consent application:

i) two parcels of land identified as Assessment #18-17-010-080-08300 and #18-17-010-010-18900 shall be merged;

ii) a 0.3 metre reserve across the Mearns Avenue frontage of the retained farm parcel shall be dedicated to the Municipality of Clarington;

iii) the zoning by-law shall be amended to prohibit a residential dwelling as a permitted use on the retained farm parcel;

i) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-060-01600 in Lot 22, Concession 7, former Township of Cartwright, Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

j) a surplus farm dwelling as severed from a parcel identified as Assessment #18-39-040-002-23600 in Lot 9, Concession 7, former Brock Township, Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

k) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-020-06400 located in Part Lot 21, Concession 4, former Township of Cartwright, Township of Scugog, subject to provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

l) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-020-06900 located in Part Lot 24, Concession 4, former Township of Cartwright, Township of Scugog, subject to provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

m) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-050-13610 located in Part Lot 17, Concession 8, former Township of Cartwright, Township of Scugog, subject to provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

n) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-050-006-00 and #18-20-040-050-02450 located in Part Lot 16, Concession 6, former Township of Cartwright, Township of Scugog, subject to provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

o) a surplus farm dwelling as severed from a parcel identified as Assessment Roll #18-17-010-160-12700 and #18-17-010-160-12800 located in Part of Lots 33 and 34, Concession 6, former Township of Darlington, Municipality of Clarington, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

p) a surplus farm dwelling as severed from a parcel identified as Assessment Roll #18-17-030-010-03500 located in Part of Lot 8, Broken Front Concession, former Township of Clarke, Municipality of Clarington, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

q) a surplus dwelling as severed from a parcel identified as Assessment #18-20-030-001-07400 located in Part of Lots 23 and 24, Concession 6, former Township of Reach, and Part Lot 1, Concession 7, former Township of Cartwright, in the Township of Scugog, subject to provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

r) a surplus dwelling as severed from a parcel identified as Assessment #18-39-040-003-09900 located in Part of Lots 1 and 2, Concession 11, former Township of Brock, in the Township of Brock, subject to provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

s) a surplus dwelling as severed from a parcel identified as Assessment #18-17-010-130-03800 located in Part of Lot 24, Concession 4, former Township of Darlington, Municipality of Clarington, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

t) a surplus dwelling as severed from a parcel identified as Assessment #18-39-030-009-19400 located in Part of Lots 23 and 24, Concession 13, former Township of Brock, Township of Brock, subject to provisions in the zoning by-law to prohibit further severances and the construction of a new dwelling on the retained farm parcel;

u) a surplus dwelling as severed from a parcel identified as Assessment #18-39-010-005-23200 located in Part of Lot 5, Concession 9, former Township of Thorah, Township of Brock, subject to provisions in the zoning by-law to prohibit further severances and the construction of a new dwelling on the retained farm parcel;

v) a surplus dwelling and buildings as severed from a parcel identified as Assessment #18-39-040-001-29000 in Part of Lot 3,Concession 4, former Township of Brock, Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

w) a surplus dwelling as severed from a parcel identified as Assessment #18-20-040-060-00400 located in Part of Lot 21, Concession 6, former Township of Cartwright, Township of Scugog, subject to provisions in the zoning by-law to prohibit further severances and the construction of a new dwelling on the retained farm parcel;

x) a surplus dwelling as severed from a parcel identified as Assessment #18-20-030-001-41000 located in Part of Lot 9, Concession 12, former Township of Cartwright, Township of Scugog, subject to provisions in the zoning by-law to prohibit further severances and the construction of a new dwelling on the retained farm parcel;

y) a surplus dwelling as severed from a parcel identified as Assessment #18-13-070-006-19300 in Part of Lots 10, 11 and 12, Concession 1, former Township of East Whitby, City of Oshawa, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained farm parcel;

z) a surplus dwelling as severed from a parcel identified as Assessment #18-20-040-020-01000 located in Part of Lot 9, Concession 4, former Township of Cartwright, Township of Scugog, subject to provisions in the zoning by-law to prohibit further severances and the construction of a new dwelling on the retained farm parcel;

aa) a surplus farm dwelling as severed from a parcel identified as Assessment #18-39-050-007-17600 located in Part of Lot 20, Concession 3, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

bb) a surplus farm dwelling as severed from a parcel identified as Assessment #18-39-040-003-04300 located in the east half of Lot 6, Concession 10, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

cc) a surplus farm dwelling as severed from a parcel identified as Assessment #18-39-010-003-15100 located in Part of Lot 7, Concession 5, former Township of Thorah, Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

dd) a surplus farm dwelling as severed from a parcel identified as Assessment #18-39-040-004-00900 located in Part of Lots 11 and 12, Concession 2, former Township of Thorah, Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

ee) a surplus farm dwelling as severed from a parcel identified as Assessment #18-39-030-004-15800 located in Part of south half of Lot 10, Concession 2, former Township of Thorah, Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

ff) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-060-05500 located in Part Lot 23, Concession 10, former Township of Cartwright, Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

gg) a surplus farm dwelling as severed from a parcel identified as Assessment #18-20-040-020-25100 located in Part of Lot 13, Concession 6, former Township of Cartwright, Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

hh) a surplus dwelling as severed from the parcel identified as Assessment #18-39-040-002-4100 located in Part of Lots 10 and 11, Concession 9, former Township of Brock, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained farm parcel;

ii) a surplus dwelling as severed from the parcels identified as Assessment #18-39-040-004-22500 and 18-39-040-004-2260 located in Part of Lot 17, Concession 2, former Township of Thorah, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained farm parcel;

jj) a surplus dwelling as severed from the parcel identified as Assessment #18-39-040-003-1250 located in Part of Lots 4 and 5, Concession 11, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained farm parcel;

kk) a surplus dwelling as severed from the parcel identified as Assessment #18-39-040-003-1310 in Part of Lot 6, Concession 11, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained farm parcel;

ll) a surplus dwelling as severed from a parcel identified as Assessment #18-20-040-020-21900 located in Part of Lot 24, Concession 5, former Township of Cartwright, Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

mm) a surplus dwelling as severed from a parcel identified as Assessment #18-39-010-005-2740 in Part of Lot 9, Concession 9, Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

nn) a surplus farm dwelling as severed from a parcel identified as Assessment #18-17-030-010-03300 located in Part of Lot 8, Broken Front Concession, former Township of Clarke, Municipality of Clarington, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel;

oo) a surplus dwelling as severed from a parcel identified as Assessment #18-20-010-006-16200 in Part of Lot 12, Concession 14, Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any new dwelling on the retained farm parcel;

pp) a surplus dwelling as severed from the parcel identified as Assessment #18-39-010-005-37500 located in Part of Lot 8, Concession 10, former Township of Thorah, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit: further severances; the construction of any dwelling on the retained parcel; and the use of the existing barn from housing livestock or removal of the barn;

qq) a surplus dwelling as severed from the parcel identified as Assessment #18-39-040-004-02300 located in Part of north half and Part of south half of Lot 15, Concession 1, former Township of Thorah, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit: further severances; the construction of any dwelling on the retained parcel; and the use of the existing barn from housing livestock;

rr) a surplus dwelling as severed from the parcel identified as Assessment #18-17-030-110-15300 located in Part of Lot 25, Broken Front Concession, former Township of Darlington, in the Municipality of Clarington, subject to the inclusion of provisions in the zoning by-law to prohibit: further severances; and the construction of any dwelling on the retained parcel;

ss) a surplus dwelling as severed from the parcel identified as Assessment #18-20-040-050 14900 located in Part of Lot 17, Concession 9, in the former Township of Cartwright, in the Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained parcel;

tt) a surplus dwelling as severed from the parcel identified as Assessment #18-29-030-005-11400 located in Part of Lot 16, Concession 6, in the former Township of Scott, in the Township of Uxbridge, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained parcel;

uu) a surplus dwelling is severed from the parcel identified as Assessment #18-39-010-005-48100 located in Part of Lot 8, Concession 11, former Township of Thorah, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit: the construction of any dwelling on the retained parcel; and the use of the existing shed for housing livestock. In accordance with Provincial and Regional policies, no further severances of the property are permitted;

vv) a surplus dwelling is severed from the parcel identified as Assessment #18-39-030-004-00100 located in Part of Lot 1, Concession 1, former Township of Thorah, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit the construction of any dwelling on the retained parcel. In accordance with Provincial and Regional policies, no further severances of the property are permitted;

ww) a surplus dwelling is severed from the parcel identified as Assessment #18-39-050-008-08100 located in Part of Lot 22, Concession 6, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances, the construction of any dwelling on the retained parcel; and the use of the existing shed for housing livestock;

xx) a surplus dwelling is severed from the 21.6 hectare parcel identified as Assessment #18-17-010-150-08900 located in Part of Lot 13, Concession 8, in the Municipality of Clarington, subject to the inclusion of provisions in the zoning by-law to prohibit further severances, and the construction of any dwelling on the retained parcel;

yy) a surplus dwelling is severed from the parcel identified as Assessment No. 18-39-030-004-06600 located in Part of Lot 9, Concession 1, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained parcel;

zz) a surplus dwelling is severed from the parcel identified as Assessment No. 18-39-030-009-13600 and 18-39-030-003-20800 located in Part of Lot 23 Concession 12, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained parcel;

aaa) a surplus dwelling is severed from the parcel identified as Assessment No. 18-17-030-050-12401 located in Part of Lot 27 Concession 5 (Former Township of Clarke), in the Municipality of Clarington subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of any dwelling on the retained parcel;

bbb) a surplus farm dwelling is severed from the parcel identified as Assessment No. 18-20- 040-030-00700 located in Part of Lot 12, Concession 7, former Township of Cartwright, in the Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel. In accordance with Provincial and Regional policies, no further severances of the property are permitted;

ccc) a surplus dwelling is severed from a parcel identified as Assessment No. 1817 0101 302 8900 located in Part of Lot 28, Concession 6, Former Township of Darlington, Municipality of Clarington, subject to the inclusion of provisions in the zoning by-laws to prohibit further severances and construction of any new dwellings on the retained farm parcel;

ddd) a surplus farm dwelling is severed from the parcel identified as Assessment No. 18-17-010-080-19900 located in Part of Lots 17 and 18, Concession 4, former Township of Darlington, in the Municipality of Clarington, subject to the inclusion of provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel. In accordance with Provincial and Regional policies, no further severance of the property is permitted. A 5-metre access easement on the severed parcel shall be granted in favour of the retained farm parcel to provide access to Green Road;

eee) a surplus farm dwelling is severed from the parcel identified as Assessment No. 18-29-020-002-27400 located in Part of Lot 15, Concession 4, former Township of Scott, in the Township of Uxbridge, subject to the inclusion of provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel. No further severance of the property is permitted;

fff) a surplus farm dwelling rendered surplus from the parcel identified as Assessment No. 18-39-010-003-14300 located in Part of Lot 6, Concession 5, former Township of Thorah, in the Township of Brock, subject to the inclusion of the provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel in accordance with the Provincial and Regional policies, no further severance of the property is permitted;

ggg) a surplus farm dwelling is severed from the parcel identified as Assessment No. 18-39-050-005-28300 located in Part of Lots 17 and 18, Concession 7 in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel. In accordance with Provincial and Regional policies, no further severance of property is permitted;

hhh) a surplus farm dwelling rendered surplus from the parcel identified as Assessment No.18-17-010-110-06100 located in Part of Lots 7 and 8, Concession 6, former Township of Darlington, in the Municipality of Clarington, subject to the inclusion of the provisions in the zoning by-law to prohibit the construction of any new dwelling on the retained parcel; and the use of the existing barn for housing livestock. In accordance with Provincial and Regional policies, no further severances of the property are permitted; and

iii) a surplus farm dwelling rendered surplus from the parcel identified as Assessment No. 1817-030-080-13500 located in Part of Lot 1, Concession 5, in the Municipality of Clarington, subject to the inclusion of the provisions in the zoning by-law to prohibit the construction of any new dwelling on the retained parcel; and the use of the existing barn for housing livestock. In accordance with Provincial and Regional policies, no further severances of the property are permitted.

Rural Settlements

It is the policy of Council to:

10.4.21 Permit a country residential plan of subdivision on the lands described as Part of Lots 8 and 9, Concession 4, within the Township of Uxbridge, identified as Assessment #18-29-010-004-16600 and #18-29-010-004-16700.

10.4.22 Permit the following severances considered by amendment to this Plan for four 4-hectare non-farm residential lots, in the form of infilling, from two abutting 8-hectare rural residential properties, identified as Assessment #18-29-010-004-01210-0000 and #18-29-010-004-01220-0000, located in Part of Lot 2, Concession 3, former Township of Uxbridge, Township of Uxbridge.

10.4.23 Permit, notwithstanding any other provision of this Plan to the contrary, a maximum of 125 residential lots within the lands known as D.S. Park and identified as Part of Lot 18, Concession 5, former Township of Cartwright, Township of Scugog. Development approval and lot creation, including plans of subdivision and condominium, shall be in accordance with the following site-specific policies:

a) all lots are to be individually serviced by private drilled wells to the intermediate or deep aquifer providing a safe and potable water supply;

b) lots are to be serviced by private sewage disposal systems and shall be based on the following land use categories and private servicing standards:

i) residential with certificates of approval – the establishment of residential lots for plots with existing dwellings capable of year-round use, and serviced with private sanitary sewage systems with existing certificates of approval. Plots with environmental and/or physical constraints may be considered for residential lots, subject to meeting the requirements of the Kawartha Region Conservation Authority;

ii) residential without certificates of approval – plots with existing dwellings as defined above, but without certificates of approval, may be recognized as residential lots, subject to the capability of being serviced by private sewage disposal systems, in accordance with the Ontario Building Code requirements. Plots with environmental and/or physical constraints may be considered for residential lots, subject to meeting the requirements of the Kawartha Region Conservation Authority;

iii) future residential – vacant plots without physical or environmental constraints may be developed as residential lots, subject to the capability of being serviced by private sewage disposal systems, in accordance with Ontario Building Code requirements and the Region's lot sizing policy, including replacement area. Newer sewage treatment systems may also be considered. Restrictions on dwelling size and other means may be required to reduce daily sewage flows;

iv) recreational blocks – the creation of recreational blocks through the merger of plots with significant environmental and/or physical constraints. Buildings and/or structures are prohibited on these lands and only seasonal recreational uses, such as camping, are permitted. Lot creation for residential uses may also be considered in the future, subject to addressing environmental and/or physical constraints, and meeting private servicing requirements;

v) private open space – the creation of private open space blocks for lands owned by D.S. Park for private recreational activities, including the existing clubhouse, swimming area, and playing fields;

c) a condominium corporation shall be established to own and maintain all common elements, including the internal road network, community open space and park, and the central valley;

d) a conservation easement in favour of the Kawartha Region Conservation Authority shall be provided for the management and protection of natural heritage features within the central valley; and

e) all requirements of the Region, Township of Scugog, and the Kawartha Region Conservation Authority shall be satisfied prior to lot creation.

10.4.24 Permit, notwithstanding any policy within this Plan to the contrary, the development of up to 125 new hamlet residential dwellings and hamlet institutional/commercial uses in the northeast quadrant of the Hamlet of Coppins Corners on the basis of privately owned and operated communal water supply and sanitary sewage systems in accordance with Policy 10.2.6, provided that the proposal meets with the requirements of the Hamlet of Coppins Corners and Adjacent Lands Secondary Plan.

10.4.25 Notwithstanding any other provisions of this Plan, rural employment uses, consistent with Policy 6.5.22, although the subject site may be serviced with municipal water subject to Regional approval and required supporting studies, are permitted on 123 Regional Highway 47 (Part Lots 13 and 14, Concession 1, Assessment #18-29-010-002-001-00) Township of Uxbridge. Development shall only proceed by plan of subdivision and an amendment to the zoning by-law. In addition, site plan approval shall be required for each lot in the plan of subdivision to ensure that development is in conformity with the applicable policies of the Oak Ridges Moraine Conservation Plan. Development approval shall be in accordance with the following:

a) plans and supporting studies which address the applicable policies of Sections 20, 22, 23, 26, 43, 45, 46 and 47 the Oak Ridges Moraine Conservation Plan;

b) plans and supporting studies that address the Complete Application requirements set out in Table 1 of this Plan;

c) plans and supporting studies that address Section 3.16, Development Application Pre-Consultation and Submission Requirements of the Township of Uxbridge Official Plan and illustrate conformity with the applicable policies of the Region of Durham Official Plan and illustrate conformity with the Township of Uxbridge Official Plan; and

d) the subject site is located at the western gateway to the Township of Uxbridge, as such any buildings and sites shall be designed to the highest standards of urban design and sustainable development. In addition, the location and design of the parking areas and open storage shall ensure that their impact is minimized as much as possible, particularly along Regional Highway 47 where their location will be generally prohibited. To meet this criterion architectural control guidelines shall be developed as a condition of draft plan approval of the plan of subdivision.



Aggregate Resources

It is the policy of Council to:

10.4.26 Permit the following aggregate-related industrial uses listed below and identified on Map 4, in accordance with Policies 6.7.11 and 6.7.12:

Figure 21. – Aggregate-related industrial use exceptions table:

Aggregate Resource Extraction Area	Municipality	Location	Uses
20	Uxbridge	westerly portion of the property identified by the 1979 Assessment Roll Book #18-29-01-0-002-15200 in Part of Lot 19, Concession 2, former Township of Uxbridge	an asphalt plant and accessory uses directly related to the operation of the plant
36	Scugog	property identified as Assessment Roll Book #18-20-010-003-047, being Part of Lots 5 and 6, Concession 10, former Township of Reach	a contractors yard for heavy equipment and machinery
76	Clarington	Part Lots 1 & 2, Concession 9, former Township of Darlington	an aggregate transfer station
89	Uxbridge	property identified by the 1982 Assessment Roll Book #18-29-01-0-008-110, being Part of Lot 13, Concession 6, former Township of Uxbridge	an asphalt plant, concrete block manufacturing and concrete pipe manufacturing plant, and accessory uses directly related to the operation of the plants
91	Scugog	property identified by the 1980 Assessment Roll Book #18-20-01-0-004-008, being Part of Lot 10, Concession 1, former Township of Reach	an asphalt plant and accessory uses directly related to the operation of the plant, including the necessary berming, screening and landscaping
97	Clarington	property identified as Parts of Lots 12, 13, 14, 15, 16 & 17, B.F. Concession	a ready-mix cement manufacturing plant and a transportation depot and accessory uses related to the operation of the plant

1976 Regional Official Plan

The following policies are Rural System amendments made to the 1976 Regional Official Plan that remain in effect as exceptions to this Plan.

It is the policy of Council to:

10.4.27 Permit the following site specific land uses within the Major Open Space Area designation:

a) a motor vehicle repair garage and ancillary uses on a parcel approximately 0.5 hectare in size, located on the south side of Highway 48, within Part of Lot 1, Concession 10, former Township of Thorah, Township of Brock. Such use will be subject to satisfactory arrangements having been made with the Ministry of Transportation and being zoned in the respective restricted area by-law in a special zoning category for that use.

b) a furniture manufacturing use of a "dry" nature on a parcel approximately 2 hectares in size, being Part of Lot 3, Concession 14, former Township of Brock, being in the west part of the lands identified in the Assessment Roll Book as #18-29-040-003-372, subject to the site being zoned in the respective restricted area by-law in a special zoning category for that use. In addition, the applicant will be required to enter into a site plan agreement with the Township of Brock, pursuant to the Planning Act, which shall, among other things, regulate the use of a generator. Provision for an adequate vegetative buffer strip width along the boundary of Port Bolster Wetland shall be determined at the detailed site plan stage to the satisfaction of the Ministry of Northern Development, Mines, Natural Resources and Forestry.

10.4.28 Permit the following site specific land uses within the Prime Agricultural Area designation:

a) a warehouse for the storage of sporting goods and equipment and ancillary uses on a parcel approximately 6 hectares in size and identified in the 1986 Assessment Roll Book as #020-002-279-00-0000, more generally located within Part of Lot 15, Concession 4, former Township of Scott, Township of Uxbridge. Such uses will be subject to site plan agreements, pursuant to the Planning Act, and being zoned in the respective restricted area by-law in a special zoning category for that use;

b) a school bus storage and operation facility on a parcel approximately 0.33 hectare in size and identified in the 1986 Assessment Roll Book as #18-20-030-001-143-00, more generally described as located within Part of Lot 1, Concession 8, former Township of Scugog Island, Township of Scugog. Such use will be subject to being zoned in the respective restricted area by-law in a special zoning category for that use;

c) a road vehicle repair and service establishment, in addition to the currently permitted farm implement dealership and agricultural uses, on a 0.5 hectare portion of a property identified as #18-01-030-008-10200 in the 1986 Assessment Roll Book as being Part of Lot 4, Concession 6, City of Pickering. Such uses will be zoned in the respective restricted area by-law in a special zoning category for that use. In addition, the applicant may be required to enter into a site plan agreement with the City of Pickering pursuant to the Planning Act;

d) the display and sales of pre-engineered homes, excluding mobile homes, and ancillary uses, including an associated real estate office, on approximately 1.6 hectares of land, being Part of Part 1 of 40R1248 in Lot 10, Concession 9, former Township of Thorah, Township of Brock, subject to the following:

   i) the use being of an attractive and unobtrusive nature;

   ii) no outside storage being permitted;

   iii) satisfactory arrangements being made with the Ministry of Transportation;

   iv) a site plan agreement, pursuant to the Planning Act, being required by the Council having authority, in consultation with the Region, which shall include, in addition to any other conditions, provisions for site grading and placement of fill; siting and design of buildings; signs, landscaping, screening, fencing and lighting; parking; protection of the drainage ditch along the west side of the site from sedimentation and erosion; and the location of private wells and sewage disposal systems;

   v) the site being zoned in the respective zoning by-law as a Holding (H) Zone until the site plan agreement is finalized, after which the site will be in a special zoning category for that use;

e) the display of 3 modular homes on approximately 1 hectare of land, being Part of Lot 12, Concession 5, Township of Brock, being part of the lands identified in the Assessment Roll Book as #18-39-050-005-03425 subject to being zoned in the respective restricted area by-law, in a special zoning category for that use. In addition, the applicant may be required to enter into a site plan agreement with the Township of Brock pursuant to the Planning Act; and

f) a day care centre of approximately 290.3 square metres in size in the basement of an existing residence, being Part of Lot 32, Concession 5, former Township of Darlington, Municipality of Clarington, being part of the lands identified in the Assessment Roll Book as #18-17-010-160-04500-0000, subject to being zoned in the respective restricted area by-law in a special zoning category for that use. In addition, the applicant will be required to enter into a site plan agreement with the Municipality of Clarington pursuant to the Planning Act.

10.5 Protected Greenlands System

General Greenlands System Policies

It is the policy of Council to:

10.5.1 Permit, notwithstanding any other provisions of this Plan to the contrary, the following agri-business use that has been considered by amendment to this Plan:

a) a seed cleaning plant and warehouse for storage with wholesale and retail sale of seeds grown on-site and off-site, on a 4-hectare parcel of land to be created by consent, located at the southwest corner of Regional Road 19 and Regional Road 57, being Part of Lot 12, Concession 2, former Township of Cartwright, Township of Scugog. The accessory sale of farm equipment, such as feeding equipment, farm gates, hardware, tack, and general agricultural supplies shall also be permitted. These uses shall be zoned in a special zoning category for those uses. The Township of Scugog shall address the siting and height of buildings, parking areas, access, and noise and dust attenuation through the zoning, site plan, and building permit processes in consultation with the appropriate authorities.

10.5.2 Permit, notwithstanding any other provision of this Plan to the contrary, the creation of a lot containing a detached dwelling is permitted on lands municipally known as 55 Snowridge Court in the City of Oshawa. No further severances will be permitted for residential purposes from the remaining parcel and that this be registered on title.

10.5.3 Permit, notwithstanding any other provision of this Plan to the contrary, a retail store on a parcel of land municipally known as 5055 Simcoe Street North, as identified as Assessment #18-13-070-006-55000-0000, in the City of Oshawa, provided that:

a) the Provincial guidelines on potential contamination and decommissioning are to be addressed through the rezoning and site plan approval processes; and

b) a restriction is placed on the gross floor area of the retail store in the zoning by-law.

10.5.4 Permit, notwithstanding Policy 7.1.6, the following uses that have been considered by amendment to this Plan:

a) an auction sales business on a 31.5-hectare lot identified as Assessment #18-20-010-001-31400-0000, located in Part of Lot 4, Concession 5, former Township of Reach, Township of Scugog;

b) a topsoil processing operation on a parcel of land identified as Assessment Roll #18-09-010-036-25105, located at the northwest corner of Taunton Road and Halls Road, in the Town of Whitby, provided that:

i) the processing area is limited to 5.5 hectares (13.6 acres) of the 20-hectare (49.4-acre) site;

ii) incidental uses are restricted to bulk sale of topsoil and the storage and bulk sale of landscape aggregate, and the storage and sale of concrete and brick landscape products, and related materials;

iii) appropriate provisions are included in the Town of Whitby Official Plan and the implementing zoning by-law;

c) an existing employment area uses, including the development of rental storage units, on 0.9 hectare of property located on the north side of Regional Road 8 (Reach Street), described as Part of Lot 16, Concession 7, former Township of Reach, Township of Scugog; and

d) two residential lots, as infilling, on a 2.54-hectare (6.3-acre) property, identified as Assessment #18-13-070-006-554-00-0000, located in Part of Lot 10, Concession 9, former Township of East Whitby, City of Oshawa.

10.5.5 Permit the continuation of an existing autobody repair shop, in accordance with the area municipal zoning by-law, on the property municipally known as 3872 Courtice Road, legally described as Part of Lot 29, Concession 3, former Township of Darlington, Municipality of Clarington, subject to the following:

a) access restrictions to Courtice Road and the provision of a road widening across Pebblestone Road;

b) approval by the area municipality of amendments to its official plan and zoning by-law in conformity with this policy exception, and a site plan for the property; and

c) the execution and registration on title to the property of an agreement between the Region, the area municipality and the owner which provides, among other matters, that when the existing autobody and repair shop ceases to operate on the property, the property may be used only in accordance with the Major Open Space designation and the rural zoning provisions of the area municipality's zoning by-law.

10.5.6 Permit, notwithstanding any provision to the contrary, a surplus farm dwelling severance from a parcel identified as Assessment #18-20-030-050-21500 located in Part Lot 35, Concession 5, former Township of Clarke, Municipality of Clarington, subject to the inclusion of provisions in the zoning by-law to prohibit further severances and the construction of a dwelling on the retained farm parcel and the conveyance of road widenings across Taunton Road East (Regional Road 4) and Regional Road 42.

10.5.7 Permit, notwithstanding any other provision of this Plan to the contrary, an eating establishment and automobile gasoline bar on the lands located at the north-east corner of Highway 12 & 48 and Regional Road 15, being Part of Lot 10, Concession 5, former Township of Thorah, Township of Brock, and subject to the provisions of regulations and development standards in the Township of Brock zoning by-law.

10.5.8 Permit, notwithstanding any other provision of this Plan, a resort development consisting of hotel and fractional ownership/time share units is permitted on lands located on the south side of Portview Road along Lake Scugog, identified as Assessment #18-20-030-001-06300 and #18-20-030-001-06201 in Part of Lots 21 and 22, Concession 6, (Scugog Island) in the Township of Scugog. The development of such lands shall be subject to the fulfilment of the following conditions to the satisfaction of the approval authorities:

a) a Responsibility Agreement between the applicant and the Region of Durham. The Responsibility Agreement shall stipulate the conditions under which the services will be constructed, operated and maintained, as well as the action to be taken by the Region in the event of a default. The agreement also contains financial assurance provisions for the Region;

b) phasing of the resort development such that the first phase of the development contains no more than 115 units. Any future phase(s) of the development will be subject to the drilling of additional wells and a further hydrogeological assessment and peer review by the Region of Durham, Township of Scugog, and the Kawartha Region Conservation Authority;

c) approval of an official plan amendment, zoning by-law amendment, and site plan application to implement the resort development to the satisfaction of the Township of Scugog and the Region of Durham;

d) the establishment of a program to monitor and report on the quality and quantity of surface water and groundwater for a minimum of 5 years following construction to the satisfaction of the Region of Durham, Township of Scugog and Kawartha Region Conservation Authority;

e) Ministry of the Environment, Conservation and Parks (MECP) approval of a Municipal Class Environmental Assessment for the proposed water treatment plant and for the treatment of any sewage effluent;

f) Environmental Compliance Approval by the MECP of the sewage treatment facility, the Permit to Take Water, the proposed Storm Water Management System, and the standby power diesel generator for the proposed water treatment plant;

g) a monitoring and maintenance plan for stormwater management facilities by the MECP;

h) submission of a Stage 3 (and Stage 4 if required) Archaeological Assessment to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). No grading or other soil disturbances shall take place on the subject property prior to a letter of clearance from the MHSTCI;

i) submission and approval of an Endangered Species (butternut tree) analysis by the Ministry of Northern Development, Mines, Natural Resources and Forestry; and

j) written approval from Parks Canada (Trent-Severn Waterway) will be required prior to any shoreline or in-water works.

10.5.9 Permit, notwithstanding any other provision of this Plan, ancillary uses to the existing major recreational use including a hotel up to five storeys in height and an expanded parking area are permitted on lands located on the south side of Elgin Park Drive west of Concession 7, east of Howard Williams Court, identified as Assessment 18-29-040-009-00500 in Part of Lot 27 Concession 6, in the Township of Uxbridge. Prior to any development taking place, the following conditions shall be fulfilled to the satisfaction of the Region of Durham, the Township of Uxbridge, and the Lake Simcoe Region Conservation Authority:

a) that any negative impacts on identified natural heritage features and their functions as well as Species of Concern and Species at Risk will be properly mitigated; and

b) that any tree removal that occurs as a result of the development of the proposed hotel and expanded parking area will be compensated based on the requirements of the Ecological Offsetting Policy of the Lake Simcoe Region Conservation Authority.

10.6 Implementing the Plan

It is the policy of Council to:

10.6.1 Permit a single detached dwelling on existing lots of record created on or before July 14, 1976, notwithstanding any other provisions of this Plan, subject to such a lot complying with the provisions of the respective zoning by-law.

10.6.2 Apply the following policies to the Vanstone Mill lands in the Municipality of Clarington:

a) notwithstanding the outstanding referral of the lands located north of Highway 2, south of the CPR Line and west of the redefined floodline on the west side of Bowmanville Creek, these lands may be used for residential purposes; and

b) notwithstanding the outstanding referral of the lands lying on the north side of Highway 2, south of the CPR Line west of Scugog Street and east limit of the redefined floodline of the Bowmanville Creek, these lands may be designated in the Official Plan for the Municipality of Clarington as Regional Centre and used for such purposes.

10.6.3 Permit an 18-hole golf course, notwithstanding the outstanding deferral of the lands located on the west side of Regional Road 2, between Columbus Road and Howden Road, municipally known as 3622 Simcoe Street North, being Part of Lots 13, 14 and 15 and part of the road allowance between Lots 14 and 15, Concession 7, in the City of Oshawa, subject to the fulfillment of the following provisions:

a) a financial guarantee by means of a letter of credit to ensure the implementation of all remedial measures should a significant water supply problem arise with surrounding residents;

b) the implementation of an approved surface water and groundwater monitoring program, including an annual monitoring report prepared by the applicant, for a minimum of 3 years after construction;

c) the entering into an agreement with the Region for all required construction and costs associated with implementing a safe operating access to the subject lands; and

d) the implementation of measures, such as a construction management plan and a turf management plan, to ensure the golf course development will have minimal effect on the natural heritage features of the area.

1976 Regional Official Plan

The following policies are implementation-related amendments made to the 1976 Regional Official Plan that remain in effect as exceptions to this Plan.

It is the policy of Council to:

10.6.4 Permit a take-out restaurant and a convenience store on approximately 2.2 hectares situated on the southeast corner of Highway 2 and the 11th Line, in the Municipality of Clarington.

10.6.5 Permit recreational facilities in association with a private zoo, subject to satisfactory agreements with the Municipality of Clarington on approximately 4 hectares of land situated in the north half of Lot 25, Concession 5, former Township of Clarke, now in the Municipality of Clarington.

10.6.6 Permit a retail clearance centre for the sale of factory closeouts, similar in kind to clothing, hardware, auto accessories, household goods and furnishings, on approximately 1.7 hectares of land in Part of Lot 26, Concession 6, former Township of Clarke, Municipality of Clarington, and identified in the 1984 Assessment Roll as #18-17-03-0-050-25901. Development of the site will be subject to satisfactory agreements with the Municipality of Clarington.

10.6.7 Permit retail nursery, office and restaurant uses on approximately 2.47 hectares of land located at the southwest quadrant of Thickson Road South and Consumers Drive in the Town of Whitby, subject to satisfactory arrangements having been made with the Region with respect to servicing requirements, and the site being zoned to a special commercial zoning category in the respective zoning by-law.

10.6.8 Permit an office park comprised of predominantly corporate office uses, ancillary recreational and community uses, and a limited amount of retail and personal service uses, on the land designated Industrial Area, and located on the northeast corner of Church Street and Bayly Street, in the Town of Ajax, subject to the following provisions:

a) the office park shall not exceed a total of 88,255 square metres of floor space, and does not include the clubhouse serving the adjacent golf course;

b) the retail, personal service and non-corporate office uses may also be permitted as part of a permitted corporate office building, provided that the combined gross floor area of such uses does not exceed 10% of the gross floor area of the building, such that both uses are developed in conjunction with each other;

c) the gross floor area of all uses on this site shall be defined in the respective District Plan, and shall including phasing of development in conforming with this Plan;

d) the development of this site and adjacent Open Space System shall be subject to the inclusion of detailed policies in the respective District Plan, including design guidelines and the use of site plan controls; and

e) all development within this area shall proceed by a plan of subdivision.

10.6.9 Permit a commercial food supermarket on approximately 1.46 hectares of land located in Part of Lot 13, Concession 6, Township of Brock, being part of the lands identified in the Assessment Roll as #18-39-05-0-005-17400, subject to the development of the appropriate access to industrial lands behind the above identified lands.

10.6.10 Permit non-farm residential dwellings, subject to satisfactory agreements, appropriate zoning by-laws, and any other conditions, as deemed desirable by the Regional Council and the Council of the respective area municipality, in the following areas:

a) proposed Plan of Subdivision 18T-77037 in the Municipality of Clarington (a maximum of four lots);

b) Ontoro Boulevard Area in the Town of Ajax, subject to the inclusion of appropriate provisions in the District Plan;

c) the area bounded by Regional Road 31 (Westney Road) on the east, Greenwood Road on the south and west, and the Fifth Concession Road on the north in the Town of Ajax, subject to the inclusion of appropriate provisions in the District Plan;

d) one single dwelling on each of Parts 2 and 3, Plan 40R6763, located in Part of Lot 19, Concession 4, former Township of Uxbridge, Township of Uxbridge;

e) one additional lot on the property identified in the 1985 Assessment Roll Book as #18-09-010-0-043-290, more generally described as part of the north half of Lot 24, Concession 8, Town of Whitby;

f) seven additional lots on the property identified in Plan of Subdivision 18T86009, more generally described as being within the north half of Lot 22, Concession 2, former Township of Darlington, Municipality of Clarington;

g) four additional lots on the property identified in Plan of Subdivision 18T87036, more generally described as being within the north half of Lot 15, Concession 3, former Township of Darlington, Municipality of Clarington;

h) four additional lots on the property identified in the Assessment Roll Book as #182905001035000 within the existing residential cluster located within the south side of Beaver Road, generally located within Part of Lot 37, Concession 7, former Township of Uxbridge, Township of Uxbridge;

i) three lots on the two abutting properties identified in the Assessment Roll Book as #18-17-010-030-12200-0000 and #18-17-010-030-12300-0000, located on the northeast corner of Bloor Street and Holt Road, Part of Lot 20, Concession 2, former Township of Darlington, Municipality of Clarington;

j) in the cluster located at the intersection of Brawley Road East and Old Thickson Road (just east of Highways 7 and 12), Parts of Lots 20 and 21, Concessions 7 and 8, in the Town of Whitby;

k) two additional lots on the property identified in the Assessment Roll #18-17-030-060-08600 located on the west side of Leskard Road, generally located within Part of Lot 31, Concession 7, former Township of Clarke, Municipality of Clarington;

l) one lot on the property identified in the Assessment Roll as #18-29-030-004-01200-0000 located on Part of Lot 2, Concession 5, former Township of Scott, Township of Uxbridge;

m) one lot to be approximately four hectares in size on the property identified in the Assessment Roll Book as #18-39-040-001-149-20, more generally described as the south Part of Lot 5, Concession 2, former Township of Brock, Township of Brock, in recognition that this lot is infill as it is contained within a concentration of approximately 22 4-hectare lots and does not extend the strip development that presently exists; and

n) one replacement lot on the property identified in the 1989 Assessment Roll Book as #18-13-070-006-29400, more generally described as Part of Lot 14, Concession 8, in the City of Oshawa, subject to the melding of the property identified in the 1989 Assessment Roll Book as #18-13-070-006-27775, more generally described as Part of Lot 14, Concession 8, in the City of Oshawa, with an adjacent property.

10.6.11 Restrict development for the area immediately surrounding Wagner Lake, prior to the preparation and adoption of a development plan for the area, with the exception of the following:

a) residential development on existing lots of record, provided that the proposed dwelling unit is not situated in the floodplain and that the private water supply and waste disposal systems meet the standards of the MECP;

b) residential development on three residential lots located in Lot 13, Concession 7, being Parts 2, 3, and 4 of Reference Plan 40R-5987;

c) one additional lot for residential development on the property identified in the 1991 Assessment Roll as #18-29-030-005-175, more generally described as being on the east side of Wagner Road, Part of Lot 13, Concession 7, former Township of Scott, Township of Uxbridge; and

d) one lot for residential development being the property identified in the 1991 Assessment Roll as #18-29-030-004-342 more generally described as abutting the southern limit of Wagner Road, Part of Lot 12, Concession 7, former Township of Scott, Township of Uxbridge; provided that, as a condition of severance, the owner is required to satisfy the requirements of the Ministry of Northern Development, Mines, Natural Resources and Forestry with respect to the location of building envelopes and retention of natural features; and, no further extension of Wagner Road to the south, beyond the lot line separating Lots 12 and 13, Concession 7, former Township of Scott, Township of Uxbridge, or additional residential development, shall be permitted.

10.6.12 Permit an industrial/commercial development on lands totalling approximately 3.9 hectares located in Part of Lot 18, Concession 3, former Township of Uxbridge, Township of Uxbridge and situated at the northwest intersection of Highway 47 and Concession Road 4. As a condition for the development of such lands for industrial/commercial purposes, a site plan agreement pursuant to the Planning Act may be required by the Council having authority. Such agreement may generally include, in addition to any other conditions, provisions for site plan control including siting and design of buildings, landscaping buffers, signs, and servicing. Such uses will be subject to being zoned in the respective zoning by-law in a special zoning category for that use.

10.6.13 Permit an apartment complex on a private road on lands located in Part of Lot 34, Concession 2, on the south side of Highway 2, west of Farewell Creek, former Township of Darlington, Municipality of Clarington.

10.6.14 Permit Special Purpose Commercial uses, including a home improvement centre and accessory uses, on lands totalling approximately 2.19 hectares located in Part of Lots 25 and 26, Concession 5, Town of Whitby, and situated at the northwest intersection of Highway 12 and Spencers Road.



Chapter 11

Implementing the Plan

Chapter 11. Implementing the Plan

This chapter outlines a variety of implementation requirements, tools and resources intended to assist in the planning, preparation, review and approval of development applications and plans to ensure the Region achieves the strategic directions, goals, objectives and policies of this Plan.

Goal:

I. Effectively guide and inform the actions and decisions of all parties involved in implementing the policies of this Plan.

11.1 General Implementation Policies

Policies:

It is the policy of Council to:

11.1.1 Implement this Plan by utilizing the powers conferred upon it by the Planning Act, Municipal Act, Clean Water Act, Lake Simcoe Protection Act and such other statutes as may be applicable.

11.1.2 Implement the policies of this Plan wherever the Region has the legal jurisdiction to do so without intention to, in any way, infringe or be interpreted as in any way infringing on the statutory rights, powers or prerogatives of any other legal jurisdiction, except as the Region has the legal authority to do so.

11.1.3 Recognize that, in the interim before existing area municipal official plans can be amended to conform with this Plan, only those provisions of the existing area municipal official plan which are in conformity with this Plan shall remain in force and effect. For greater certainty, and notwithstanding any other provisions of this Plan, it is not the intent of this Plan to repeal any amendments to existing area municipal official plans which have been adopted by Council and are not yet in force.

Amendments to this Plan

It is the policy of Council to:

11.1.4 Amend this Plan as needed, from time to time, as the province issues policy statements, Minister's Zoning Orders and/or provincial plans under the Planning Act.

Pre-Consultation

It is the policy of Council to:

11.1.5 Require that applicants pre-consult with the Region, in accordance with the provisions of this Plan, prior to the submission of any development application for which the Region is a commenting authority.

Complete Applications

It is the policy of Council to:

11.1.6 Require any application submitted to the Region for comment in support of a development proposal be a complete application, accompanied by the appropriate fee, before any processing will begin.

11.1.7 Require the preparation and submission of background reports, studies, documents and materials, as set out in Table 1, with the application, to the satisfaction of the Region.

11.1.8 Reserve the right to require additional information should it be determined through the review process and/or peer review process that the submission is incomplete, inadequate or that further issues need to be addressed.

11.2 Consultation & Engagement

The Region may go beyond the minimum requirements as set out in the Planning Act for consultation and engagement, and expand on when and how enhanced opportunities for input are applied to the preparation of Regional studies, strategies and action plans.

Objectives:

i. Support ongoing consultation and engagement with individuals, groups and agencies to achieve consensus, whenever possible, on planning matters.

ii. Ensure the use of fair, open and accessible public consultation and engagement practices.

Policies:

It is the policy of Council to:

11.2.1 Encourage active participation from the public, stakeholders, and agencies, including strong cooperative relationships with the Region's area municipalities and conservation authorities.

11.2.2 Engage with Indigenous communities when considering land use matters and continue to build meaningful partnerships with Indigenous communities to facilitate knowledge sharing in land use planning processes.

11.2.3 Encourage the province to make financial resources available to Indigenous communities to support their participation in the planning process, such as the review of development applications, infrastructure decisions and watershed plans.

11.2.4 Ensure community input is considered in the planning and decision-making process.

11.2.5 Promote broad community awareness of planning issues and provide enhanced opportunities for input, including both traditional and innovative methods for engagement.

11.3 Development Review

Area municipal governments have the decision-making authority to approve, conditionally approve or reject a variety of development applications designed to manage growth in an orderly and efficient manner, such as zoning by-laws, site plans, plans of subdivision/condominium and severances.

Objective:

i. Support measures that assist in the development review process.

Policies:

Zoning By-laws

It is the policy of Council to:

11.3.1 Reserve the ability to enact by-laws to regulate the use of land lying within 45 metres from any limit of a regional road, as provided for by the Municipal Act.

11.3.2 Encourage the Councils of the area municipalities to establish an area municipal official plan policy and zoning by-law framework to implement inclusionary zoning in Protected Major Transit Station Areas in accordance with Ontario Regulation 232/18, and/or applicable community planning permit system areas in accordance with Ontario Regulation 173/16.

Holding Provisions

It is the policy of Council to:

11.3.3 Encourage area municipalities to pre-zone land using the holding ("H") symbol in conjunction with any use category, and indicate the use to which lands, buildings or structures may be put at such time in the future as the holding symbol is removed by amendment to the by-law.

11.3.4 Require that, prior to passing a by-law to remove the holding ("H") symbol, the Councils of the area municipalities ensure that:

a) the development is consistent with the orderly and phased development of the area municipality and the Region;

b) the owner has satisfied all the requirements of the area municipality and Region and entered into any necessary agreements in this regard; and

c) the owner has satisfied all the requirements of the Region with respect to the provision of water and sewage services, regional roads, and entered into any necessary agreements in this regard.

Legal Non-Conforming Uses

A legal non-conforming use, also referred to as a "grandfathered" use, can continue a particular land use that is no longer permitted under the current zoning by-laws.

The land use must have been established at a time when it was permitted under previous zoning permissions, or at a time that predates any zoning by-law, and must have been in continuous use since that time.

It is the policy of Council to:

11.3.5 Recognize that area municipalities may zone for the continuation, expansion or enlargement of legal non-conforming uses, or for minor variations to existing uses, provided that such uses:

a) have no adverse effect on the present uses of the surrounding lands or the implementation of the provisions of this Plan;

b) comply with provincial Minimum Distance Separation formulae, as amended by the province from time to time, if applicable;

c) are accessible by a public road which is maintained by the appropriate authority as open to traffic on a year-round basis and is of a standard of construction adequate to provide for the additional traffic generated by the proposed use;

d) are subject to any conditions that may be contained in an area municipal official plan;

e) where located on the Oak Ridges Moraine, were lawfully existing as of November 15, 2001, and where any expansion or enlargement thereto or variation to a similar use is implemented in conformity with Parts III and IV of the Oak Ridges Moraine Conservation Plan, which contains policies intended to maintain, improve or restore the ecological and hydrological integrity of the Moraine;

f) where located in the Protected Countryside of the Greenbelt Plan Area, were lawfully existing as of December 15, 2004, and where any expansion or enlargement thereto or variation to a similar use is implemented in conformity with the Greenbelt Plan. Lot creation associated with such uses shall not be granted;

g) permit the continuation of existing uses in place prior to June 2, 2009, in the Lake Simcoe watershed and ensure expansions, enlargement or variation to a similar use are implemented in conformity with the Lake Simcoe Protection Plan; and

h) comply with provincial Land Use Compatibility Guidelines, where applicable.

Site Plan Control

It is the policy of Council to:

11.3.6 Encourage the use of the site plan control provisions of the Planning Act to implement the policies and provisions of this Plan and the area municipal official plans to coordinate and enhance the physical development of the area municipality.

11.3.7 Require an area municipality to advise the Region upon receiving an application for development subject to site plan control abutting a road under the jurisdiction of the Region.

11.3.8 Require the owners of land proposed for development under site plan control to enter into one or more agreements under the Planning Act with the area municipality and/or Region, as necessary, to address all matters contained therein.

Subdivision & Condominium Approvals & Agreements

It is the policy of Council to:

11.3.9 Require the following conditions of approval attached to plans of subdivision pursuant to the Planning Act:

a) that the development complies with the provision of this Plan and the applicable area municipal official plans;

b) that the development can be supplied with adequate regional services to the satisfaction of Regional Council;

c) that the applicants enter into appropriate agreements with the Region and the area municipality, which may be registered against the title of the subject lands, and which may include such matters as regional services, financial requirements, regional and/or local road facilities, drainage, grading and landscaping, sidewalks, dedication of land for public uses, exclusive of parks and other requirements, to implement the provisions of this Plan and the applicable area municipal official plan;

d) that a lapsing date in accordance with Section 51(32) of the Planning Act be required for draft plans of subdivision;

e) that if approval of a draft plan of subdivision lapses, the policy objectives of Sections 5.1 and 5.4 shall be considered as a key component of the development review process for any new draft plan of subdivision; and

f) if a plan of subdivision or part thereof has been registered for eight years or more, and does not meet the growth management objectives of Section 5.1 and does not conform to the Policies of this Plan, Regional Council or the Councils of the area municipalities may use its authority under Section 50(4) of the Planning Act to deem it not to be a registered plan of subdivision.

Severances

It is the policy of Council to:

11.3.10 Grant only those severances which conform with the intent of this Plan and this Plan's designations, uses and policies, the zoning by-laws of the respective area municipality and in accordance with the Planning Act. Under no circumstances shall severances be granted that are contrary to this Plan and/or any area municipal official plan.

11.3.11 Discourage the creation of any lot in an area susceptible to flooding, erosion or any other physical or environmental constraint unless it can be clearly established that the proposed use does not have an adverse effect on such constraints, in accordance with Policy 7.6.3.

11.3.12 Apply the provincial Minimum Distance Separation formulae, as amended by the province from time to time, and the Environmental Protection Act and regulations to severances, where applicable.

11.3.13 Ensure all parcels of land are an adequate size for the use proposed, having regard to the topography of the land, the siting of proposed buildings and points of access. Where municipal services do not exist and are not to be provided for the development, regard shall be had to the suitability of the soil conditions to provide for an adequate potable private water supply, and for the installation of a satisfactory private sewage disposal system which complies with the standards of the Ministry of the Environment, Conservation and Parks and the Region.

11.3.14 Ensure all proposed lots have frontage upon, and access to, a public road maintained by the appropriate authority as open to traffic on a year-round basis and is of a standard of construction adequate to provide for the additional traffic generated by the proposed development.

11.3.15 Allow the creation of a land-locked parcel, notwithstanding Policy 11.3.14, provided the proposal is accompanied by an overall plan related to land assembly for a future subdivision indicating the approximate extent of the land assembly and provisions for future access.

11.3.16 In determining whether a plan of subdivision under the Planning Act is necessary, three additional lots may be considered as the maximum number of division by severance.

11.3.17 Ensure severances comply with the provisions of any site plan, subdivision or any other development agreements registered against the title of the subject lands.

11.3.18 Discourage severances in Employment Areas unless there exists an agreement registered on title between the owner and the Council of the respective area municipality and, where applicable, Regional Council, indicating the subdivision design and the provision of services for the lands affected.

11.3.19 Ensure that, notwithstanding Policy 11.3.18, any severances in Employment Areas comply with provincial Land Use Compatibility Guidelines.

11.3.20 Require that the approval of any application for severance for multiple residential, commercial or industrial uses be subject to the provisions of a site plan control agreement under the Planning Act, which has been entered into with the Council of the respective area municipality, and to the provisions of a servicing agreement, which has been entered into with the Region, and such agreements shall be registered on the title of the subject property.

11.3.21 Impose conditions on both the severed and retained parcels which may include but not to be limited to the:

a) fulfillment of financial requirements of the Region and/or area municipality;

b) dedication of lands to the area municipality for park purposes or, as an alternative, the payment of cash-in-lieu of such dedication may be accepted by the area municipality;

c) dedication of appropriate road widenings or one-foot reserves across the frontages of all proposed lots, where applicable;

d) limitation of time for the fulfillment of conditions of approval prior to the lapsing of the severance;

e) submission of a registered reference plan; and

f) in the case of surplus farm dwellings, that the retained farm parcel be zoned to prohibit any further severances and the establishment of any residential dwelling, in perpetuity.

11.3.22 Monitor severance activity within the Region on an annual basis.

11.3.23 Permit boundary adjustments or new lot creation to secure valued greenspace for natural heritage conservation purposes provided the severed parcel is zoned to permit only natural heritage conservation uses. However, consistent with other policies of this Plan, no new lot may be created for a residential dwelling in Prime Agricultural Areas or where development would negatively impact a key natural heritage and/or key hydrologic feature.

11.3.24 Refuse the creation of new lots within the Oak Ridges Moraine and Greenbelt Protected Countryside within or partially within a minimum vegetation protection zone of a key natural heritage feature and/or a key hydrologic feature, unless otherwise specified in this Plan.

11.3.25 Consider severances for agricultural and agriculture-related uses in Prime Agricultural Areas and Major Open Space Areas, generally in accordance with Section 6.2. Where applicable, such severance applications shall conform with the:

a) Oak Ridges Moraine Conservation Plan – which contains restrictive lot creation policies that are intended to maintain, improve or restore the ecological and hydrological integrity of the Moraine; and

b) Greenbelt Plan – which contains restrictive lot creation policies that are intended to support long-term agricultural production and economic activity and long-term sustainability of the natural heritage system within the Protected Countryside.

11.4 Planning Tools & Resources

There are a variety of supplemental legislative tools and resources available to regional and area municipal Councils to help achieve policy objectives. Many of the following tools can be implemented to effect change within site specific areas or on a region-wide basis.

Objectives:

i. Encourage area municipalities to adopt implementation tools to support the objectives and policies of this Plan.

ii. Ensure the Region utilizes a variety of tools and resources to implement the policies of this Plan.

iii. Support the acquisition of land in appropriate locations by municipalities and/or conservation authorities for natural heritage conservation.

iv. Support the acquisition or disposal of land in appropriate locations by the Region for community development purposes, including affordable housing.

Policies:

Community Improvement Areas

A Community Improvement Plan (CIP) is a tool that allows municipalities to direct funds or apply financial or other tools to implement policy objectives within a defined project area.

Regional Community Improvement Plans

It is the policy of Council to:

11.4.1 Enable community improvement by designating Community Improvement Project Areas through by-law for the purposes of adopting Regional Community Improvement Plans in accordance with the provisions of Section 28 of the Planning Act, where necessary.

11.4.2 Consider Regional Community Improvement Plans that may address the following:

a) affordable housing;

b) infrastructure that is within the Region's jurisdiction;

c) land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide for higher density mixed-use development and redevelopment; or

d) other matters as the province may prescribe in accordance with the Planning Act.

Area Municipal Community Improvement Plans

It is the policy of Council to:

11.4.3 Encourage area municipalities to adopt Community Improvement Plans in accordance with the Planning Act, to stimulate the reuse, revitalization, redevelopment and rehabilitation of areas based on local needs and priorities.

11.4.4 Participate financially, or otherwise, in area municipal Community Improvement Plans subject to the Regional Revitalization Program guidelines and the Region's annual Business Plan and Budget process.

11.4.5 Focus the Region's participation in area municipal Community Improvement Plans on projects that contribute to advancing the goals of this Plan, based on eligibility requirements within the Regional Revitalization Program guidelines or other applicable guidelines.

Municipal Housing Facilities By-law

A Municipal Housing Facilities By-law (MHFB) is a type of Municipal Capital Facilities By-law which are legislated under Section 110 of the Municipal Act. An MHFB also permits municipalities to direct funds or apply financial or other tools to support affordable housing.

An MHFB allows a municipality to offer capital grants for affordable housing, as well as reduce or exempt eligible projects from the payment of property taxes and development charges.

It is the policy of Council to:

11.4.6 Support the development of new affordable housing by providing financial incentives through a Municipal Housing Facilities By-law in accordance with the provisions of Section 110 of the Municipal Act.

11.4.7 Encourage non-profit housing providers and for-profit developers to pursue other financial regional incentives, as well as funding opportunities offered by federal, provincial and/or area municipal levels of government to create new affordable housing.

Land Acquisition

It is the policy of Council to:

11.4.8 Acquire land to implement any feature of this Plan in accordance with the provisions of the Municipal Act or any other statute, if necessary.

11.4.9 Consider the acquisition of land by area municipalities, public agencies and utility providers for infrastructure to implement any feature of this Plan, in accordance with the policies of this Plan, applicable statutes, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, where applicable.

Advisory Committees

It is the policy of Council to:

11.4.10 Establish and maintain Advisory Committees in areas where technical expertise, advice and/or representation from the public is beneficial to implementing the policies of this Plan.

11.4.11 Ensure the effective functioning and resourcing of these Advisory Committees by adopting terms of reference outlining their mandate, composition and requirements for reporting on an annual basis.

11.4.12 Consider the advice and recommendations of the Advisory Committees but is not bound by such recommendations.

Technical expertise and citizen engagement is encouraged and currently facilitated through the involvement of advisory committees on agriculture, environment and active transportation:

- Durham Agricultural Advisory Committee (DAAC);
- Durham Environment and Climate Advisory Committee (DECAC); and
- Durham Active Transportation Committee (DATC).

Implementation Guidelines

It is the policy of Council to:

11.4.13 Prepare guidelines, strategies and/or other supplemental materials, from time to time, to provide more detailed directions in the implementation of policies within this Plan.

11.5 Plan Review & Monitoring

Reviewing and monitoring the Regional Official Plan is a critical function of long-range planning. These activities help:

- measure the effectiveness of some or all the policies;
- identify emerging trends for additional review and research; and
- monitor the implementation of the Plan.

Overall, the purpose of reviewing and monitoring policies is to assess the Region's progress towards achieving the strategic directions of this Plan.

Objective:

i. Ensure regular review, monitoring and performance measurement is used to identify emerging trends and guide the successful implementation of this Plan.

Policies:

It is the policy of Council to:

11.5.1 Undertake a comprehensive review of this Plan as required, at any time to incorporate new objectives, policies and specific designations.

11.5.2 Review this Plan, in whole or in part, consistent with the Provincial Policy Statement to ensure that it continues to embody the policies of Regional Council and to ensure that it has regard for matters of provincial interest, conforms to provincial plans, and is consistent with the Provincial Policy Statements.

11.5.3 Monitor the following key indicators, in consultation with the area municipalities, on a regular basis:

a) population and employment forecasts;

b) region-wide intensification of built-up areas;

c) density of Strategic Growth Areas, as well as any key areas assigned a minimum density target, including:

i) Urban Growth Centres;

ii) Regional Centres;

iii) Protected Major Transit Station Areas; and

iv) Rapid Transit Corridors.

d) the range and mix of affordable and market-based housing options, including provisions associated with monitoring the Region's housing and homelessness plan;

e) employment densities, land supply and servicing status of Employment Areas; and

f) other key performance indicators, where appropriate.

11.5.4 Monitor the effect of new policies, implementing by-laws and projects within Protected Major Transit Station Areas, in consultation with the area municipalities, based on the:

a) amount, type and pace of development;

b) mix and density of land uses in the area;

c) reuse and demolition of existing buildings, including heritage buildings;

d) amount and type of employment;

e) overall population;

f) unit count and mix of housing types;

g) population to job ratio; and

h) parking spaces, loading facilities, transit improvements and active transportation infrastructure.





Chapter 12

Interpreting the Plan

Chapter 12. Interpreting the Plan

The policies of this Plan are to be read and interpreted in its entirety, and not be considered in isolation.

This Plan has been prepared in accordance with the relevant provincial policies and/or plans and the Region's own Strategic Plan and relevant service plans.

12.1 General Interpretation Policies

Policies:

It is the policy of Council to:

12.1.1 Ensure that where clarification is required for the interpretation of any policy in the Plan, reference shall be made to the objectives and, if necessary, the goals of the Plan.

Boundaries & Delineations

It is the policy of Council to:

12.1.2 Ensure that where the external boundaries of Urban Areas on Map 1 abut or are located immediately adjacent to roads, rights-of-way, railways, transmission lines, lot lines, concession lines and/or watercourses, it is intended that these boundaries shall coincide with such features. Where external boundaries abut roadways, boundaries generally coincide with the centre line of the road.

12.1.3 Clarify that, unless delineated and/or otherwise specified in this Plan, the internal boundaries and alignments of the components of the Urban Areas on Map 1 are approximate and are not intended to mark the exact location or extent of the designation of such components. Features such as arterial roads, railways, valleys, transmission lines or other clearly recognizable physical features may be considered when interpreting the intended boundaries of designations within the Urban Area. Where delineation is required by provincial policy and shown within this Plan, the exact internal boundaries shall be defined at such time as the area municipal official plans and zoning by-laws come into effect.

12.1.4 Ensure that, for the purposes of preparing zoning by-laws, the delineation of boundaries for Prime Agricultural Areas, Shoreline Residential Areas, Major Open Space Areas and Waterfront designations shall have regard for the various uses permitted in the respective designations, existing and future roads, other man-made features, property lines, rights-of-way, soil capability, topography, wooded areas, natural hazard lands and key natural heritage and key hydrologic features, in accordance with Map 1, which serves as a general indication of the boundary lines.

12.1.5 Delineate the boundaries of the Oak Ridges Moraine and Greenbelt Plan Area on Maps 1 and 2b, and any others where appropriate.

Areas Not Forming Part of this Plan

It is the policy of Council to:

12.1.6 Specify that this Plan may contain provisions for which approvals have not been granted by the Ministry of Municipal Affairs and Housing (Deferrals). Although such areas do identify the position of Regional Council, they do not form part of the approved Plan until or unless they receive approval from the Ministry of Municipal Affairs and Housing through further approved amendments to this Plan initiated by Regional Council.

12.1.7 Acknowledge that this Plan affects all lands within the boundary of the Regional Municipality of Durham, save and except for the lands within the boundary of the Mississaugas of Scugog Island First Nation and lands that are owned by the federal government.

12.1.8 Guide interpretation throughout this Plan using explanatory text, sidebars and illustrations, where appropriate. These components are provided for information only, intended to provide context and clarity to the numbered policies, and do not constitute part of this Plan.

Terminology

It is the policy of Council to:

12.1.9 Specify that terms appearing bookmarked (i.e. an underlined hyperlink) in this Plan, are defined in the Glossary, and are generally intended to be consistent with the definitions provided in provincial policy or plans. For specific applicability to any respective provincial policy or plan, regard should be given to that document.

12.1.10 Clarify that references to Envision Durham, the Plan, this Plan and the Regional Official Plan all refer to the Official Plan of the Regional Municipality of Durham.

12.1.11 Require area municipal official plans to refer to this Plan as the Durham Regional Official Plan.

12.1.12 Clarify that the Region, and Regional Council, in this Plan shall mean The Regional Municipality of Durham.



Glossary

Glossary

Active Transportation: means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, such as motorized wheelchairs or mobility scooters, and other power-assisted micromobility devices such as e-bikes and e-scooters moving at a comparable speed.

Additional Residential Unit: means a self-contained residential unit that is subordinate to a primary dwelling, in which both kitchen and bathroom facilities are provided. Additional residential units are recognized in provincial policy, and may include basement apartments, accessory dwelling units, microhomes, laneway suites, coach houses and garden suites.

Affordable Housing: means:

a) in the case of ownership housing, the least expensive of:

   i) housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or

   ii) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the Region; and

b) in the case of rental housing, the least expensive of:

   i) a unit for which the rent does not exceed 30% of gross annual household income for low and moderate income households; or

   ii) a unit for which the rent is at or below the average market rent of a unit in the Region.

Agricultural Condition: in regard to prime agricultural land, means a condition in which substantially the same areas and same average soil capability for agriculture are restored.

Agricultural Impact Assessment: means a study that evaluates the potential impacts of non-agricultural development on agricultural operations and the Agricultural System and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.

Agricultural System: means a system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:

a) An agricultural land base comprised of Prime Agricultural Areas, including specialty crop areas, and rural lands that together create a continuous productive land base for agriculture; and

b) An agri-food network which includes infrastructure, services and assets important to the viability of the agri-food sector.

Agricultural Uses: means the growing of crops, including nursery, biomass and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

Agriculture-related Uses: means those farm related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

Agri-food Network: means, within the Agricultural System, a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors and primary processing; and vibrant, agriculture-supportive communities.

Alternative Energy System: means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Alvars: means naturally open areas of thin or no soils over essentially flat limestone, dolostone or marble rock, supporting a sparse vegetative cover of mostly shrubs and herbs.

Archaeological Resources: includes artifacts, archaeological sites, marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Area of High Aquifer Vulnerability: on the Oak Ridges Moraine, means an area of high aquifer vulnerability as prescribed in the Oak Ridges Moraine Conservation Plan. Elsewhere, means lands whose uppermost aquifer is most vulnerable to contamination as a result of surface activities or sources, due to the thickness and permeability of the rock and soil above the aquifer. Vulnerability is expressed as an intrinsic susceptibility index calculated using methods established by the Ministry of the Environment, Conservation and Parks. Lands with an index value of less than 30 are considered to be of high vulnerability.

Area of Natural and Scientific Interest: means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. Earth science values refers to values that relate to the geological, soil and landform features (i.e. distinctive physical attributes of land such as slope, shape, elevation and relief) of the environment. Life science areas refer to areas that has been:

a) identified as having life science values (i.e. values that relate to the living component of the environment) related to protection, scientific study or education; and

b) further identified by the Ministry of Northern Development, Mines, Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time.

Areas of Archaeological Potential: means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist.

Brownfield Site: means an undeveloped or previously developed property that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built Heritage Resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.

Community Hub: means a central location where residents may access a range of services in one place. Community hubs can include: social, health, retail, cultural, educational, recreational and other services and resources that support the daily needs of the community's residents.

Compact Built Form: means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional**)** all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.

Complete Communities: means places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and public service facilities. Complete communities:

i. are age-friendly and may take different shapes and forms appropriate to their contexts;

ii. meet the needs for daily living without compromising the ability of future generations to meet their needs;

iii. have an appropriate ratio of population to jobs; and

iv. are based on decisions that integrate social, economic and environmental considerations.

Complete Streets: means streets planned to balance the needs of all road users, including pedestrian, cyclists, transit-users, goods movement and motorists as appropriate and feasible within the context of each project.

Comprehensive Review: means an official plan review which is undertaken by the Region, or an official plan amendment which is undertaken by the Region, in consultation with the respective area municipalities. A comprehensive review also includes an official plan review or an official plan amendment initiated by an area municipality that is in conformity with this Plan. For the purpose of this Plan, comprehensive review shall also mean a municipal comprehensive review, in accordance with the Growth Plan, where applicable.

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Cultural Heritage Landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

Cultural Heritage Resources: means built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Delineated Built-up Area: means all land within the delineated built boundary. The delineated built boundary, in this context, refers to the limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan.

Designated Greenfield Area: means lands within Settlement Areas (not including Rural Settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures, any of which require approval under the Planning Act, or that are subject to the Environmental Assessment Act, but does not include:

a) activities that create or maintain infrastructure authorized under an environmental assessment process;

b) works that are subject to the Drainage Act; and

c) the carrying out of agricultural practices on land that continues to be used for agriculture uses.

District Energy System: means a system that distributes thermal energy to multiple buildings in an area or neighbourhood. These systems typically consist of a heating and cooling centre and a thermal network of pipes connected to a group of buildings.

Ecological Function: means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical and socio-economic interactions.

Ecological and/or Hydrological Integrity: means the condition of ecosystems in which:

a) the structure, composition and function of the ecosystems are unimpaired by the stresses from human activity;

b) natural ecological processes are intact and self-sustaining; and

c) the ecosystems evolve naturally.

Fish Habitat: means**,** as defined in the Fisheries Act, spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Green Infrastructure: means natural and human-made elements that provide ecological and hydrologic functions and processes. Green infrastructure may include components such as natural heritage features and systems, parkland, stormwater management systems, trees, natural channels, permeable surfaces and green roofs.

Habitat of Endangered and/or Threatened Species: means habitat within the meaning of Section 2 of the Endangered Species Act. 2007:

a) with respect to a species listed on the Species at Risk in Ontario List as an endangered or threatened species for which a regulation made under clause 55(1)(a) of the Endangered Species Act, 2007 is in force, the area prescribed by that regulation as the habitat of the species; or

b) with respect to any other species listed on the Species at Risk in Ontario List as an endangered or threatened species, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Ministry of Northern Development, Mines, Natural Resources and Forestry; and

c) places in the areas described in clause a) or b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.

Hazardous Forest Types for Wildland Fire: means forest types assessed as being associated with the risk of high to extreme wildland fire using assessment tools provided by the province.

Higher Order Transit: means transit that generally operates in partially or completely dedicated rights -of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail and buses in dedicated rights-of-way.

Highly Vulnerable Aquifers: means an aquifer that is particularly susceptible to contamination because of its location near the ground's surface or where the types of materials in the ground around it are highly permeable.

Housing Options: means a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, microhomes, mid-rise and high-rise multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to rental and ownership housing, affordable housing, accessible housing, housing for people with special needs, seniors' housing, community housing, supportive housing, transitional housing, shared living, co-ownership housing, co-operative housing, community land trusts, life lease housing, land lease community homes, and housing related to employment, institutional or educational uses.

Hydrologic(al) Features: means:

a) permanent and intermittent streams;

b) wetlands;

c) kettle lakes and their surface catchment areas, referring to the area including and surrounding a kettle lake or wetland, from which surface runoff drains directly into the kettle lake or wetland.

d) seepage areas and springs; and

e) aquifers and recharge areas.

Hydrologic Functions: means the functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Impacts of a Changing Climate: means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.

Impervious Surface: means a surface that does not permit the infiltration of water, such as a rooftop, sidewalk, paved roadway, driveway or parking lot.

Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities and transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Intake Protection Zones: means the area on the water and land immediately surrounding a municipal water intake in a lake, river or stream that may be vulnerable to significant threats. The delineation of intake protection zones is based on the amount of time it takes for water to reach the intake, as outlined below:

a) Intake Protection Zone – 1: The one kilometre circle around the drinking water intake;

b) Intake Protection Zone – 2: The area within a 2-hour time travel to the drinking water intake; and

c) Intake Protection Zone – 3: The area that may contribute contaminants to an intake during an extreme event and is based on modeling contaminants released during the extreme event.

Intensification: means the development of a property, site or area at a higher density than currently exists through:

a) redevelopment, including the reuse of brownfield sites;

b) the development of vacant and/or underutilized lots within previously developed areas;

c) infill development;

d) additional residential units; and

e) the expansion or conversion, including adaptive reuse, of existing buildings.

Kettle Lake: means a depression formed by glacial action and permanently filled with water.

Key Hydrologic Areas: means significant groundwater recharge areas, highly vulnerable aquifers and significant surface water contribution areas that are necessary for the ecological and hydrological integrity of a watershed.

Key Hydrologic Features: means:

a) permanent and intermittent streams;

b) wetlands;

c) lakes and their littoral zones; and

d) seepage areas and springs.

Key Natural Heritage Features: means:

a) habitat of endangered and threatened species;

b) fish habitat;

c) wetlands;

d) areas of natural and scientific interest, life science;

e) significant valleylands;

f) significant woodlands;

g) significant wildlife habitat (including habitat of special concern species, as classified in Ontario Regulation 230/08, Species at Risk in Ontario List, made under the Endangered Species Act, 2007);

h) sand barrens, savannahs and tallgrass prairies; and

i) alvars.

Low and Moderate Income Households: means:

a) in the case of ownership housing, households with incomes in the lowest 60% of the income distribution for the Region; or

b) in the case of rental housing, households with incomes in the lowest 60% of the income distribution for renter households for the Region.

Low Impact Development: means an approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. Low impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character.

Major Development: means development consisting of:

a) the creation of four or more lots;

b) the construction of a building or buildings with a ground floor area of 500 square metres or more; or

c) the establishment of a major recreational use as described in Section 38 of the Oak Ridges Moraine Conservation Plan.

Major Facilities: means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, electricity generation facilities and transmission and distribution systems, and resources extraction activities.

Major Office: means freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with 200 or more jobs.

Major Recreational Uses: means a recreational use that requires large-scale modification of terrain, vegetation or both and usually also requires large-scale buildings or structures, including but not limited to golf courses; serviced playing fields; serviced campgrounds; and ski hills.

Major Retail: means large-scale or large format stand-alone retail stores or retail centres that have a gross leasable area of 2,000 square metres or greater.

Major Transit Station Area: means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. "Protected" Major Transit Station Areas are MTSAs that have been delineated by a municipality and subsequently approved by the Minister of Municipal Affairs and Housing, as "protected" to allow for inclusionary zoning to be utilized.

Microhomes: also referred to as tiny homes, means a small, self-contained dwelling unit intended for year-round use, which cannot move and is not designed to be moved under its own power.

Mineral Aggregate Operation: means:

a) lands under license or permit, other than for wayside pits and quarries, issued in accordance with the Aggregate Resources Act;

b) or lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and

c) associated facilities used in the extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products, such as asphalt and concrete, or the production of secondary related products.

Mineral Aggregate Resources: means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act.

Minimum Distance Separation Formulae: means formulae and guidelines developed by the province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Multi-modal: means relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

Natural Hazard Lands: means areas characterized by lands that exhibit unstable or organic soils, poor drainage, steep slopes, flood, erosion or landslide susceptibility or any other physical conditions that would create risk of life and property or damage to the environment.

Natural Heritage Features and/or Areas: means features and/or areas, including significant wetlands, significant coastal wetlands, other coastal wetlands in Ecoregions 5E, 6E and 7E, fish habitat, significant woodlands and significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), habitat of endangered and/or threatened species, significant wildlife habitat and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Natural Heritage System: means a system made up of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The province has a recommended approach for identifying natural heritage systems, but municipal approaches that achieve or exceed the same objective may also be used.

Natural Self-sustaining Vegetation: means vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.

Net-zero: means a building or community that is highly energy efficient and fully powered from on-site and/or off-site renewable energy sources. Net-zero buildings are designed and constructed to produce at least as much energy as they consume on an annual basis.

Net-zero Ready: means a building that has been designed and built to a level of performance such that it could, with the addition of solar panels or other renewable energy technologies, achieve net-zero energy performance.

Noise Sensitive Land Use: means land uses that may include, but are not limited to, noise sensitive spaces such as residential uses, day cares, hotels, institutional uses and retirement homes.

Normal Farm Practices: means a practice, as defined in the Farming and Food Production Protection Act, 1998, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the Nutrient Management Act, 2002 and regulations made under that Act.

On-farm Diversified Uses: means uses that are secondary to the principal agricultural use of the property and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, agri-tourism uses, and uses that produce value added agricultural products. Ground-mounted solar facilities are permitted in Prime Agricultural Areas, including specialty crop areas, only as on-farm diversified uses.

Permanent and/or Intermittent Streams: means a stream that continually flows in an average year, as in the case of a permanent stream; or, a stream-related watercourses that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year, as in the case of an intermittent stream.

Prime Agricultural Area: means areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas are to be identified by the Ontario Ministry of Agriculture and Food and Rural Affairs using guidelines developed by the province as amended from time to time. A prime agricultural area may also be identified through an alternative agricultural land evaluation system approved by the province.

Prime Agricultural Land: means specialty crop areas and/or Canada Land Inventory Classes 1, 2 and 3 lands, as amended from time to time, in this order of priority for protection.

Protected Heritage Property: means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Public Realm: means publicly accessible external space between private buildings including such areas as parking lots, streets, sidewalks, squares, lanes, parks and the municipal boulevard.

Public Service Facilities: means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services and cultural services. Public service facilities do not include infrastructure.

Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

Renewable Energy [Systems]: means a system and/or facility that generates electricity, heat and/or cooling from a renewable energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

Rental Housing: means a building or related group of buildings on a rental property that containing one or more rented residential units, including vacant units that have been used for rented residential purposes.

Rental Property: meaning land where rental housing is located.

Rural Settlements: means existing Hamlets or similar existing small settlement areas that are long-established and identified in the official plan. These communities are serviced by individual private on-site water and wastewater systems containing a limited amount of undeveloped lands that are designated for development. All settlement areas that are identified as Hamlets in the Greenbelt Plan or as rural settlements in the Oak Ridges Moraine Conservation Plan are considered rural settlements for the purposes of this Plan, including those that would not otherwise meet this definition.

Sand Barrens: means land, not including land that is being used for agricultural purposes or no longer exhibits sand barrens characteristics, that:

a) has sparse or patchy vegetation that is dominated by plants that are:

   i) adapted to severe drought and low nutrient levels;

   ii) maintained by severe environmental limitations such as drought, low nutrient levels and periodic disturbances such as fire;

b) has less than 25% tree cover;

c) has sandy soils, other than shorelines, exposed by natural erosion or depositional process, or both; and

d) has been further identified, by the Ministry of Northern Development, Mines, Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Northern Development, Mines, Natural Resources and Forestry, as amended from time to time.

Savannah: means land (not including land that is being used for agricultural purposes and no longer exhibits savannah characteristics) that:

a) has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both;

b) has from 25% to 60% tree cover;

c) has mineral soils; and

d) has been further identified by the Ministry of Northern Development, Mines, Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Northern Development, Mines, Natural Resources and Forestry, as amended from time to time.

Seepage Areas and Springs: means sites of emergence of groundwater where the water table is present at the ground surface.

Sensitive Land Uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by nearby major facilities. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Significant: means:

a) in regard to **groundwater recharge area**: means an area identified:

   i) as a significant groundwater recharge area by any public body for the purposes of implementing the Provincial Policy Statement;

   ii) as a significant groundwater recharge area in the assessment report required under the Clean Water Act, 2006; or

   iii) as an ecologically significant groundwater recharge area delineated in a subwatershed plan or equivalent in accordance with provincial guidelines.

   For the purposes of this definition, ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water permanent and/or intermittent streams and wetlands.

b) in regard to **surface water contribution area**: means an area, generally associated with headwater catchments, that contributes to baseflow volumes which are significant to the overall surface water flow volumes within a watershed;

c) in regard to **valleyland**: means an area which is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. These are to be identified using criteria established by the province;

d) in regard to **wetlands, coastal wetlands and areas of natural and scientific interest**: means an area identified as provincially significant by the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry using evaluation procedures established by the province, as amended from time to time;

e) in regard to **wildlife habitat**: means an area that is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. These are to be identified using criteria established by the province; and

Criteria for determining significance for resources identified in c) to e) above are recommended by the province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Significant Woodlands: at the regional scale are identified as:

a) any woodland occurring within the Urban or Whitebelt Area which is two hectares in size or larger; or

b) any woodland occurring within the Rural Area which is 10 hectares in size or larger;

c) any woodland occurring within the Urban or Whitebelt Area which is one hectare in size or larger or any woodland occurring within the Rural Area which is four hectares in size or larger; and

   i) occurs within 30 metres of a significant natural heritage feature, any wetland greater than 0.5 hectares in size, or fish habitat; or

   ii) occurs wholly within an identified linkage area;

d) any woodland occurring within the Urban or Whitebelt Area which is one hectare in size or larger or any woodland occurring with the Rural Area which is four hectares in size or larger; and includes:

   i) a vegetation community with a provincial ranking of S1, S2, or S3 as designated by the Natural Heritage Information Centre;

   ii) rare, uncommon species or species with a restricted habitat preference; or

   iii) characteristics of older woodlands, including:

i. woodlands having 10 or more trees per hectare greater than 100 years old; or

ii. woodlands having 10 or more trees per hectare at least 50 centimetres in diameter, or a basal area of eight or more square metres in trees that are at least 40 centimetres in diameter.

e) notwithstanding, for woodlands occurring within the Oak Ridges Moraine or the Greenbelt Natural Heritage System, significant woodlands are based on the provincial criteria developed for the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.

Site Alteration: means activities such as the placement of fill, grading and excavation that would change the landform and natural vegetative characteristics of a site.

Special Needs: means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Strategic Growth Areas: means within the Urban Area, certain areas that have been identified at the Regional scale to be the focus for accommodating intensification and higher-density mixed uses in a compact urban built form. Strategic Growth Areas include Urban Growth Centres, Protected Major Transit Station Areas, Regional Centres and Rapid Transit Corridors (where applicable). Lands within these areas may include major opportunities for infill and/or redevelopment, brownfield sites and/or greyfield, or opportunities for the expansion or conversion of existing buildings. The other nodes and corridors described in Section 5.3 are not designated as Strategic Growth Areas in this Plan, but may be identified as appropriate locations for intensification and higher density development, as determined by area municipal official plans.

Tallgrass Prairies: means land, not including land that is being used for agricultural purposes or no longer exhibits tallgrass prairie characteristics, that:

a) has vegetation dominated by non-woody plants, including tall grass prairie species that are maintained by seasonal drought or periodic disturbances such as fire, or both;

b) has less than 25% tree cover;

c) has mineral soils; and

d) has been further identified, by the Ministry of Northern Development, Mines, Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Northern Development, Mines, Natural Resources and Forestry, as amended from time to time.

Traditional Ecological Knowledge: means Indigenous knowledge and values which have been acquired through experience, observation, from the land or from spiritual teachings through direct contact with the environment, and handed down from one generation to another. It includes the relationships between plants, animals, natural phenomena, landscapes and timing of events. This knowledge should be given equal consideration alongside western scientific knowledge.

Transit Supportive Density: means the minimum density target required to support a certain level of transit service. Transit supportive density of an area may evolve over time with changes in planned transit service and frequency of service. Unless a specific density target is established elsewhere in this Plan, the following guideline, adapted from the Province of Ontario's Transit Supportive Guidelines (2012) with reference to the Transit Priority Network (Map 3a) for comparison, should be considered when establishing transit supportive density targets:

a) Basic Transit Service (One bus every 20-30 minutes): 50 people and jobs per hectare (22 units per hectare); consistent with conventional bus routes and Other Transit Connection designated on Map 3a;

b) Frequent Transit Service (One bus every 10-15 minutes): 80 people and jobs per hectare (37 units per hectare); consistent with High Frequency Transit Network designated on Map 3a;

c) Very Frequent Bus Service (One busy every 5 minutes with potential for Bus Rapid Transit (BRT)): 100 people and jobs per hectare (45 units per hectare); consistent with certain components of the High Frequency Transit Network designated on Map 3a and Durham Transportation Master Plan (e.g., Whites Road, Brock Road, Westney Road, Taunton Road, Bayly Street);

d) Dedicated Rapid Transit (LRT/BRT): 160 people and jobs per hectare (72 units per hectare); consistent with Rapid Transit Network designated on Map 3a; and

e) Subway: 200 residents and jobs per hectare (90 units per hectare).

Transit-oriented Development: is the clustering of high-density, compact development in proximity to transit infrastructure. The design of transit-oriented development places includes a mix of residential, community use, retail and other pedestrian amenities that support transit ridership, along with good quality active transportation connections.

Universal Accessibility Design: means products, services and environments that can be used by people of all ages and abilities, to the greatest extent possible without the need for adaptation or specialized design. Seven principles for consideration include: equitable design, flexibility in use, simple and intuitive use, perceptible information, tolerance for error, low physical effort, and size and space for approach and use.

Urban Agriculture: means the practice of growing, processing and distribution of food within urban centres in accordance with local policies, by-laws and regulations.

Vegetation Protection Zone: means a vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature.

Vulnerability Score: means the scoring of a designated vulnerable area, such as a wellhead protection area, intake protection zone, significant groundwater recharge area and/or area of high aquifer vulnerability, that reflects its vulnerability to contamination. The detailed delineation of vulnerability scoring is found in source protection plans and their associated assessment reports.

Waste Disposal Site: means:

a) any land upon, into, in or through which, or building or structure in which, waste is deposited, disposed of, handled, stored, transferred, treated or processed; and

b) any operation carried out or machinery or equipment used in connection with the depositing, disposal, handling, storage, transfer, treatment or processing referred to in clause a).

Water and/or Sewage Services: includes municipal sewage services and municipal water services, private communal sewage services and private communal water services, individual on-site sewage services and individual on-site water services and partial services, consistent with the definitions provided in the Provincial Policy Statement.

Water Quality and Quantity: is measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants and hydrologic regime.

Water Resources System: means a system consisting of ground water features and areas and surface water features (including shoreline areas), and hydrologic functions, which provide the water resources necessary to sustain healthy aquatic and terrestrial ecosystems and human water consumption. Ground water features refers to water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations. The water resources system will comprise key hydrologic features and key hydrologic areas.

Wayside Pits and Quarries: means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract or road construction and not located on the road right-of-way.

Wellhead Protection Areas: means the area around a municipal drinking water well that may be vulnerable to threats in accordance with the following:

a) For water quality threats, the size and delineation of the wellhead protection areas are determined by how quickly water travels underground to the well, measured in years, as outlined below:

   i) Wellhead Protection Area – A: The area within a 100 metre radius of the wellhead;

   ii) Wellhead Protection Area – B: The area subject to a 2-year travel period to the well;

   iii) Wellhead Protection Area – C: The area subject to a 5-year travel period to the well;

   iv) Wellhead Protection Area – D: The area subject to a 25-year travel period to the well;

   v) Wellhead Protection Area – E: The area where a well is influenced by surface water;

b) For water quantity threats, the delineation of the wellhead protection area is based on a tiered water budget analysis that determined locations where there was a moderate or significant threat to water quantity. These are classified as:

   i) Wellhead Protection Area – Quantity 1: The area where activities that take water without returning it to the same aquifer may be a threat; and

   ii) Wellhead Protection Area – Quantity 2: The area where activities that reduce recharge may be a threat.

Wetlands: means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water-tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Wetlands are further identified, by the province or by any other person, according to evaluation procedures established by the province, as amended from time to time.

Wildlife Habitat: means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands: means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas, and vary in their level of significance at the local, regional and provincial levels. Woodlands may be delineated according to the Forestry Act definition of the province's Ecological Land Classification system definition for "forest".

Tables

Tables

Table 1. Complete Application Requirements

Information Requirement	Application/Development Scenario
Agricultural Assessment and/or a Statement of Conformity with Minimum Distance Separation Formulae	An Agricultural Assessment and/or a Statement of Conformity with Minimum Distance Separation formulae are required for any proposal for development or site alteration outside of Urban Areas and/or within proximity of a livestock facility as determined by Provincial Guidelines. This study requirement also applies to lands within and abutting the 2051 Settlement Area Boundary Expansion Areas, as described in Policy 5.7.3 g).
Air Quality Study	Where air quality is a potential concern between facilities and sensitive uses.
Archaeology and Cultural Heritage Assessment	An Archaeology and Cultural Heritage Assessment is required for any proposal for development or site alteration in proximity to lands that contain known archaeological resources or areas of archaeological potential, which refers to areas with the likelihood to contain archaeological resources. Methods to identify archaeological potential are established by the province, but municipal approaches which achieve the same objectives may also be used. The Ontario Heritage Act requires archaeological potential to be confirmed through archaeological fieldwork.
Climate Change Mitigation and Adaptation Plan	Evaluates and identifies recommendations to manage the vulnerability of natural systems and new development with the goal of reducing risks associated with the harmful impacts of a changing climate.

Information Requirement	Application/Development Scenario
Contaminant Management Plan	A Contaminant Management Plan is required for any proposal for development or site alteration on lands in proximity to a Wellhead Protection Area in accordance with Table 4.
Contamination Management Plan	A Contamination Management Plan is required within an area of high aquifer vulnerability within Urban Areas, for any proposal for development or site alteration to permit any high risk land uses as outlined in Table 3. The Contamination Management Plan must define the approach to protect water resources within the high aquifer vulnerable area.
Environmental Impact Study	An Environmental Impact Study is required for any proposal for development or site alteration in proximity to natural heritage or hydrological features, natural hazard lands, or which may have major environmental impacts. Components of the study may include an analysis of hydrogeological and geo-technical conditions, servicing options, groundwater and surface water analysis and an examination of terrestrial, wildlife, and aquatic species and enhancement opportunity areas, key linkages, and natural cover targets identified in applicable watershed plans. For lands within the limits of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, the Environmental Impact Study shall be in accordance with the policies of the respective provincial plan. Prior to the submission of any application, applicants shall confirm the scope of any potential environmental study requirements with the Region, and area municipality to determine whether the study will be prepared by a consultant retained by the Region, or by the applicant. In those instances where the study is prepared by the Region, an application shall not be deemed to be a 'complete application' until such a time the study has been completed.

Information Requirement	Application/Development Scenario
Fiscal Impact Study	A Fiscal Impact Study is required for any proposal for development or site alteration in which the provision of any municipal services and utilities would cause financial, environmental or other hardship to the Region.
Heritage Impact Assessment	A Heritage Impact Assessment will be required for development on properties adjacent to protected heritage properties and for development on properties included in an area municipality's Heritage Register.
Hydrogeological and Servicing Options Report	A Hydrogeological and Servicing Options Report is required in accordance with Provincial Regulations, and for any proposal that would permit the development of five or more lots or units on privately owned and operated individual septic systems; or a proposal for fewer than five lots on privately owned and operated individual septic systems, and where more than 4500 litres of effluent would be produced per day. In the case of development on a lot with an abandoned well or borehole, an applicant must demonstrate the well or borehole has been decommissioned. Development or site alteration applications that require a Permit to Take Water under the Water Resources Act, or that have the potential to impact water quantity shall also be accompanied by a Hydrogeological and Servicing Options Report.
Land Use Compatibility Study	A Land Use Compatibility study is required where development may result in sensitive land uses (e.g. residential, schools, day care facilities, etc.) and Employment Area uses/Major Facilities locating within proximity to each other. The study shall address adequate separation distances in accordance with Provincial Guidelines. The study may be required in addition to other specific studies that assess noise, air quality/odour, dust and light emissions.

Information Requirement	Application/Development Scenario
Natural Hazard Study and/or Coastal Engineering Study	A Natural Hazard Study and/or Coastal Engineering Study are required for any proposal for development or site alteration in proximity to or within natural hazard lands or within hazardous lands along the shoreline of Lake Ontario and Lake Simcoe. The study must demonstrate that the proposal can occur in accordance with established standards and procedures. Prior to the submission of any application, an applicant shall confirm the scope of any potential natural hazards and study requirements with the Region and the local conservation authority.
Odour, Dust and Light Assessment	An Odour, Dust and Light Assessment is required for any proposal for development or site alteration in proximity to sources of noxious or hazardous substances or where sensitive land uses may experience adverse impacts from development.
Phase 1 and 2 Environmental Site Assessments and Records of Site Condition	A Phase 1, and if necessary, a Phase 2 Environmental Site Assessment Report is required for any proposal for development or site alteration on lands or adjacent lands that were previously used for industrial or noxious uses or in proximity to areas where soil or groundwater contamination is known or suspected. Environmental Site Assessment reports must be submitted in accordance with Regional requirements and Provincial guidelines and laws. In accordance with Regional requirements and Provincial guidelines and laws, a Record of Site Condition (RSC) may also be required. The RSC should be submitted prior to the consideration and approval of the development application. For a plan of subdivision or condominium application it may be included as a condition of draft approval. For an official plan amendment, it may be included as a requirement to be fulfilled prior to the adoption of a site specific official plan amendment or as a condition for the removal of a “H” holding symbol in the area municipal zoning by-law to the satisfaction of the Region and the area municipality.

Information Requirement	Application/Development Scenario
Planning Rationale/Justification Report	A Planning Rationale/Justification Report prepared by a Registered Professional Planner is required for any proposal for development or site alteration. The report shall demonstrate that the proposal meets the goals, objectives and policies of this Plan; and provide an indication of whether it conforms to applicable provincial plans and policies.
Rental Housing Conversion Study	A Rental Housing Conversion Study is required for any proposal for development or site alteration on a rental property that will facilitate the conversion of rental units to condominium tenure.
Salt Management Plan	Within the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plan Area, development within a wellhead protection area – B with a vulnerability score of 10 requires the submission of a Salt Management Plan as part of a complete application. A Salt Management Plan may be required for development within a highly vulnerable aquifer or area of high aquifer vulnerability, in accordance with the applicable area municipal official plan.
Section 59 Notice	Development applications within a wellhead protection area or intake protection zone require a Section 59 notice, made under the authority of the Clean Water Act, 2006 and issued by the Risk Management Official, as part of a complete application.
Servicing and Infrastructure Study	A Servicing and Infrastructure Study is required for any proposal for development or site alteration which may have an impact on Regional servicing and infrastructure. The Study must ensure that the development application and/or change in land use can be supported by adequate municipal water, sanitary sewer, and stormwater management services. The requirement for the report shall be determined on a case-by-case basis, in consultation with the appropriate conservation authority and area municipality.

Information Requirement	Application/Development Scenario
Storm Water Management and/ or Functional Servicing Plan	A Storm Water Management and/or Functional Servicing Plan are required for any proposal for development or site alteration that will facilitate an application for a non-delegated subdivision or condominium application. The requirement for the report shall be determined on a case-by-case basis, in consultation with the appropriate conservation authority and area municipality.
Transportation Impact Study	A Transportation Impact Study (TIS) is required for any proposal for development or site alteration in proximity to a Regional Road. A TIS may be required by the Ministry of Transportation (MTO) as part of the permit application process to determine the extent to which highway improvements are required as a direct result of proposed construction or development within the MTO permit control area and adjacent to a provincial highway. In such cases, the requirement for the study shall be determined on a case-by-case basis, in consultation with the MTO.

Information Requirement	Application/Development Scenario
Stationary and/or Transportation Impact Noise Study	A Stationary and/or Transportation Impact Noise Study will be required as part of a complete application in the following circumstances: 1. Where a noise sensitive use is proposed: • Within a mixed-use area as designated by the area municipal official plan; • Up to 300 metres of an existing or future Arterial Road, depending on site conditions, road classification, and intervening land uses; • Within proximity of lands designated and/or zoned for Employment Areas as determined through the area municipal official plan; or in the vicinity of an existing stationary noise source; • Within 400 metres of an existing or proposed Freeway; • Within proximity of a pit licensed under the Aggregate Resources Act; • Within 300 metres of a railway corridor; • Within 1,000 metres of a railway yard; • Located at or above the 25 Noise Exposure Forecast (NEF) contours of an existing or planned airport. 2. Where a noise generating use is proposed in proximity to an existing or proposed noise sensitive use: • Within proximity of a proposed new stationary noise source in relation to an existing or designated noise sensitive land use; • Where a new or expanded pit licensed under the Aggregate Resources Act is proposed proximity of an existing or designated noise sensitive land use; • Where a new employment use is proposed within proximity of an existing or designated noise sensitive use; • Where a new or expanding rail yard is located within 1,000 metres of an existing or designated noise sensitive land use.

Information Requirement	Application/Development Scenario
Watershed/Sub-Watershed Study	A Watershed/Sub-Watershed Study may be required for any development or site alteration, and shall be determined on a case by case basis, in consultation with the appropriate conservation authority and area municipality.

Table 2. Country Residential Subdivisions

Area Identified on Map 1	Area Municipality	Location/Description	Maximum # of Residential Units Permitted
1	Uxbridge	Part of Lot 23, 24 & 25, Concession 2, former Township of Uxbridge, Subdivision Plan 18T-23023 (40M-1034)	36
2	Uxbridge	Part Lots 22, 23 & 24, Concession 6, former Township of Uxbridge, Subdivision Plan 18T-76009 (40M-1183) and S-U-2001-01 (40M-2219)	53
3	Uxbridge	Lots 12 & 13, Concession 8, former Township of Scott, Subdivision Plan 18T-78070 (40M-1195)	17
4	Clarington	Part Lot 25, Broken Front Concession, former Township of Clarke, Subdivision Plan 18T-78006 (10M-0758)	7
5	Uxbridge	Part Lots 21 & 22, Concession 7, former Township of Uxbridge, Subdivision Plan 18T-80058 (40M-1639)	60
6	Scugog	Part Lot 24, Concession 12, former Township of Reach, Subdivision Plan 18T-81036 (40M-1314)	17
7	Whitby	Part Lot 25, Concession 7, Subdivision Plan 18T-81006 (40M-1269)	15
8	Scugog	Part Lots 3 & 4, Concession 2, former Township of Reach, Subdivision Plan 18T-80501 (40M-1430)	76
9	Clarington	Part of Lots 32 & 33, Concession 3, former Township of Darlington, Subdivision Plans 18T-82030 (10M-0751), 18T-84048 (Block 12, Plan 10M-0774) & 18T-87023 (40M-1785)	48

Area Identified on Map 1	Area Municipality	Location/Description	Maximum # of Residential Units Permitted
10	Clarington	Part Lot 15, Concession 3, former Township of Darlington, Subdivision Plans 18T-82034 (10M-0755), 18T-84021 (10M-0763), 18T-85020 (10M-0780) & 18T-87036 (10M-0836)	40
11	Oshawa	Part Lot 12, Concession 9, former Township of East Whitby, Subdivision Plan 18T-83023 (40M-1374)	13
12	Ajax	Part Lot 10, Concession 4, former Township of Pickering, Subdivision Plan 18T-84025 (40M-1376)	15
13	Ajax	Part Lot 10, Concession 4, former Township of Pickering, Subdivision Plan 18T-84037 (40M-1372)	6
14	Pickering	Part Lots 7 & 8, Concession 5, former Township of Pickering, Subdivision Plan 18T-84043 (40M-1383)	30
15	Clarington	Part Lot 15, Concession 3, former Township of Darlington, Subdivision Plan 18T-85002 (10M-0768)	17
16	Clarington	Part Lot 15, Concession 3, former Township of Darlington, Subdivision Plan 18T-86047 (10M-0793)	12
17	Oshawa	Part Lot 11, Concession 9, former Township of East Whitby, Subdivision Plan 18T-87046 (40M-1775)	14
18	Ajax	Part Lots 4, 5 & 6, Concession 4, Subdivision Plan 18T-86027 (40M-1577)	68
19	Whitby	Part Lot 31, Concession 9, former Township of Whitby, Subdivision Plan 18T-87025 (40M-1673)	9
20	Clarington	Part Lots 31 & 32, Concession 4, former Township of Darlington, Subdivision Plan 18T-85018 (10M-0808)	52

Area Identified on Map 1	Area Municipality	Location/Description	Maximum # of Residential Units Permitted
21	Clarington	Part Lots 1 & 2, Concession 1, former Township of Clarke, Subdivision Plan 18T-89007	19
22	Whitby	Part Lot 24, Concession 8, former Township of Whitby, Subdivision Plan 18T-87045 (40M-2398)	30
23	Clarington	Part Lot 15, Concession 3, former Township of Darlington, Subdivision Plan 18T-87076, Part 1 of Reference Plan 10R-1274 (40M-2279)	6
24	Clarington	Part Lot 15, Concession 7, former Township of Clarke, Subdivision Plan 18T-90001 (40M-2480)	14
26	Whitby	Part of Lots 32 & 33, Concession 7, Town of Whitby, Subdivision Plan 18T-98003. Furthermore, a golf course and ancillary use shall be permitted on this site.	31
27	Ajax	Part Lot 6, Concession 4, former Township of Pickering, Subdivision Plan 18T-89058 (40M-2460)	7
28	Clarington	Part Lot 19, Concession 2, former Township of Clarke (40M-2255)	21
29	Pickering	Part Lot 4, Concession 5, former Township of Pickering, Subdivision Plan 18T-88059 (40M-2302) and being identified in the 1989 Assessment Roll Book as Parcel #18-01-030-008-21200. This plan of subdivision will not be serviced by municipal water or a sanitary sewer system.	35

Area Identified on Map 1	Area Municipality	Location/Description	Maximum # of Residential Units Permitted
30	Ajax	Part Lot 4, Concession 4, former Township of Pickering, Subdivision Plan 18T-90024 (S-A-2007-01) and being identified in the 1989 Assessment Roll Book as Parcel #18-05-010-010-07700. This development may be serviced with piped municipal sewerage and water supply systems.	27
31	Pickering	Part of Lot 11, Concession 8, City of Pickering, Subdivision Plan 18T-95035 (40M-2167)	8
32	Pickering	Part of Lot 2, Concession 5, City of Pickering, Subdivision Plan 18T-86013	14
33	Pickering	Part of Lots 3 & 4, Concession 5, City of Pickering, Subdivision Plan 18T-87096	23
34	Pickering	Part of Lot 7, Concession 5, City of Pickering, Subdivision Plan (S-P-2002-05) (40M-2382)	10
35	Uxbridge	Part of Lots 8 and 9, Concession 4, Township of Uxbridge, Subdivision Plan 18T-97020	36
36	Oshawa	Part Lot 9, Concession 6, Former East Whitby Township, Subdivision Plan 18T-84002 (S-O-2007-01)	15

Table 3. Land Use Groups by Risk to Drinking Water

Group 1 – High Risk Land Uses

- Waste disposal sites (Environmental Protection Act, Part V):
  - untreated septage
  - tailings from mines
- Landfilling of hazardous, municipal, or solid non-hazardous industrial or commercial waste:
  - liquid industrial waste injected into a well
  - PCB waste storage
- Organic soil conditioning sites
- Auto wrecking & salvage yards
- Commercial or industrial dry cleaning of textiles & textile products
- Foundries, non-ferrous metal smelting & refining & casting operations
- Metal finishing operations:
  - electroplating
  - electrocoating
  - galvanizing
  - painting
  - application of based enamel
- Vehicle stampings
- Wood & wood product preservation & treatment
- Bulk liquid trucking
- Local inter-municipal passenger service terminals
- Warehousing, bulk storage or retail sale of:
  - oil, natural gas & petroleum products
  - household or industrial cleaning production
  - herbicides & fungicides
  - construction equipment
  - underground and above-ground storage tanks that are not equipped with an approved secondary containment device
- Manufacturing of:
  - petroleum products or asphalt batching (including processing)
  - motor vehicles, trucks & bus bodies, aircraft & aircraft parts
  - trailers
  - rail cars
  - mobile homes
  - ships & boats
  - industrial chemicals
  - printing inks
  - adhesives
  - small electrical appliances
  - electric lamps
  - wet batteries
  - dry electrical industrial equipment
  - vehicle engines
  - cable & wire
  - pharmaceuticals & medicines
  - paints & varnishes
  - major electric appliances
  - plastics & synthetic resins
  - lighting fixtures
  - wet electrical equipment
  - steering & suspension parts
  - engine parts
  - motor vehicle wiring
  - jewelry & precious metals
  - reinforced fibreglass plastic

    - electronic components (semi-conductors, printed circuit board, cathode ray tubes)
    - unfinished fabricated metal products
    - wheels & brakes
    - leather products
    - soaps & toilet preparations
- Generation and storage of hazardous waste or liquid industrial waste
- Airports
- Schedule 3 contaminants of Ontario Regulation 347 of the Environmental Protection Act

Group 2 – Moderate Risk Land Uses

- Golf courses
- Photo developing facilities
- Printing of newspapers, packing & books
- Repair of industrial machinery
- Repair of:
    - motor vehicles
    - aircraft
    - watercraft
    - rail vehicles
    - trucks
- Storage of:
    - plastic parts for vehicles
    - telephones
    - business machines
    - plastic products
    - paper & newsprint
    - stereo equipment
    - fax machines
    - dry batteries
    - glass & glass products
    - furniture, caskets, cabinets & other wood products
    - radios & televisions
    - computing equipment
    - rubber products
    - photographic equipment
    - Agricultural equipment

Group 3 – Low Risk Land Uses

- Funeral homes & cemeteries
- Medical, health & other laboratories
- Storage, repair yards & facilities for contractors
- Asphalt paving & roofing contractor yards
- Lawn care contractors
- Machinery, equipment rental yards
- Retail sale of agricultural pesticides & herbicides
- Repair (including welding) of:
    - photographic equipment
    - watches
    - electronic equipment
    - appliances
    - furniture
    - jewelry
    - electronic motors
    - small motors
    - vending machines
    - computer equipment
- Manufacturing of:
    - textiles (including dyeing)
    - vehicle fabric accessories
    - dairy
    - processed foods & meats
    - soft drinks & alcohol
    - baked goods
    - canned goods
    - frozen foods
- Pathogenic land uses or storage of pathogenic contaminants in excess of specified quantities

Group 4 – Restricted Land Uses

- Application, handling or storage of agricultural source material[1]
- Application, handling or storage of non-agricultural source material[1]
- Application, handing or storage of commercial fertilizer
- Application, handling or storage of pesticides
- Application or Storage of road salt
- Storage of snow
- Handling or storage of fuel
- Handling or storage of dense non-aqueous phase liquid
- Handling or storage of an organic solvent
- Livestock grazing, pasturing, outdoor confinement area or farm yard
- The management of runoff that contains chemicals used in the de-icing of aircraft
- Waste disposal sites that do not require Environmental Protection Act approval or Ontario Water Resources Act Approval

Note: This Table should be read in conjunction with Table 4 (Wellhead Protection Area & Intake Protection Zone Restrictions).

[1] **Agricultural Source Material** refers to treated or untreated material that is capable of being applied to land as a nutrient, but does not include compost that meets the Compost Guidelines, or a commercial fertilizer. Some examples of ASM are manure produced by farm animals, runoff from farm-animal yards and manure storages and milking center wash water.

Table 4. Wellhead Protection Area & Intake Protection Zone Restrictions

Land Use Type	WHPA-A	WHPA-B	WHPA-C	WHPA-D	Beaverton IPZ-1
High risk land uses	P	P	P	R*	P
Moderate risk land uses	P	P	R*	R*	
Low risk land uses	P	R*	R*		
Restricted land uses	RLU*	RLU*	RLU*	RLU*	RLU*
New lot creation	P				
Site alteration/ponds	P				
Expansion of existing uses, buildings, and structures, as permitted by the official plan	R*	R*	R*	R*	
A change of use to a similar use, as permitted by the official plan	R*	R*	R*	R*	
New public or private roads that are not infrastructure	P				
Conservation and flood or erosion control projects	P**				
Aggregate extraction below the water table	R*	R*			

Notes: This Table should be read in conjunction with Table 3 (Land Use Groups by Risk to Drinking Water).

* = Land uses may only be permitted if an appropriate study demonstrates that any impacts on the municipal well(s) will be within acceptable limits and the proposal is also in accordance with the applicable source protection plan.

** = Land uses are only permitted if demonstrated to be necessary in the public interest after all other alternatives have been considered, and the proposal is in accordance with the applicable source protection plan.

IPZ = Intake Protection Zone

WHPA = Wellhead Protection Area

P = Land uses that are prohibited.

R = Land uses that are subject to restrictions.

RLU = Restricted land uses – may only be permitted if a Section 59 Notice is issued by the Risk Management Official.

Table 5. Arterial Road Criteria

Classification Criteria

Criteria	Definition
Continuity	Roads of higher classification have longer continuous road sections, serve inter-municipal or inter-regional traffic and are characterized by higher volumes of through traffic. On the other hand, lower order roads have shorter, discontinuous road sections, serving shorter local trips and playing a key role in providing access to adjacent properties.
Cross-Section Features	Roads of higher classification tend to be higher capacity routes with relatively higher operating speeds and traffic volumes, with enhanced features such as auxiliary lanes, climbing and passing lanes, and intersection turn bays to improve traffic flow. Lower classes tend to have lower capacities with lower operating speeds and traffic volumes.
Cycling and Pedestrian Provisions	On roads of higher classification, cycling and pedestrian activity should be provided for in separated facilities from vehicular traffic such as multi-use paths, sidewalks and cycle tracks, or sidewalks and buffered bike lanes. On lower classes of roads, cycling and pedestrian activity should be encouraged, requiring sidewalks, but would not necessarily require separated cycling facilities from vehicular traffic.
Minimum Intersection Spacing	Roads of higher classification should have limited, appropriately spaced side road connections and a minimum of lower class road intersections. They may be grade separated or controlled at grade by well co-coordinated traffic control signals or roundabouts. More frequent intersection spacing is acceptable on lower classes of road. These intersections may be controlled at grade using regulatory signs and other traffic control mechanisms, including traffic calming measures.

Criteria	Definition
Network Spacing	The spacing of roads in the hierarchy normally relates to the density of activity occurring in the area. Roads of higher classification will be spaced more widely apart than the lower road classes, which provide for a completed grid to enable efficient traffic circulation.
On-Street Parking	Parking should be prohibited or restricted on roads of higher classification to provide for clearway conditions, while curbside parking may be accommodated on lower road classes and historic or emerging downtowns.
Right-of-Way Width	The cross-section of roads can range from divided, multi-lane facilities for higher classifications, through to two-lane undivided facilities for lower classes of road. This criterion is related to route capacity as well as maneuverability of heavy vehicles. The ultimate cross-section for a road generally evolves over time as traffic volumes increase. As such, rights-of-way should be of sufficient width to accommodate the ultimate cross-section.
Transit	Roads of higher classification should be the focus of more frequent and higher-order transit service, and can include dedicated transit lanes and/or express bus operations. Lower classes of road should accommodate bus operations of a more local nature.
Vehicle Priority	Roads of higher classification are likely to provide priority capacity for particular modes/ uses by way of bus, High Occupancy Vehicle (HOV), truck or transit lanes. Lower road classes generally provide for mixed traffic.

Arterial Road Class Criteria

Criteria	Type A Arterial	Type B Arterial	Type C Arterial
Connectivity	Connects with freeways, arterials and collectors	Connects with freeways, arterials, collectors and minimal local road access	Connects with arterials, collectors and limited local road access
Continuity	Continuous across regional areas or larger municipal areas	Typically continuous across several municipalities	Typically continuous within a single municipality with few spanning two or more; may be shorter and discontinuous sections when serving major traffic generators
Cross-Section Features	Enhanced through development of supporting circulation system, roadway widening, transit or HOV lanes, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, improved curb radii, provision of right turn lanes, bus stops including shelters, far-side bus lanes or bus bays	Enhanced through development of supporting circulation system, roadway widening, transit or HOV lanes, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, improved curb radii, provision of right turn lanes, bus stops including shelters, far-side bus lanes or bus bays	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, provision of right turn lanes and bus stops including shelters

Criteria	Type A Arterial	Type B Arterial	Type C Arterial
Cycling and Pedestrian Provisions	Cycling provisions identified in the Regional Cycling Plan and corridor specific Environmental Assessment studies Sidewalk on both sides for pedestrians; a multi-use path may be provided as an alternative to a sidewalk Separation from traffic lane preferred for cyclists	Cycling provisions identified in the Regional Cycling Plan and corridor specific Environmental Assessment studies Sidewalk on both sides for pedestrians; a multi-use path may be provided as an alternative to a sidewalk	Cycling provisions identified in the Regional Cycling Plan and corridor specific Environmental Assessment studies Sidewalk on both sides for pedestrians; a multi-use path may be provided as an alternative to a sidewalk
Flow Characteristics	Uninterrupted flow except at traffic control signals and roundabouts	Uninterrupted flow except at traffic control signals, roundabouts and pedestrian crossings	Uninterrupted flow except at traffic control signals, roundabouts and pedestrian crossings
Goods Movement	Generally no restrictions[1]	Generally no restrictions[1]	Generally no restrictions[1]
Land Service/ Access	Rigid/Progressive access control Permit private access generally located a minimum of 200 metres apart in Urban Areas Permit large scale commercial and industrial developments, mixed-use developments and higher density developments with shared or combined access	Incremental/ Progressive access control Permit private access generally located a minimum of 80 metres apart in Urban Areas Promote higher densities with shared or combined access	Limited access control Promote higher densities with shared or combined access, or limit to single detached dwelling unit frontage

Criteria	Type A Arterial	Type B Arterial	Type C Arterial
Minimum Intersection Spacing	700 m intersection spacing in north-south direction 300 m /500 m intersection spacing in east-west direction[2] Signalized intersections or roundabouts where required	525 m major intersection spacing in north-south direction 300 m /500 m intersection spacing in east-west direction[2] Some minor intersections (T-type) mid-block subject to possible future control, if necessary to maintain corridor protection Signalized intersections, roundabouts or pedestrian crossovers where required	300 m intersection spacing Some minor intersections with future control provisions, if necessary due to capacity and queuing considerations Signalized intersections, roundabouts or pedestrian crossovers where required but not at consecutive intersections
Network Spacing	Generally 6.5 km between north/ south and east/west arterials	Generally 1.6 km between north/south arterials and 2.0 km between east/west arterials	Generally, no less than 0.8 km between north/south and east/ west arterials
On-Street Parking	Prohibited or peak hour restrictions	Prohibited or peak hour restrictions	Not recommended where traffic movement is impacted or it becomes a safety issue

Criteria	Type A Arterial	Type B Arterial	Type C Arterial
Right-of-Way Width[3]	For all existing and future Regional roads, refer to Table 6 For other Type A Arterials: • 36-45 m right-of-way • 36 m for ultimate 2-4 lane cross section • 40 m for ultimate 4-lane cross-section with left and right-turn lanes at intersections	For all existing and future Regional roads and sections of Dundas Street in Whitby and King/Bond Streets in Oshawa under area municipal jurisdiction, refer to Table 6 For other Type B Arterials: • 30-36 m right-of-way • 36 m for ultimate 4-lane cross-section	For all existing and future Regional roads, refer to Table 6 For other Type C Arterials: • 26-30 m right-of-way, dependent on transit facilities, on street parking and established development • 2-4 lane cross-section within the Urban Area
Traffic Service Objective	Traffic movement primary consideration Predominantly serves inter-regional and inter-municipal trips	Traffic movement major consideration Predominantly serves inter- and intra-municipal trips	Traffic movement slightly more important than land access Predominantly serves intra-municipal trips
Transit	May serve as Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections	May serve as Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections	May serve as High Frequency Transit Network
Travel Speed[4]	60-70 km/h Urban Area 80 km/h outside Urban Areas	50-60 km/h Urban Area 80 km/h outside Urban Areas	50-60 km/h
Typical Daily Traffic Volume	>10,000 AADT	5,000-40,000 AADT	4,000-20,000 AADT

Criteria	Type A Arterial	Type B Arterial	Type C Arterial
Vehicle Priority	To be considered as part of Strategic Goods Movement Network Consideration may be given for transit priority measures including dedicated transit lanes, queue jump lanes, and priority signals	To be considered for goods movement Consideration may be given for transit priority measures including queue jump lanes, and priority signals	Predominantly passenger and service vehicles, low to moderate truck traffic (except in Centres and Employment Areas)

Exceptions:

[1] Load restrictions due to seasonal conditions may apply.

[2] In some cases, spacing for east-west arterials can be reduced to 300 m if signals are "coupled" provided adjacent intersections are a minimum of 500 m away.

[3] Reduced right-of-way widths will only be considered in locations identified as exceptions in the area municipal Official Plans in accordance with regional policy. Wider rights-of-way may be required to accommodate features such as grading, utilities, active transportation facilities, transit facilities, landscaping, stormwater management infrastructure, noise attenuation installations, medians, traffic signals or other traffic control devices, roundabouts, auxiliary lanes, bridges, interchanges, and intersection sight triangles including at intersections of an arterial road and a railway. The required right-of-way shall be based on the specific characteristics of the location and shall be determined in accordance with accepted engineering design criteria. For new roads, the immediate provision of wider rights-of-way may be considered to accommodate such features. Unless otherwise identified by another appropriate comprehensive planning process or Official Plan, a corridor study or Environmental Assessment shall be undertaken to identify any exceptions to the right-of-way widths identified in this Table.

[4] Posted speed limits may be lower in school or community safety zones.

Outside of Urban Growth Centres, Regional Centres, Rural Regional Centres and Hamlets, the right-of-way widths, speeds and access spacing requirements shall generally apply to the arterial roads shown on Map 3b – Road Network. However, if the intent of this Plan is adhered to, and following adequate study to the effect that such provisions are impractical and cannot be implemented precisely, the authority having jurisdiction on such roads may deviate from these provisions without the need for an amendment to this Plan. Within Urban Growth Centres, Regional Centres, Rural Regional Centres and Hamlets, speed and access spacing requirements shall not apply to arterial roads. The above right-of-way width requirements shall apply unless it can be demonstrated, in consultation with the Region, that exceptions to the right-of-way widths are appropriate for specific sections of arterial roads. The exceptions shall be incorporated into the respective area municipal Official Plan.

Table 6. Regional Road Right-of-Way Requirements

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
1	Brock Rd.	Montgomery Park Rd.	Clements Rd.	Collector (Pickering)	36
1	Brock Rd.	Clements Rd.	Bayly St.	Type C Arterial	36
1	Brock Rd.	Bayly St.	Mowbray St.	Type A Arterial	45
1	Brock Rd.	Mowbray St.	Goodwood Rd.	Type A Arterial	36
1	Brock Rd.	Goodwood Rd.	Regional Hwy. 47	Type B Arterial	30
1	Main St.	Reach St.	Brock St.	Type B Arterial	20
1	Main St.	Brock St.	Toronto St.	Type B Arterial	20
1	Main St.	Toronto St.	Ball Rd.	Type B Arterial	30
1	Regional Rd. 1	Ball Rd.	Ravenshoe Rd.	Type B Arterial	30
2	Simcoe St.	Harbour Rd.	Wentworth St.	Type C Arterial	26[2]
2	Simcoe St.	Wentworth St.	Bloor St.	Type C Arterial	30[2]
2	Simcoe St.	Bloor St.	Olive Ave.	Type B Arterial	36[2]
2	Simcoe St.	Olive Ave.	Brock St.	Type B Arterial	26-30[2]
2	Simcoe St.	Brock St.	Conlin Rd.	Type B Arterial	38[2]

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
2	Simcoe St.	Conlin Rd.	Winchester Rd.	Type B Arterial	45[2]
2	Simcoe St.	Winchester Rd.	Westview Dr./ Steepleview Court	Type B Arterial	36
2	Simcoe St.	Westview Dr./ Steepleview Court	250 m north of Ridge Top Court	Type B Arterial	30
2	Simcoe St.	250 m north of Ridge Top Court	Howden Rd.	Type B Arterial	36
2	Simcoe St.	Howden Rd.	Scugog St. (Hwy. 7A)	Type A Arterial	36
2	Simcoe St.	Scugog St. (Hwy. 7A)	Beech St.	Type A Arterial	20-26
2	Simcoe St.	Beech St.	Regional Rd. 6	Type A Arterial	36
2	Simcoe St.	Regional Rd. 6	Hwy. 7	Type A Arterial (Kawartha Lakes Rd. 2)	N/A
2	Simcoe St.	Hwy. 7	Brock Conc. Rd. 14	Type A Arterial	36
2	Simcoe St.	Brock Conc. Rd. 14	980 m north of Brock Conc. Rd. 14	Type A Arterial (Kawartha Lakes Rd. 2)	N/A
2A	Brock St.	Simcoe St.	Centre St.	Type B Arterial	20-22
2A	Centre St.	Brock St.	Fairbanks St.	Type B Arterial	20-22
2A	Fairbanks St.	Centre St.	Simcoe St.	Type B Arterial	20-22
3	Winchester Rd.	Baldwin St.	Anderson St./ Watford St.	Type B Arterial	30
3	Winchester Rd.	Anderson St./ Watford St.	Ritson Rd.	Type B Arterial	36

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
3	Winchester Rd.	Ritson Rd.	Grandview St.	Type B Arterial	30
3	Grandview St.	Winchester Rd.	Columbus Rd.	Type C Arterial	30
3	Columbus Rd.	Grandview St.	Townline Rd.	Type B Arterial	30
3	Regional Rd. 3	Townline Rd.	Holt Rd.	Type B Arterial	30
3	Regional Rd. 3	Holt Rd.	175 m east of Lionel Byam Dr./Potters Ln.	Type B Arterial	26-30
3	Regional Rd. 3	175 m east of Lionel Byam Dr./ Potters Ln.	Bowmanville Ave.	Type B Arterial	30
4	Taunton Rd.	York Durham Line	Townline Rd.	Type A Arterial	45
4	Taunton Rd.	Townline Rd.	Hwy. 35/115	Type A Arterial	36
5	Ninth Conc. Rd.	York Durham Line	Sideline 20	Type B Arterial	30
5	Central St.	Sideline 20	190 m west of William St./ Canso Dr.	Type B Arterial	30
5	Central St.	190 m west of William St./ Canso Dr.	Brock Rd.	Type B Arterial	26-30
5	Ninth Conc. Rd.	Brock Rd.	Lake Ridge Rd.	Type B Arterial	30
5	Myrtle Rd.	Lake Ridge Rd.	440 m west of Ashburn Rd.	Type B Arterial	30
5	Myrtle Rd.	440 m west of Ashburn Rd.	Wilson House Dr.	Type B Arterial	26-30
5	Myrtle Rd.	Wilson House Dr.	Whitby/Oshawa Boundary	Type B Arterial	30

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
5	Raglan Rd.	Whitby/Oshawa Boundary	190 m west of Old Simcoe St.	Type B Arterial	30
5	Raglan Rd.	190 m west of Old Simcoe St.	Simcoe St.	Type B Arterial	26-30
6	Regional Rd. 6	Hwy. 7/12	Simcoe St.	Type B Arterial	30
7	Island Rd.	Hwy. 7A	Hood Dr./ Carnegie Beach Rd.	Type B Arterial	30
8	Regional Rd. 8	York Durham Line	Concession 6	Type B Arterial	30
8	Brock Street	Concession 6	Quaker Village Dr.	Type B Arterial	36
8	Brock Street	Quaker Village Dr.	Centre Rd.	Type B Arterial	30
8	Brock Street	Centre Rd.	Victoria Dr./ Railway St.	Type B Arterial	26-30
8	Brock Street	Victoria Dr./ Railway St.	Toronto St.	Type B Arterial	26
8	Reach St.	Main St.	Testa Rd./Coral Creek Dr.	Type B Arterial	26-30
8	Reach St.	Testa Rd./Coral Creek Dr.	Simcoe St.	Type B Arterial	30
9	Ganaraska Rd.	Highway 35/115	Cold Springs Camp Rd.	Type B Arterial	30
10	Regional Rd. 10	Lake Ridge Rd.	Sunderland Meadows Dr.	Type B Arterial	30
10	River St.	Sunderland Meadows Dr.	Hwy. 7/12	Type B Arterial	26-30
11	Sandford Rd.	York Durham Line	Regional Rd. 1	Type B Arterial	30
12	Regional Rd. 12	Lake Ridge Rd.	Brock Rd.	Type B Arterial	26-30
12	Regional Rd. 12	Brock Rd.	Sideroad 18A	Type B Arterial	30

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
12	Cameron St.	Sideroad 18A	Albert St.	Type B Arterial	30
12	Cameron St.	Albert St.	150 m east of Mcrae St.	Type B Arterial	26-30
12	Cameron St.	150 m east of Mcrae St.	400 m east of Simcoe St.	Type B Arterial	30
12	Regional Rd. 12	400 m east of Simcoe St.	Simcoe St.	Type B Arterial	30
13	Zephyr Rd.	Regional Rd. 39	Regional Rd. 1	Type B Arterial	30
13	Regional Rd. 13	Regional Rd. 1	Simcoe St.	Type B Arterial	30
14	Liberty St.	Baseline Rd.	Taunton Rd.	Type B Arterial	30
15	Simcoe St.	Mara Rd.	350 m east of Madill St.	Type B Arterial	26-30
15	Regional Rd. 15	350 m east of Madill St.	Simcoe St.	Type B Arterial	30
16	Ritson Rd.	Wentworth St.	Bloor St.	Type C Arterial	26
16	Ritson Rd.	Bloor St.	Olive Ave.	Type B Arterial	30-36
16	Ritson Rd.	Olive Ave.	William St.	Type B Arterial	26-30
16	Ritson Rd.	William St.	260 m north of Adelaide Ave.	Type B Arterial	36
16	Ritson Rd.	260 m north of Adelaide Ave.	Beatrice St.	Type B Arterial	30
16	Ritson Rd.	Beatrice St.	Taunton Rd.	Type B Arterial	36
16	Ritson Rd.	Taunton Rd.	Conlin Rd.	Type B Arterial	32-36
16	Ritson Rd.	Conlin Rd.	Winchester Rd.	Type B Arterial	36

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
17	Mill St.	Hwy. 401 Westbound Ramps	Manvers Rd./ Wilmot St.	Type B Arterial	20-26
17	Manvers Rd.	Mill St./Wilmot St.	Grady Dr./ Monroe St.	Type B Arterial	26-30
17	North St.	Grady Dr./ Monroe St.	450 m south of Conc. Rd. 3	Type B Arterial	30
17	North St.	450 m south of Conc. Rd. 3	Conc. Rd. 3	Local (Clarington)	30
17	North St. Realignment	450 m south of Conc. Rd. 3	Conc. Rd. 3	Type B Arterial	30
17	Conc. Rd. 3	Hwy. 35/115	North St. Realignment	Type B Arterial	30
17	Main St.	Hwy. 35/115	Sommerville Dr.	Type B Arterial	30
17	Main St.	Sommerville Dr.	Mill St.	Type B Arterial	20-26
17	Main St.	Mill St.	Taunton Rd.	Type B Arterial	30
18	Newtonville Rd.	Hwy. 401 Westbound Ramps	260 m north of Church Ln.	Type B Arterial	26
18	Newtonville Rd.	260 m north of Church Ln.	Ganaraska Rd.	Type B Arterial	30
19	Shirley Rd.	Simcoe St.	Regional Rd. 57	Type B Arterial	30
20	Regional Rd. 20	Bowmanville Ave.	Hwy. 35	Type A Arterial	36
21	Goodwood Rd.	Regional Hwy. 47	Old Mill Ln.	Type A Arterial	36
21	Goodwood Rd.	Old Mill Ln.	Front St.	Type A Arterial	30-36
21	Goodwood Rd.	Front St.	Lake Ridge Rd.	Type A Arterial	36

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
21	Regional Rd. 21	Lake Ridge Rd.	200 m west of Christie Cr.	Type A Arterial	36
21	Regional Rd. 21	200 m west of Christie Cr.	170 m east of Marsh Hill Rd. (north leg)	Type A Arterial	30
21	Regional Rd. 21	170 m east of Marsh Hill Rd. (north leg)	Hwy. 7/12	Type A Arterial	36
22	Bayly St.	Whites Rd.	Liverpool Rd.	Type A Arterial	40
22	Bayly St.	Liverpool Rd.	MacKenzie Ave.	Type A Arterial	45
22	Bayly St.	MacKenzie Ave.	50 m west of Burcher Rd.	Type A Arterial	42
22	Bayly St.	50 m west of Burcher Rd.	Lake Ridge Rd.	Type A Arterial	45
22	Victoria St.	Lake Ridge Rd.	Brock St.	Type A Arterial	40
22	Victoria St.	Brock St.	450 m east of South Blair St.	Type A Arterial	36
22	Victoria St. Realignment	450 m east of South Blair St.	380 m west of Thickson Rd.	Type A Arterial	36
22	Victoria St.	450 m east of South Blair St. (planned cul-de-sac)	380 m west of Thickson Rd.	Local (Whitby)	26
22	Victoria St.	380 m west of Thickson Rd.	Whitby/ Oshawa Boundary	Type A Arterial	40
22	Bloor St.	Whitby/Oshawa Boundary	Stevenson Rd. Connector	Type A Arterial	32-36
22	Bloor St.	Stevenson Rd. Connector	Park Rd. (south leg)	Type A Arterial	36
22	Bloor St.	Park Rd. (south leg)	Farewell St.	Type A Arterial	32-36

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
22	Bloor St.	Farewell St.	Grandview St.	Type A Arterial	40
22	Bloor St.	Grandview St.	Prestonvale Rd.	Type A Arterial	36
22	Bloor St.	Prestonvale Rd.	Courtice Rd.	Type A Arterial	40
23	Lake Ridge Rd.	Bayly St.	500 m north of Bayly St.	Type A Arterial	36
23	Lake Ridge Rd.	500 m north of Bayly St.	Brawley Rd.	Type A Arterial	40
23	Lake Ridge Rd.	Brawley Rd.	Hwy. 48	Type A Arterial	36
23	Lake Ridge Rd.	Hwy. 48	Thorah Conc. Rd. 5	Type B Arterial	30
23	Osborne St.	Thorah Conc. Rd. 5	Simcoe St.	Type B Arterial	26-30
23	Mara Rd.	Simcoe St.	Butcher St.	Type B Arterial	26-30
23	Mara Rd.	Butcher St.	500 m south of Thorah Conc. Rd. 7	Type B Arterial	30
23	Regional Rd. 23	500 m south of Thorah Conc. Rd. 7	Hwy. 12	Type B Arterial	30
24	Church St.	Bayly St.	290 m north of Durham Live Ave.	Type B Arterial	36
25	Consumers Dr.	Brock St.	Thickson Rd.	Type C Arterial	30
25	Stellar Dr.	Thickson Rd.	Thornton Rd.	Type C Arterial	30
25	Stellar Dr./Laval Dr. Connection	Thornton Rd.	Stevenson Rd.	Type C Arterial	30
25A	Champlain Ave.	Stellar Dr.	Stevenson Rd.	Type C Arterial	26

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
26	Thickson Rd.	Wentworth St.	Victoria St.	Type C Arterial	36
26	Thickson Rd.	Victoria St.	Crawforth St.	Type A Arterial	45
26	Thickson Rd.	Crawforth St.	Brawley Rd.	Type A Arterial	40
27	Altona Rd.	Kingston Rd.	Sparrow Circle (north leg)	Type B Arterial	36
27	Altona Rd.	Sparrow Circle (north leg)	Finch Ave.	Type B Arterial	32
27	Altona Rd.	Finch Ave.	Alexander Knox Dr. extension	Type B Arterial	36
27	Altona Rd.	Alexander Knox Dr. extension	Whitevale Rd.	Local (Pickering)	36
27	Whitevale Rd.	Altona Rd.	York Durham Line	Local (Pickering)	30
28	Peter Matthews Dr.	Hwy. 7	Brock Rd.	Type B Arterial	36
28	Rossland Rd.	Lake Ridge Rd.	East of Townline Rd.	Type B Arterial	36
29	Liverpool Rd.	Bayly St.	Kingston Rd.	Type B Arterial	45
29	Liverpool Rd.	Kingston Rd.	Glenanna Rd.	Type B Arterial	36
29	Liverpool Rd.	Glenanna Rd.	Finch Ave.	Type B Arterial	30
30	York Durham Line	Taunton Rd.	Regional Hwy. 47	Type B Arterial (York Regional Rd. 30)	N/A
30	York Durham Line	Regional Hwy. 47	Regional Rd. 39	Type B Arterial	30
31	Westney Rd.	Harwood Ave.	Monarch Ave.	Type C Arterial	36

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
31	Westney Rd.	Monarch Ave.	Bayly St.	Type C Arterial	30
31	Westney Rd.	Bayly St.	Kingston Rd.	Type B Arterial	45
31	Westney Rd.	Kingston Rd.	Taunton Rd.	Type B Arterial	36
31	Westney Rd.	Taunton Rd.	530 m south of Greenridge Dr.	Type B Arterial	30
31	Westney Rd. (Greenwood By-Pass)	530 m south of Greenridge Dr.	Hwy. 407 Eastbound Off-Ramp	Type B Arterial	36
31	Old Westney Rd.	530 m south of Greenridge Dr.	Cul-de-sac (planned south of Hwy. 7)	Local (Pickering)	30
31	Westney Rd.	Hwy. 407 Eastbound Off-Ramp	Seventh Conc. Rd.	Type B Arterial	30
31	Seventh Conc. Rd.	Westney Rd.	Brock Rd.	Type B Arterial	30
33	Harmony Rd.	Bloor St.	Missom Gt.	Type A Arterial	36
33	Harmony Rd.	Missom Gt.	Greenhill Ave.	Type A Arterial	40
33	Harmony Rd.	Greenhill Ave.	Conlin Rd.	Type A Arterial	45
33	Harmony Rd.	Conlin Rd.	Winchester Rd.	Type A Arterial	36
34	Courtice Rd.	Hwy. 401 Westbound Ramps	Regional Hwy. 2	Type A Arterial	40
34	Courtice Rd.	Regional Hwy. 2	Taunton Rd.	Type A Arterial	36
34	Enfield Rd.	Taunton Rd.	Regional Rd. 3	Type A Arterial	36

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
35	Wilson Rd.	Bloor St.	Olive Ave.	Type C Arterial	30
35	Wilson Rd.	Olive Ave.	Colborne St.	Type C Arterial	20-26
35	Wilson Rd.	Colborne St.	Attersley Dr.	Type C Arterial	26
35	Wilson Rd.	Attersley Dr.	Taunton Rd.	Type C Arterial	30
36	Hopkins St. Flyover	Victoria St. Realignment	Consumers Dr.	Type B Arterial	36
36	Hopkins St.	Consumers Dr.	Dundas St.	Type B Arterial	36
36	Anderson St.	Dundas St.	Rossland Rd.	Type B Arterial	36
37	Finch Ave.	Altona Rd.	Rosebank Rd.	Type B Arterial	30
37	Finch Ave.	Rosebank Rd.	Spruce Hill Rd.	Type B Arterial	36
37	Finch Ave.	Spruce Hill Rd.	Huntsmill Dr.	Type B Arterial	30
37	Finch Ave.	Huntsmill Dr.	Brock Rd.	Type B Arterial	36
38	Whites Rd.	Broadgreen St.	Downland Dr.	Local (Pickering)	23
38	Whites Rd.	Downland Dr.	Oklahoma Dr.	Collector (Pickering)	23
38	Whites Rd.	Oklahoma Dr.	Bayly St.	Collector (Pickering)	33
38	Whites Rd.	Bayly St.	280 m north of Sheppard Ave.	Type A Arterial	45
38	Whites Rd.	280 m north of Sheppard Ave.	Finch Ave.	Type A Arterial	45
38	Whites Rd. (including realignment)	Finch Ave.	Hwy. 7	Type A Arterial	45

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
38	Whites Rd. (west leg)	Whites Rd. Realignment	Taunton Rd.	Type A Arterial	36
39	Regional Rd. 39	York Durham Line	Concession 3	Type B Arterial	30
39	Concession 3	Regional Rd. 39	440 m south of Zephyr Rd.	Type B Arterial	30
39	Concession 3	440 m south of Zephyr Rd.	70 m south of Kester Ln.	Type B Arterial	26-30
39	Concession 3	70 m south of Kester Ln.	Ravenshoe Rd.	Type B Arterial	30
40	Alexander Knox Rd.	York Durham Line	370 m west of Whites Rd.	Type B Arterial	36
40	Alexander Knox Rd.	370 m west of Whites Rd.	Peter Matthews Dr.	Type B Arterial	37
40	Alexander Knox Rd.	Peter Matthews Dr.	Brock Rd.	Type B Arterial	36
41	Salem Rd.	Bayly St.	Kingston Rd.	Type B Arterial	45
41	Salem Rd.	Kingston Rd.	Ringer Rd.	Type B Arterial	40
41	Salem Rd.	Ringer Rd.	200 m south of Pugsley Ct.	Type B Arterial	36
41	Salem Rd.	200 m south of Pugsley Ct.	Rossland Rd.	Type B Arterial	45
41	Salem Rd.	Rossland Rd.	Taunton Rd.	Type B Arterial	36
42	Darlington-Clarke Townline Rd.	Regional Hwy. 2	Taunton Rd.	Type B Arterial	30
46	Brock St.	430 m south of Front St.	Victoria St.	Type C Arterial	26
46	Brock St.	Victoria St.	Hwy. 401 Eastbound Ramps	Type B Arterial	36

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
47	Shoreline Rd.	Regional Rd. 23	Simcoe/ Durham Boundary	Type B Arterial	30
50	Regional Rd. 50	Hwy. 12	190 m south of Talbot Rd.	Local (Brock)	30
50	Regional Rd. 50	190 m south of Talbot Rd.	Talbot Rd.	Local (Brock)	20
50	Regional Rd. 50	Talbot Rd.	Simcoe/ Durham Boundary	Local (Brock)	20
50	Regional Rd. 50	Regional Hwy. 48	Simcoe/ Durham Boundary	Type B Arterial	30
51	Talbot Rd.	Regional Rd. 50	Simcoe/ Durham Boundary	Local (Brock)	20
52	Boundary Rd.	Wentworth St.	Thornton Rd.	Type C Arterial	30
52	Phillip Murray Ave.	Stevenson Rd.	Park Rd.	Type C Arterial	26
52	Thornton Rd.	Champlain Ave.	Stellar Dr.	Type C Arterial	30
52	Thornton Rd.	Stellar Dr.	King St.	Type C Arterial	36
52	Thornton Rd.	King St.	Rossland Rd.	Type C Arterial	30
52	Thornton Rd.	Rossland Rd.	Taunton Rd.	Type B Arterial	30-36
53	Stevenson Rd.	Phillip Murray Ave.	Bloor St. Connector	Type C Arterial	26
53	Stevenson Rd.	Bloor St. Connector	Bond St.	Type B Arterial	36
53	Stevenson Rd.	Bond St.	Rossland Rd.	Type B Arterial	32

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
54	Park Rd.	Phillip Murray Ave.	Fenelon Cr. (north leg)	Type C Arterial	30
54	Park Rd.	Fenelon Cr. (north leg)	Bloor St.	Type C Arterial	40
54	Park Rd.	Bloor St.	Buena Vista Ave.	Type C Arterial	30
54	Park Rd.	Buena Vista Ave.	Rossland Rd.	Type C Arterial	26
55	Townline Rd.	Olive Ave.	King St.	Type B Arterial	30
55	Townline Rd.	King St.	Taunton Rd.	Type B Arterial	36
56	Farewell St.	200 m south of Harbour Rd.	Bloor St.	Type C Arterial	30
57	Bowmanville Ave.	Hwy. 401 Westbound On/ Off Ramps	280 m north of William Fair Dr.	Type A Arterial	40
57	Bowmanville Ave.	280 m north of William Fair Dr.	Boundary Rd.	Type A Arterial	36
57	Regional Rd. 57	Boundary Rd.	Hwy. 7A	Type A Arterial	36
57	Regional Rd. 57	Hwy. 7A	360 m south of Heron St.	Type B Arterial	30
57	Regional Rd. 57	360 m south of Heron St.	Cedar Grove Dr.	Type B Arterial	26-30
57	Regional Rd. 57	Cedar Grove Dr.	Pleasant View Ave.	Type B Arterial	26-30
57	Regional Rd. 57	Pleasant View Ave.	Cartwright Manvers Boundary Rd.	Type B Arterial	30
58	Manning Rd.	Brock St.	Hazelwood Dr.	Type C Arterial	36
58	Manning Rd.	Hazelwood Dr.	Garrard Rd.	Type C Arterial	30

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
58	Manning/ Adelaide Connection	Garrard Rd.	Sagebrush St.	Type C Arterial	36
58	Adelaide Ave.	Sagebrush St.	Thornton Rd.	Type C Arterial	36
58	Adelaide Ave.	Thornton Rd.	Kaiser Cr./ Grooms Ave.	Type C Arterial	26
58	Adelaide Ave.	Kaiser Cr./ Grooms Ave.	Simcoe St.	Type C Arterial	20-26
58	Adelaide Ave.	Simcoe St.	Mary St.	Type C Arterial	26
58	Adelaide Ave.	Mary St.	Division St.	Type C Arterial	20-26
58	Adelaide Ave.	Division St.	70 m west of Ritson Rd.	Type C Arterial	26
58	Adelaide Ave.	70 m west of Ritson Rd.	120 m east of Ritson Rd.	Type C Arterial	30
58	Adelaide Ave.	120 m east of Ritson Rd.	Townline Rd.	Type C Arterial	26
58	Adelaide Ave. Extension	Townline Rd.	Trulls Rd.	Type C Arterial	30
59	Gibb St.	Thornton Rd.	Simcoe St.	Type C Arterial	30
59	Gibb St./Olive Ave. Connection	Simcoe St.	Ritson Rd.	Type C Arterial	36
59	Olive Ave.	Simcoe St.	250 m east of Court St.	Local (Oshawa)	20
59	Olive Ave.	Ritson Rd.	Elmridge St.	Type C Arterial	20-26
59	Olive Ave.	Elmridge St.	Townline Rd.	Type C Arterial	26
60	Wentworth St.	Thickson Rd.	Thornton Rd.	Type C Arterial	36
60	Wentworth St.	Thornton Rd.	Stevenson Rd.	Type C Arterial	30

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
60	Wentworth St.	Park Rd.	60 m west of Ravine Rd.	Type C Arterial	30
60	Wentworth St.	60 m west of Ravine Rd.	Ritson Rd.	Type C Arterial	36
60	Wentworth St.	Ritson Rd.	Wilson Rd.	Type C Arterial	33
60	Wentworth St.	Wilson Rd.	Farewell St.	Type C Arterial	30
Hwy. 2	Kingston Rd.	Toronto-Durham Boundary	Elizabeth St.	Type B Arterial	45
Hwy. 2	Kingston Rd.	Elizabeth St.	Mill St.	Type B Arterial	30-34
Hwy. 2	Kingston Rd.	Mill St.	Rotherglen Rd.	Type B Arterial	34-42
Hwy. 2	Kingston Rd.	Rotherglen Rd.	Lake Ridge Rd.	Type B Arterial	45
Hwy. 2	Dundas St.	Lake Ridge Rd.	White Oaks Dr.	Type B Arterial	45
Hwy. 2	Dundas St.	White Oaks Dr.	200 m east of Cochrane St./ Annes St.	Type B Arterial	42-45
Hwy. 2	Dundas St.	200 m east of Cochrane St./ Annes St.	Henry St./Euclid St. to Byron St.	Type B Arterial	36
Hwy. 2	Dundas St.	Henry St./Euclid St. to Byron St.	Byron St.	Type B Arterial	26-30
Hwy. 2	Dundas St.	Byron St.	Athol St.	Type B Arterial	20-26
Hwy. 2	Dundas St.	Athol St.	Hickory St.	Type B Arterial	26-32
Hwy. 2	Dundas St.	Hickory St.	Garden St.	Type B Arterial	32-36
Hwy. 2	Dundas St.	Garden St.	Powell Rd.	Type B Arterial	42-45

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
Hwy. 2	Dundas St.	Powell Rd.	Whitby/ Oshawa Boundary	Type B Arterial	36
Hwy. 2	King St.	Whitby/Oshawa Boundary	Thornton Rd.	Type B Arterial	45
Hwy. 2	King St.	Thornton Rd.	Bond St.	Type B Arterial	40
Hwy. 2	King St.	Bond St.	Grenfell St.	Type B Arterial	28
Hwy. 2	King St.	Grenfell St.	Simcoe St.	Type B Arterial	20-22
Hwy. 2	King St.	Simcoe St.	Wilson Rd.	Type B Arterial	20-22
Hwy. 2	King St.	Wilson Rd.	Bond St./ Riverside Dr.	Type B Arterial	26
Hwy. 2	King St.	Bond St./ Riverside Dr.	Townline Rd.	Type B Arterial	45
Hwy. 2	King St.	Townline Rd.	Hwy. 418 Southbound Off-Ramp	Type B Arterial	45
Hwy. 2	Regional Hwy. 2	Hwy. 418 Southbound Off-Ramp	Bowmanville Ave.	Type B Arterial	36
Hwy. 2	King St.	Haines St.	Darlington-Clarke Townline Rd.	Type B Arterial	36
Hwy. 2	King St.	Darlington-Clarke Townline Rd.	North St./ Baldwin St.	Type A Arterial	36
Hwy. 2	King Ave.	190 m east of Beaver St.	Farrow Ave.	Type A Arterial	36
Hwy. 2	Regional Hwy. 2	Farrow Ave.	590 m east of Brownsville Rd. (north leg)	Type A Arterial	36

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
Hwy. 2	Regional Hwy. 2	590 m west of Brownsville Rd. (north leg)	330 m east of Brownsville Rd. (south leg)	Type A Arterial	30
Hwy. 2	Regional Hwy. 2	330 m east of Brownsville Rd. (south leg)	Reid Rd.	Type A Arterial	36
Hwy. 2	Regional Hwy. 2	Reid Rd.	Paynes Cr.	Type A Arterial	26
Hwy. 2	Regional Hwy. 2	Paynes Cr.	East Townline Rd.	Type A Arterial	36
Hwy. 2	Bond St.	King St.	King St./ Riverside Dr.	Type B Arterial	20-22
Hwy. 12	Brock St.	Rossland Rd.	Taunton Rd.	Type B Arterial	36
Hwy. 12	Baldwin St.	Taunton Rd.	Garden St. road allowance	Type B Arterial	36
Hwy. 47	Regional Hwy. 47	York Durham Line	Goodwood Rd.	Type A Arterial	40
Hwy. 47	Regional Hwy. 47	Goodwood Rd.	Tindall Ln.	Type B Arterial	26-30
Hwy. 47	Regional Hwy. 47	Tindall Ln.	Conc. 6	Type B Arterial	30
Hwy. 47	Toronto St.	Conc. 6	Elgin Dr.	Type B Arterial	36
Hwy. 47	Toronto St.	Elgin Dr.	Victoria Dr.	Type B Arterial	30
Hwy. 47	Toronto St.	Victoria Dr.	Brock St.	Type B Arterial	20
Hwy. 47	Brock St.	Toronto St.	First Ave./ Marietta St.	Type B Arterial	20
Hwy. 47	Brock St.	Fourth Ave.	Allinson Ln.	Type B Arterial	30
Hwy. 47	Regional Hwy. 47	Allinson Ln.	O'Neil Rd.	Type B Arterial	30

Rd. #	Regional Road Name	From	To	Road Designation	Right-of-Way Width (m)[1]
Hwy. 47	Regional Hwy. 47	O'Neil Rd.	Hwy. 7/12	Type B Arterial	36
Hwy. 48	Regional Hwy. 48	Hwy. 12	Simcoe St.	Type A Arterial	36

Notes:

[1] Wider rights-of-way on Regional roads may be required to accommodate features such as grading, utilities, active transportation facilities, transit facilities, landscaping, stormwater management infrastructure, noise attenuation installations, medians, traffic signals or other traffic control devices, roundabouts, auxiliary lanes, bridges, interchanges, and intersection sight triangles including at intersections of an arterial road and a railway. The required right-of-way shall be based on the specific characteristics of the location and shall be determined in accordance with accepted engineering design criteria. For new Regional roads, the immediate provision of wider rights-of-way may be considered to accommodate such features. A corridor study or Environmental Assessment shall be undertaken by the Region to identify any exceptions to the right-of-way widths identified in this table. If the intent of this Plan is adhered to, and following adequate study to the effect that the identified right-of-way provisions are impractical and cannot be implemented precisely, the Region may deviate from these provisions without the need for an amendment to this Plan. Within Urban Growth Centres, Regional Centres, Rural Regional Centres and Hamlets, the above right-of-way width requirements shall apply unless it can be demonstrated, in consultation with the Region, that exceptions to the right-of-way widths are appropriate for specific sections of Regional roads. The exceptions shall be incorporated into the respective area municipal Official Plan, and updated in this table and Map 3e through consolidation.

[2] Right-of-way widths to be confirmed upon completion of the Simcoe Street Rapid Transit Environmental Assessment Study.

Table 7. Key Natural Heritage & Key Hydrologic Features by Provincial Plan

Feature	Greenbelt Plan	Oak Ridges Moraine Conservation Plan	Lake Simcoe Protection Plan	Growth Plan	Provincial Policy Statement
Habitat of endangered and threatened species	●	●		●	●
Fish habitat	●	●		●	●
Areas of natural and scientific interest	● (life science)	● (life science)		● (life science)	●
Significant valleylands	●	●	●	●	●
Significant woodlands	●	●	●	●	●
Significant wildlife habitat	●	●		●	●
Sand barrens, savannahs, tallgrass prairies	●	●		●	
Alvars	●			●	
Wetlands	●	●	●	●	● (significant wetlands, significant coastal wetlands, coastal wetlands)

Feature	Greenbelt Plan	Oak Ridges Moraine Conservation Plan	Lake Simcoe Protection Plan	Growth Plan	Provincial Policy Statement
Permanent and intermittent streams	●	●	●	●	
Lakes and littoral zones	●		●	●	
Kettle lakes		●			
Seepage areas and springs	●	●		●	
Lake Simcoe Shoreline			●		
Natural areas abutting Lake Simcoe			●		

Maps

Maps

Map 1. Regional Structure – Urban & Rural Systems (online)

Map 2. Greenlands System (online)

Map 2a. Regional Natural Heritage System

Map 2b. Provincial Oak Ridges Moraine Conservation Plan and Greenbelt Plan Land Use Designations

Map 2c. Water Resources System – Key Hydrologic Features

Map 2d. Water Resources System – Significant Groundwater Recharge Areas

Map 2e. Water Resources System – Significant Surface Water Contribution Areas and Ecologically Significant Groundwater Recharge Areas

Map 2f. Source Water Protection

Map 2g. Highly Vulnerable Aquifers and Areas of High Aquifer Vulnerability

Map 2h. Landform Conservation Areas on the Oak Ridges Moraine

Map 3. Transportation System (online)

Map 3a. Transit Priority Network

Map 3b. Road Network

Map 3c. Strategic Goods Movement Network

Map 3d. Active Transportation Network

Map 3e. Regional Road Right-of-Way Requirements

Map 4. Aggregate Resources (online)



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