

Exhibit A to Amendment # 148 to the Town of Whitby Official Plan

11.4 Brooklin Community Secondary Plan

11.4.1 Vision and Objectives

11.4.1.1 Vision

Brooklin will grow in a manner that maintains the small-town community feel while evolving into a **complete community**. The unique heritage **character** of the downtown will be maintained, and the vibrancy and pedestrian comfort of Baldwin Street will be enhanced. Additional retail and Mixed-Use **development** south of Winchester Road will allow Brooklin to have one downtown with an extension of the 'main street' **character** south of Winchester Road along a pedestrian promenade. While the community will grow in size and population, the growth will take place in a way that builds on and enhances the existing strengths of the community. Brooklin's new neighbourhoods will be walkable with higher density residential uses located along the arterial road spines and parks, schools and commercial areas distributed to promote a walkable destination. Transportation management will allow for a range of alternatives including **active transportation** along trails and cycle lanes. Residential growth and employment growth will be provided concurrently to achieve a balanced community where residents can work, live and play.

11.4.1.2 Objectives

Traffic management:

- a) To reduce traffic congestion by providing a balanced road network for local residents, businesses and visitors.
- b) To ~~eliminate~~ direct heavy vehicle and through traffic away from the portion of Baldwin Street through Downtown Brooklin.

Downtown Brooklin Major Central Area North – a heritage downtown:

- c) To ensure Downtown Brooklin continues to be the focal area for shopping, dining, and entertainment.
- d) To ensure Baldwin Street is a safe, comfortable and accessible street for all users.
- e) To create a vibrant and pedestrian-friendly environment along Baldwin Street through an animated streetscape and by locating buildings close to the street.
- f) To **conserve** the heritage attributes of the **significant cultural heritage resources** identified in the Brooklin Heritage Conservation District Plan.
- g) To ensure new buildings are sensitive to, and maintain the heritage **character** of the Downtown as described in the Brooklin Heritage Conservation District Plan.

Downtown Brooklin Major Central Area South – an urban village:

- h) To create a diverse and vibrant Mixed-Use urban village south of Winchester Road as an extension of the historical Downtown, which will be designed to complement and support the historical Downtown.
- i) To provide for a mix of restaurants, cafes, and retail stores at-grade and close to the sidewalk which provides visual interest, promotes retail continuity and viability, encourages walking and contributes to a safe, comfortable and vibrant pedestrian environment.
- j) To require buildings to be built up to the street line along the Pedestrian Promenade, with active storefronts in order to promote pedestrian activity.

Mobility with choices:

- k) To provide a range of transportation choices including transit, cycling, walking and a diverse transportation network so that all ages and levels of mobility can comfortably and conveniently access all parts of the Municipality.
- l) To create a safe and accessible **active transportation** network linking destinations such as natural areas, parks, schools, recreation areas, stores, health services, **employment areas** and connections to southern Whitby.
- m) To create an integrated and connected multi-use trail system.

Healthy living:

- n) To promote active and healthy living for all ages and abilities through the development of parks, trails, safe and walkable streets and recreational facilities.
- o) To encourage **active transportation** through street design such as pedestrian lighting, benches, well maintained walkways and paths and traffic calming measures.

Green space:

- p) To protect **significant** natural areas and features.
- q) To ensure access to parks and open spaces in the planning of new residential neighbourhoods.

Jobs:

- r) To establish employment lands along Highway 407 to provide for a diverse range of employment opportunities.
- s) To service the employment lands concurrent with residential lands to ensure employment growth occurs at the same time as population growth.

Community and culture:

- t) To encourage community and cultural amenities and events to meet the diverse needs of the community, and to provide social meeting places.
- u) To develop **infrastructure** to support locations for community gardens in order to foster access to affordable and healthy food choices and provide opportunities for social connectivity.

Housing choice:

- v) To plan for a range of **housing choicesoptions**, including **affordable housing** to meet the needs of residents of all ages and abilities.

Neighbourhood and design:

- w) To protect the **character** of existing mature residential neighbourhoods.
- x) To create new residential neighbourhoods, which are compact, walkable and diverse.

11.4.2 General Development Policies

11.4.2.1 The area to which this **Secondary Plan** applies is indicated by the **Secondary Plan** boundary on Schedule “JH”. Any area shown on this map but lying outside of this boundary is governed by the land use designations and policies of Part I of this Plan.

~~11.4.2.2 Any future development on lands shown on Schedule “J” as “Lands subject to Durham Region Official Plan Policy 14.13.7” are subject to the requirements of Section 9.3.2 of this Plan.~~

~~Note: Policy 11.4.2.2 has been deferred by the Region of Durham.~~

11.4.2.2 Schedule “JH” provides the detailed land use designations for the **Secondary Plan** Area. The more detailed policies of Section 11.4, together with the general policies of this Plan, apply to the land use designations of the Brooklin Community Secondary Plan area as shown on Schedule “JH”.

11.4.2.3 **Development** within the **Secondary Plan** area shall be:

- a. compact in form;
- b. pedestrian-oriented;
- c. supportive of **active transportation** options;
- d. accessible by public transit;
- e. connected;
- f. efficient in the use of land, resources and municipal services; and
- g. supportive of healthy living for persons of all ages and abilities.

11.4.2.4 The policies of the Brooklin Community Secondary Plan are intended to implement the requirements of the Part I policies, including those regarding Intensification Corridors, Intensification Areas and Major Central Areas **Strategic Growth Areas** as identified on Schedule A-2, by

~~to provide providing~~ for a range of residential, commercial, and community uses at ~~varying densities, including higher densities, in accordance with the more specific policies of the~~ **Secondary Plan**.

11.4.2.5 **Development** shall consider the design and built form policies of Section 6.2 of this Plan and the guidelines of the Brooklin Urban Design and Sustainable Development Guidelines.

11.4.2.6 The minimum **designated growth area** ~~greenfield area~~ density target for new (post 2017) residential neighbourhoods and employment areas combined shall be 54 persons and jobs per hectare. ~~The entire greenfield area in the Brooklin Community Secondary Plan, including previously developed lands, shall be planned to achieve a density of 52.5 persons and jobs per hectare.~~

11.4.3 Sustainability

11.4.3.1 **Green infrastructure** and **Low Impact Development** techniques, such as permeable paving, infiltration trenches, rain gardens and other stormwater management techniques, shall be considered in the design of new **development** and implemented to the extent feasible, as determined by the ~~Municipality Town~~ in consultation with the ~~Conservation Authority~~ authority having jurisdiction.

11.4.3.2 Land use patterns and transportation networks shall be arranged and planned to support safe and accessible transit and **active transportation** in an effort to reduce traffic congestion, encourage active, healthy living and to encourage a **sustainable** lifestyle.

11.4.3.3 ~~The Municipality shall use a wide selection of native trees, shrubs and wildflowers along street boulevards and in parks.~~

11.4.3.4 The Municipality, through the review and consideration of **development** applications, will require proponents of new **developments** to address **sustainability** matters outlined in the Brooklin Urban Design and Sustainable Development Guidelines and Section 3.2 of this Plan. 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 Brooklin Urban Design and Sustainable Development Guidelines to demonstrate how the proposed **development** would advance **sustainability** objectives.

Community Structure

11.4.4 Downtown Brooklin Major Central Area

11.4.4.1 The boundary of the Downtown Brooklin Major Central Area is defined on Schedules "JH" and "J1".

11.4.4.2 The Downtown Brooklin Major Central Area is comprised of two separate but interrelated areas:

- 1) The northern portion of the Downtown Brooklin Major Central Area comprising the historic Downtown located north of Winchester Road,

and

- 2) The southern portion of the Downtown Brooklin Major Central Area comprising a new Mixed-Use central area located south of Winchester Road.

These two components together shall be planned as a vibrant Mixed-Use core of Brooklin.

Downtown Brooklin Major Central Area North

- 11.4.4.3 The historic downtown shall remain the commercial heart of the community accommodating restaurants and small-scale shops, offices and personal services and limited **infill residential development**.
- 11.4.4.4 The Brooklin Heritage Conservation District (HCD) overlays much of the historic Downtown component of the Downtown Brooklin Major Central Area. The built form and design policies within the HCD Plan shall be used to evaluate **development** applications within the HCD along with the Brooklin Urban Design and Sustainable Development Guidelines.
- 11.4.4.5 Along Baldwin Street, the unique main-street shopping environment shall be enhanced and further **infill development** encouraged, while protecting the historic **character** of Downtown Brooklin in accordance with the policy directives of the Brooklin HCD Plan and the Brooklin Urban Design and Sustainable Development Guidelines.
- 11.4.4.6 Council shall also encourage and support Mixed-Use **development** comprised of ground level commercial uses with residential units located above, in order to support the vitality of the Downtown Brooklin Major Central Area.
- 11.4.4.7 Behind the buildings along Baldwin Street, low rise Mixed-Use **infill development** is permitted and encouraged in accordance with the policy directives of the HCD Plan and the Brooklin Urban Design and Sustainable Development Guidelines.
- 11.4.4.8 Within the historic Downtown, existing low density ~~residential~~ housing forms along Princess Street and Durham Street shall be **conserved** in accordance with the directives of the HCD Plan.
- 11.4.4.9 Notwithstanding any other provisions of this Plan to the contrary, new automobile service stations/gas bars and new drive-through service facilities are not permitted within the Downtown Brooklin Major Central Area North.

Downtown Brooklin Major Central Area South

- 11.4.4.10 The southern portion of the Downtown Brooklin Major Central Area, south of Winchester Road, shall accommodate high density residential **development** in conformity with the density provisions of ~~the Durham Regional Official Plan and~~ Section 4.3.3-3.5-2.6 of this Plan as well as serve as the main commercial core in Brooklin.
- 11.4.4.11 **Development** in the southern portion of the Downtown Brooklin Major Central Area shall complement Brooklin's historic Downtown and enhance

its vibrancy through the **development** of a Pedestrian Promenade that functions as a pedestrian-oriented extension of the Baldwin Street retail “main street” in the southwest quadrant of the Downtown Brooklin Major Central Area. The Pedestrian Promenade will be designed to ensure a sense of continuity of the pedestrian-oriented **streetscape** of the historic downtown and may be a combination of pedestrian only promenade and/or a public or private street with retail stores built up to and facing the Pedestrian Promenade.

- 11.4.4.12 **Development** applications for lands within the southwest quadrant of Baldwin Street and Winchester Road, east of Ashburn Road and north of Highway 407, shall be accompanied by a Traffic Impact Study that identifies and supports a collector and local road network. The Traffic Impact Study shall also determine the appropriate **connectivity** of the collector road to the surrounding arterial road network, including an intersection on Winchester Road opposite Ferguson Avenue, and intersection locations, configurations and spacing to the satisfaction of the Ministry of Transportation and Town of Whitby, in consultation with the Region of Durham.
- 11.4.4.13 **Development** approvals within the Downtown Brooklin Major Central Area shall ~~provide for a~~ contribute to the overall minimum gross leasable floor space target for the retailing of goods and services of 70,000 square metres, and a maximum gross leasable floor space for the retailing of goods and services of 100,000 square metres, a portion of which will be oriented along the Pedestrian Promenade.
- 11.4.4.14 The large right-of-way in the southwest corner of the Baldwin Street/Winchester Road intersection provides an opportunity to create a significant Urban Square as the **gateway** to the Pedestrian Promenade. ~~The design of the Urban Square within this right-of-way shall be explored through the Comprehensive Block Plan and shall be in accordance with the Brooklin Urban Design and Sustainable Development Guidelines and Sections 11.4.24.9 and 11.4.24.10.~~
- 11.4.4.15 The Downtown Brooklin Major Central Area shall also accommodate high density residential and Mixed-Use **development** as well as commercial **development** to support the vibrancy of the historic Downtown. A minimum of 750 additional residential units will be planned and accommodated in the southern portion of the Downtown Brooklin Major Central Area by 2031 within the High Density Residential, Medium Density Residential, ~~Mixed-Use 3~~ Residential Mixed-Use, and Major Commercial Mixed-Use designations.
- 11.4.4.16 Notwithstanding any other provisions of this Plan to the contrary, new automobile service stations/gas bars are not permitted within the Downtown Brooklin Major Central Area South and new drive-through service facilities may be permitted only in the southwest quadrant of the Baldwin/Winchester intersection, interior to the site.
- 11.4.4.17 The Downtown Brooklin Major Central Area shall be developed as a pedestrian supportive environment. Creating and enhancing the

pedestrian environment shall be considered through all new **development** in accordance with the Brooklin Urban Design and Sustainable Development Guidelines.

11.4.4.18 ~~A Comprehensive Block Plan, in accordance with Section 6.2.4.2.2 of this Plan, shall be required prior to the development and/or re-development within the southern portion of Downtown Brooklin Major Central Area. Within this area, separate Comprehensive Block Plans may be required for the area west of Baldwin Street and the area east of Baldwin Street.~~

11.4.4.19 ~~In addition to the matters listed in Section 6.2.4.2.2 of this Plan, the Comprehensive Block Plans shall also address the following matters:~~

- ~~a) the location and mix of uses;~~
- ~~b) how the commercial floor space and residential unit targets of Section 4.3.3.3.5.2 of this Plan and Policy 8A.2.2 b ii) of the Durham Regional Plan will be achieved and phased;~~
- ~~c) how the minimum residential densities will be achieved;~~
- ~~d) block sizes and location of local roads;~~
- ~~e) interface and relationship with adjacent employment and residential areas;~~
- ~~f) the location and design of the Pedestrian Promenade, Urban Squares and Parkettes;~~
- ~~g) commercial building interface with the Pedestrian Promenade to create a pedestrian-oriented retail “main street” and meet the ground floor-animation target;~~
- ~~h) commercial building interface with the Urban Square at Baldwin Street/Winchester Road intersection to meet the ground floor-animation target;~~
- ~~i) access and internal traffic circulation including appropriate intersection-spacing for full-movement and right-in/right-out movements along Winchester Road;~~
- ~~j) the location of any proposed drive-through facilities such that they are internal to the site and sufficient queuing space is provided without hindering vehicular movement;~~
- ~~k) provision of adequate parking and the location of such parking; and~~
- ~~l) urban design and landscaping standards set out in the Brooklin Urban Design and Sustainable Development Guidelines.~~

11.4.5 Intensification Corridors

11.4.5.1 Portions of Baldwin Street, Winchester Road, and Columbus Road are identified as Intensification Corridors as illustrated on Schedule “BA2”.

11.4.5.2 Minimum height and density and maximum height requirements are set out in Section 4.2.73.5 of this Plan. The land use designations provided

in the Brooklin Community Secondary Plan are intended to achieve these densities.

- 11.4.5.3 The portions of the Baldwin Street and Winchester Road Intensification Corridors located within the Downtown Brooklin Major Central Area will be guided by the policies of Section 11.4.4 for the Downtown Brooklin Major Central Area as well as the policy directives of the Brooklin Heritage Conservation District Plan.

11.4.6 Residential Neighbourhoods

- 11.4.6.1 Sensitive **infill development** and appropriate transition shall be required between new **development** and the existing **development** in mature residential neighbourhoods.
- 11.4.6.2 Mature residential neighbourhoods in Brooklin are generally those residential neighbourhoods north of Highway 407, south of Columbus Road and east of Ashburn Road, excluding the lands in the Downtown Brooklin Major Central Area. New homes, lots and other **infill development** within mature residential neighbourhoods shall meet the Strategic Objective of Section 2.3.4.2, and the Residential objective of Section 4.3.2 of Part I of this Plan.
- 11.4.6.3 New residential neighbourhoods shall contain a variety of housing, commercial, and open space land uses as illustrated on Schedule “JH”.
- ~~11.4.6.4 Medium Density and High Density Residential development shall predominantly be located along Columbus Road and Baldwin Street north of Columbus Road to meet the minimum densities for these Intensification Corridors as well as along Anderson Street south of the Highway 407 corridor and at the intersection of collector to collector and collector to arterial roads.~~
- 11.4.6.4 In order to create **transit-supportive** built form along arterial and collector roads, stormwater management ponds shall be discouraged within Medium Density and High Density Residential designations unless it is demonstrated that there are no other feasible alternatives as determined through the study required in ~~Section 11.4.30.5~~ Section 11.4.29.7. In such instances, plans of subdivision shall accommodate the Medium Density Residential and/or High Density Residential designation elsewhere within the plan of subdivision.
- 11.4.6.5 ~~Local~~ Neighbourhood Commercial Areas are distributed throughout the new residential neighbourhoods to increase **active transportation** access to ~~convenience~~ commercial uses that serve those immediate neighbourhoods. ~~destinations~~.
- 11.4.6.6 ~~The Municipality shall require that a Comprehensive Block Plan as set out in Section 6.2.4.2.1 be prepared for new residential neighbourhoods. The boundaries of the neighbourhoods for comprehensive block planning will be determined by the Municipality and will consider the proposed boundaries for further functional servicing reports set out in the Final Watershed Report as per Section 11.4.30.3.~~

11.4.6.7 ~~Development of the greenfield area of the Brooklin Community Secondary Plan Area shall be planned to achieve an overall housing mix of 55% single and semi-detached dwellings, 29% townhouses and other ground-related multi-unit housing and 16% apartment units.~~

11.4.6.8 ~~Within the new greenfield expansion areas, excluding the Downtown Brooklin Major Central Area, development should be planned to achieve a housing mix of 58% single and semi-detached dwellings, 30% townhouses and other ground-related multi-unit housing and 12% apartment units.~~

11.4.7 Community Central Areas

11.4.7.1 High density residential uses and Mixed-Uses shall be accommodated in the Community Central Areas in accordance with the policies of Sections 11.4.11 and 11.4.12.

11.4.7.2 Each Community Central Area shall provide a minimum of 12,000 square metres and a maximum of 15,000 square metres of gross leasable floor space for the retailing of goods and services.

11.4.7.3 While stand-alone commercial and residential buildings are permitted within the Community Central Area, the intent is that Mixed-Use buildings and **developments** shall also be accommodated in the Community Central Area as per Section 11.4.12 and the Community Central Area shall not be developed solely for one permitted land use type.

11.4.7.4 ~~A Comprehensive Block Plan~~ An Area Specific Study may be is required prior to the **development** and/or **redevelopment** of each Community Central Area. ~~The Comprehensive Block Plan~~ Area Specific Study shall address the matters listed in Section ~~6.2.4.2.2~~ 10.1.4 of this Plan as well as the following matters:

- a) Establish a unified urban design plan for each Community Central Area;
- b) Identify the primary street where retail and commercial uses will be primarily focused and which will form the focal area for pedestrian-oriented retail uses;
- c) Demonstrate how the minimum required leasable floor space for the retailing of goods and services will be provided;
- d) Demonstrate how residential uses will be mixed with commercial uses in the areas designated as ~~Mixed-Use 1~~ Community Commercial Mixed-Use Central Area;
- e) Identify the extent of stand-alone commercial and residential **development** along with the extent of Mixed-Use buildings to be developed in the initial phase of **development**;
- f) Illustrate how additional Mixed-Use **development** can be phased over time and how such stand-alone **development** will not preclude future Mixed-Use **intensification**;
- g) Demonstrate how the minimum required commercial space will be

phased with residential **development** in the Community Central Area; and

h) Identify locations for publicly accessible open space including at least one urban square.

11.4.7.5 The Community Central Area located at the intersection of Baldwin Street North and Thickson Road North is located within a Special Policy Area and subject to the additional policies of Section 11.4.31.6 Section 11.4.30.5.

11.4.8 Brooklin Heritage Conservation District Plan

11.4.8.1 The boundaries of the Brooklin Heritage Conservation District (HCD) are shown on Schedule “JH” and Appendix 3B.

11.4.8.2 **Development and redevelopment shall be in accordance with the cultural heritage resource policies of Section 6.1 of this Plan and the Brooklin HCD Plan.**

11.4.8.3 The goal of the Brooklin HCD Plan is to reinforce the village **character** through the conservation of **cultural heritage resources**, the regularization of the building setbacks, the improvement of the pedestrian environment, and the **development** of new, compact, sensitive **infill** buildings.

11.4.8.4 Views and vistas as identified in the Brooklin HCD Plan shall be preserved including those of Lynde Creek.

11.4.8.5 Pedestrian access to Lynde Creek shall be improved where possible. Any **redevelopment** adjacent to Lynde Creek shall include dedication of the **valleyland** and associated **Natural Hazards** land and the accommodation of a public trail. Trails and pedestrian and bridge crossings will require appropriate approvals to address redside dace habitat.

11.4.8.6 New buildings shall be designed to harmonize with the heritage **character** and exhibit compatible scale, **massing**, setback, material, roof line, vertical alignments, exterior lighting, signage and landscaping in accordance with the policies and guidelines of the Brooklin HCD Plan.

11.4.8.7 Any new buildings shall adhere to the guidelines for new construction and the guidelines for **streetscapes** contained in the Brooklin HCD Plan.

11.4.8.8 Adaptive re-use of **cultural heritage resources** shall be encouraged.

11.4.8.9 Improvements to public street rights-of-way, including paving, sidewalks, lighting, and street furniture, shall be evaluated in terms of their ability to **conserve** and enhance the District’s heritage **character**.

11.4.8.10 Street tree planting should use indigenous, historically accurate and non-invasive species. Species selection shall be made in consultation with municipal staff and a certified arborist.

11.4.8.11 Existing mature trees should be maintained and preserved wherever possible. An assessment of tree condition within the District shall be conducted by a certified arborist to determine tree vitality. Any decisions

regarding removal of mature trees for reasons of disease, damage or effect on public safety must be made in consultation with a certified arborist.

- 11.4.8.12 New **developments** within the HCD shall be subject to site plan control and the policies of Section 10.1.1044. Through site plan control, it shall be demonstrated that an appropriate transition of height and density with adjacent land uses, particularly low-density residential neighbourhoods, is provided.
- 11.4.8.13 The Brooklin HCD Plan identifies six historic landmarks: The Stephen Mede Thomas House, The Royal Canadian Legion building, Balfour building, Brooklin United Church, former Brooklin Mill and the Brooklin Community Centre and Library. Views of these historical landmarks should be maintained, wherever possible.

Land Use Designations

11.4.9 Low Density Residential

- 11.4.9.1 Lands designated as Low Density Residential on Schedules “JH” and “J1” shall be developed in accordance with the policies of Section 4.43.3.4 except as modified by the following additional policies.
- 11.4.9.2 The Low-Density Residential designation recognizes existing residential **development**, as well as future low density residential **development** on vacant and designated lands.
- 11.4.9.3 Limited residential **infill** and **intensification** will be permitted in mature residential neighbourhoods in accordance with Sections ~~4.4.3.4.2, 4.4.3.4.3~~ 4.3.3.4.2, 4.3.3.4.3, and 11.4.9.6.
- 11.4.9.4 The maximum building height shall not exceed 3 storeys except in mature residential neighbourhoods where it shall not exceed 2 storeys.
- 11.4.9.5 Notwithstanding Section 4.43.3.4.1 b), outside of mature residential neighbourhoods the minimum density shall be 25 units per net hectare and the maximum density shall be 35 units per net hectare.

Design

- 11.4.9.6 New **development** within mature residential neighbourhoods shall be compatible with, and fit in with the physical **character** of the neighbourhood. To fit in with the physical **character**, new **development** shall reflect the predominant building type, height, scale, **massing**, and setbacks of the block and surrounding residential neighbourhood.
- 11.4.9.7 Residential **development** within new residential neighbourhoods shall reflect the built form directions in the Brooklin Urban Design and Sustainable Development Guidelines.

11.4.10 Medium Density Residential

- 11.4.10.1 Lands designated as Medium Density Residential on Schedules “JH” and

“J1” shall be developed in accordance with the policies of Section 4.43.3.5 except as modified by the following additional policies.

- 11.4.10.2 The Medium Density Residential designation is intended to provide for residential **development** at increased densities along arterial and collector roads and within and surrounding Community Central Areas to support future transit and **active transportation**, support commercial and Mixed-Use nodes, create walkable higher density nodes and function as a transition in density and intensity of uses between Low Density Residential Areas and higher density Mixed-Use and commercial areas.
- 11.4.10.3 Stormwater management ponds are discouraged within Medium Density Residential designations and will only be permitted where it has been demonstrated that there is no other feasible alternative as determined through the study required in ~~Section 11.4.30.5~~ Section 11.4.29.7. In such instances, plans of subdivision shall accommodate the Medium Density Residential designation elsewhere within the plan of subdivision.
- 11.4.10.4 Notwithstanding Section 4.43.3.5.1 b), within the Intensification Corridor along Columbus Road, as well as along Baldwin Street north of Columbus Road, the minimum density shall be 50 units per net hectare and the maximum density shall be 80 units per net hectare.
- 11.4.10.5 The minimum building height shall be 3 storeys abutting arterial roads outside of mature residential neighbourhoods.

Design

- 11.4.10.6 Lands designated as Medium Density Residential shall be developed in accordance with the design policies of Section 6.2.3 and the additional design policies of this Section, as well as the Brooklin Urban Design and Sustainable Development Guidelines.
- 11.4.10.7 Medium Density Residential **developments** shall provide a transition in heights and densities adjacent to Low Density Residential designations.
- 11.4.10.8 Common parking areas shall be developed underground or situated at the rear or side of the lots. Common parking areas, where provided, shall be appropriately screened by landscaping or built features with consideration given to safety and visual impact to the surrounding residential areas and roadways.

11.4.11 High Density Residential

- 11.4.11.1 Lands designated as High Density Residential on Schedules “~~JH~~” and “J1” shall be developed in accordance with the policies of Section 4.43.3.6 except as modified by the following additional policies.
- 11.4.11.2 Lands designated as High Density Residential shall be located along Intensification Corridors and in the Central Areas in order to support future transit and walkability to Mixed-Use nodes.
- ~~11.4.11.3 The minimum and maximum permitted density is set out in Section 4.4.3.6.1 except that the minimum overall density in the Downtown-Brooklin Major Central Area shall be in conformity with Section 4.3.3.3.5.2,~~

and the maximum density may be increased in the following locations through an amendment to the Zoning By-law:

- a) ~~within Intensification Areas or Intensification Corridors as set out in Section 4.4.3.6.1 c);~~
- b) ~~within Community Central Areas outside of an Intensification Corridor to a maximum of 150 units per net hectare provided at least one floor of non-residential uses are incorporated and the matters set out in Section 4.4.3.9.2 are addressed to the satisfaction of the Municipality;~~
- c) ~~within the Downtown Brooklin Major Central Area outside of an Intensification Area or Intensification Corridor to a maximum of 300 units per net hectare provided at least one floor of non-residential uses are incorporated and the matters set out in Section 4.4.3.9.2 are addressed to the satisfaction of the Municipality; and~~
- d) ~~where lands within the Downtown Brooklin Major Central Area are outside of an Intensification Area or Intensification Corridor and do not contain non-residential uses, the density may be increased to 200 units per net hectare provided the matters set out in Section 4.4.3.9.2 are addressed to the satisfaction of the Municipality.~~

11.4.11.3 The minimum building height shall be 4 storeys, except as identified in Section ~~4.4.11.7~~ 11.4.11.6. The maximum building height shall be 8 storeys except that, within a Community Central Area and within the Downtown Brooklin Major Central Area ~~outside of the Downtown Brooklin Intensification Area and~~ outside of the Heritage Conservation District, the maximum height shall be 12 storeys.

11.4.11.4 Stormwater management ponds are discouraged within High Density Residential designations and will only be permitted where it has been demonstrated that there is no other feasible alternative as determined through the study required in ~~Section 11.4.30.5~~ Section 11.4.29.7. In such instances, plans of subdivision shall accommodate the High Density Residential designation elsewhere within the plan of subdivision.

Design

~~11.4.11.6 Notwithstanding any other provisions of this Plan to the contrary, on lands located within Concession 5, Part of Lot 24, identified as Block 2 Future Development/ High Density on the Draft Approved Plan of Subdivision SW-2019-01, identified by Assessment Roll number 18-09-010-037-06700-0000, the minimum building height shall be 3 storeys. In addition, for the purpose of calculating net residential density, the calculation shall also exclude the lands required for: setbacks from the Highway 407 right of way, sanitary servicing easement and stormwater easement.~~

11.4.11.5 Lands designated as High Density Residential shall be developed in accordance with the design policies of Section 6.2.3 and the additional design policies of this Section, as well as the Brooklin Urban Design and Sustainable Development Guidelines.

- 11.4.11.6 High Density Residential **developments** shall provide a transition in heights and densities adjacent to Low Density Residential designations including increased setbacks, intervening low-rise, multiple unit housing forms and the use of a 45 degree angular plane from the property line abutting Low Density Residential designations. In this regard, notwithstanding Section ~~11.4.11.4~~ 11.4.11.3, for lands designated as High Density Residential located outside of Central Areas, the minimum building height shall be 3 storeys on the portion of the site immediately abutting a Low Density Residential designation. The remainder of the site shall meet the minimum height requirements of Section ~~11.4.11.4~~ 11.4.11.3.
- 11.4.11.7 Buildings shall be sited near the street line to create a continuous **streetscape**, to reinforce the street edge and to promote a pedestrian scale.
- 11.4.11.8 **Development** shall be designed and sited to provide an animated frontage or flankage adjacent to streets and other public spaces, to achieve the objective of “eyes on the street” through the inclusion of elements such as main entrances, porticoes, porches, windows and balconies.
- 11.4.11.9 Site planning shall emphasize the importance of landscaped areas, building entrances and active built spaces at the street line. The design and location of driveways, parking areas and access to parking garages shall minimize their impact on **streetscapes**.
- 11.4.11.10 Common parking areas shall be developed underground or situated at the rear or side of the lots. Where side yard parking is exposed to the street it shall be screened by landscaping or built features.
- 11.4.11.11 Projections of canopies, roof overhangs, window bays and other architectural elements are encouraged in order to create diverse and active **streetscapes**.
- 11.4.12 ~~Mixed-Use 1— Community Central Area Commercial Mixed-Use~~**
- 11.4.12.1 Lands designated as ~~Mixed-Use 1— Community Central Area Commercial Mixed-Use~~ on Schedule “JH” shall be developed in accordance with Section ~~4.6~~ 4.4.3.5, except as modified by the following additional policies.
- 11.4.12.2 The intended function of the ~~Mixed-Use 1— Community Central Area Commercial Mixed-Use~~ designation is to provide a mix of residential and commercial uses in a pedestrian-oriented manner at a density which supports **frequent transit** service. Each property shall have a mix of ~~two or more~~ land uses set out in Section ~~4.6.3.1~~ 4.4.3.5.1, and each ~~Mixed-Use 1— Community Commercial Mixed-Use Central Area~~ designation as a whole shall have a mix of residential and commercial use as determined through Section 11.4.7.4. The designation is also intended to provide for a range of commercial uses ~~provided by the Community-Commercial designation~~ to support the weekly shopping needs of the surrounding residential neighbourhoods.

~~11.4.12.3 In addition to the uses permitted in Section 4.6.3.1, permitted commercial uses shall be as set out in Section 4.5.3.2.1 of this Plan except that the minimum gross leasable floor space of commercial uses within each Community Central Area shall be 12,000 square metres.~~

~~11.4.12.4 The minimum and maximum permitted residential and Mixed-Use density shall be as set out in Section 11.4.11.3.~~

11.4.12.4 The minimum and maximum permitted residential and Mixed-Use building height shall be as set out in Section ~~11.4.11.4~~ 11.4.11.3.

~~11.4.12.5 The minimum building height for non-residential buildings shall be 2 storeys. The proportion of the second floor that is occupied by functional space shall be set out in the zoning by-law.~~

11.4.12.5 It is recognized that the Mixed-Use elements may occur in stages as the area develops and intensifies over the long-term. However, the intent is that the designation will be planned to accommodate a range of uses from its initial **development** and shall not be developed solely for one permitted land use type. The extent of Mixed-Use **development** in the initial stages and the phasing of Mixed-Use **development** over time will be determined through the development approval process, and ~~illustrated in the Comprehensive Block Plan required as outlined in Section 11.4.7.4.~~

11.4.12.6 Notwithstanding the policies of Section 4.5.3.4, the lands at 360 Columbus Road East may be zoned to allow the continuation of the Charles H. Best Diabetes Centre and the conservation of the designated heritage building.

Design

11.4.12.7 Lands designated as ~~Mixed-Use 1 – Community Central Area~~ Commercial Mixed-Use shall be developed in accordance with the design policies of Section 6.2.3.1 and the additional policies of this Section as well as the Brooklin Urban Design and Sustainable Development Guidelines.

11.4.12.8 Consolidation and the integrated **development** of properties within the ~~Mixed-Use 1 – Community Central Area~~ Commercial Mixed-Use shall be encouraged.

11.4.12.9 Buildings should be located at or close to the street line to create a continuous **streetscape** and massed at intersections to establish a strong street edge and to promote a pedestrian scale.

11.4.12.10 **Development** shall provide a transition in heights and densities adjacent to Low Density Residential areas including increased setbacks, intervening low-rise, multiple unit housing forms and the use of a 45 degree angular plane from the property line of Low-Density Residential designations.

11.4.12.11 Commercial uses and buildings containing ground floor commercial uses shall be oriented to the street.

11.4.12.12 ~~As outlined required in Section 11.4.7.4, a~~ A primary street and focal area for retail commercial space will be determined through the

~~development approval process, where appropriate, and shall be identified in the Comprehensive Block Plan.~~ Along such street(s), buildings shall provide an animated frontage with primary doors facing the street. The Brooklin Urban Design and Sustainable Development Guidelines shall set out minimum fenestration requirements, and the zoning by-law shall establish a minimum build-to line requirement. On-street parking along such street(s) may be permitted.

- 11.4.12.13 **Development** shall be designed and sited to provide an animated frontage or flankage adjacent to streets and other public spaces, to achieve the objective of “eyes on the street” through the inclusion of elements such as main entrances, porticoes, porches, windows and balconies.
- 11.4.12.14 Principal entrances shall face the sidewalk and provide direct access onto the public sidewalk so as to create a pleasant pedestrian shopping environment. The primary windows and signage shall also face the street.
- 11.4.12.15 Site planning shall emphasize the importance of landscaped areas, including the provision of shade structures, building entrances and active built spaces at the street line. The design and location of driveways, parking areas and access to parking garages shall minimize their impact on **streetscapes**.
- 11.4.12.16 Buildings should have a consistent minimum and maximum setback to promote pedestrian scale. A generally continuous building face is recommended to establish a unified **streetscape**.
- 11.4.12.17 Common parking areas shall be developed underground or situated at the rear or side of the lots. Where side yard parking is exposed to the street it shall be screened by low walls and landscaping to provide a sense of enclosure along the setback line.
- 11.4.12.18 Projections of canopies, roof overhangs, window bays and other architectural elements are encouraged in order to create diverse and active **streetscapes**.

11.4.13 Residential Mixed-Use 2 – HCD

- 11.4.13.1 Lands designated as Residential Mixed-Use-2 – HCD on Schedules “JH” and “J4” shall be developed in accordance with Section 4.6 4.4.3.3, except as modified by the following additional policies.
- 11.4.13.2 The intent of the Residential Mixed-Use-2 – HCD designation is to accommodate low- rise, Mixed-Use **development** within the HCD and to accommodate commercial uses in a Mixed-Use format that complement the commercial **development** in the historic downtown and in the adjacent Major Commercial designation.
- 11.4.13.3 In addition to the uses permitted in Section 4.6.3.4 4.4.3.3.1, in the Residential Mixed-Use-2 – HCD designation, the range of permitted commercial uses shall complement but not compete with the Main Street Heritage Mixed-Use Commercial designation as set out in Section 11.4.16.

11.4.13.4 ~~———— The maximum permitted density in the Mixed-Use 2 — HCD designation shall be 85 units per net hectare.~~

11.4.13.4 The minimum height in the Residential Mixed-Use-2 – HCD designation shall be 2 storeys and the maximum height shall be 4 storeys.

11.4.13.5 **Cultural heritage resources shall be conserved.**

11.4.13.6 The built form, and separation distances and views between buildings shall reflect the design and built form guidelines of the Brooklin HCD Plan and the Brooklin Urban Design and Sustainable Development Guidelines.

Design

11.4.13.7 Lands designated as Residential Mixed-Use-2 – HCD shall be developed in accordance with the design policies of Section 6.2.3.1 and the additional policies of this Section as well as the Brooklin Urban Design and Sustainable Development Guidelines and the HCD Plan as applicable.

11.4.13.8 Principal entrances shall face the sidewalk and provide direct access onto the public sidewalk so as to create a pleasant pedestrian-oriented environment. Buildings should have a consistent minimum and maximum setback to promote pedestrian scale. A generally continuous building face is recommended to establish a unified **streetscape**.

11.4.13.9 Residential and Mixed-Use **development** shall be designed and sited to provide an animated frontage or flankage adjacent to streets and other public spaces, to achieve the objective of “eyes on the street” through the inclusion of elements such as main entrances, porticoes, porches, windows and balconies.

11.4.13.10 For commercial and Mixed-Use buildings, storefronts shall be located at or close to the street with active at-grade uses and with principal entrances and primary windows and signage facing the street.

11.4.13.11 Projections of canopies, roof overhangs, window bays and other architectural elements are encouraged in order to create diverse and active **streetscapes** and provide shade protection for pedestrians.

11.4.13.12 The design and location of driveways, parking areas and access to parking garages shall minimize their impact on **streetscapes**.

11.4.13.13 Common parking areas shall be situated at the rear or side of the lots. Where side yard parking is exposed to the street it shall be screened with low walls and landscaping to provide a sense of enclosure along the setback line.

11.4.13.14 The design of new **development** adjacent to **cultural heritage resources**, or **infill, intensification** and adaptive reuse **developments** around **cultural heritage resources** shall incorporate the principles of heritage conservation and shall be sensitive to the existing **cultural heritage resources**.

- 11.4.13.15 Where a property contains an existing dwelling, the dwelling may be converted to limited commercial use provided that such conversion is within the existing building, is compatible with surrounding uses, is in contextual harmony with the **streetscape**, and on-site parking is provided within the interior or rear yard area. Where a building of architectural and/or historical significance is involved, provision shall be made to ensure that the architectural features of the building are **conserved**.
- 11.4.13.16 Proposals for **development** in the Residential Mixed-Use-2 – HCD designation or the conversion of existing detached dwellings to commercial use may require a site-specific Zoning By-law amendment.

11.4.14 Residential Mixed-Use 3

- 11.4.14.1 Lands designated as Residential Mixed-Use 3 on Schedules “JH” and “J1” shall be developed in accordance with Section 4.6 4.4.3.3, except as modified by the following additional policies.
- 11.4.14.2 The intent of the Residential Mixed-Use 3 designation is to accommodate a mix of residential and non-residential ~~two or more land~~ uses on a site, as set out in Section 4.6.3.1 4.4.3.3.2, either within the same building or integrated as separate buildings on the lot.

~~11.4.14.3 In addition to the uses permitted in Section 4.6.3.1, in the Mixed-Use 3 designation, the range of permitted commercial uses shall vary depending on the location:~~

- ~~a) Within the Downtown Brooklin Major Central Area outside of the HCD, the range of permitted commercial uses shall include those permitted in the Major Commercial designation as set out in Section 4.5.3.1;~~
- ~~b) Outside of the Downtown Brooklin Major Central Area, the range of permitted commercial uses shall include those permitted in the Local Commercial designation as set out in Section 4.5.3.3.~~

~~11.4.14.4 The minimum permitted density in the Mixed-Use 3 designation shall be 60 units per net hectare and the maximum density shall be 85 units per net hectare.~~

- 11.4.14.3 The minimum height in the Residential Mixed-Use 3 designation shall be 2 storeys and the maximum height shall be 4 storeys.

Design

- 11.4.14.4 Lands designated as Residential Mixed-Use 3 shall be developed in accordance with the design policies of Section 6.2.3.1 and the additional policies of this Section as well as the Brooklin Urban Design and Sustainable Development Guidelines, as applicable.
- 11.4.14.5 Principal entrances shall face the sidewalk and provide direct access onto the public sidewalk so as to create a pleasant pedestrian-oriented environment. Buildings should have a consistent minimum and maximum setback to promote pedestrian scale. A generally continuous building face is recommended to establish a unified **streetscape**.

- 11.4.14.6 Residential and Mixed-Use **development** shall be designed and sited to provide an animated frontage or flankage adjacent to streets and other public spaces, to achieve the objective of “eyes on the street” through the inclusion of elements such as main entrances, porticoes, porches, windows and balconies.
- 11.4.14.7 For commercial and Mixed-Use buildings, storefronts shall be located at or close to the street with active at-grade uses and with principal entrances and primary windows and signage facing the street.
- 11.4.14.8 Projections of canopies, roof overhangs, window bays and other architectural elements are encouraged in order to create diverse and active **streetscapes** and provide shade protection for pedestrians.
- 11.4.14.9 The design and location of driveways, parking areas and access to parking garages shall minimize their impact on **streetscapes**.
- 11.4.14.10 Common parking areas shall be situated at the rear or side of the lots. Where side yard parking is exposed to the street it shall be screened with low walls and landscaping to provide a sense of enclosure along the setback line.

11.4.15 Major Commercial Mixed-Use

- 11.4.15.1 Lands designated as Major Commercial Mixed-Use on Schedules “JH” and “J1” shall be developed in accordance with Section 4.5.3.4 4.4.3.4, except as modified by the following additional policies.
- 11.4.15.2 The Major Commercial Mixed-Use designation shall function as an extension of the commercial shopping area in the historic Downtown as well as an urban **gateway** into the historic Downtown.
- 11.4.15.3 The Major Commercial Mixed-Use designation shall provide for the higher order shopping needs of the Brooklin community and **development** is encouraged to accommodate at least one department store. **Development** in the Major Commercial Mixed-Use designation shall be planned to ~~achieve~~ contribute to the retail space targets set out in Section 11.4.4.13.
- 11.4.15.4 Lands designated as Major Commercial Mixed-Use shall be planned to accommodate a range of uses from its initial **development** and not be developed solely for one permitted land use type. In addition to the planned commercial **development**, the designation shall accommodate residential units in stand-alone or Mixed-Use formats. The phasing and extent of residential and Mixed-Use **development** will be determined through the **development** approvals process, recognizing in the initial stages and the phasing of residential and Mixed-Use **development** over time will be illustrated in the Comprehensive Block Plan required in Sections 11.4.4.18 and 11.4.4.19. It is recognized that the Mixed-Use elements may occur in stages as the area develops and intensifies over the long-term.
- 11.4.15.5 ~~The minimum and maximum permitted residential density in the Major Commercial Mixed-Use designation shall be as set out in Section~~

~~11.4.11.3.~~

~~11.4.15.5~~ The permitted residential and Mixed-Use building height in the Major Commercial ~~Mixed Use~~ designation shall be a minimum of 2 storeys and a maximum of 6 storeys east of Baldwin Street within the Downtown Brooklin Major Central Intensification Area as shown on Schedule "B A-2" and a minimum of 2 storeys and a maximum of 12 storeys west of Baldwin Street in the remainder of the Major Commercial ~~Mixed Use~~ designation.

~~11.4.5.7~~ The minimum building height for non-residential buildings in the Major Commercial ~~Mixed Use~~ designation shall be 2 storeys. The proportion of the second floor that is occupied by functional space shall be set out in the zoning by-law.

~~11.4.7.8~~ Notwithstanding any other provisions of this Plan to the contrary, on lands designated as Major Commercial ~~Mixed Use~~ 1, the minimum building height, for non-residential buildings with a ground floor area of less than 2,000 square metres (21,500 square feet), shall be 1 storey.

Design

11.4.15.6 Lands designated as Major Commercial ~~Mixed-Use~~ shall be developed in accordance with the design policies of Section 6.2.3.1, the additional design policies of this Section, ~~Sections 11.4.4.18 and 11.4.4.19 requiring regarding a Comprehensive Block Plan~~ as well as the Brooklin Urban Design and Sustainable Development Guidelines and determined through the development approval process.

11.4.15.7 The area shall be developed with a view to maximizing its attractiveness, accessibility and convenience to pedestrians as a compact downtown area providing opportunities for **active transportation**.

11.4.15.8 The lands south of Winchester Road and west of Baldwin Street shall be developed in accordance with the direction of Section 11.4.4.11, which requires a Pedestrian Promenade to be provided.

11.4.15.9 Permitted commercial uses shall be oriented along the Pedestrian Promenade and the Urban Square in order to create a pedestrian-oriented "main street" with buildings and storefronts located close to the public sidewalk.

11.4.15.10 Where "Ground Floor Animation" is depicted on Schedule "JH-4", buildings shall contain ground floor commercial uses, with the principal public entrance of each store and extensive windows facing the Pedestrian Promenade and the urban square to create an active and vibrant pedestrian-oriented shopping environment.

11.4.15.11 Where "Ground Floor Animation" is depicted on Schedule "JH-4", parking lots and loading docks shall not abut or be located between buildings and the Pedestrian Promenade or urban square.

11.4.15.12 Residential units shall not be permitted on the ground floor of the portion of buildings facing the Pedestrian Promenade or urban square where "Ground Floor Animation" is depicted on Schedule "JH-4".

- 11.4.15.13 When the Pedestrian Promenade is located along a public or private street, on-street parking shall be encouraged.
 - 11.4.15.14 Along other streets within the Major Commercial Mixed-Use designation, parking, driveways, lanes or aisles shall not be permitted between buildings and the public sidewalk, except that larger stores may be permitted to the rear of a site, where smaller stores are located up to the street frontage to create an active **streetscape** environment.
 - 11.4.15.15 The location of entrances and exits to off-street parking facilities should be located so as to minimize the interference with street traffic and pedestrian circulation and should not be close to major intersections.
 - 11.4.15.16 **Development** shall minimize the impact of off-street parking on pedestrian **streetscapes** by locating off-street parking at the rear or to the interior of the block.
 - 11.4.15.17 High Density Residential **development** shall provide a transition in heights and densities adjacent to Low Density Residential Areas including increased setbacks, intervening low-rise, multiple unit housing forms and the use of a 45-degree angular plane from the property line abutting a Low Density Residential designation.
 - 11.4.15.18 Residential and Mixed-Use **development** shall be designed and sited to provide an animated frontage or flankage adjacent to streets and other public spaces, to achieve the objective of “eyes on the street” through the inclusion of elements such as main entrances, porticoes, porches, windows and balconies.
 - 11.4.15.19 Projections of canopies, roof overhangs, window bays and other architectural elements are encouraged in order to create diverse and active **streetscapes**.
- 11.4.16 Main Street Heritage Commercial Mixed-Use**
- 11.4.16.1 Lands designated as Main Street Heritage Commercial Mixed-Use on Schedules “JH” and “J1” shall be developed in accordance with Section ~~4.5.3.1~~ 4.4.3.2, except as modified by the following additional policies
 - 11.4.16.2 The Main Street Heritage Commercial Mixed-Use designation is intended to permit a broad range of commercial uses while respecting the historical **character** of the Downtown.
 - 11.4.16.3 Baldwin Street shall be preserved as a primarily low-rise commercial/Mixed-Use main street and pedestrian use shall be reinforced. **Cultural heritage resources** shall be retained. **Infill development** shall be encouraged, but any new **development** shall maintain the heritage **character** of the Heritage Conservation District while also increasing the vibrancy and pedestrian comfort of the historic Downtown.
 - 11.4.16.4 New residential units shall not be permitted on the main floor of buildings facing onto Baldwin Street.
 - 11.4.16.5 Large scale buildings and uses such as department stores and grocery

stores shall be directed to the adjacent Major Commercial Mixed-Use designation.

11.4.16.6 Permitted building height shall be a maximum of 3 storeys.

Design

11.4.16.7 **Development** and **redevelopment** of lands designated as Main Street Heritage Commercial Mixed-Use shall adhere to built form directives of the Brooklin Heritage Conservation District Plan.

11.4.16.8 Where possible, the width of pedestrian walkways shall be increased, particularly along Baldwin Street.

11.4.16.9 The **development** of mid-block entrances to pedestrian mews and pathways is encouraged.

11.4.16.10 Views and vistas of **significant** natural and built features shall be preserved.

11.4.16.11 Main Street Heritage Commercial Mixed-Use areas shall reinforce the “main street” **character** of Baldwin Street by locating buildings and storefronts close to the public sidewalk to reinforce the street edge and with doors and extensive windows facing the public sidewalk to create an active and vibrant pedestrian shopping environment.

11.4.16.12 The principal public entrance of each building and ground floor of the buildings shall provide direct access onto the public sidewalk and the primary windows and signage shall also face the street.

11.4.16.13 No parking, driveways, lanes or aisles shall be permitted between buildings and the public sidewalk.

11.4.16.14 Off-street parking shall be located and designed to not interfere with the **character** of the Heritage Conservation District or impact on pedestrian **streetscapes** by locating off-street parking at the rear of stores and to the interior of the block.

~~11.4.17 Special Purpose Commercial~~

~~11.4.17.1 — Lands designated as Special Purpose Commercial on Schedule “J” shall be developed in accordance with Section 4.5.3.4 of this Plan.~~

~~11.4.17.2 — In addition to the uses permitted in Section 4.5.3.4.1, places of worship shall also be permitted.~~

~~11.4.17.3 — Notwithstanding the policies of Section 4.5.3.4, the lands at 360 Columbus Road East may be zoned to allow the continuation of the Charles H. Best Diabetes Centre and the conservation of the designated heritage building.~~

11.4.17 Local Neighbourhood Commercial

11.4.17.1 Lands designated as Local Neighbourhood Commercial on Schedule “JH” shall be developed in accordance with Section ~~4.5.3.3~~ 4.4.3.6 of this Plan.

11.4.18 General Industrial Employment

11.4.18.1 Lands designated as ~~General Industrial~~ Employment on Schedule “JH” shall be developed in accordance with Section 4.75.3.3 of this Plan.

11.4.19 Prestige Industrial Employment

11.4.19.1 Lands designated as ~~Prestige Industrial~~ Employment on Schedule “JH” shall be developed in accordance with Section 4.75.3.4 of this Plan, ~~except as modified by the following additional policy.~~

~~11.4.19.2 Secondary uses permitted by Section 4.7.3.2.4 are encouraged to be located in nodes along arterial roads at the intersection with other arterial and collector roads as well as at interchanges with Highway 407. The size of nodes shall be delineated in the implementing zoning by-law in conformity with the maximum unit size and floor area proportions requirements set out in Section 4.7.3.2.4.~~

11.4.20 Business

11.4.20.1 Lands designated as Business on Schedule “H” shall be developed in accordance with Section 4.6 of this Plan, except as modified by Section 11.4.21.

11.4.21 Health Precinct Special Policy Area

11.4.21.1 The **Health Precinct** Special Policy Area is an overlay ~~designation~~ symbol within the Business ~~Prestige Industrial~~ designation. In addition to the policies of Section 4.7.3.2 4.6 of this Plan, the **Health Precinct** Special Policy Area will be governed by the policies of this Section.

11.4.21.2 The **Health Precinct** Special Policy Area shall be developed as a cluster of health and medical related facilities, including research and **development** facilities and related uses in a highly visible and accessible location in proximity to the Highway 7 and 412 interchange ~~407~~. Such uses shall be complimentary to and compatible with the Business ~~Prestige Industrial~~ uses within and adjacent to the **Health Precinct** Special Policy Area.

11.4.21.3 Notwithstanding the permitted uses in Section 4.6.2 ~~4.7.3.2.4~~, retail uses that support the primary uses in the **Health Precinct** Special Policy Area shall be permitted provided that they are integrated in buildings for the primary use ~~and subject to the size restrictions of Section 4.7.3.2.4~~. ~~Stand-alone retail uses shall not be permitted.~~

11.4.21.4 The extent of uses including any supportive retail uses and the delineation of the **Health Precinct** Special Policy Area shall be set out in the Zoning By-law.

~~11.4.21.5 Prior to the development of the Health Precinct Special Policy Area, a Comprehensive Block Plan shall be prepared to the satisfaction of the Municipality which addresses the matters set out in Section 6.2.4.2.2 as well as:~~

~~a) sets out the appropriate block pattern for the Precinct;~~

- b) ~~identifies any other design, access, parking or built form requirements that are unique to a Health Precinct; and~~
- c) ~~considers compatibility of permitted uses with surrounding industrial uses.~~

11.4.22 Business Park

- 11.4.22.1 ~~Lands designated as Business Park on Schedule “J” shall be developed in accordance with Section 4.7.3.2 of this Plan and in particular Sections 4.7.3.2.4, and 4.7.3.2.5, except as modified by the following additional policies.~~
- 11.4.22.2 ~~Business Parks are intended to accommodate higher intensity employment uses in a campus-like layout with a high order of urban design and landscaping. This designation is intended to be clustered around the Highway 407 and Baldwin Street interchange.~~
- 11.4.22.3 ~~The Business Park designation north of Highway 407 abutting the Downtown Brooklin Major Central Area shall provide for office and other intensive employment uses whose employees can support the commercial uses of the Downtown Brooklin Major Central Area.~~
- 11.4.22.4 ~~Outdoor storage and dealerships for new automobiles and trucks shall not be permitted in the Business Park designation.~~

Design

- 11.4.22.5 ~~The lands designated as adjacent to Highway 407 and Baldwin Street are prominent entry points into the Municipality. As such, any buildings or structures visible from Highway 407 and Baldwin Street shall be designed in recognition of their prominent visibility.~~
- 11.4.22.6 ~~Buildings shall be sited close to the street right-of-way with the main entrances facing the street to create an attractive and interesting streetscape.~~
- 11.4.22.7 ~~Parking and loading facilities shall not be located between the building(s) and the street, to promote a prestige appearance and encourage pedestrian activity.~~
- 11.4.22.8 ~~Buildings are to be designed using techniques (i.e., architectural design, landscape treatment, building siting, etc.) to create a pedestrian scale environment at the ground level, where pedestrians’ perception of building mass and/or height is mitigated to create a comfortable, human scale interface along the street and abutting public open spaces.~~
- 11.4.22.9 ~~Loading, servicing and other functional elements shall not be located adjacent to public spaces and shall be screened from view.~~

11.4.22 Schools

- 11.4.22.1 ~~School sites symbolically shown on Schedule “JH” shall be developed in accordance with the relevant policies of Section 4.8 4.7 of this Plan, except as modified by the following additional policies.~~

- 11.4.22.2 Elementary schools shall have frontage on at least one collector road and with a second frontage on either a second collector road or a local road. Secondary schools shall be located at the intersection of an arterial and a collector road, wherever possible, to optimize transit utilization and **active transportation**.
- 11.4.22.3 An elementary school may be located on a Type C arterial road where no collector road alternative exists in the vicinity and if determined acceptable by the applicable school board and the Municipality.

11.4.23 Major Open Space

- 11.4.23.1 Lands designated as Major Open Space on Schedules “~~JH~~” and “~~J1~~”, including Local, District and Town Parks, shall be developed in accordance with Section ~~4.9~~ 4.8 of this Plan, except as modified by the following additional policies.
- 11.4.23.2 Parkettes, Local Parks, District Parks and Town Parks are symbolically shown on Schedules “~~JH~~” and “~~J1~~” and shall be further delineated ~~at the time of development review and~~ through the **development** approval process.
- 11.4.23.3 District Parks may be located adjacent to the **Natural Heritage System** to enhance the opportunity for multi-use trail linkages.

Parkettes

- 11.4.23.4 Parkettes are to be distributed in small residential neighbourhoods where the neighbourhood has limited access to a Local Parks, and District Parks, Sports Park or Town Park due to intervening arterial roads or the **Natural Heritage System**. The Parkettes shall be located in central locations, accessible generally within a 200-400 metre walking distance of the neighbourhood they serve to support **active transportation** and residents’ increased accessibility to greenspace.
- 11.4.23.5 New Parkettes shall generally be approximately ~~0.4~~ 0.5 hectares in size but a smaller size of approximately 0.25 hectares shall be considered in the Downtown Brooklin Major Central Area.

Urban Squares

- 11.4.23.6 Publicly accessible Urban Squares on the northwest, southwest, and southeast corners of the intersection of Baldwin Street and Winchester Road shall be provided to:
- a) promote the identity of the Downtown Brooklin Major Central Area;
 - b) add a visually attractive **gateway** feature at the corner of the Baldwin Street and Winchester Road intersection; and
 - c) create a public gathering space, the larger of which can be programmed for public events to increase opportunities for social connection within the community.
- 11.4.23.7 Urban Squares shall be provided in each Community Central Area, although not illustrated on Schedule “~~JH~~”, ~~with the location identified~~

through the ~~Comprehensive Block Plan~~.

- 11.4.23.8 Urban Squares shall be designed with edges, which are defined by buildings and other structures where not bound by roads.
- 11.4.23.9 Urban Squares shall be subject to the **urban design** policies of Section 6.2 of this Plan as well as the Brooklin Urban Design and Sustainable Development Guidelines.
- 11.4.23.10 The Urban Square at the southwest corner of Baldwin Street and Winchester Road is located on the wide right-of-way at that intersection and will serve as the pedestrian **gateway** to the Pedestrian Promenade. ~~The Urban Square~~ is intended to provide an internal focal point for the Major Commercial Mixed-Use designation and function as an urban park, serving the immediate neighbourhood and visitors to the Brooklin Major Central Area. The Urban Square should be easily accessible and visible to the public, contain eating amenities, hard landscaping, and natural elements, and provide passive recreation uses, programmed activities, and a display of public art. Adjacent commercial uses shall face onto and take access from the Urban Square. The existing row of mature coniferous trees shall be incorporated into the Urban Square where feasible.
- 11.4.23.11 Urban Squares shall be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide passive recreational uses, possible public or private programmed activities, and a display of public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.
- 11.4.23.12 Urban Squares may be developed in public or private ownership or a combination thereof.

11.4.24 Natural Heritage System

- 11.4.24.1 Lands designated as **Natural Heritage System** on Schedules "~~JH~~" and "~~J4~~" fall within the Major Open Space designation on Schedule "A-1" and shall be subject to the policies of Section 5.3.7, except as modified by the following additional policies.
- 11.4.24.2 Within the 2031 lands as shown on Schedule "H", the components of the **Natural Heritage System** were identified through the "Brooklin Secondary Plan Area Natural Heritage Assessment Background Report" (December 2016). Reference shall be made to this study when determining which **natural heritage features** comprised the **Natural Heritage System** at the time of this study and when reviewing **development** applications and supporting studies.
- 11.4.24.3 Prior to the approval of any draft plan of subdivision, within the 2051 lands, as shown on Schedule "H", a ~~master environmental servicing plan~~ Natural Hazard Lands and SWM Study shall confirm the components of the **Natural Heritage System**.
- 11.4.24.4 The extent and boundary of the **Natural Heritage System** is conceptual.

The exact boundary shall be determined through an **Environmental Impact Study (EIS)** and feature staking to the satisfaction of the Municipality in consultation with the Conservation Authority having jurisdiction. The boundary of the **Natural Heritage System** may be refined with additions and deletions without an amendment to the Plan.

11.4.24.5 The **Natural Heritage System** includes all known permanent and **intermittent streams** which are delineated on Schedule “G B”. A number of the streams shown on Schedule “G B” are headwater streams. ~~The status as intermittent versus ephemeral has not been confirmed for some headwater streams. The “Brooklin Secondary Plan Area Natural Heritage Assessment Background Report” (December 2016) identifies these streams as subject to further study.~~ A Headwater Drainage Feature Assessment will be required to the satisfaction of the Municipality and the Conservation Authority, in consultation with the Ministry of Natural Resources and Forestry, prior to approval of **development adjacent to these streams**. The assessment shall evaluate and classify the drainage feature status based on criteria established by the Conservation Authority and shall determine if the drainage features are to be maintained. Where authorized by the Conservation Authority and the Municipality, in consultation with the Ministry of Natural Resources and Forestry, the removal of a drainage feature from the **Natural Heritage System** may occur without an amendment to the Plan.

11.4.24.6 A number of small isolated **natural heritage features** are designated as part of the **Natural Heritage System** on Schedule “G B”. Other than any **natural heritage feature** that is an identified **Provincially Significant Wetland**, further study through an EIS is required to determine the significance of these features and the appropriateness of inclusion in the **Natural Heritage System** prior to approval of any **development**. For the 2031 lands, these features that are subject to further study are identified in the “Brooklin Secondary Plan Area Natural Heritage Assessment Background Report” (December 2016). For the 2051 lands, a master environmental servicing plan Natural Hazard Lands and SWM Study shall, prior to approval of any draft plan of subdivision, identify those natural heritage features that are subject to further study through an EIS. An EIS shall be required to determine:

- a) if the feature is considered not to be a **key natural heritage feature** as set out in Section 5.3.7.1 or a linkage as identified on Schedule “J H”. In this case, the feature may be removed without an amendment to the Plan;
- b) if the feature is a **key natural heritage feature** but has limited function. In this case, the feature may be removed without an amendment to the Plan, at the discretion of the Municipality in consultation with the Conservation Authority, provided compensation is made which could include additional dedicated land and/or the construction and restoration of similar features elsewhere in the **Secondary Plan Area** adjacent to, or, where appropriate, within the currently designated **Natural Heritage System** in the **Secondary**

Plan Area without an amendment to the Plan; and

- c) if the feature is a **key natural heritage feature** and must be retained in-situ. In this case, the EIS shall consider the feasibility of alternatives to re-connect or create linkages from the feature to the broader **Natural Heritage System**.

- 11.4.24.7 Where a feature or portion of a feature is removed or reduced in accordance with Sections ~~11.4.25.3, 11.4.25.4 and 11.4.25.5~~ 11.4.24.3, 11.4.24.4 and 11.4.24.5, the urban designation abutting the feature shall apply.
- 11.4.24.8 In addition to the requirements of Section 5.3.7.3, feature staking, erosion analysis, confirmation of the **Natural Heritage System** boundaries and determination of the appropriate extent of **vegetation protection zones** beyond those set out in Section 5.3.7.8 shall be required through the completion of an EIS prior to approval of **development**.
- 11.4.24.9 The **Natural Heritage System** incorporates a number of linkages as identified in the “Brooklin Secondary Plan Area Natural Heritage Assessment Background Report” (December 2016). These linkages are schematically shown on Schedule “JH.” Additional linkages within the 2051 lands will be identified through the a Natural Hazard Lands and SWM Study-master environmental servicing plan. The EIS required for **development** shall identify how these linkages will be restored and enhanced through the **development** process. Stormwater management facilities may be located within linkages provided the EIS demonstrates that the linkage functions will be maintained, and there is no impact to adjacent **natural heritage features**.
- 11.4.24.10 The northern extension of Cachet Boulevard crosses one of these linkages. The EIS required for **development** in that area shall identify appropriate design considerations for the collector road to ensure the function of the linkage is maintained.
- 11.4.24.11 The hydro corridor south of Highway 407 and the hydro corridor in the northwest corner of the secondary plan area also serves as an open space linkage. The Municipality shall encourage Hydro One to maintain it as a grassland area.
- 11.4.24.12 The EIS required for **development** adjacent to the **Natural Heritage System** shall also identify opportunities for restoration and enhancement of riparian habitat within the **Natural Heritage System** including opportunities to restore meandering channels in previously straightened watercourses.
- 11.4.24.13 Restoration and enhancement is particularly important along all stream reaches providing contributing, occupied and recovery habitat for Redside Dace. Protection of these watercourses must conform to the requirements of the Ministry of Natural Resources and Forestry and comply with the provisions of the Endangered Species Act.
- 11.4.24.14 The final location and design of all required road and servicing crossings of Redside Dace habitat shall be evaluated and designed according to the

Ministry of Natural Resources and Forestry’s “Guidance for Development Activities in Redside Dace Protection Habitat” and shall be designed to:

- a) minimize the number of stream crossings to generally no more than one crossing per kilometre of stream;
- b) minimize lengths and widths of crossings;
- c) cross at straight sections of a stream;
- d) be located where possible at previously disturbed areas;
- e) minimize the width of the facility within the regulated habitat;
- f) co-locate various **infrastructure** within the crossing to minimize the number of crossings;
- g) adhere to appropriate timing windows during construction; and
- h) incorporate effective erosion and sediment control measures.

11.4.25 Natural Hazards

11.4.25.1 Lands designated as **Natural Hazards** on Schedules “JH” and Schedule “J1” shall be developed in accordance with Section 5.3.10 of this Plan and the approval of the Conservation Authority. Where the **Natural Hazards** designation falls within the **Natural Heritage System**, it is illustrated as an overlay designation.

11.4.25.2 Where detailed study in support of a draft plan of subdivision or other **development** application confirms that the boundary of a **Natural Hazards** designation may be refined, **development** and **site alteration** may be permitted without amendment to this Plan provided the Conservation Authority concurs with the study findings. **When the Natural Hazards** designation is removed or reduced, the urban land use designation abutting the area removed or reduced shall apply except where the lands are also located within the **Natural Heritage System** designation. Where more than one urban designation abuts the area removed or reduced, the abutting designations shall apply in the same proportion that abuts the area removed or reduced.

Other Policy Directions

11.4.26 Gateways

11.4.26.1 The intersection of Winchester Road and Baldwin Street has the opportunity to provide a significant **Gateway** to the community. The northwest, southwest, and southeast corners of this intersection will be designed to create comfortable Urban Squares as **gateways** to the Downtown and to the new commercial areas south of Winchester Road.

11.4.26.2 The intersections of Highway 7/Winchester Road and Cochrane Street

and Columbus Road and Lake Ridge Road are also identified as a **Gateway** in the Official Plan.

- 11.4.26.3 Generally, **Gateways** shall be designed in accordance with Section 6.2.3.7 of this Plan and include distinctive **streetscape** features and public art pieces in order to contribute to community image and identity.

11.4.27 Parking

- 11.4.27.1 The Municipality may consider cash-in-lieu of parking where it can be demonstrated that the full parking requirement cannot be provided on-site or in an alternate location. In such cases, the Municipality and the Developer shall enter into an agreement providing for such payment and setting out the basis upon which it was calculated pursuant to the provisions of the Planning Act. Within the Heritage Commercial designation, cash-in-lieu of parking will be encouraged for non-residential **development** in consideration of the limited opportunities for on-site parking and the intent to retain the heritage **character** of the designation.
- 11.4.27.2 The Municipality shall prepare a short and long-term parking strategy for Downtown Brooklin to accommodate the need for an increased number of parking spaces as commercial **development** occurs. Such a strategy will consider the use of surface parking and parking structures to accommodate parking needs.
- 11.4.27.3 The Municipality shall work with property owners to encourage more efficient use of present private parking areas for existing commercial **development** and optimize the opportunity for new **infill development** and cohesive commercial main street **development**.

11.4.28 Roads and Active Transportation

- 11.4.28.1 The **Secondary Plan** Area shall be developed in accordance with the Transportation policies of Section 8.1.3 except as modified by the following additional policies, as well as the recommendations of the Brooklin Transportation Master Plan, as updated over time.
- 11.4.28.2 While the arterial roads shown on Schedule "D" "C-1" are intended primarily to allow for the ease of motor vehicle traffic throughout the Region and the Municipality, regard shall 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.
- 11.4.28.3 In this regard, arterial road rights-of-way shall consider the needs, safety and comfort of the pedestrians, cyclists and automotive users. 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 network over the long term.
- 11.4.28.4 New and reconstructed arterial roads shall be built with sidewalks on both sides and cycling provided through on-road facilities and/or off road (e.g. cycle track or multi- use paths). The location of multi-use paths will be

determined based on **connectivity** to **active transportation** routes, accessibility and **connectivity** to public transit stops, and maximizing safety and use.

- 11.4.28.5 Collector and local roads shall be designed in a grid system, where possible, to disperse traffic and lower volumes on each road in this area.
- 11.4.28.6 The Municipality ~~shall require~~ may consider the construction of roundabouts in appropriate locations. Roundabouts will be considered for implementation in the following situations:
- a) at proposed intersections where traffic signals or all-way stop control is warranted or expected to be warranted in the near future;
 - b) at existing intersections with identified capacity issues or safety issues;
 - c) where identified as a component of a large-scale road improvement plan or new **development** plan; or
 - d) on road construction projects where major rehabilitation and/or road widening is occurring.
- 11.4.28.7 An **active transportation** network which connects destinations within and beyond the neighbourhood such as schools, parks, the downtown, commercial areas and employment areas shall be planned and identified in the Municipality's Active Transportation Plan. In this regard, an **active transportation** network plan shall be prepared for ~~each Comprehensive Block Plan~~ and implemented through the **development** approvals process.
- 11.4.28.8 The **active transportation** network may be provided within road rights-of-way as well as on trails within the **Natural Heritage System**. **Active transportation** connections across barriers (natural and **infrastructure**) shall be planned at appropriate walking/cycling intervals to reduce barriers between neighbourhoods and increase accessibility for all ages and abilities.
- 11.4.28.9 Plans of subdivision shall be designed to optimize access to transit through **active transportation**, promote efficient and convenient transit stop locations, and facilitate the efficient operation of transit vehicles.
- 11.4.28.10 Reduced road and right-of-way widths may be considered if **active transportation** connections and improved transit are provided to move people through the community and shall be supported by an engineering study which demonstrates that all of the required elements can be accommodated within the proposed reduced width.
- ~~11.4.28.11 Subject to the resolution of an alternative route for Highway 7/12 and an environmental assessment, Baldwin Street and Thickson Road may be realigned south of Brawley Road in accordance with the policies of Section 11.4.31.6. The environmental assessment shall consider alternatives to the alignment of Thickson Road including, as an alternative, the avoidance of the small cluster of houses along Old Thickson Road.~~
- 11.4.28.11 All collector and local roads shall also be planned to include a vibrant and healthy tree canopy that will provide shade and enhance and establish a

vibrant urban environment. In this regard, a Tree Canopy Plan shall be prepared for each plan of subdivision. In order to maximize the amount of tree planting, the co-location of utilities is encouraged.

- 11.4.28.12 All new local roads shall consider sidewalks on both sides and set back from the curb, to support a safe and connected pedestrian environment. Exceptions may be considered in Low Density Residential areas on short streets and crescents, which do not lead to trails, schools or parks and provided accessibility requirements are met.
- 11.4.28.13 The portion of the northern east-west collector that crosses the Greenbelt Plan located between Lake Ridge Road and Country Lane is a long-term connection. An **Environmental Assessment** shall determine the most appropriate location for the crossing and that crossing that shall be protected for.
- 11.4.28.14 A Lake Ridge Road corridor access management study will determine the intersection control type for the mid-block arterial road intersection with Lake Ridge Road south of Columbus Road and north of Highway 407 and the mid-block collector road intersection with Lake Ridge Road north of Highway 7 and south of Highway 407.
- 11.4.28.15 The alignment of the easterly Carnwith Road extension to the City of Oshawa as shown on Schedule H is conceptual and subject to an **Environmental Assessment** Study to confirm the alignment in Whitby and In Oshawa to Thornton Road.

11.4.29 Servicing

- 11.4.29.1 The **Secondary Plan** Area shall be developed in accordance with the Municipal Servicing policies of Section 8.2.3 and the Site Servicing policies of Section 6.2.3.16 except as modified by the following additional policies.
- 11.4.29.2 Prior to any **development** occurring within the 2031 lands north of Columbus Road, west of Ashburn Road; south of Winchester Road, west of the Lynde Creek; and south of Highway 407, east of the Lynde Creek, a Final Watershed Report shall be completed which addresses such matters as drainage, stormwater management (water quality and quantity), erosion, flooding and ground water. Specifically, the Final Watershed Report shall identify and direct resolutions to each of the mitigation options contained in Section 5 of the Report on **Watershed Planning, Natural Hazard Lands** and Stormwater Management (Candevcon & Stonybrook Consulting, September 2016) to the satisfaction of the Town and Conservation Authority. The Final Watershed Report shall also address **Low Impact Development** techniques and assess the ability to capture minimum rainfall events.
- 11.4.29.3 Within the 2051 lands, a **Natural Hazards** Lands and SWM Study shall delineate the limits of **Natural Hazards** and confirm the limits of the **natural heritage system**, as well as establish a Stormwater Management Strategy for the land, prior to the approval of the first draft plan of subdivision within the 2051 lands.

- 11.4.29.4 For the 2051 lands, an **infrastructure** staging and sequencing plan and **fiscal impact study** shall identify water and sanitary **infrastructure** staging and phasing, demonstrate how orderly and sequential **development** will be implemented and how the provision of Regional infrastructure and municipal services will be financially viable over the full life cycle and within the financial capacity of the Town and Region. This study shall be completed prior to approval of the first draft plan of subdivision within the 2051 lands.
- 11.4.29.5 The Final Watershed Report, and the Natural Hazard Lands and SWM Study ~~master environmental servicing plan~~ shall identify quadrants/sub-areas/neighbourhoods where more detailed functional servicing reports and stormwater management plans will be completed on a quadrant/sub-area/neighbourhood basis in support of **development** applications. ~~The boundary of the quadrants/sub-areas/neighbourhoods shall reflect, where possible, the boundaries of the Comprehensive Block Plans required in Section 11.4.6.7.~~
- 11.4.29.6 A Functional Servicing Report comprehensively addressing stormwater management and municipal servicing shall be prepared for each quadrant/sub-area/neighbourhood as identified in Section ~~11.4.30.3~~ 11.4.29.5 and shall address any other requirements of the Final Watershed Report.
- 11.4.29.7 The stormwater management plan component of the Functional Servicing Report shall locate stormwater management ponds inboard from arterial and collector roads where feasible in order to create **transit-supportive** built form along arterial and collector roads. The stormwater management plans shall explore how grading and **infrastructure** can be designed to accommodate the inboard location of these ponds.
- 11.4.29.8 The Functional Servicing Report shall demonstrate how post-**development** flows are controlled to pre-**development** flow rates for the 2 through 100- year return event storms. Additional controls beyond this will be required where the Conservation Authority has determined that flood control measures are required to avoid unacceptable downstream impacts resulting from **development** of the Brooklin Community Secondary Plan area.
- 11.4.29.9 Prior to any **development** occurring north of Columbus Road, west of Ashburn Road; south of Winchester Road, west of the Lynde Creek; and south of Winchester Road, east of the Lynde Creek, an **Infrastructure** Staging Plan shall be completed to the satisfaction of the Municipality and Region, which identifies the Regional **infrastructure** and Town facilities which are needed for each quadrant/sub-area/Neighbourhood to be developed.
- 11.4.29.10 Applications for draft plan of subdivision along arterial roads shall also require submission of design solutions to achieve an active **streetscape** while mitigating noise impacts to adjacent residential **development**.

11.4.30 Phasing of Development

- 11.4.30.1 It is the intent of this Plan to encourage the timely provision of **infrastructure** as urban **development** occurs in a sequential manner.
- ~~11.4.30.2 It is also the intent of this Plan that industrial lands north and south of Highway 407 are serviced in conjunction with residential and commercial lands. In particular, the industrial lands south of Highway 407, west of Baldwin Street, shall be serviced as part of the extension of services to the residential lands west of Ashburn Road except for the lands immediately west of Ashburn Road that can be serviced by the extensions of local water and sanitary infrastructure.~~
- 11.4.30.2 On this basis, the identification of **infrastructure** upgrades and service delivery requirements shall be carried out prior to any **development** occurring. This long-range planning should take the full build out of the **Secondary Plan** area into account and attempt to rationalize how long it will take for the area to be developed. External factors should also be considered, most notably the capacity of the transportation network located within, adjacent to and in the vicinity of the **Secondary Plan** area.
- 11.4.30.3 It is recognized that it is at times difficult to anticipate the timing of private **development** and on this basis, flexibility is required to respond to changing circumstances in a manner that does not affect the basic intent of the overall phasing plan for the **Secondary Plan** area and the financial plans and studies that support the phasing plan. Therefore, it is not the intent of this policy to require the establishment of a rigid set of criteria to guide **development**. Rather, the intent of the policy is to provide a general understanding of how and when **infrastructure** is to be upgraded and when service delivery is to be enhanced.
- 11.4.30.4 In order to ensure that the cost of new **development** will not have an adverse impact on the financial capability of the Municipality and the Region and to ensure that timely residential **development** and industrial/commercial **development** coincides with and supports required **infrastructure development**, including the building of roads, schools, parks and the introduction of increased transit service and facilities, an increase in public servicing levels such as fire and police and the timely **development** of water and wastewater servicing **infrastructure**, and the provision of telecommunications / communications **infrastructure**, **development** in the Brooklin Community Secondary Plan area shall only proceed when:
- a) an **Infrastructure** Staging Plan for the **Secondary Plan** is completed according to ~~Section 11.4.30.6~~ Section 11.4.29.6;
 - b) ~~a Comprehensive Block Plan(s) is completed for new residential neighbourhoods as set out in Sections 6.2.4.2.1 and 11.4.6.7 which addresses phasing of roads, school sites, parks, transit service and public service facilities within that neighbourhood;~~

- c) a Financial Plan for the **Secondary Plan** area that establishes the basis for the phasing, and the funding of new **infrastructure of development and infrastructure** has been approved by Whitby Council;
- b) the Municipality has in full force and effect, and not subject to appeal, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the **Secondary Plan** area;
- c) certain benefitting landowners within the **Secondary Plan** area have entered, or will enter, into an agreement or agreements amongst themselves to address the distribution of all costs of **development** including those which may not be recoverable by the Municipality under the Development Charges Act, 1997, or any successor legislation, particularly the provision of community and **infrastructure** facilities such as parks, roads, road improvements, external services, storm water management facilities, public/private utilities and schools; and
- d) in order to implement paragraph e) above, the Municipality may include conditions of Draft Plan Approval that may require the benefitting landowners to enter into agreements with other benefitting landowners with respect to the provision of servicing. If a benefitting landowner chooses not to enter into such agreements, no **development** shall be permitted until it has been demonstrated that the benefitting landowner has entered into required agreements with other affected landowners with respect to the provision of services and other **infrastructure**.
- e) For the 2051 lands, a Master Parkland Agreement should be entered into between the benefitting landowners and the Town prior to approval of the first draft plan of subdivision within the 2051 lands.

~~11.4.30.6 — Upon completion of an environmental assessment to determine the final alignment of Baldwin Street North and Thicksen Road North, and the intersection location, adjustments may be made to the arrangement of land use designations Within the “Special Policy Area” identified on Schedule “J”, without amendment, upon completion of provided the general distribution of the Mixed Use, Medium Density and High Density Residential land use designations within the Community Central Area is maintained. Development applications within the Special Policy Area may be approved prior to the conclusion of the environmental assessment process to determine the road alignments and intersection location, however such approvals shall not prejudice the environmental assessment process. Conditional development approvals and holding provision(s) as part of zoning by law amendments shall recognize the need for any potential modifications to the development plans necessary to accommodate the final approved alignment, prior to final approval of development plans.~~

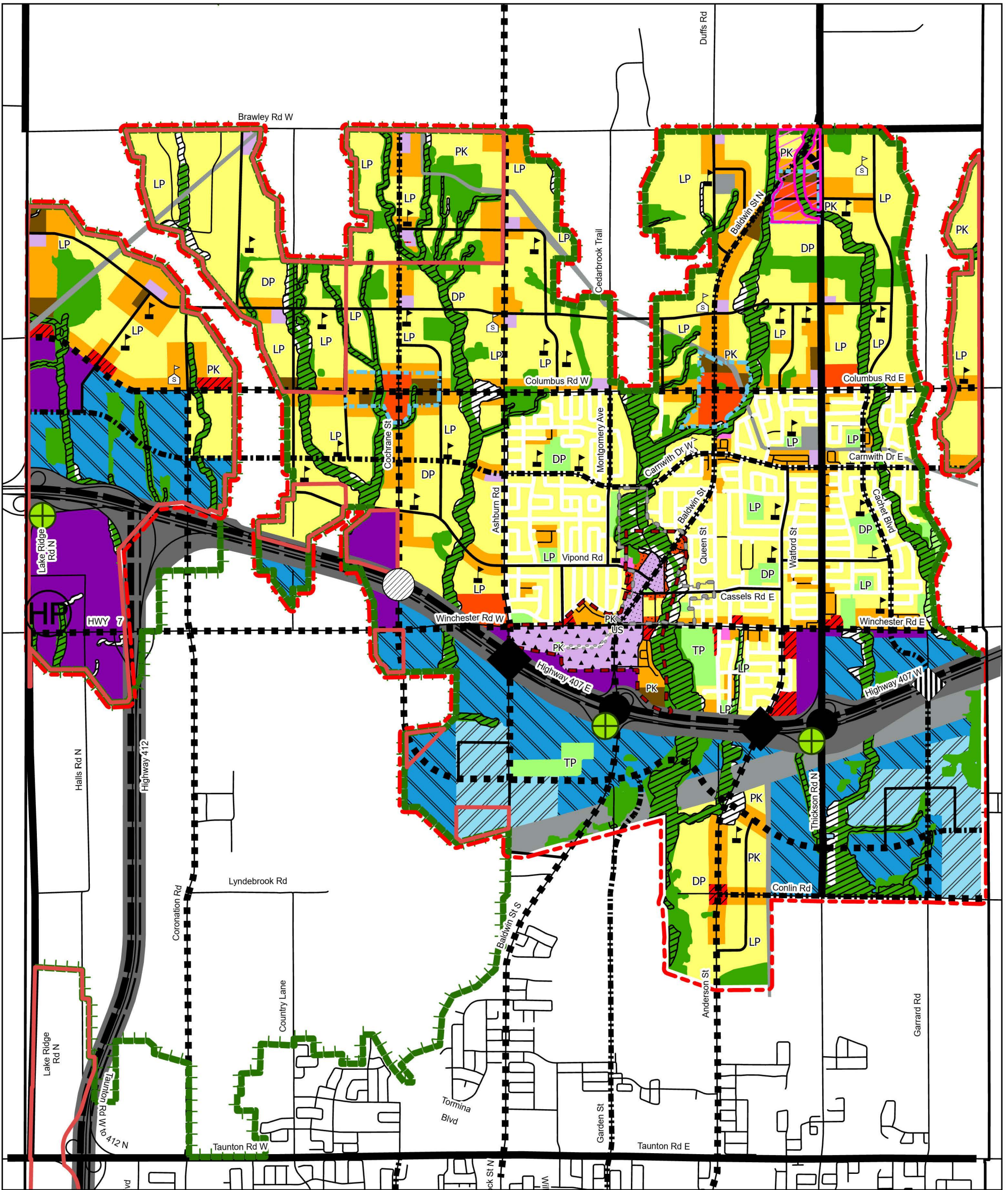
11.4.30.5 Within the Special Policy Area identified on Schedule “H,” appropriate transportation studies shall be required to determine a collector road connection and alignment from Baldwin Street to Thicksen Road North, south of Brawley Road. Upon completion of the transportation studies, adjustments may be made to the arrangement of the land use

designations within the Special Policy Area, without amendment, provided the general distribution of the Mixed-Use, Medium Density and High Density Residential land use designations within the Community Central Area is maintained. **Development** applications within the Special Policy Area may be approved prior to the conclusion of the appropriate transportation studies to determine the road alignments and intersection location, however such approvals shall not prejudice the study process. Conditional **development** approvals and holding provision(s) as part of zoning by-law amendments shall recognize the need for any potential modifications to the **development** plans necessary to accommodate the final approved connection alignment, prior to final approval of **development** plans.

- 11.4.30.6 For the 2051 lands, a Natural Hazard Lands and SWM Study, ~~master environmental servicing plan~~ and a **fiscal impact study** shall identify **infrastructure** phasing, demonstrate how orderly and sequential **development** will be implemented and how the provision of Regional **infrastructure** and municipal services will be financially viable over the full life cycle and within the financial capacity of the Town and Region.

11.4.31 Implementation and Interpretation

- 11.4.31.1 The implementation and interpretation of the **Secondary Plan** will be in accordance with Section 10 of Part I of this Plan.
- 11.4.31.2 Applications for residential **development** and other **sensitive land uses** with 300 metres of industrial **Employment Area** uses may be required to prepare noise, air quality, vibration and other relevant land use compatibility studies to ensure that potential impacts on new residential **development** can be appropriately mitigated.

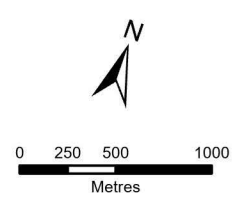


Legend

- | | | | |
|--------------------------------|-------------------------|--|--|
| Low Density Residential | Major Open Space | Utility | Controlled Access Highway (Freeway) |
| Medium Density Residential | Natural Heritage System | Special Policy Area (Refer to policy 11.4.30.5) | Type A Arterial |
| High Density Residential | Natural Hazards | Health Precinct Special Policy Area | Type B Arterial |
| Neighbourhood Commercial | Institutional | Community Central Area | Type C Arterial |
| Main Street Heritage Mixed Use | District Park | Major Central Area | Collector Road |
| Major Commercial Mixed Use | Local Park | Secondary Plan Boundary | Greenbelt Plan Boundary |
| Community Commercial Mixed Use | Parkette | Whitby 2051 Expansion Areas | Full Interchange |
| Residential Mixed Use - HCD | Town Park | Heritage Conservation District Boundary | Potential Interchange (Subject to Further Study) |
| Residential Mixed Use | Secondary Schools | Pedestrian Promenade with Ground Floor Animation | Grade Separation |
| Prestige Employment | Elementary Schools | | Potential Grade Separation |
| Industrial Employment | Linkage in NHS | | Future Transitway Station |
| Business | | | |

**Brooklin
Community
Secondary Plan
Official Plan
Town of Whitby**

Schedule
H



This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.