

# PORT WHITBY COMMUNITY

SECONDARY PLAN UPDATE  
COMMUNITY IMPROVEMENT PLAN  
URBAN DESIGN GUIDELINES

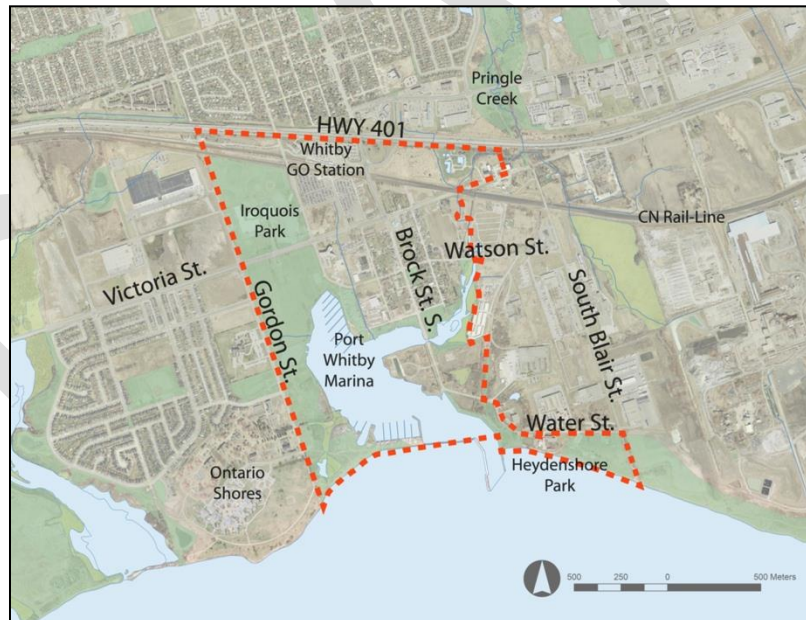
*September 2015*

**DRAFT PROPOSED AMENDMENT NUMBER # \_\_\_\_ to the Whitby Official Plan**

**PURPOSE:** The intent of this Amendment is to incorporate policies in the Official Plan that establish the basis for development in the Port Whitby Community Secondary Plan Area. This document should be read in conjunction with the Port Whitby Urban Design Guidelines and the Port Whitby Community Improvement Plan.

**LOCATION:** The Secondary Plan area is bounded by Highway 401 to the north, by an irregular boundary along Pringle Creek, and the adjacent industrial lands to the east, following Water Street and South Blair Street in the southeast, Lake Ontario to the south, and by Gordon Street to the west (Figure 1). The gross land area of the study area is approximately 183 hectares with an approximate existing population of 2,000 people and 500 jobs. Figure 1 illustrates the Secondary Plan area, shows the study area boundary and marks some of its key features.

Figure 1 Port Whitby Community Secondary Plan Area



**BASIS:** The Region of Durham adopted Regional Official Plan Amendment 128 to conform to the Provincial Growth Plan. ROPA 128 has identified, amongst other matters, Waterfront Places, major transit station areas, and Regional Corridors as areas where intensification is intended to occur. The Town of Whitby adopted Official Plan Amendment (OPA) 90 in 2010 to incorporate

intensification policies into its Official Plan. The Port Whitby Community Secondary Plan area includes the “Port Whitby/Whitby GO Station Area” Intensification Area identified in OPA 90. OPA 90 sets a target of 10,500 more people and 3,290 more jobs in the Port Whitby/Whitby GO Station Area by 2031. As such, the Port Whitby Secondary Plan Area is to be planned to accommodate a total of 12,500 people and 3,790 jobs by 2031. The Town of Whitby also adopted the Port Whitby Sustainable Community Plan in 2011, which included recommendations for updates to the Port Whitby Community Secondary Plan to accommodate future growth and development in a sustainable manner.

The purpose of the Secondary Plan Update, Urban Design Guidelines and Community Improvement Plan documents is to proactively plan for future development in Port Whitby by providing a framework for redevelopment and intensification to meet population and employment targets. The policies and provisions within these documents guide the physical, social, economic and environmental management of growth in Port Whitby.

#### **ACTUAL AMENDMENT:**

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

1. By Amending Schedule ‘D’ – Transportation, by adding a Collector Road, as shown on the attached Exhibit ‘A’.
2. By replacing Schedule ‘F’ – Port Whitby Community Secondary Plan with the attached Exhibit ‘B’.
2. By replacing Section 11.1 – Port Whitby Community Secondary Plan, in its entirety, with the following:

#### **“Section 11.1 – Port Whitby Community Secondary Plan**

##### **11.1.1 Goals**

- 11.1.1 To encourage the sensitive integration of new development into the fabric of the existing Port Whitby community.
- 11.1.2 To establish where new development and intensification will be located and to determine how existing stable neighbourhoods and environmental features will be protected, while facilitating positive change and growth.

11.1.3 To create better transit, pedestrian, cycling and vehicular connections to the waterfront, GO Station, surrounding neighbourhoods, the downtown and within the Port Whitby community.

**11.1.2 Objectives**

11.1.2.1 To maximize the potential for the utilization of the Whitby Harbour as a small-craft harbour and the utilization of the adjoining public open space lands for active and passive recreational purposes.

11.1.2.2 To provide for the growth and development of mixed use community through infilling and/or intensification in order to provide a mix and range of housing, appropriate in terms of scale, traffic generated, and demand on municipal services

11.1.2.3 To create a compact neighbourhood with a range of services that includes the necessary amenities and transportation options for an economically and socially viable neighbourhood.

11.1.2.4 To promote Port Whitby as a vibrant and diverse, liveable place for appropriate opportunities for intensification, entertainment, leisure, and civic activities, and where a variety of experiences, unique and neighbourhood retail uses, and a range of residential uses are available.

11.1.2.5 To ensure that the character of existing and well-established residential streets is maintained and enhanced by ensuring that development and redevelopment is consistent with the policies of this plan, and compatible with neighbouring development, in terms of built form, character of adjacent buildings and the scale and density of existing development.

11.1.2.6 To foster a sense of civic identity through a high standard of community design in all future development that encompasses:

- a) the appropriate integration of public and private spaces;
- b) a high degree of visual diversity and aesthetic quality;
- c) a well-defined public realm, including an interconnected open space network;
- d) sustainable and energy efficient building and site design;

- e) the sensitive integration of new development with existing development; and,
  - f) a pedestrian oriented development pattern.
- 11.1.2.7 To encourage reductions in the use of private automobiles by promoting public transit, active transportation, auto sharing, and the use of Transportation Demand Management measures.
- 11.1.2.8 To create a sustainable community that demonstrates excellence in all aspects of sustainability including land use and economic vitality, energy, water and wastewater, materials and solid waste, environment, habitat and biodiversity, and accessibility and transportation, and that advances the strategies and recommendations contained in the Port Whitby Sustainable Community Plan.
- 11.1.3 Sustainability**
- 11.1.3.1 The Town, through the review of development applications, will require proponents of new development to address sustainability matters outlined in the Port Whitby Sustainable Community Plan and Section 3.2.5.2 and 3.2.6 of this Plan, to be considered through the development approval process. On this basis, proponents of new development may be required to prepare a Sustainability Plan that considers the elements of sustainability identified in this Plan and the Port Whitby Sustainable Community Plan, to demonstrate how the proposed development would advance sustainability objectives.
- 11.1.3.2 New development within the Port Whitby area may be conditional on meeting sustainability objectives as appropriate. Considerations will be given through all review processes as to how these requirements could be phased through the development process.
- 11.1.4 Low Density Residential**
- 11.1.4.1 Lands designated Low Density Residential shall be developed in accordance with the policies of Section 4.2.3.9 except as modified by the following additional policies.
- 11.1.4.2 Lands designated Low Density Residential permit single and semi-detached dwellings.

- 11.1.4.3 The maximum residential density shall not exceed 30 dwelling units per net hectare and the maximum building height shall not exceed three storeys.
- 11.1.4.4 Where a single detached or semi-detached building is proposed to be demolished and replaced, the Municipality may require proponents to demonstrate how the new dwelling is compatible from a siting, design and architectural perspective with existing homes on adjacent lots.
- 11.1.4.5 Development that has the effect of increasing the frontage of any existing lot or by increasing the building façade by 25% or more is discouraged unless it can be demonstrated that the relationship between the built form and the street frontage along the street is generally maintained. The width of any new or enlarged lot, or new or enlarged building façade, should not generally exceed the average width of the existing lots or building façades on the same block or as a consequence of a land assembly.

#### **11.1.5 Medium Density Residential One**

- 11.1.5.1 Lands designated Medium Density Residential One shall be developed in accordance with the policies of Section 4.2.3.10 except as modified by the following additional policies.
- 11.1.5.2 Lands designated Medium Density Residential One permit townhouses, multiple dwellings, and low-rise apartment buildings.
- 11.1.5.3 The minimum residential density is 30 dwelling units per net hectare and the maximum residential density shall not exceed 50 dwelling units per net hectare. The minimum building height shall be two storeys and the maximum building height shall not exceed four storeys.
- 11.1.5.4 The planned built form characteristics of the Medium Density Residential One designation should encourage the development of a variety of building forms that are generally low rise in height and are subject to the following design and built form criteria:
- a) Buildings should be located at or close to the street line to reinforce a strong street edge, where appropriate, while respecting the existing condition;
  - b) Parking areas shall generally not be located between buildings and the streetlines; and

- c) Landscape treatments should be provided to contribute to the development of a walkable and safe pedestrian environment.

11.1.5.5 The retention and updating of existing low-rise buildings in the Medium Density Residential One designation is encouraged where feasible. On this basis, additional development, redevelopment or alterations may be permitted on lots that are the site of low-rise buildings provided that as a condition of approval, the façades of the existing buildings are updated and modernized. In addition, the location and arrangement of parking areas shall be reviewed and altered where feasible to minimize the impact of the parking areas on the streetscape. The addition of landscaping and other features is also encouraged.

11.1.5.6 Where redevelopment is proposed, it should have direct access from the dwelling to the street to support and encourage the residential character of the area. Garages and/or parking for the new dwellings should be located to the rear of the building.

11.1.5.7 It is recognized that the provision of additional landscaping may not be feasible when lots are redeveloped and/or when existing uses are expanded, particularly if the landscaping potentially limits the amount of development that could occur and/or is not feasible given building and parking area location. In these cases, the focus shall be on the enhancement of the streetscape by the addition of landscaping between the building and the public road and the parking areas adjacent to the public road.

#### **11.1.6 Medium Density Residential Two**

Lands designated Medium Density Residential Two shall be developed in accordance with the policies of Section 4.2.3.10 except as modified by the following additional policies.

11.1.6.1 Lands designated Medium Density Residential Two permit mid-rise multiple dwelling units and mid-rise apartment buildings.

11.1.6.2 The minimum residential density is 50 dwelling units per net hectare and the maximum residential density shall not exceed 65 dwelling units per net hectare. The minimum

building height shall be three storeys and the maximum building height shall not exceed six storeys.

11.1.6.3 The planned built form characteristics of the Medium Density Residential Two designation should encourage the development of a variety of building forms that are generally mid-rise in height and are subject to the following design and built form criteria:

- a) Buildings should be located at or close to the street line to reinforce a strong street edge, where appropriate, while respecting the existing condition;
- b) Parking areas shall generally not be located between buildings and the streetlines; and
- c) Landscape treatments should be provided to contribute to the development of a walkable and safe pedestrian environment.

## **11.1.7 Mixed Use Residential One**

11.1.7.1 Lands designated Mixed Use Residential One shall be developed in accordance with the policies of Section 4.2.3.11 and Section 4.5.3, except as modified by the following additional policies.

11.1.7.2 Lands designated Mixed Use Residential One permit residential uses in a multiple unit setting and a wide range of small-scale retail, cultural and small-scale service commercial and office uses. Drive-through service facilities are not permitted.

11.1.7.3 The minimum residential density is 30 dwelling units per net hectare and the maximum residential density shall not exceed 60 dwelling units per hectare. The minimum building height shall be three storeys and a maximum building height shall not exceed six storeys.

11.1.7.4 Mixed-use commercial development shall be required to include integrated residential uses. For the purposes of this policy, floorspace shall be calculated based on requiring a minimum of one square metre of residential floorspace, for each one square metre of ground floor commercial floor space. Offices may be permitted within the upper floors of a mixed-use development, provided that residential uses are separated from non-residential uses.



- 11.1.7.5 Development taking place where frontage is located on Brock Street South or Victoria Street must contain ground floor related commercial uses.
- 11.1.7.6 New construction should frame and enclose the public realm of Brock Street South with mid-rise infill buildings that are stepped back from a four storey street wall.
- 11.1.7.7 New infill development along Brock Street South should have adaptable and accessible ground floor spaces suitable for a range of uses such as galleries, professional offices, retail, community space and live/work units that can animate the public realm.
- 11.1.7.8 Improvements to the streetscape, such as soft landscaping, lighting fixtures, benches and public art, will be required as part of the overall project design of new developments.
- 11.1.7.9 The encroachment of restaurant patios and the outdoor display and sale of goods related to a business along Brock Street South is encouraged and may be permitted within the municipal right-of-way provided the scale and extent of the encroachment does not affect pedestrian/vehicular movement in the area.
- 11.1.7.10 Parking to serve uses along Brock Street South shall be comprised of a combination of private and, where feasible, public parking facilities. The provision of adequate and convenient off-street parking is recognized as a necessity in the promotion and enhancement of Lower Brock Street. On this basis, the Municipality will encourage the coordination of existing parking facilities including the linkage of driveways and lanes for parking purposes. To the extent possible, new parking facilities shall be coordinated and linked with existing parking facilities.
- 11.1.7.11 Notwithstanding, any provisions of this plan to the contrary, townhouse development may be permitted to a maximum density of 75 units per hectare, on the properties having frontage on Brock Street South, located in Part of Lot 26, Broken Front Concession, identified as Assessment Roll #18-09-030-012-9300 and Assessment Roll #18-09-030-012-9400, subject to inclusion in the implementing Zoning By-law.

### **11.1.8 Mixed Use Residential Two**

- 11.1.8.1 Lands designated Mixed Use Residential Two shall be developed in accordance with the policies of Section 4.2.3.11, Section 4.5.3, and Sections 11.1.7.4 to 11.1.7.10 inclusive, except as modified by the following additional policies.
- 11.1.8.2 Lands designated Mixed Use Residential Two permit residential uses in a multiple unit and apartment setting and a wide range of small-scale retail, cultural and small-scale service commercial and office uses. Drive-through service facilities are not permitted.
- 11.1.8.3 The minimum residential density is 60 dwelling units per net hectare and the maximum residential density shall not exceed 75 dwelling units per hectare. The minimum building height shall be four storeys and a maximum building height shall not exceed eight storeys
- 11.1.8.4 Notwithstanding, any provisions of this Plan to the contrary, for the lands located at 101 Victoria Street West, and 1510, 1514 and 1518 Brock Street South, identified as Assessment Roll #'s 18-09-030-012-00900-000, 18-09-030-012-01100-000, 18-09-030-012-01200-0000 and 18-09-030-012-01300-000 the maximum permitted density shall be 300 units per net hectare, with a maximum building height of twelve storeys, with the accessory use of ground floor retail and commercial floorspace, to a maximum of 1,100 square metres, subject to inclusion of appropriate provisions in the zoning by-law.

### **11.1.9 High Density Residential Mixed Use**

- 11.1.9.1 Lands designated High Density Residential Mixed Use shall be developed in accordance with Section 4.2.3.11, except as modified by the following additional policies.
- 11.1.9.2 Lands designated High Density Residential Mixed Use permit multi-storey residential buildings and a wide range of small-scale retail, cultural, small-scale service commercial and office uses. Drive-through service facilities are not permitted.
- 11.1.9.3 The minimum residential density is 75 dwelling units per net hectare and the maximum residential density shall not exceed 300 dwelling units per net hectare. The minimum

building height shall be six storeys and a maximum building height shall not exceed eighteen storeys.

11.1.9.4 Notwithstanding any provisions of this Plan to the contrary, for the property at 1600 Charles Street, identified as Assessment Roll # 18-09-030-012-09103-0000, the maximum permitted residential density shall be 202 dwelling units per hectare.

11.1.9.5 Notwithstanding any provisions of this Plan to the contrary for lands located within Part Lot 27, Broken Front Concession, identified as Assessment Roll #'s 18-09-030-012-03200-0000, 18-09-030-012-03300-0000 and 18-09-030-012-03400-0000, the minimum residential density shall be 115 dwelling units per net hectare density and the maximum residential density shall be 370 dwelling units per net hectare. A marina, ancillary retail, and personal service uses may also be permitted. Retail and personal uses will be harbour-related and serve the recreational and tourist function of the harbour as well as the residents of lands subject to this policy.

11.1.9.6 Notwithstanding any provisions of this Plan to the contrary, the maximum residential density permitted at 1606, 1610, and 1614 Charles Street, identified as Assessment Roll #'s 18-09-030-012-05700, 18-09-030-012-05800 and 18-09-030-012-05900, shall be 300 dwelling units per net hectare with a maximum building height of up to eighteen storeys.

#### **11.1.10 Commercial**

11.1.10.1 Lands designated Commercial shall be developed in accordance with the policies of Section 4.4.3.1 c), except as modified by the following additional policies.

11.1.10.2 Lands designated Commercial north of the rail line between Henry Street and Brock Street permit business and professional offices, trade and convention centres, hotels and uses that are associated with the above uses and integrated within office buildings, such as take-out or full service restaurants, financial institutions, personal service shops, convenience stores and commercial fitness centres. The minimum building height shall be three storeys and the maximum building height shall be eighteen storeys.

11.1.10.3 Lands designated Commercial south of Water Street permit smaller floorplate retail and personal service uses limited to

businesses and amenities servicing local residents and visitors. The maximum building height shall be two storeys.

- 11.1.10.3 New office buildings shall generally form a continuous wall along public streets, respecting a consistent setback from the public street, to be determined through a detailed site analysis.

**11.1.11 Community / Institutional**

- 11.1.11.1 Lands designated Community/Institutional shall be developed on accordance with the policies of Section 4.7, except as modified by the following additional policies.

- 11.1.11.2 Lands designated Community/Institutional bounded by Watson Street, Charles Street, Front Street and the Lake Ontario shoreline permit the uses permitted in the Mixed Use Residential One designation as set out in Section 11.1.7 of this Plan, subject to the preparation of an Urban Design Plan as set out in Section 11.1.17 of this Plan.

**11.1.12 Major Open Space**

- 11.1.12.1 Lands designated as Major Open Space shall be developed in accordance with the policies of Section 4.8 of this Plan, except as modified by the following additional policies.

- 11.1.12.2 Docking areas and related on-shore facilities are permitted on lands designated Marina on Schedule F. No expansion of existing facilities shall be permitted.

- 11.1.12.3 Active transportation networks and connections linking Major Open Space area with surrounding land uses shall be provided through the development approval process.

- 11.1.12.4 A park shall be included as part of the future redevelopment of the GO Station site north of Victoria Street. This park shall provide an amenity space for residents of the redeveloped GO Station site and a strong pedestrian linkage between this neighbourhood and the waterfront.

- 11.1.12.5 The continued existence of St. John's Church, cemetery and grounds shall be permitted and is recognized as one of the significant heritage sites in Port Whitby Community. Notwithstanding any other policies to the contrary, any further redevelopment of these lands for other unrelated uses shall require an amendment to this Plan.

**11.1.13 Utilities**

- 11.1.18.1 Lands designated as Utilities on Schedule F shall be in accordance with the provisions of the Durham Regional Official Plan.
- 11.1.13.2 The lands designated Utilities north of Victoria Street and east of Brock Street recognize the continued existence of the Regional Sewage Treatment facility. The lands designated Utilities south of Water Street east of Brock Street South recognize the continued existence of the Regional Water Treatment facility.
- 11.1.13.3 Applications for development and redevelopment within the Port Whitby Community Secondary Plan area, as contemplated by the policies of this Plan, may require supporting Functional Servicing Reports to address required extensions, improvements and upgrading of components of the water supply, sanitary sewer and storm sewer services.
- 11.1.13.4 The lands north of the rail corridor shall permit transportation related uses, including vehicular parking for GO Transit if required.

**11.1.14 Environmental Protection Area**

- 11.1.14.1 Lands designated Environmental Protection Area shall be governed in accordance with the policies of Sections 4.9 and 5 of this Plan, except as modified and/or enhanced by the following additional policies.
- 11.1.14.2 Lands designated Environmental Protection Area include natural hazard lands / floodplain, valley lands, woodlands, wetlands, as well as Provincially Significantly Wetlands.
- 11.1.14.3 Where appropriate, Council shall consult with the Region of Durham and the Central Lake Ontario Conservation Authority to encourage the use of conservation easements to protect private lands within the Environmental Protection Area designation.
- 11.1.14.4 Full Environmental Impact Studies (EIS) will be required for applications for development within 30 metres of natural heritage features and for applications for development within 120 metres of a Provincially Significant Wetland. The details of the EIS shall be dependent on the features within and adjacent to the proposed development.

- 11.1.14.5 An EIS must be prepared by a qualified professional(s) in the appropriate field(s) of expertise (e.g., ecology, hydrogeology and/or environmental planning) and must be submitted to the Town of Whitby as part of a complete development application. The Town of Whitby will consult with Central Lake Ontario Conservation Authority, Ministry of Natural Resources or other appropriate agencies in a review capacity or for additional guidance with respect to key issues.
- 11.1.14.6 An EIS will identify and assess the potential impact of a proposed development on the ecologic and hydrogeological features and functions within the proposed development area. The EIS will include a detailed water balance to demonstrate that pre- and post-development infiltration can be maintained and recommendations on buffers adjacent to sensitive areas and preservation, maintenance, and enhancement of woodlot, wetland and natural linkage corridors are provided.
- 11.1.14.7 Where an EIS recommends that minor modifications can be made to the boundary of the Environmental Protection Area designation and subject to the satisfaction of the Town of Whitby and Central Lake Ontario Conservation Authority, then the boundary can be refined without further amendment to this Plan. Where boundaries are adjusted, the abutting land use designation shall apply, provided the intent of the Plan is maintained.

**11.1.15 Flood Hazard Area**

- 11.1.15.1 Lands identified as Flood Hazard Area shall be governed in accordance with the policies of Section 4.9 of this Plan, except as modified by the following additional policies.
- 11.1.15.2 Within the Flood Hazard Area, where opportunity exists to reduce the size of the floodplain as a consequence of the upgrading of infrastructure in the area, it shall be the responsibility of the landowners involved to complete the work required and secure the appropriate approvals. Once approvals are secured, and the works have been completed to the satisfaction of the Town of Whitby and the Central Lake Ontario Conservation Authority, development may occur on these lands in accordance with the applicable land use designation.

### **11.1.16 Transportation**

- 11.1.16.1 The classification of all existing and proposed roads in the Port Whitby Community Secondary Plan study area is described on Schedule D. Existing and proposed trails and connections are identified on Schedule F.
- 11.1.16.2 While the Arterial Roads shown on Schedule D are intended primarily to allow for the ease of motor vehicle traffic throughout the Region and the Municipality, regard must be had in their design to the other public interest objectives established by this Plan, which require that higher density development be established along Arterial Roads in a pedestrian oriented and transit supportive environment.
- 11.1.16.3 Arterial roads must be designed in a manner that provides for other modes of non-motorized travel and the pedestrian. In addition, priority shall be given to ensuring that public transit facilities, such as stops, shelters and dedicated lanes, are all part of the overall design of the arterial road over the long term.
- 11.1.16.4 Within the Mixed Use Residential One and Mixed Use Residential Two designations focused on Brock Street South, it is the intent of this Plan that a pedestrian oriented public realm be established to promote a safe, walkable and vibrant urban environment. On this basis, Brock Street South shall be designed in a manner that accommodates planned right-of-way to be devoted for the automobile, the pedestrian and non-motorized modes of travel, and landscaping as generally depicted in the Urban Design Guidelines Figure 5.20.
- 11.1.16.5 All of the right-of-ways in the Port Whitby Community Secondary Plan area shall be planned to allow for a tree canopy that will provide shade and enhance and establish a vibrant urban environment. In this regard, a Tree Canopy Plan may be required as part of a complete development application, and the trees should be planted as soon as feasible to ensure that a canopy is established in the shorter term.
- 11.1.16.6 Given anticipated densities and built form, all right-of-ways in the Port Whitby Community Secondary Plan study area shall be planned to accommodate sidewalks on both sides where feasible.
- 11.1.16.7 Increased east-west connectivity through the Port Whitby Community Secondary Plan study area should be

accomplished over the long-term and considered during the development approval process.

- 11.1.16.8 New development proposals may be required to be supported by a traffic study that identifies options that have the effect of improving connectivity, especially between Henry Street and Brock Street. In order to provide for the orderly development of lands north of Victoria Street, phasing options may need to be considered.
- 11.1.16.9 Any new roads or road improvements will be subject to an Environmental Assessment and must meet the engineering standards of the Town and the Region. If it is determined that proposed connections are not feasible, other alternative alignments that provide the same function will need to be considered.
- 11.1.16.10 Major applications for development shall be supported by a parking management plan that identifies how parking is to be provided on site. Such a parking management plan shall also take into account the potential to provide on-street and off-site off-street parking in the area to support proposed development. As a condition of approval, the Town may require that easements be provided to allow for the sharing of internal accesses between parking areas.
- 11.1.16.11 The provision of appropriate space for the storing and parking of bicycles and motor vehicles that are part of a car sharing program shall be required as a condition of approval for major development in Port Whitby. In addition, the establishment of surface parking on any lands north of Victoria Street shall be restricted to short-term parking requirements.
- 11.1.16.12 In considering the continual enhancement of the Region's public transit system, priority may be given to developments which support public transit and/or which facilitate the provision of transit stations and/or related infrastructure as a condition of development approval. In addition, parking requirements may be reduced in circumstances where it can be demonstrated that the number of vehicles expected to access the proposed use is, or can be, lessened through the use of public transit or other travel demand management.
- 11.1.16.13 As an incentive to encourage travel demand management, the Municipality may permit reduced parking standards for developments that demonstrate through their travel demand



management plan and implementation strategy that a reduction in the parking standards is appropriate.

- 11.1.16.14 Connectivity across Victoria Street for pedestrians, particularly between the existing signalized intersections at Brock Street and Watson Street, should be accommodated.

### **11.1.17 Urban Design**

- 11.1.17.1 The provisions of Section 6.2 of this Plan shall apply to all lands within the Port Whitby Community Secondary Plan study area, except as modified and/or enhanced by the policies of this Section, the Port Whitby Urban Design Guidelines and the Port Whitby Community Improvement Plan.
- 11.1.17.2 An Urban Design Plan may be required as part of a complete application for development, to illustrate such matters as consolidation or joint development of lands, integration of uses, building placement, access and internal circulation, pedestrian connections, land use compatibility, accessibility, landscaping and opportunities for transit connections. Where an Urban Design Plan is required, such plan shall consider all matters listed in Sections 6.2 and 11.1.17 of this Plan, as well as the Port Whitby Urban Design Guidelines and the Port Whitby Community Improvement Plan.
- 11.1.17.3 Landscaping and planting are an integral component of all new development on vacant lots, redevelopment of existing uses and/or proposed alterations. All landscaping and planting plans shall be developed in accordance with the Port Whitby Urban Design Guidelines.
- 11.1.17.4 Proponents may be required to restore or enhance building façade(s) on the same lot in order to maintain the architectural character and identity of the surrounding area in accordance with the Port Whitby Urban Design Guidelines.
- 11.1.17.5 The Town of Whitby shall encourage and require tree planting and preservation through subdivision agreements and development approvals so that all areas are provided with sufficient urban tree canopy to maintain a high standard of amenity and identity for the Port Whitby waterfront community.
- 11.1.17.6 Where feasible, electrical, cable, telephone and other utilities shall be encouraged to locate underground and the location

of associated at-grade service boxes will have regard to the pedestrian environment and vehicular sight-lines.

- 11.1.17.7 The Town of Whitby will work with Whitby Hydro, Durham Region and landowners to secure re-location of the existing hydro facilities to a location within the Brock Street South right-of-way.
- 11.1.17.8 It is the intent of this Plan that lands be developed in an integrated fashion by encouraging the consolidation or joint development of lands.
- 11.1.17.9 Notwithstanding Section 11.1.17.8, where consolidation or joint development is not possible or desirable, development may be permitted on individual properties, provided that the Urban Design Plan outlined in Section 11.1.17.2 indicates how the proposed development of the specific parcel will permit the orderly and harmonious, future development of adjacent lands.

#### **11.1.18 Heritage Considerations**

- 11.1.18.1 Development and redevelopment on or adjacent to lands with heritage resources shall be considered in accordance with the policies of Section 6.1 of this Plan.
- 11.1.18.2 In order to support the economic viability of retaining heritage resources, properties with buildings designated under the Ontario Heritage Act may be zoned to permit such additional uses as limited office, retail or personal service uses, provided that compatibility with adjacent land uses and conformity with the general intent of this Plan are maintained.

#### **11.1.19 Implementation**

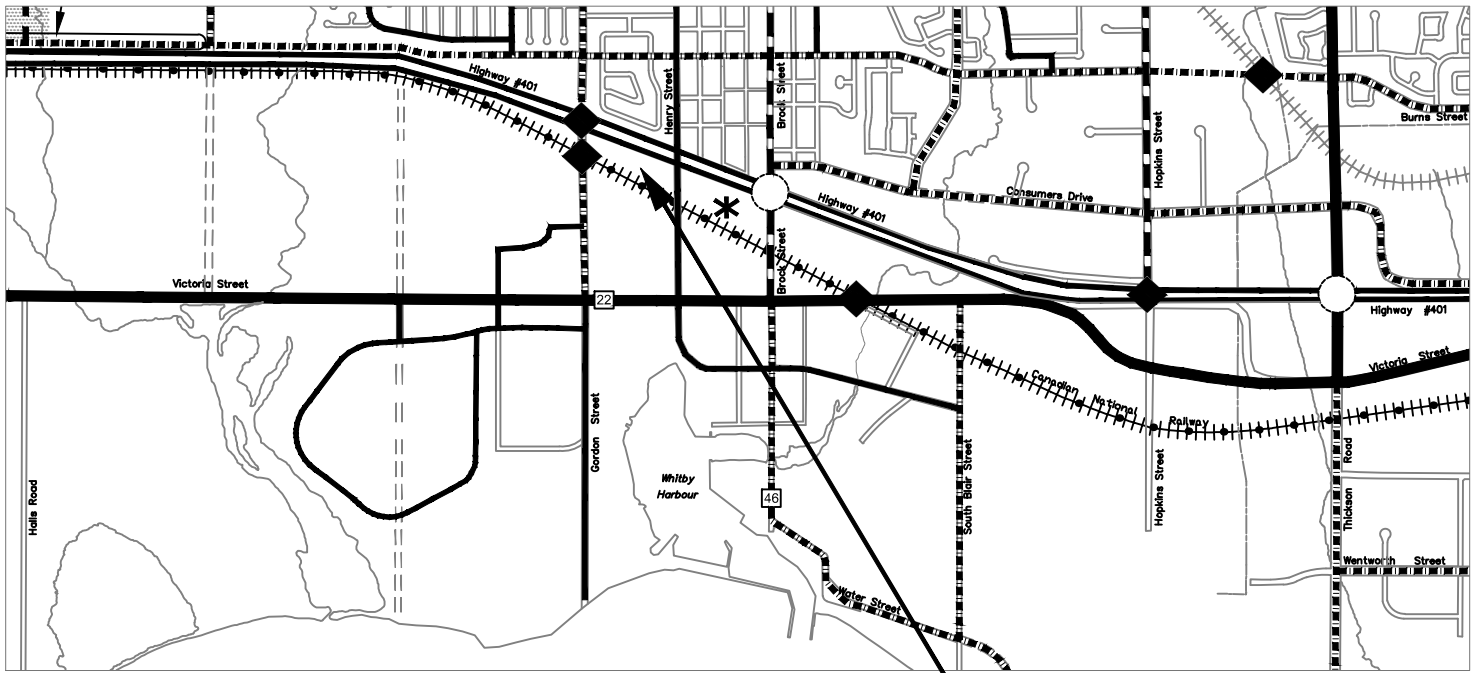
- 11.1.19.1 The provisions of Section 11.1 apply to the Port Whitby Community Secondary Plan study area as shown on Schedule F and provide more precise illustrations of the land use designations shown on Schedules A and B and in the policies of Part I of this Plan.
- 11.1.19.2 The Port Whitby Community Secondary Plan policies outlined in Section 11.1 shall be read and applied in conjunction with the Port Whitby Urban Design Guidelines and the Port Whitby Community Improvement Plan.”

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

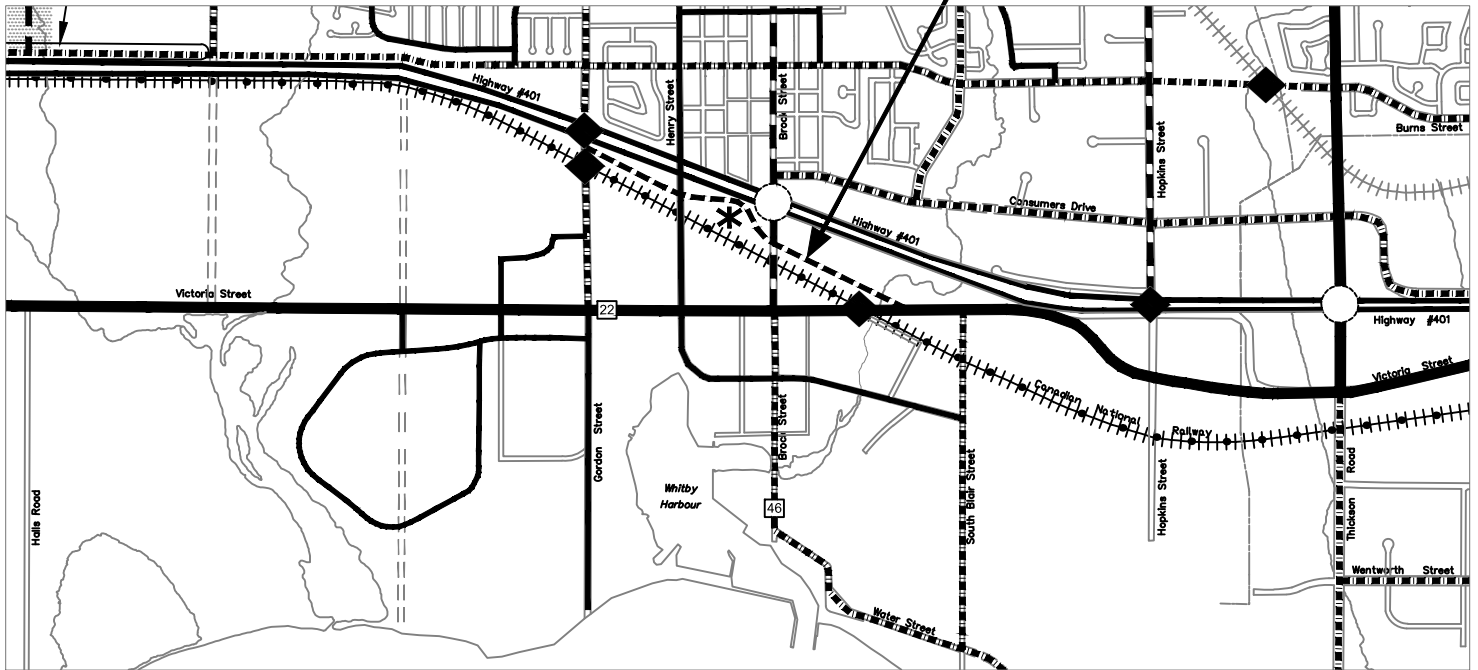
**INTERPRETATION:** The provisions set forth in the Town of Whitby, as amended, regarding the interpretation of the Plan shall apply in regard to this amendment.

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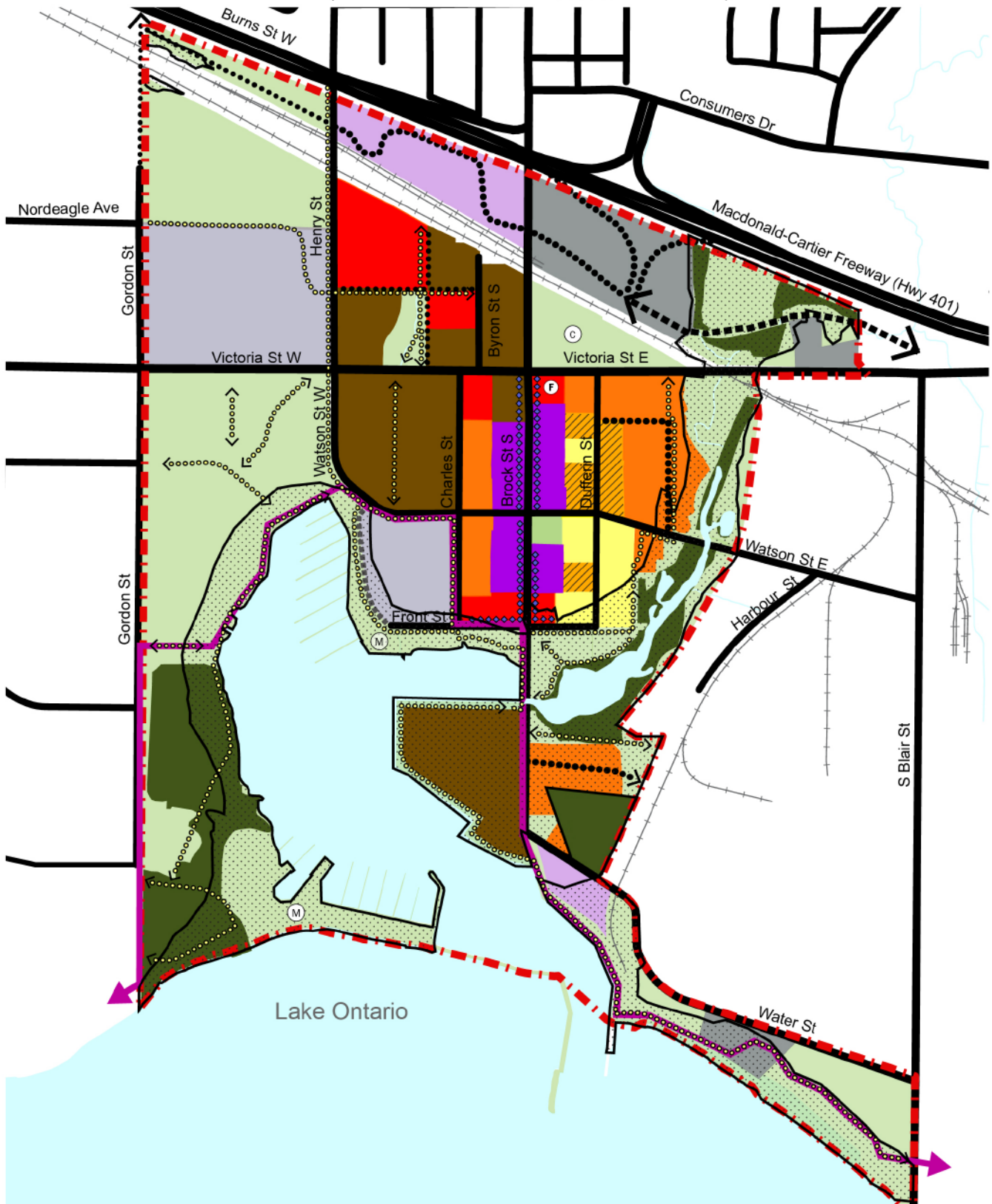
# Exhibit 'A' to Draft Proposed Official Plan Amendment # \_\_\_\_\_ to the Whitby Official Plan



Add 'Collector Road'



<p><b>Regional Approval Date:</b> December 6, 1995</p> <p><b>Last Revision Date:</b> October 2004</p>	<p><b>Legend</b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <ul style="list-style-type: none"> <li> Existing Controlled Access Highway (Freeway)</li> <li> Proposed Controlled Access Highway (Freeway)</li> <li> Type A Arterial Road (36m-50m ROW)</li> <li> Type B Arterial Road (30m-36m ROW)</li> <li> Type C Arterial Road (26m-30m ROW)</li> <li> Collector Road (20m-26m ROW)</li> <li> Local Road (18m-20m ROW)</li> <li> Unopened Road Allowance</li> <li> Intersection Improvement</li> <li> Proposed Grade Separation</li> <li> Proposed Interchange</li> <li> Interchange Improvement</li> </ul> </td> <td style="width: 50%; border: none;"> <ul style="list-style-type: none"> <li> GO Rail</li> <li> GO Station</li> <li> Railway Corridor</li> <li> Hydro Corridor</li> <li> Pipeline Corridor</li> <li> Regional Road</li> <li> Provincial Highway</li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li> Existing Controlled Access Highway (Freeway)</li> <li> Proposed Controlled Access Highway (Freeway)</li> <li> Type A Arterial Road (36m-50m ROW)</li> <li> Type B Arterial Road (30m-36m ROW)</li> <li> Type C Arterial Road (26m-30m ROW)</li> <li> Collector Road (20m-26m ROW)</li> <li> Local Road (18m-20m ROW)</li> <li> Unopened Road Allowance</li> <li> Intersection Improvement</li> <li> Proposed Grade Separation</li> <li> Proposed Interchange</li> <li> Interchange Improvement</li> </ul>	<ul style="list-style-type: none"> <li> GO Rail</li> <li> GO Station</li> <li> Railway Corridor</li> <li> Hydro Corridor</li> <li> Pipeline Corridor</li> <li> Regional Road</li> <li> Provincial Highway</li> </ul>	<p><b>Excerpt from Transportation Official Plan Town Of Whitby</b></p> <p>Schedule <b>D</b></p> <div style="text-align: center;">     <p style="font-size: small;">This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.</p> </div>
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**Legend:**

- - - Boundary of Port Whitby Community
- Low Density Residential
- Medium Density Residential One
- Medium Density Residential Two
- Mixed Use Residential One
- Mixed Use Residential Two
- High Density Residential Mixed Use
- Community / Institutional
- Commercial
- Utilities
- Major Open Space
- Environmental Protection Area
- C Cemetery
- M Marina
- Flood Hazard Area
- F Fire Station (Existing)
- Potential Corridor for Future Study
- Proposed Roads
- Seasonal Corridor
- Existing Road Network
- Active Transportation Network / Connections
- ↔ Waterfront Trail (Improved)
- Ground Floor Animation - Main Street

## PORT WHITBY COMMUNITY SECONDARY PLAN



**Official Plan**  
Town of Whitby  
September 2015

