



Comprehensive Block Plan

South of Highway 407
Brooklin, Ontario

Winash Developments

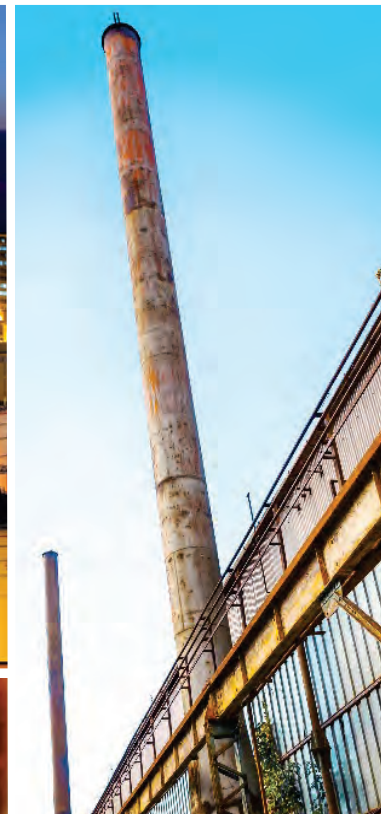




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1. Introduction

1.1 Introduction and Purpose

As per Section 6.2.4.2.1 and 6.2.4.2.2 of the Town of Whitby Official Plan and Section 11.5.21.5 of the Brooklin Community Secondary Plan, a Comprehensive Block Plan (CBP) is required for the new greenfield development, industrial development and the Health Precinct on the subject lands. GHD has been retained by Winash Developments Limited to prepare the CBP for the future development of the Baldwin Street South and Garden Street area located south of Highway 407.

The purpose of this document is to satisfy the Town of Whitby's requirements for a CBP. The document will analyze the subject lands to establish a block pattern with integrated and coordinated road access. It will also provide direction for building placement in accordance with adopted Urban Design Guidelines. Finally, it will integrate a proposed active transportation network with the proposed road network. Overall, the CBP will provide a vision and guidelines for development in the area.



2. Study Area Location and Features

The study area is located south of Highway 407, generally north of the Hydro One transmission corridor, and on both sides of Baldwin Street south of Brooklin. The study area and the surrounding context is shown on **Figure 1**. The subject area is approximately 38 hectares in size. The current use of the subject property and the surrounding area is primarily farmland. With a relatively flat topography and no existing developments. There are no cultural or aesthetic characteristics that define the Study Area. **Figure 2** illustrates the surrounding area within a 400m (5-minute walk) and an 800m (10-minute walk) radius of the Study Area.

Within 400m (5-minute walk)

North: The study area abuts Highway 407. Photo 3 shows the eastbound and westbound interchanges are located directly north of the Study Area on Baldwin Street. The Durham Region Transit Route 302 and the GO Transit Bus Route 81 travels along Baldwin Street from the Whitby GO Station to Brooklin and ultimately, Beaverton.

West of Baldwin Street, the Highway 407 ownership includes lands that are intended for a future transitway station. The lands are currently under construction for a Commuter Parking Lot until the transitway plans are implemented.

East: An existing MTO Stormwater Management Pond, off-road cycling trail up to Garden Street, Lynde Creek Valley lands, farm lands designated for Prestige Industrial use, and St. Thomas Street, a local road. Photo 1 shows the existing Lynde Creek Valley lands and farm lands designated for Prestige Industrial use.

South: Hydro One Transmission Corridor, Spencers Road, and the Groveside Cemetery.

West: Farm lands designated for General Industrial and Business Park use as shown on photo 2.

Within 800m (10-minute walk)

North: North of Highway 407 is the Brooklin Towne Centre (as shown in **Photo 4**), a commercial plaza with restaurants, pharmacy, bank, gas station and grocery store.

The Madison Development is also located north of Highway 407 to the east of Baldwin Street. A Business Park is proposed along Baldwin Street and a mix of Medium and High Density residential dwellings to the east, adjacent to the existing Natural Heritage area.

The proposed Winash North development is also located north of Highway 407 west of Baldwin Street. The proposed mixed use development consists of a commercial plaza along Baldwin Street with a mix use medium and high density development further west.

East: Anderson Street, a Type 'B' Arterial Road, St. Thomas Street, Lynde Creek Valley lands and farm land.

South: Lynde Creek Valley lands, Lyndebrook Golf Course, and a residential subdivision along Robmar Street comprised of single detached housing.

West: Ashburn Road, a Type 'B' Arterial Road and farm land.



The Brooklin Community Secondary Plan (BCSP) Schedule 'K' designates Baldwin Street as a Type 'B' Arterial Road. Schedule 'K' also proposes a Type 'B' Arterial Road be constructed in the east/west direction through the Study Area. Garden Street is shown on the BCSP as a Type 'C' Arterial Road. It is proposed to be extended northward to intersect with the future east/west Type 'B' Arterial Road.

Figure 3 shows the landowners of the parcels in the Study Area. Winash Development Limited currently own the majority of the Study Area with the Town of Whitby owning 5.34 ha of the land located in the north-west corner thereof.

2.1 Historical Uses

The study area has historically been used for agricultural purposes. Batty Investments Limited previously owned the Study Area lands located west of Baldwin Street. The Roybrook Farms owned the lands east of Baldwin Street. A portion of both properties were acquired by the Province of Ontario for the construction of Highway 407. The CBP is created to guide the development of the remaining lands that are located south of Highway 407.



Photo 1: Lynde Creek Valley lands and farm lands designated for Prestige Industrial use on the east side of Baldwin Street



Photo 2: Farm land and the Hydro Corridor on the west side of Baldwin Street



Photo 3: Highway 407 East Interchange North of the Study Area



Photo 4: Brooklin Towne Centre Commercial Plaza North of Highway 407

COMPREHENSIVE BLOCK PLAN

LOCATION MAP

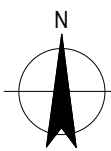


2018 ORTHOPHOTOGRAPHY PROVIDED BY FIRST BASE SOLUTIONS

N.T.S.

LEGEND

 STUDY AREA



BROOKLIN
TOWN OF WHITBY



Fieldgate Developments Limited
WINASH SOUTH

LOCATION MAP

Job Number 11192576
Revision A
Date JUNE 2021

Figure 1

COMPREHENSIVE BLOCK PLAN

CONTEXT MAP

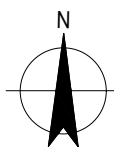


LEGEND

- STUDY AREA
- 400 m (5 min) WALKING DISTANCE
- 800 m (10 min) WALKING DISTANCE

2018 ORTHOPHOTOGRAPHY PROVIDED BY FIRST BASE SOLUTIONS

N.T.S.



BROOKLIN
TOWN OF WHITBY



Fieldgate Developments Limited
WINASH SOUTH

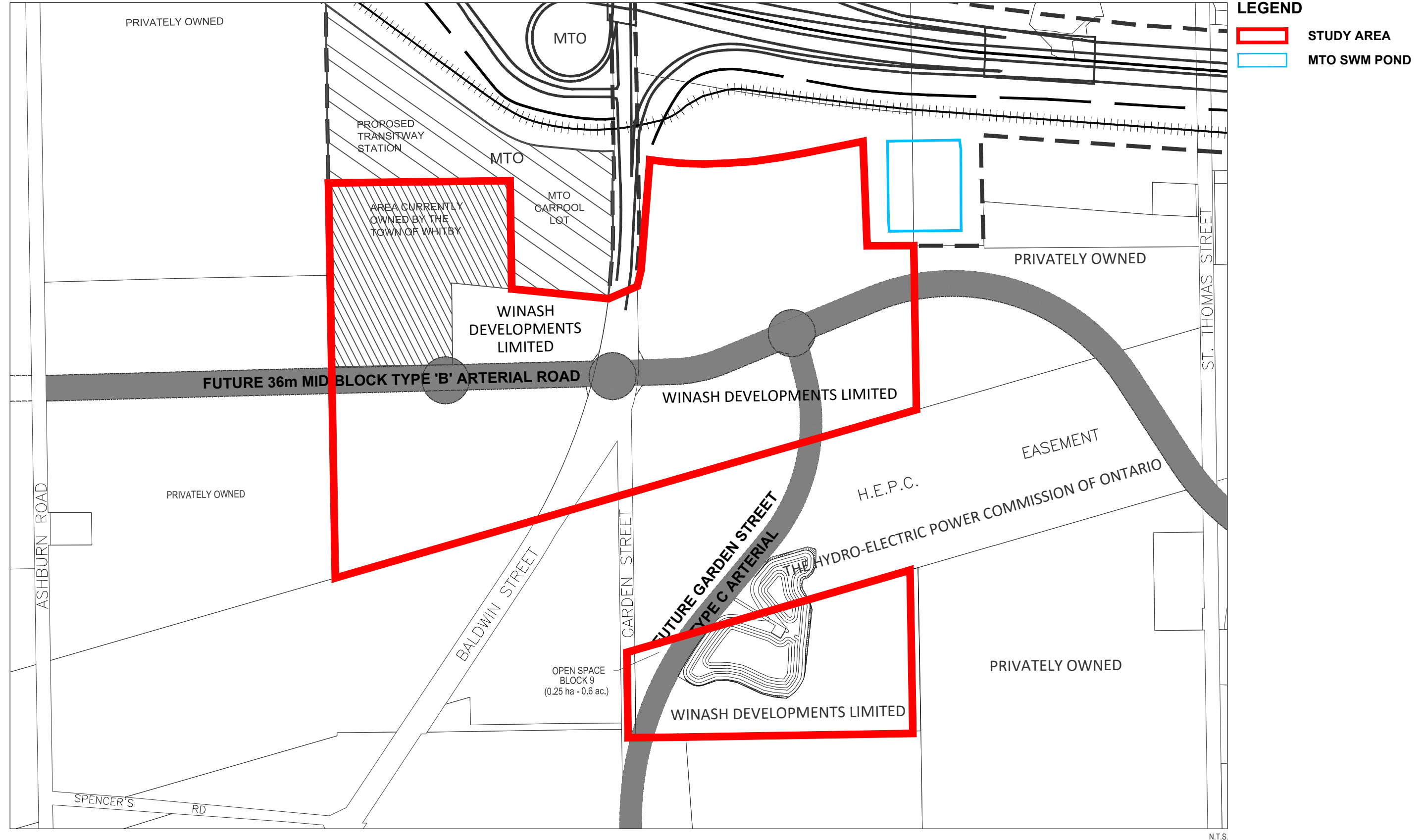
STUDY AREA AND CONTEXT MAP

Job Number	11192576
Revision	A
Date	JUNE 2021

Figure 2

COMPREHENSIVE BLOCK PLAN

LANDOWNERS



LEGEND

- STUDY AREA
- MTO SWM POND



3. Policy Context

The study area is subject to a number of land use policies from multiple levels of government. This section provides a summary of the Provincial, Regional, and Municipal policy documents applicable to the Study Area.

3.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) is an overarching Provincial document created under the Section 3 of the Planning Act. The latest PPS came into effect in May 2020. The policy document directs and guides municipalities in respect to land use planning. All development and decisions made by municipalities must conform to the policies set out in the PPS. Section 1.0 of the PPS promotes strong, livable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth through efficient development and land use patterns to sustain the future well-being of the Province, and municipalities.

The PPS promotes accommodating employment lands to provide an appropriate range of land uses to meet long-term needs. Section 1.3.1 of the PPS states that planning authorities shall promote economic development and competitiveness. Section 1.3.1.a) of the PPS encourages economic development through providing a mix and range of employment and institutional uses to meet long-term needs. Section 1.3.1b) also encourages providing opportunities for a diversified economic base, which includes maintaining employment lands to support a range of economic activities with respect to the needs of existing and future businesses. Through the BCSP, the Town of Whitby has designated the lands to be an area of employment.

3.2 A Place to Grow, 2019

The Places to Grow Act was enacted in 2005. Through the Places to Grow Act, the Province created The Growth Plan for the Greater Golden Horseshoe and adopted the document in 2006. The Growth Plan was updated in 2019 and re-named “A Place to Grow”. An amendment to a Place to Grow was approved in 2020. A Place to Grow provides policies to control and encourage the growth in the Greater Golden Horse, including Durham Region and the Town of Whitby. The Plan provides specific direction on where growth will occur and how it is managed.

Section 2.2.5 of A Place to Grow pertains to managing Employment Lands within the Greater Golden Horseshoe. Section 2.2.5.6 specifically requires the protection of all Employment Lands designated in the Official Plan for appropriate long-term employment uses.

The policies within the Provincial Growth Plan are implemented in the Durham Region Official Plan. The Brooklin Community Secondary Plan further divides the employment area into sub-designations. Policies pertaining to the sub-designations were approved in conformity with the Durham Region Official Plan and the Growth Plan.



3.3 Durham Region Official Plan

The Durham Region Official Plan (DROP) is a policy document that guides land use decisions made by municipalities within the Durham Region. The Growth Plan requires all upper-tier municipalities to designate employment lands in their official plan. Schedule “A” – Map “A4” of the Durham Region Official Plan designates the subject lands as “Employment Area” as shown on **Figure 4**.

The following are the General Policies for “Employment Areas” listed in Section 8C.1 of the Durham Region Official Plan:

- *The Region, in cooperation with the area municipalities, shall maximize the employment potential of designated Employment Areas.*
- *Sites having a high degree of exposure and good access shall be reserved for employment-intensive uses.*
- *The Region shall protect Employment Areas from consumption by personal service and retail uses.*
- *The Region shall ensure that an adequate supply of vacant, serviced land is maintained within designated Employment Areas to achieve the employment forecasts in Policy 7.3.3 and provide sufficient market choice.*
- *The Region shall ensure that Employment Areas are easily accessible*
- *The Region Promotes sustainable design and the development of transit supportive, compact urban form and minimizing surface parking in Employment Areas, where appropriate.*

3.4 Region of Durham Transportation Master Plan, 2017

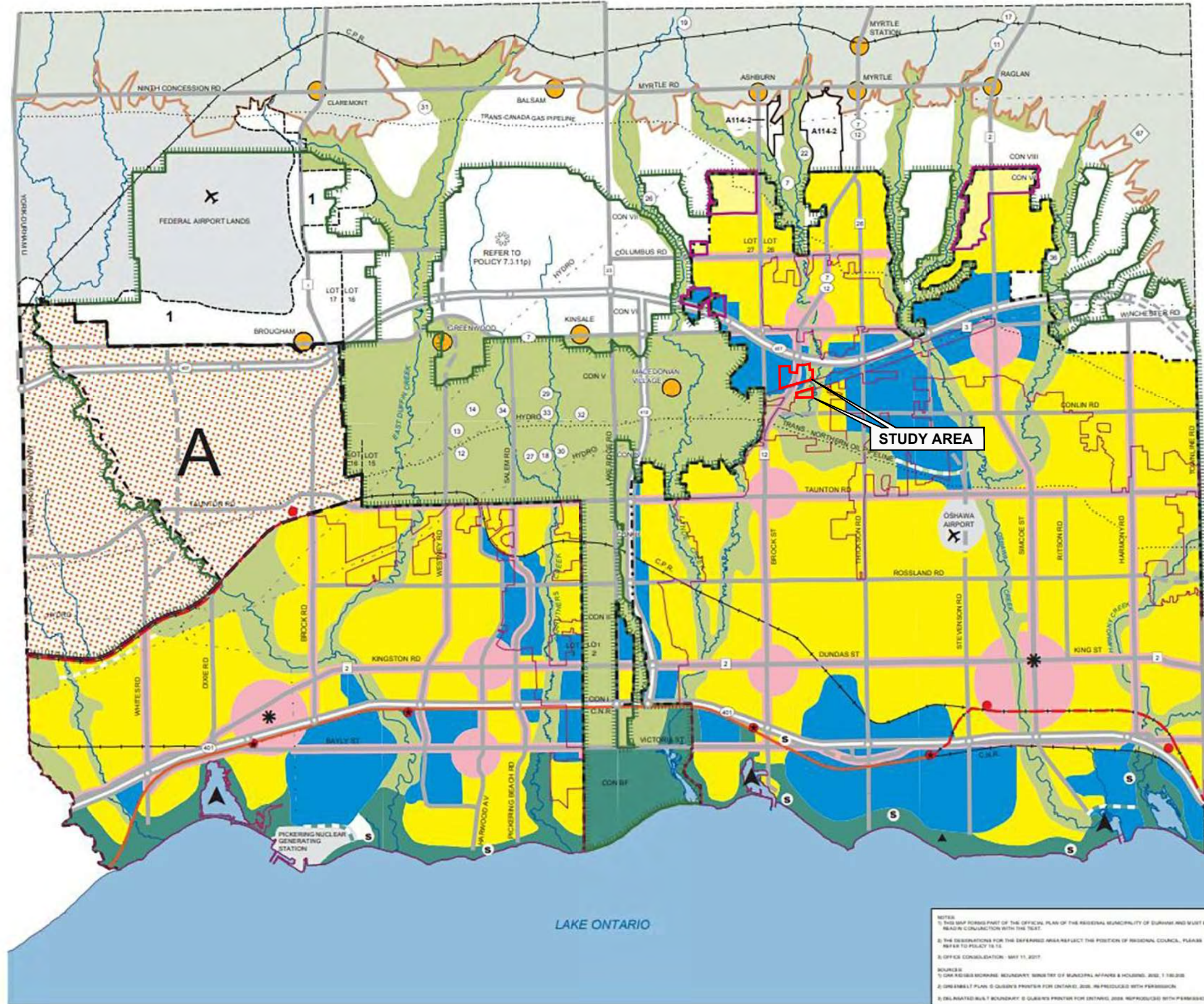
In 2017, the Region of Durham had completed The Region of Durham Transportation Master Plan and incorporated the plan into the DROP in June 2018 through ROPA171. The Durham Transportation Master Plan is a strategic planning document that provides guidance to manage the anticipated transportation demands and support the development patterns prescribed by the Region of Durham Official Plan. The plan focuses on all modes of transportation including walking, cycling, public transit, autos and goods movement. The main principles and goals of the plan are to create healthy communities, economic prosperity, and environmental protection

The CBP includes the recommendations of the Region of Durham Transportation Master Plan applicable to the Study Area. The recommendations are as follows:

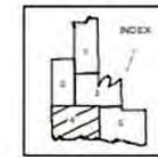
- The construction of the future East/West Type ‘B’ Arterial Road connection (Mid-Block Arterial) from Ashburn Road to Garrard Road south of Highway 407.
- The extension of Garden Street to the proposed future Type ‘B’ Arterial Road.
- The expansion and widening of Baldwin Street to 4/5 lanes south of the proposed Mid-Block Arterial.
- The installation of a future commuter carpool lot in the south-west corner of Highway 407 and Baldwin Street north of the Study Area.

COMPREHENSIVE BLOCK PLAN

DROP



**OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM**



SCHEDULE 'A' - MAP 'A4' REGIONAL STRUCTURE

LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- * URBAN GROWTH CENTRE
- LIVING AREAS
- ▨ AREAS DEVELOPABLE ON FULL/PARTIAL MUNICIPAL SERVICES
- ▨ AREAS DEVELOPABLE ON PRIVATE WELLS & MUNICIPAL SEWER SYSTEMS
- S MUNICIPAL SERVICE
- REGIONAL CENTRE
- ▬ REGIONAL CORRIDOR
- EMPLOYMENT AREAS
- ▨ AREAS DEVELOPABLE ON MUNICIPAL WATER SYSTEMS & PRIVATE WASTE DISPOSAL SYSTEMS
- ▨ AREAS DEVELOPABLE ON PRIVATE WELLS & PRIVATE WASTE DISPOSAL SYSTEMS
- BUILT BOUNDARY

RURAL SYSTEM

- PRIME AGRICULTURAL AREAS
- HAMLET
- RURAL EMPLOYMENT AREA (SEE TABLE E3 FOR DESCRIPTION)
- ▲ REGIONAL NODE (SEE SECTION 9C FOR DESCRIPTION)
- ◇ AGGREGATE RESOURCE EXTRACTION AREA (SEE TABLE E1 FOR DESCRIPTION)
- COUNTRY RESIDENTIAL SUBDIVISION (SEE TABLE E2 FOR DESCRIPTION)
- SHORELINE RESIDENTIAL

GREENLANDS SYSTEM

- MAJOR OPEN SPACE AREAS
- WATERFRONT AREAS
- OAK RIDGES MORAINÉ BOUNDARY
- ▲ TOURIST ACTIVITY/ RECREATIONAL NODE
- OPEN SPACE LINKAGE
- OAK RIDGES MORAINÉ AREAS
- ▬ GREENBELT BOUNDARY
- ▲ WATERFRONT PLACE
- ▬ WATERFRONT LINKS

TRANSPORTATION SYSTEM

- SEE SCHEDULE C FOR DESIGNATIONS
- THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.
- | EXISTING | | FUTURE |
|----------|---------------|--------|
| ▬ | ARTERIAL ROAD | ▬ |
| ▬ | FREEWAY | ▬ |
| ▬ | INTERCHANGE | ▬ |
| ▬ | GO RAIL | ▬ |
| ● | GO STATION | ● |

SPECIAL AREAS

- 2 SPECIAL STUDY AREA
- D2 DEFERRED BY MINISTER OF MUNICIPAL AFFAIRS
- REFER TO POLICY 7.3.11(p)
- A SPECIFIC POLICY AREA
- APPEALED TO O.M.B.
- ▭ LANDS APPEALED TO O.M.B. REFER TO POLICY 14.13.7

NOTES:
1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
2) THE DESIGNATIONS FOR THE EXPANDED AREA REFLECT THE POSITION OF REGIONAL COUNCIL. PLEASE REFER TO POLICY 14.13.
3) OFFICE CONSULTATION: MAY 11, 2021.
SOURCE:
1) OAK RIDGES MORAINÉ BOUNDARY: MINISTRY OF MUNICIPAL AFFAIRS & HOUSING, JOB: 1 198308
2) GREENBELT PLAN: QUEEN'S PRINTER FOR ONTARIO, 2008. REPRODUCED WITH PERMISSION
3) DELIMITED BUILT BOUNDARY: QUEEN'S PRINTER FOR ONTARIO, 2008. REPRODUCED WITH PERMISSION



3.5 Central Lake Ontario Policy and Procedural Document for Regulation and Plan Review

The Central Lake Ontario Conservation Authority (CLOCA) supports the protection of Natural Hazards and Natural Heritage Features. The Central Lake Ontario Policy and Procedural Document for Regulation and Plan Review provides policy direction on how the conservation authority reviews applications. Chapter 3 and Section 8.3.2 provide policy direction for the development of Natural Hazards. Development in Natural Hazards are prohibited in areas where there are unacceptable risks to public health, safety and property damage. Development may only be considered where there for no feasible alternative development locations outside of the Natural Hazard. Natural Hazard areas identified by CLOCA are recommended to be placed within protective designations and zones to reduce environmental impact and maintain public health.

Section 8.3.3 identifies policies for development in natural heritage features and systems. Development in areas identified as Natural Heritage Features and Systems are generally restricted to fish and wildlife management; conservation; forestry; existing uses; and flood or erosion control projects. Other types of new developments in Natural Heritage Features and Systems maybe be permitted with the submission of an Environmental Impact Study. The Environmental Impact Study shall identify the boundaries of the Natural Heritage Features, delineate its features and functions, and evaluate if the Natural Heritage Features and Systems shall be protected or if mitigation measures can compensate any loss to the feature and/or function.

3.6 Town of Whitby Official Plan

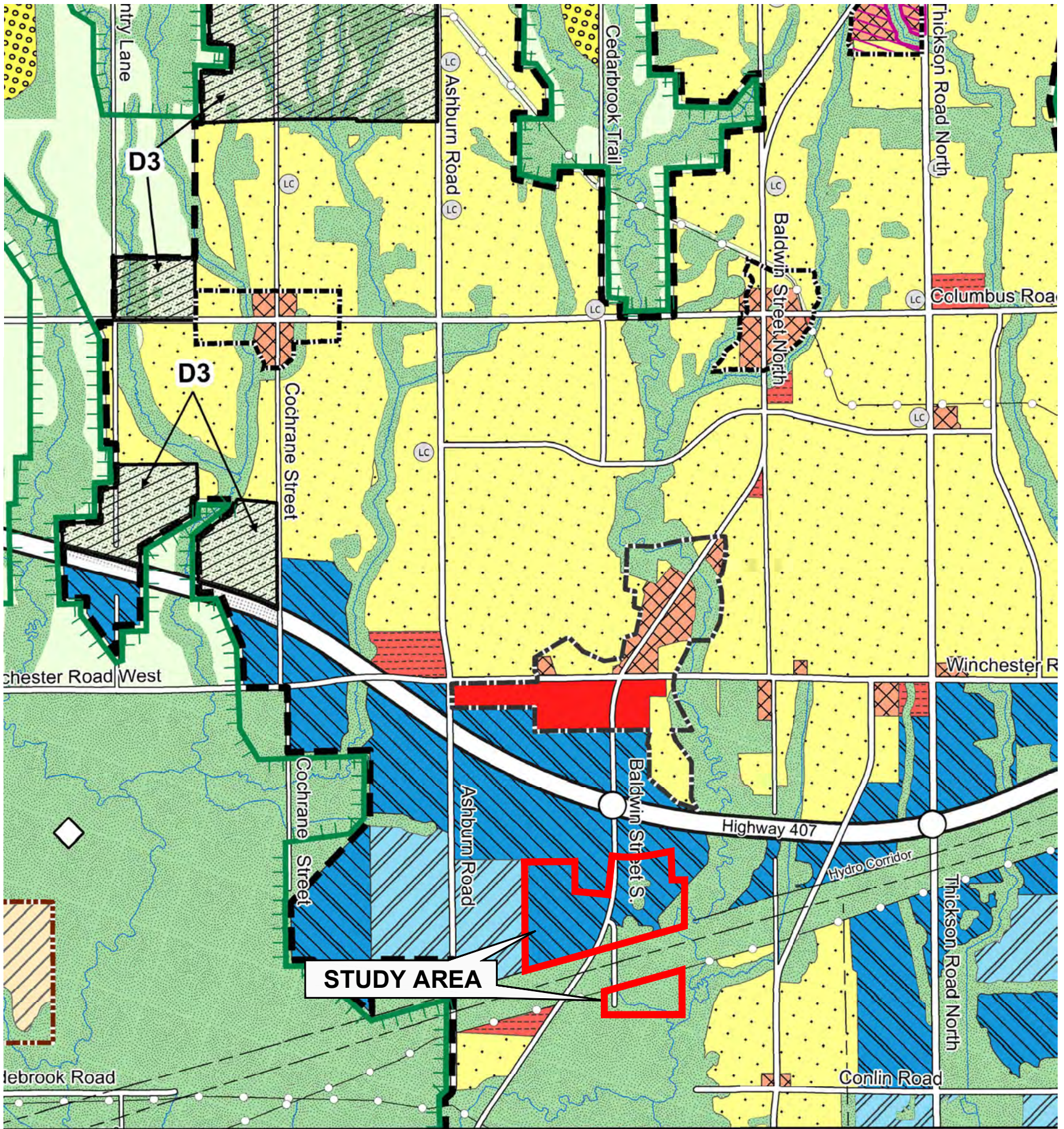
The Town of Whitby Official Plan is the principle land use policy document for the Town of Whitby. The Official Plan provides the planning framework and general policy direction to guide the development of the Town. The Official Plan provides the goal and objectives that guide and manage the social, economic, and environmental effects of growth in the Municipality. The vision guiding the Town of Whitby Official Plan “is to be a healthy, sustainable and complete community providing for balanced residential and employment growth”.

Figure 5 shows the lands are identified in Schedule ‘A’ Land Use in the Town of Whitby Official Plan as Prestige Industrial and Major Open Space, as amended by OPA 108.

Schedule ‘C’ identifies the east portion of the Study Area located in the Town’s Natural Heritage System, Natural Hazard Lands, and within the Former Lake Iroquois Beach as shown on **Figure 6**. The lands within the Former Lake Iroquois Beach are required to maintain, and where possible, enhance the size, diversity, and connectivity of the natural heritage and hydrological features and function (5.3.3). Section 5.3.7 provides policies to guide new development and re-development to protect Natural Heritage Systems. Section 5.3.7.8 provides the required minimum vegetation protection zones the development must provide from natural heritage systems. Similarly to Natural Heritage Areas, Section 5.3.10 provides policies for development regarding identified Natural Hazard.

COMPREHENSIVE BLOCK PLAN

OFFICIAL PLAN AMENDMENT # 108



Legend

Residential	Lands Subject to Durham Regional Official Plan Policy 14.13.7	D3 (Deferred by Region of Durham)
Major Commercial	Special Policy Area Refer to section 11.5.31.6	
Community Commercial	D Deferred by the Region of Durham	
Special Purpose Commercial	Local Central Area	
Mixed Use	Resource Extraction Area (See Section 4.12)	
Prestige Industrial	Utility	
General Industrial	Major Central Area Boundary	Hamlet Boundary
Special Activity Node	Urban Central Area Boundary	2031 Urban Area Boundary
Institutional	Community Central Area Boundary	Municipal Boundary
Major Open Space	Future Urban Development Area Boundary	
Agricultural	Greenbelt Protected Countryside Boundary	
Hamlet	Southern Boundary of Oak Ridges Moraine	
Estate Residential		

Notes: Refer to the applicable Secondary Plan for more detailed land use designations. Secondary Plan boundaries can be found on Schedule 'E', including the Oak Ridges Moraine Secondary Plan. Some legend items may not appear on the displayed figure extent.

Scugog

Pickering

Oshawa

Ajax

Lake Ontario

Sheet 1 of 2

Sheet 2 of 2

Official Plan - Town of Whitby Schedule

Land Use

A

Consolidation Date: September 2020

Unofficial Consolidation

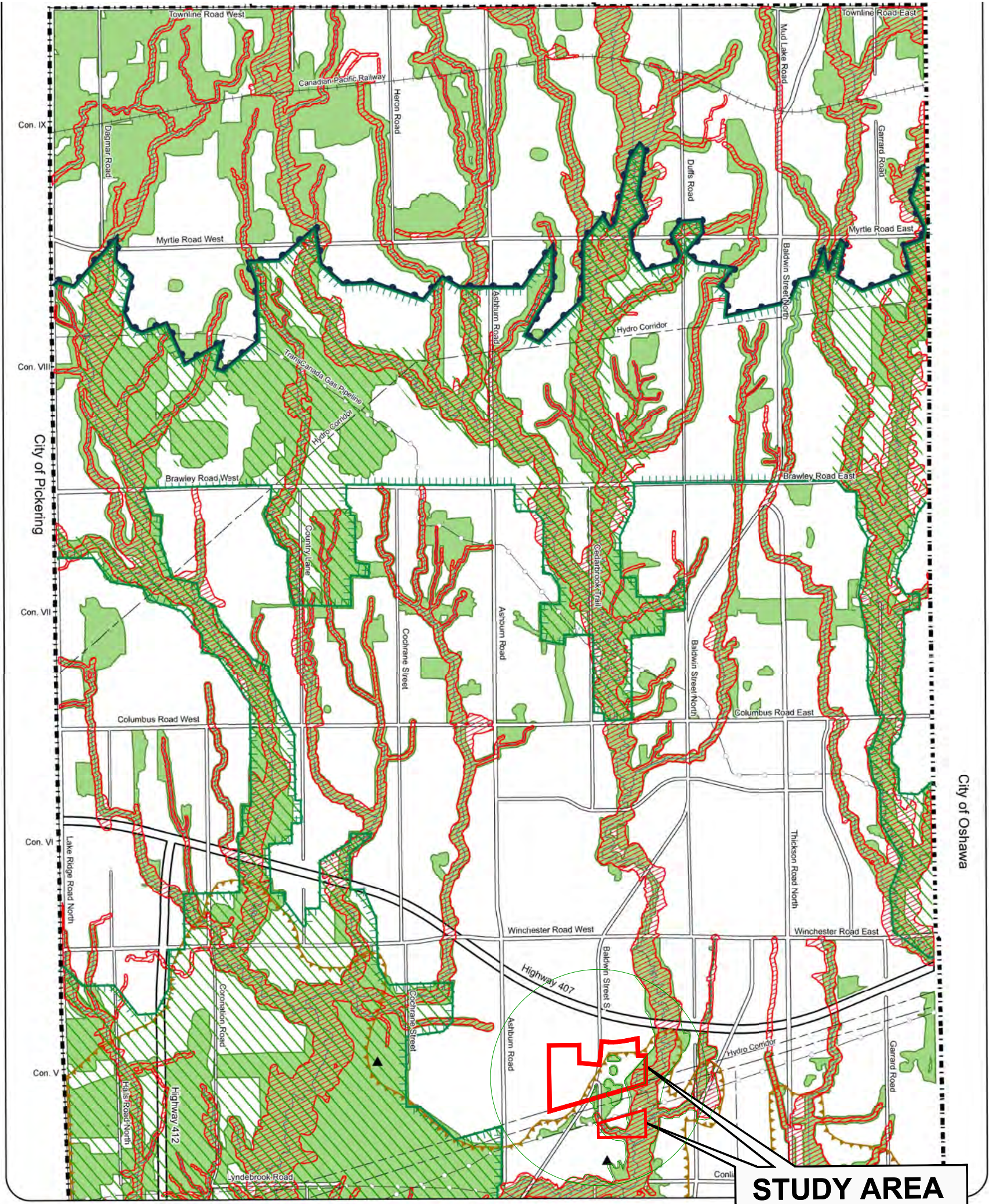
This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text. For all intents and purposes, the elements within this schedule are to be considered conceptual.

LEGEND

STUDY AREA

COMPREHENSIVE BLOCK PLAN

OFFICIAL PLAN



STUDY AREA

Legend

- Natural Heritage System
- Natural Hazards
- Greenbelt Natural Heritage System
- Former Lake Iroquois Beach
- Former Waste Disposal Site
- D12 (Deferred by Region of Durham)
- 1 km Lake Ontario Shoreline Limit
- Southern Boundary of Oak Ridges Moraine
- Greenbelt Protected Countryside Boundary
- Municipal Boundary

Note: Some legend items may not appear on the displayed figure extent.

Scugog

Pickering

Oshawa

Ajax

Lake Ontario

Official Plan - Town of Whitby

Environmental Management

Schedule **C**

Consolidation Date: September 2020

Unofficial Consolidation

This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text. For all intents and purposes, the elements within this schedule are to be considered conceptual.

LEGEND

STUDY AREA



Sections 6.2.4.2.1 and 6.2.4.2.2 of the Official Plan require a CBP be prepared for any greenfield development and on lands designated Industrial.

Section 6.2.4.2.2 requires the CBP for Industrial lands to address the following:

- a) *common vehicular ingress and egress;*
- b) *common internal vehicular, cycling, and pedestrian circulation;*
- c) *the compatible integration of land uses; and*
- d) *unified streetscape, urban, architectural, and landscape design.*

The Brooklin Community Secondary Plan provides further detail on the policies pertaining to the Study Area. Section 3.9 herein describes the relevant land use policies in the Brooklin Community Secondary Plan.

3.7 Town of Whitby Active Transportation Plan, 2021

Figure 7 shows Map 3: Existing and Recommended Network Whitby North in the Active Transportation Plan (ATP) prepared for the Town of Whitby. The Town of Whitby ATP is a comprehensive plan that outlines the Town's Active Transportation Strategy for walking, cycling, and other modes of active transportation. The ATP was adopted by Council in June 2021 and replaces the Whitby Cycling and Leisure Trails Plan that was adopted in June 2010. The ATP looks to create an integrated and diverse active transportation system that is a convenient, comfortable and safe alternative for people of all ages and abilities to travel throughout Whitby.

The ATP proposes a Multi-use Path along the proposed Mid-Block Arterial. The ATP also proposes Multi-use Paths along Baldwin Street, Garden Street and the collector road connecting to Ashburn Road. A Multi-Use Path and a Bike Lane is proposed on Ashburn Road. A proposed Off-Road Trail is also proposed within the existing Hydro Corridor south of the Study Area. This trail is currently being discussed with Town and Regional Staff as a part of an extension of the Meadoway Project in Toronto (The Meadoway – Durham).

The CBP incorporates the recommendations of the final plan and other relevant active transportation documents where appropriate in the Study Area.

3.8 The Meadoway - Durham

The Meadoway is a Multi-use Trail that is 16-kilometres long. The trail will run across Scarborough within the Hydro Corridor from the East Don Trail to Rouge National Urban Park. The Meadoway will connect to existing trail networks and integrate with the surrounding neighbourhoods to improve community connectivity and expand Toronto's Cycling Network. An Environmental Study Report for the Meadoway was completed in December 2019 and received approval from the Ministry of Environment, Conservation, and Parks in January 2020. The Meadoway is now undergoing detailed design to refine the plans and specifications to implement the Multi-use Trail. Began in Fall 2020.

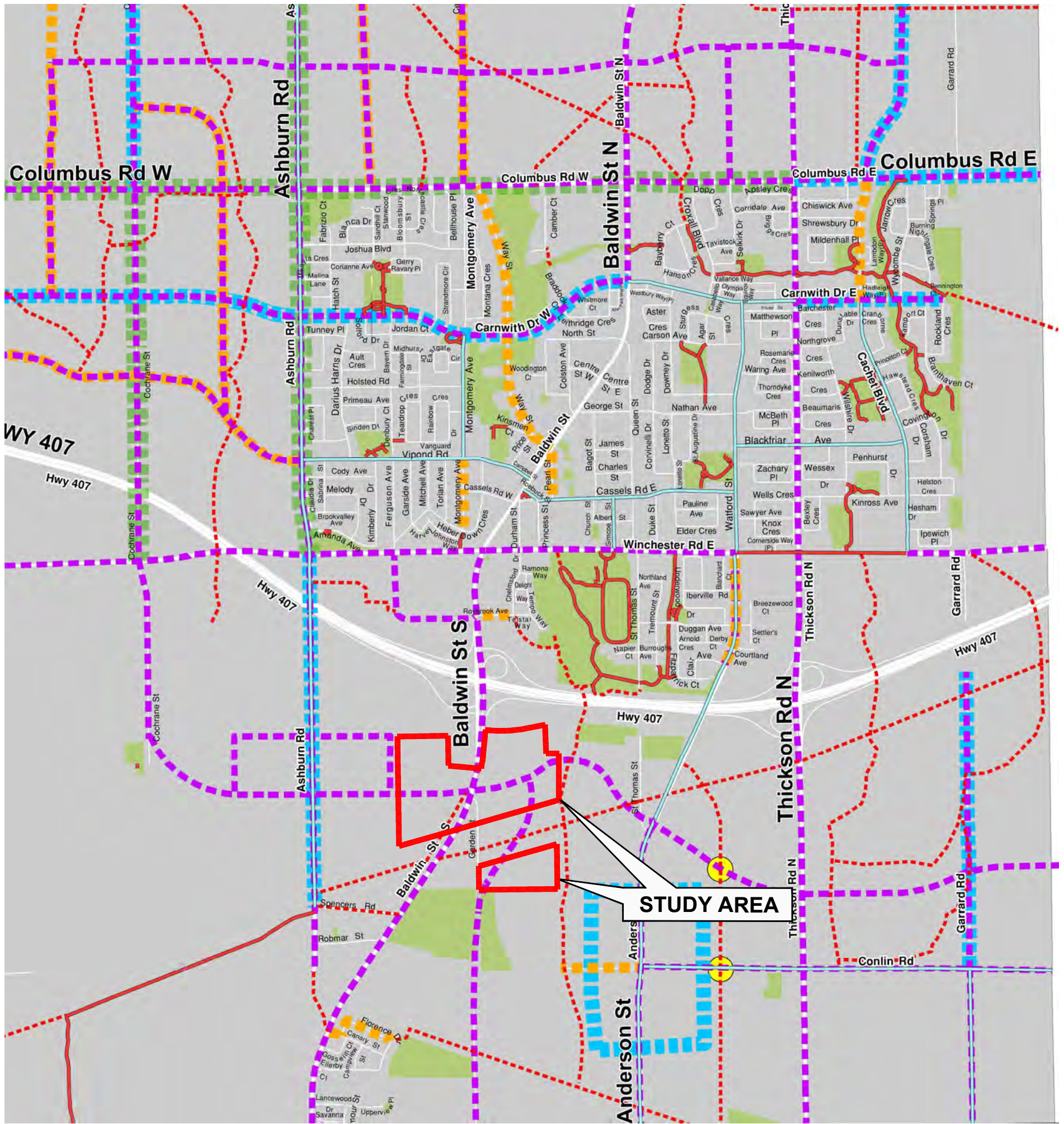
The Meadoway-Durham is proposed to be an extension of the Scarborough trail and continue along the Hydro Corridor throughout the Durham Region. It has been confirmed by Town Staff that The Meadoway-Durham will go through the Town of Whitby and is anticipated to take up a portion of the



Hydro Corridor located immediately south of the Study Area. The final location of the Meadoway-Durham Multi-use trail is shown conceptually on the CBP.

COMPREHENSIVE BLOCK PLAN

ACTIVE TRANSPORTATION PLAN



- Legend**
- Existing Active Transportation Network - Off Road
 - Existing Active Transportation Network - On Road
 - - - Proposed Off-Road Trail
 - - - Proposed Multi-Use Path
 - - - Proposed Signed Route
 - - - Proposed Paved Shoulder
 - - - Proposed Bike Lane
 - - - Proposed Cycletrack

- Notes:**
1. Further study required for all trail crossings. Coordination required with Durham Region where trails cross Regional roads.
 2. All freeway and rail crossings require individual review to consider active transportation and emerging technology opportunities.
 3. The Proposed Off Road Trails shown above within Natural Heritage Systems and Greenbelt Designations are subject to further analysis and review to determine facility need, precise location and design elements. Should the underlying land use designations change after adoption of the ATP, further analysis would be required to confirm locations for the trails.



Map 3

Existing and Recommended Network Whitby North

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LEGEND
 STUDY AREA



Fieldgate Developments Limited
 WINASH SOUTH
 EXCERPT FROM TOWN OF WHITBY ACTIVE TRANSPORTATION PLAN MAP 3 - EXISTING AND AND RECOMMENDED NETWORK WHITBY NORTH

Job Number 11192576
 Revision A
 Date JUNE 2021

Figure 7



3.9 The Brooklin Community Secondary Plan (OPA 108)

An update to the Brooklin Community Secondary Plan (BSCP) was initiated in 2013 to provide land use planning policies to guide the future growth of the existing Brooklin Community and the expanded Brooklin Community. The study culminated in the adoption of OPA 108. OPA 108 was approved by the Region in July 2018 and is now in full effect. The vision of the BSCP is to evolve into a complete community while maintaining a small-town community environment and promoting walkability and active transportation within the new neighbourhoods.

Figure 8 and **Figure 9** illustrates the subject lands on Schedule 'K' of the BSCP and Schedule 'P' of the Taunton North Community Secondary Plan. The Secondary Plans designated the subject lands as Prestige Industrial, Business Park, Health Precinct Special Policy Area, Natural Heritage System, Natural Hazard Lands, and Major Open Space. As per Section 11.5.2.4, new development in the Secondary Plan area is to 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.*

In addition to the land-use policies set out in the Town of Whitby Official Plan, the following are the selected policies for the land use designations relevant to the Study Area:

11.5.20 Prestige Industrial

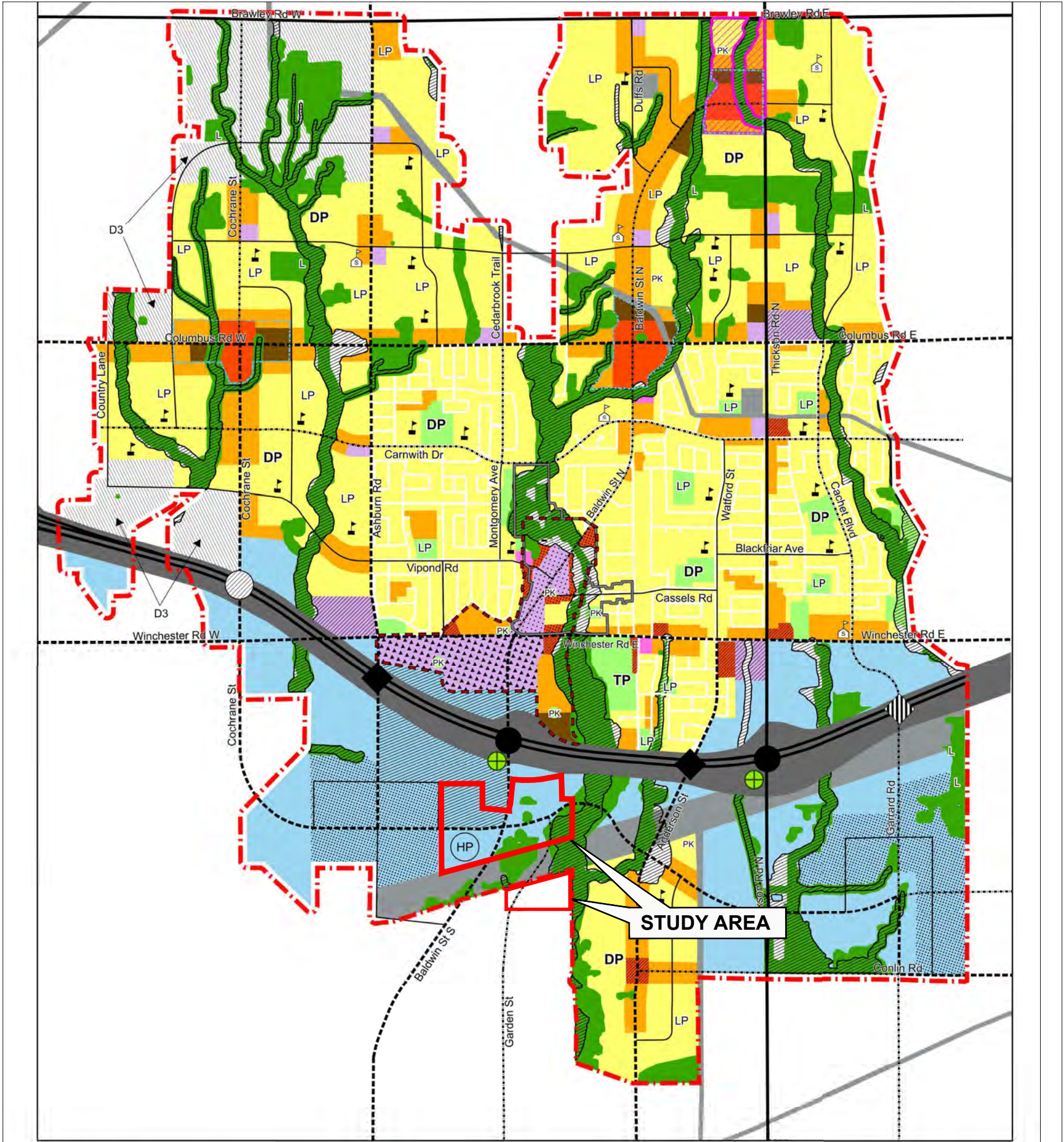
11.5.20.2 *Secondary uses permitted by Section 4.7.3.2.4 are encouraged to be located in nodes along arterial roads at the intersection with other arterial and collector roads as well as at interchanges with Highway 407. The size of nodes shall be delineated in the implementing zoning by-law in conformity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

11.5.21 Health Precinct Special Policy Area

11.5.21.2 *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 Highway 407. Such uses shall be complimentary to and compatible with the Prestige Industrial uses within and adjacent to the Health Precinct Special Policy Area.*

COMPREHENSIVE BLOCK PLAN

TOWN OF WHITBY OFFICIAL PLAN



STUDY AREA

LEGEND:

- | | | | |
|--------------------------------------|--|--|--|
| Low Density Residential | General Industrial | Natural Heritage System | Controlled Access Highway (Freeway) |
| Medium Density Residential | Lands subject to Durham Regional Official Plan Policy 14.13.7 - D2 | Linkage in NHS | Type A Arterial |
| High Density Residential | Major Open Space | Deferred by the Region of Durham | Type B Arterial |
| Local Commercial | District Park | Natural Hazards | Type C Arterial |
| Special Purpose Commercial | Local Park | Utility | Collector Road |
| Heritage Commercial | Parkette | Health Precinct Special Policy Area | Greenbelt Plan Boundary |
| Major Commercial | Town Park | Community Central Area | Full Interchange |
| Mixed-Use 1 - Community Central Area | Institutional | Major Central Area | Potential Interchange (Subject to Further Study) |
| Mixed-Use 2 - HCD | Secondary Schools | Heritage Conservation District Boundary | Grade Separation |
| Mixed-Use 3 | Elementary Schools | Special Policy Area - Refer to Section 11.5.31.6 | Potential Grade Separation |
| Prestige Industrial | | | Future Transitway Station |
| Business Park | | | |

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

Consolidation Date:
September 2020
Unofficial Consolidation

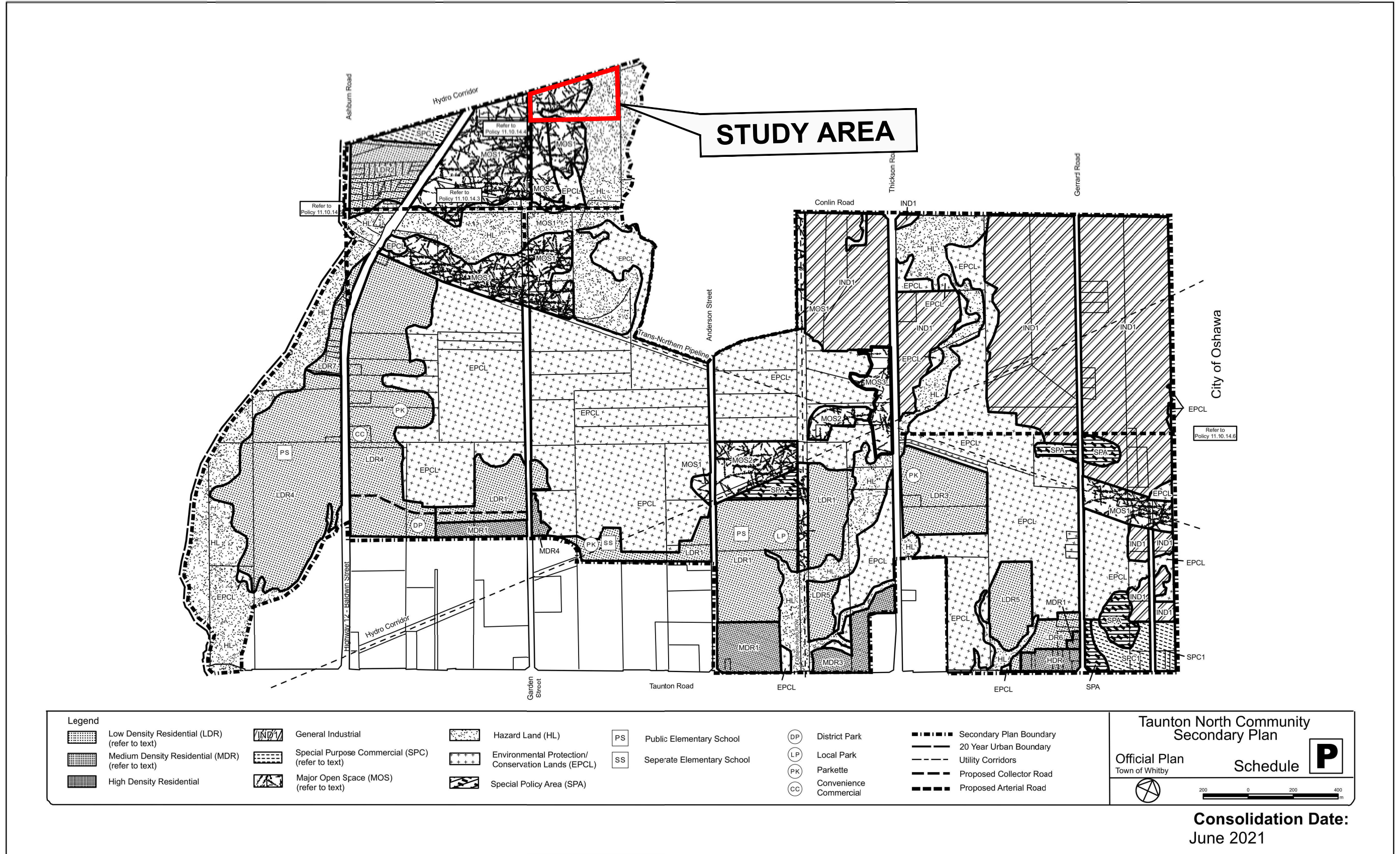
This schedule forms part of the Official Plan of the Town of Whitby and must be read in conjunction with the written text.

LEGEND

STUDY AREA

COMPREHENSIVE BLOCK PLAN

TOWN OF WHITBY OFFICIAL PLAN





- 11.5.21.3 *Notwithstanding the permitted uses in Section 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.*
- 11.5.21.4 *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.*
- 11.5.21.5 *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.*

11.5.22 Business Park

The Business Park in the in the Study Area is intended to accommodate a higher density employment built in a campus-like layout emphasizing high order Urban Design and Landscaping (11.5.22.2). The design policies for the Business Park are as follows:

- 11.5.22.5 *The lands designated as Business Park 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.*
- 11.5.22.6 *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.*
- 11.5.22.7 *Parking and loading facilities shall not be located between the building(s) and the street, to promote a prestige appearance and encourage pedestrian activity.*
- 11.5.22.8 *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.*



- 11.5.22.9 *Loading, servicing and other functional elements shall not be located adjacent to public spaces and shall be screened from view.*

11.5.25 Natural Heritage System

Section 11.5.25 of the Secondary Plan work to protect and preserve existing Natural Heritage Features in lands identified in the 2016 Brooklin Secondary Plan Area Natural Heritage Assessment Background Report. The policies require an Environmental Impact Study (EIS) and a Headwater Drainage Feature Assessment be completed to the Town and conservation authority's approval to permit development. The EIS will define the boundaries of the Natural Heritage Areas and identifies the features in the Study Area. There are multiple policies requiring the EIS to address and determine existing natural features and the impacts development will have on them through the study process.

Policies in the Natural Heritage Section specifically encourage the identification and protection of habitats for the Redside Dace. The policies are the following:

- 11.5.25.12 *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.*
- 11.5.25.13 *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.*



3.10 Brooklin Transportation Master Plan, 2017

The Brooklin Transportation Master Plan is a planning document completed in November 2017 for the Town of Whitby to satisfy Phase 1 and 2 of the Municipal Class EA Process. The Plan is a guiding document for planning future transportation projects in the Brooklin area. The Plan identifies a multi-modal transportation framework that supports future growth and provides efficient movement of people and goods to Brooklin and its surrounding areas.

Figure 10 and Figure 11 illustrate the recommendations of the Brooklin Transportation Master Plan for Arterial Roads and Collector Roads in relation to the Study Area.

It's important to note that the aforementioned plans are to be updated to reflect the updated plans of OPA 108. This update changed Baldwin Street from a Type 'C' Arterial Road to a Type 'B' Arterial Road and the Health Precinct to the west of Baldwin Street, south of the proposed Mid-block Arterial. The CBP incorporates the applicable key recommendations of the Brooklin Transportation Master Plan. The recommendations are the following:

- The construction of the east/west Mid-Block Arterial road connection from Ashburn Road to Garrard Road south of Highway 407.
- The construction of the extension and realignment of Garden Street to the Mid-block Arterial road.
- The implementation of trails and multi-use paths on all new arterial roads.

COMPREHENSIVE BLOCK PLAN

BROOKLIN TMP

Brooklin TMP

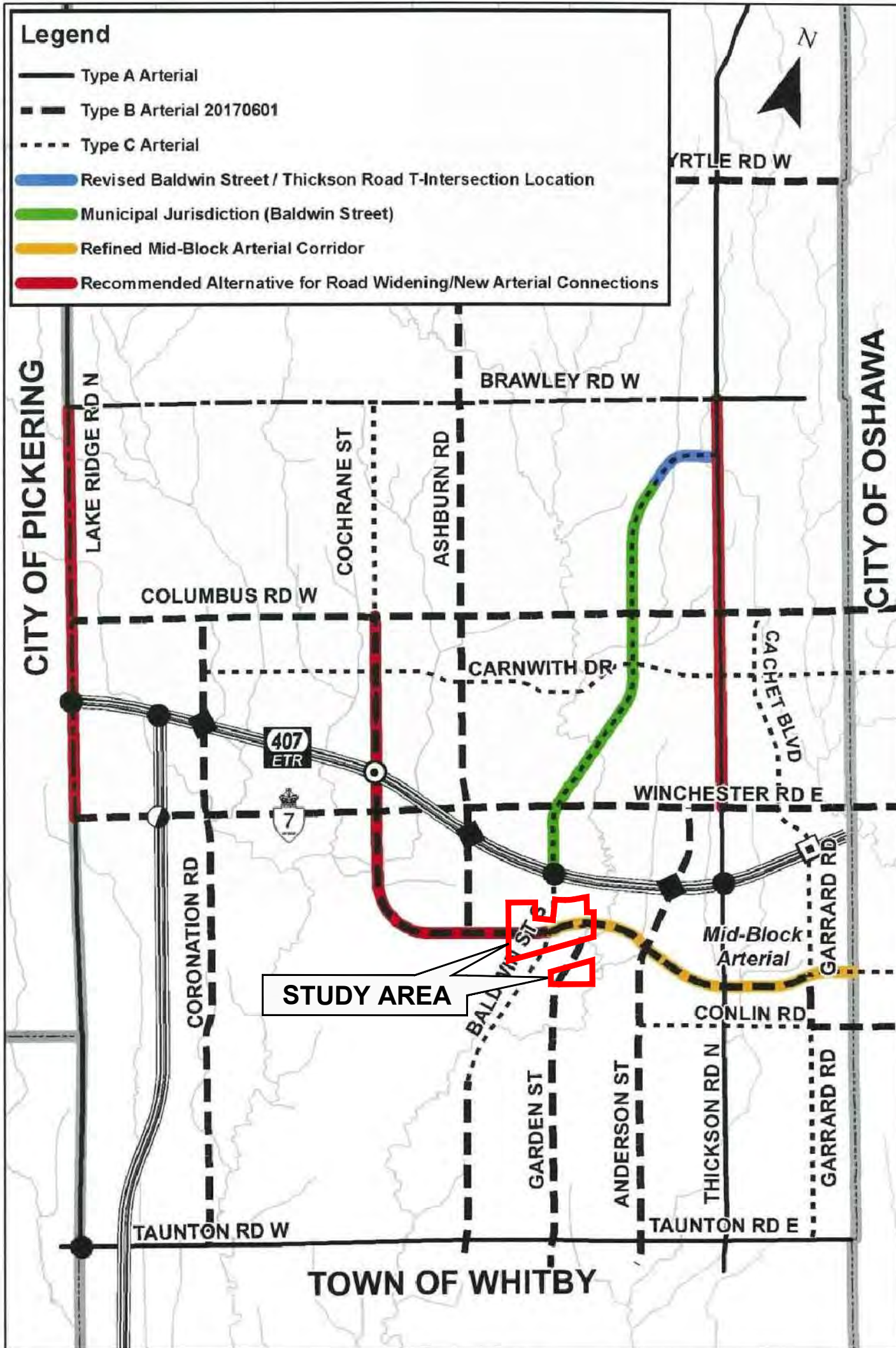


Exhibit ES1: Recommended Arterial Road Network

LEGEND

STUDY AREA

COMPREHENSIVE BLOCK PLAN

BROOKLIN TMP

Brooklin TMP

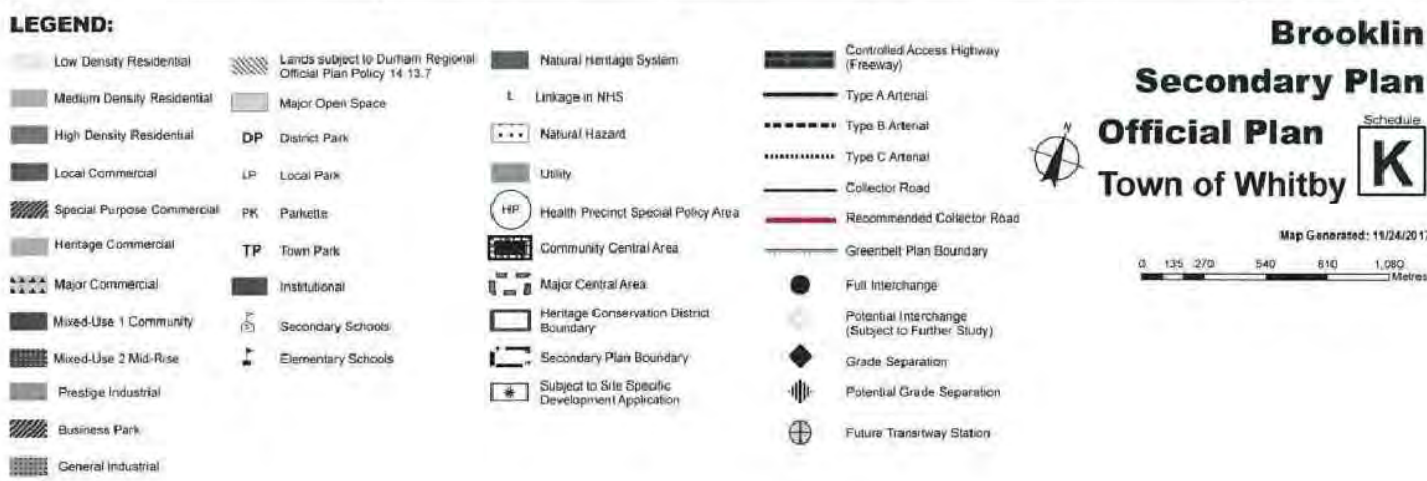
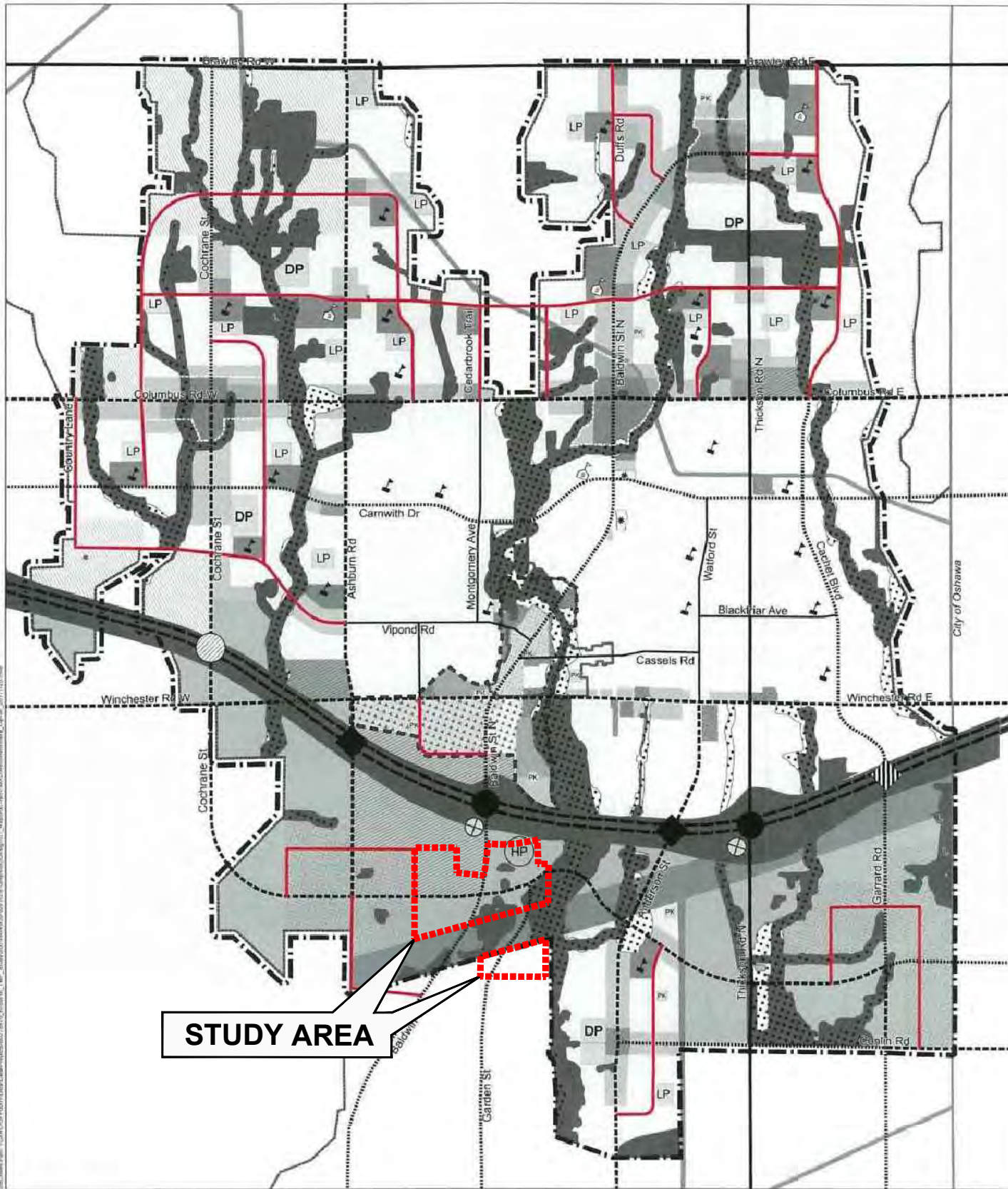


Exhibit ES2: Recommended Collector Road Network





3.11 Brooklin Urban Design and Sustainable Development Guidelines

The Brooklin Urban Design and Sustainable Development Guidelines were prepared as a component of the Brooklin Study to ensure new development in the Brooklin Community is consistent with the goals and principles of the BSCP. The main design principles relevant to the Study Area are: a Balanced Multi-Modal Transportation Network, a Vast and Inter-Connected Open Space System, and a Sustainable Approach to Development (2.2).

Section 4.6 of the design guidelines provide specific policies to govern the development of Employment Districts, including the Prestige Industrial lands; the Business Park lands; and the Health Precinct. The guidelines require the development of these lands to be consistent with the following:

Major Structuring Elements

- *Employment Districts should be structured around a grid network of Collector and Local Roads, an integrated network of multi-use paths, cycling facilities, and trails, clearly defined edges and, where applicable, the Natural Heritage System;*
- *The layout of Collector and Local Roads, multi-use paths, cycling facilities, and trails should establish clear connections and prominent views and vistas between major structuring elements including major entrances and the Natural Heritage System;*
- *The grid network of Collector and Local Roads should establish a system of large and inter-connected blocks;*
- *The edges of Employment Districts should be clearly defined by Arterial Roads, the Natural Heritage System, Highway 407 and / or municipal / built area boundaries. Development within edge conditions should establish a direct and appropriate interface with adjacent and surrounding areas; and*
- *Within Industrial Areas, Collector Roads should be designed as Priority Streets, and should include enhanced public realm features such as landscaped boulevards, large trees, enhanced / decorative landscaping, and pedestrian-scale lighting.*

Siting and Orientation

- *Generally, new development should be sited in order to orient views and access toward adjacent streets, parks and open spaces.*

Landscaping

- *Major entrances to Employment Districts should incorporate enhanced public realm features such as landscaped medians, landscaped boulevards, large trees, enhanced/decorative landscaping, and gateway signs.*

As mentioned above, a new east/west Type 'B' Arterial Road and the extension of Garden Street (Type 'C' Arterial) is proposed through the Study Area providing a grid of roads that will create the



development blocks. The new roads will be subject to the following design guidelines in Section 5.2.2, where appropriate:

- *Arterial Roads should be designed to prioritize public transit facilities.*
- *Multi-use paths should be provided on at least one side of the road with sidewalks on the opposite side.*
- *Dedicated on-street bicycle lanes and off-street multi-use paths should be provided along arterial roads. The location of multi-use paths should be determined based on connectivity to active transportation routes and maximizing safety and use;*
- *Individual access driveways should be discouraged in favour of shared driveways to multiple commercial properties*

Section 8.2.3 of the design guidelines provides specific direction for Prestige Industrial Buildings, Business Parks and Health Precinct. The guidelines work to maintain a comfortable and safe pedestrian environment through a high standard of architecture while maintaining views to Natural Heritage. The Business Parks and Prestige Industrial Buildings are encouraged to be designed in a way that creates a campus-like environment using coordinated buildings elements and materials. Elements of the buildings are encouraged to be visible from streets, intersections, open spaces and Highway 407 to create a landmark status in the Brooklin Community.



4. Study Area Inventory

The land uses and surrounding areas were considered during the preparation of this CBP. The existing built-form, active and vehicular transportation connections, and Natural Heritage features within a 5-minute walking distance have been identified on **Figure 12**.

Existing Built Form

- The existing lands are currently undeveloped. They were previously used as agricultural lands and are now vacant. With no existing developments, there are no cultural or built characteristics that define the Study Area.
- The topography of the Study Area is relatively flat and slightly slopes down from the north-west corner towards the east.
- Views into or out of the Study Area primarily consist of existing wild vegetation. With the flat topography and lack of development, people driving or cycling through the study area will have views of the existing wild vegetation, the highway 407 interchanges when traveling north (as shown in photo 5) and the hydro corridor when traveling south of Baldwin Street (as shown in photo 6).
- South of the Study Area is the Hydro Transmission Corridor creating the development limit of the Study Area and influencing potential road designs and grid networks.
- North of the Study Area is Highway 407. The highway creates a separation between the Study Area and the rest of the Brooklin Community. The highway is also a noise source in the area that impacts the Study Area and the developments north of the Highway.
- There is an existing Stormwater Pond located outside the north-east corner of the Study Area to manage the stormwater from Highway 407 before draining into the Lynde Creek to the east.

Connections

- North of the Study Area, Highway 407 provides vehicular access for goods to the employment area through the interchange located on Baldwin Street.
- Baldwin Street (Type 'B' Arterial) provides direct access into the Study Area from south Whitby and the Brooklin Community. As shown on photo 6 Baldwin Street also provides the active transportation connection to the Study Area with an existing cycling path on the east side of Baldwin Street to Garden Street and proposed multi-use paths. Existing asphalt sidewalks are located on both sides of Baldwin Street, north of existing Garden Street. Durham Region Transit Route 302 and a GO Bus Transit Route 81 also travels through the Study Area along Baldwin Street.
- The proposed Mid-block Arterial (Type 'B' Arterial) will provide the east/west road connection throughout the Study Area. The Type 'B' Arterial is proposed to incorporate a multi-use path. This path will connect to the identified active transportation network on Anderson Street and the Lynde Creek Trail network.
- The Garden Street (Type 'C' Arterial) Extension is proposed to be constructed to intersect and end at the Mid-block Arterial for increased vehicular access from the south.

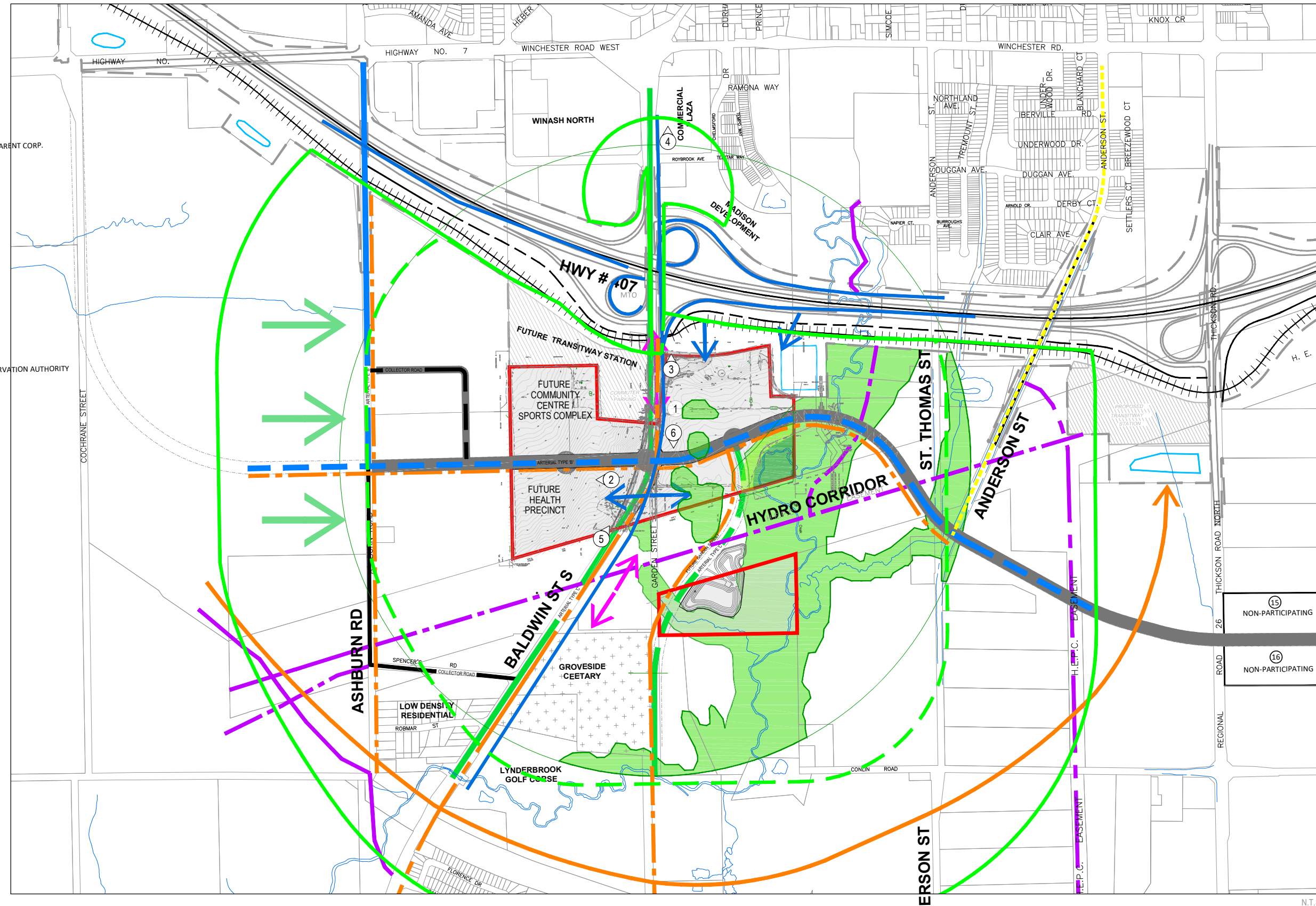


Natural Heritage Features

- The Lynde Creek Valley Lands are located along the east edge of the Study Area. The lands are proposed to be an open space block and have the opportunity to create a connection from the Study Area to trail networks in the Lynde Creek Valley.
- The west side of Baldwin Street has no significant natural features. The west side of the study area was previously used as agricultural and is now vacant. A few trees have grown on the Study Area with some wild vegetation.
- Prevailing west winds come from west and travels east through the Study Area.

COMPREHENSIVE BLOCK PLAN

INVENTORY MAP



LEGEND

- STUDY AREA
- ENVIRONMENTAL FEATURES WITHIN 900m RADIUS
- EXISTING WATERCOURSE
- EXISTING CEMETERY
- PROPOSED TRANSIT STATION
- PROPOSED RAIL ROAD
- HIGHWAY 407 OUTLINE
- EXISTING MTO POND
- EXISTING ROADS
- PROPOSED ROADS
- EXISTING TYPE 'B' ARTERIAL
- EXISTING TYPE 'C' ARTERIAL
- EXISTING COLLECTOR
- EXISTING IN BOULEVARD PATH
- EXISTING OFF-ROAD TRAIL
- PROPOSED TYPE 'B' ARTERIAL
- PROPOSED TYPE 'C' ARTERIAL
- CONCEPTUAL COLLECTOR
- PROPOSED MULTI-USE PATH
- PROPOSED OFF ROAD TRAIL
- 400 m (5 min) WALKING DISTANCE
- 800 m (10 min) WALKING DISTANCE
- VEGETATION PROTECTION ZONE / BUFFER
- VIEW IN / OUT OF SITE
- VIEW OF SITE
- NOISE SOURCE
- EXISTING ON ROAD CYCLING PATH
- NATURAL HERITAGE SYSTEM
- PREVAILING WEST WIND
- SUN RISE / SET PATH
- 1



Photo 5: View of the sight looking north from Baldwin Street



Photo 6: View from the existing cycling path looking south from the Study Area



5. Strengths, Weaknesses, Opportunities, and Threats/Constraints (SWOT) Analysis

A Strengths, Weaknesses, Opportunities, and Threats/Constraints (SWOT) Analysis was conducted to evaluate the existing Study Area conditions and policy context. Table 2 analyzes multiple elements and their strengths, weaknesses, opportunities, and threats/constraints and are illustrated on **Figure 12**. The findings of this analysis will guide the configuration and design of the road network and building layout of the CBP.

Table 2: Strengths, Weaknesses, Opportunities, and Threats/Constraints (SWOT) Analysis

Strength/Opportunities	Weakness/Constraints
<p>Location</p> <ul style="list-style-type: none"> The CBP is well located along Baldwin Street, a Type 'B' Arterial and directly south of Highway 407. There is direct access from Baldwin Street onto Highway 407. The Study Area is just south of Brooklin's Built-Up Area and is in a good location to connect Whitby and the Brooklin Community. 	<ul style="list-style-type: none"> The CBP Area is currently underdeveloped with limited access to the surrounding lands east and west of the Study Area. The only access to the Study Area is through Baldwin Street. A buffer is required along Highway 407 interchanges and reduces potential area of development The Study Area's proximity to Highway 407 creates a more vehicle dependent environment and makes it difficult to improve pedestrian safety and usability. The Study Area is isolated by its distance to the Town of Whitby's Urban Area, Highway 407 to the north and the Lynde Creek floodplain area to the east. The Study Area's proximity to these features creates a disconnect from the community and requires quality urban design to create a sense of place and community. Noise pollution from the Traffic on Highway 407 and Baldwin Street spill over into the Study Area and will require noise mitigation measures.



Strength/Opportunities	Weakness/Constraints
Land Use	
<ul style="list-style-type: none"> • The multiple industrial designations create opportunities for a range of employment opportunities for Whitby and the Brooklin Community. • Adjacent to arterial roads and Highway 407 to maximize the accessibility for future employees and the movement of goods. • Has existing natural heritage areas • Natural Features creates opportunities for developing recreational spaces for public use and attract people to the area such as trails and cycling paths. • There is opportunity to create connections and linkages between open spaces and public trails for active transportation and a more cohesive transportation network. • Lands are currently vacant creating an easier construction process 	<ul style="list-style-type: none"> • The Hydro corridor south of the property limits development opportunity and restricts the design of the road network. • Floodplain areas and Natural Hazard areas can potentially restrict development opportunities. • Buffers from the Natural Heritage and Hazard Features are required and can limit the developable area. • Additional reports and analysis are required to minimize impact on natural features. • Location of features can restrict locations of development and road patterns.
Physical Features and Infrastructure Services	
<ul style="list-style-type: none"> • The Study Area has a relatively flat topography. This provides more opportunity for types of development. The highest point is on the north-west corner of the Study Area and very gradually declines eastward towards Lynde Creek. • The Study Area was previously Agricultural Land and has very few mature trees and natural vegetation making it ideal for development and reducing environmental impact. 	<ul style="list-style-type: none"> • Stormwater Management will require grading to promote proper drainage. • No existing sanitary and stormwater sewers at the Study Area and will need to be installed before development can occur. • There is no capacity in existing Stormwater Management Pond owned by MTO to share the stormwater facility and limited opportunity for expansion.
Policy Context	
<ul style="list-style-type: none"> • Municipal, Regional and Provincial Policy support high quality and compact design of for the development in the Study Area to encourage pedestrian activity. • Policies in the Secondary Plan require sidewalks and to be incorporated on both sides of all arterial roads to promote Pedestrian accessibility. • The Official Plan encourages the construction of the off-road Multi-use path 	<ul style="list-style-type: none"> • The Study Area is located in the Town of Whitby's Natural Heritage System. Required buffers reduces the developable area. • The BSCP provides policies for the Health Precinct Special Policy Area that restrict the type of employment opportunity on the south-west corner of the Study Area. • Proposed Automobile and Truck Dealerships are required to go through an Zoning By-law Amendment and achieve high Urban Design as



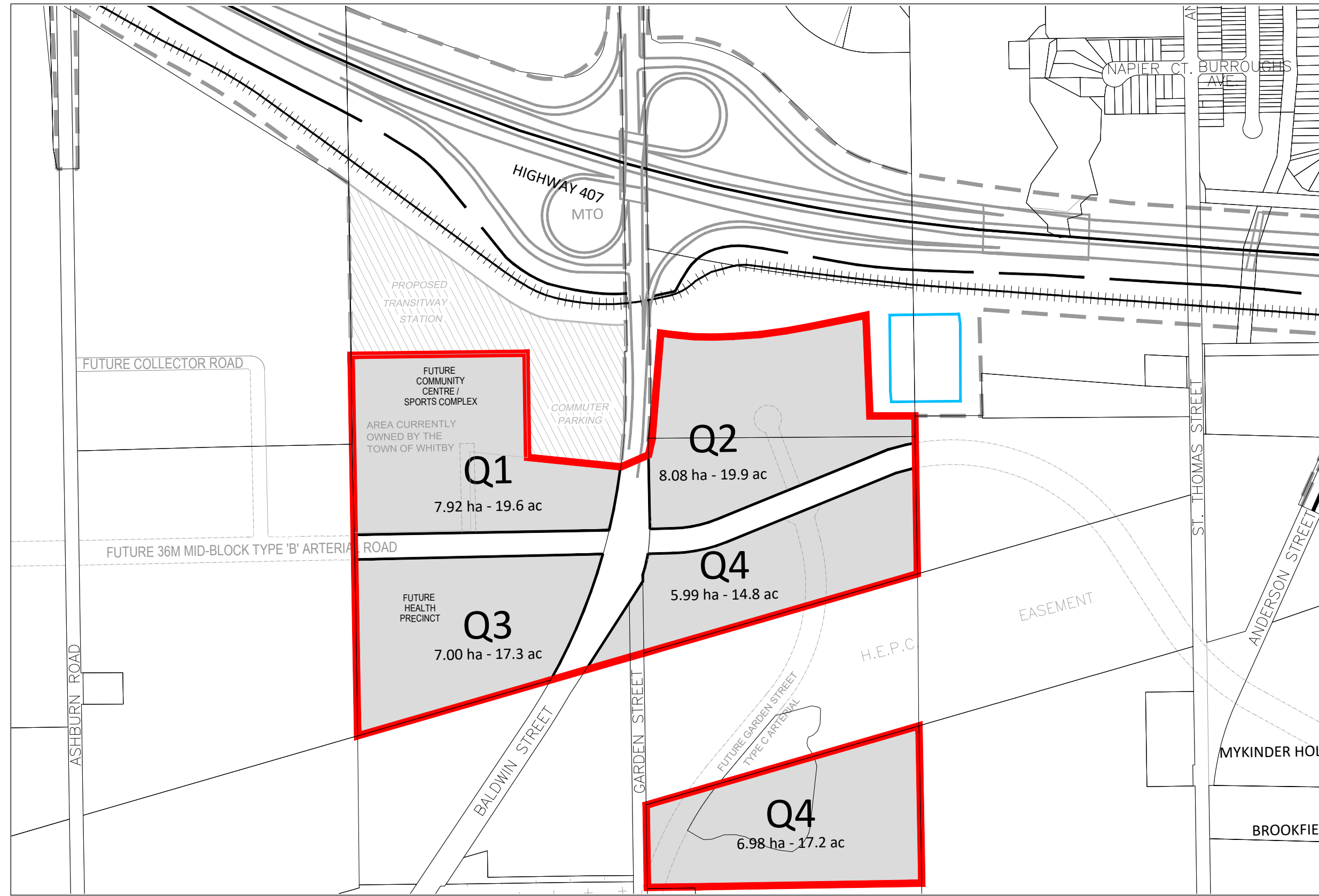
Strength/Opportunities	Weakness/Constraints
<p>to encourage cycling throughout the Study Area.</p> <ul style="list-style-type: none"> • Policies promote a wide range of uses to attract multiple types of employment opportunity in the Study Area. 	<p>per policy 4.7.3.2.12 of the Town of Whitby Official Plan</p>
<p>Transit</p>	
<ul style="list-style-type: none"> • Transit routes are provided along Baldwin Street by DRT and GO Transit. • Development of the Study Area provides the opportunity to create additional stops for the existing transit routes to access the new development. • Potential for additional DRT routes to be provided and transit stops added for access to the Health Precinct and Community Centre • Future Transitway station proposed on adjacent lands north of area 	<ul style="list-style-type: none"> • Lack of transit stops within the Study Area
<p>Transportation</p>	
<ul style="list-style-type: none"> • Interchanges on Baldwin Street onto Highway 407 • The proposed Mid-block Arterial creates potential for access to the blocks in the CBP and provides the opportunity to incorporate modes of active transportation in the area. • Development of the CBP and road pattern will incentivize additional transit stops in the area to become more publicly accessible. • Traffic controls at Baldwin Street and the Mid-block Arterial Road will be identified such as a roundabout. • Traffic Calming roundabouts can be considered for access to the blocks in the area and to the new Garden Street extension on the Mid-block Arterial. The Mid-block Arterial Environmental Assessment has identified multiple locations for roundabouts along the Mid-block Arterial and will determine the final locations for traffic controls. 	<ul style="list-style-type: none"> • Currently no east and west connections through the Study Area and access to the Study Area is limited to Baldwin Street. • Lack of Active Transportation • Surrounding context is non-pedestrian friendly.



Strength/Opportunities	Weakness/Constraints
<ul style="list-style-type: none">• Opportunity to expand the existing cycling path along the east side of Baldwin Street that ends at Garden Street. The ATP proposes incorporating a multi-use path along Baldwin Street up to Winchester Road. This will be requested in the Baldwin Street Environmental Assessment.• There is opportunity to provide additional active transportation trails along the Garden Street extension.	

COMPREHENSIVE BLOCK PLAN

ROAD ACCESS



LEGEND	
	STUDY AREA
	PROPOSED QUADRANTS
	PROPOSED TRANSIT STATION
	PROPOSED RAIL ROAD
	HIGHWAY 407 OUTLINE
	EXISTING MTO POND
	EXISTING ROADS
	PROPOSED ROADS



6. Comprehensive Block Plan

6.1 Goal

The goal of the Comprehensive Block Plan is to:

Create a connected block pattern and a sense of place through built form and road connections designed to promote active transportation and pedestrian activity.

6.2 Block Plan Approach

The Winash South Block Plan guides the development of the greenfield area located south of Brooklin's Major Central Area and Highway 407 in the Brooklin Community. Sections 6.2.4.2.1 and 6.2.4.2.2 of the Official Plan are used to guide the creation of the CBP. The intention of the CBP is to:

- Create a connected block pattern with multi-modal access and movement throughout the Study Area;
- Promote pedestrian activity through high levels of building and landscape design; and
- Establish a character and identity for the Study Area through quality built form and streetscape.

6.3 Conceptual Block Plan

6.3.1 Block Plan Structure

The framework of the CBP has been developed around the proposed road network. The study area is divided into four quadrants by the proposed Mid-block Arterial (east/west) and Baldwin Street (north/south) arterial roads as shown on **Figure 13**.

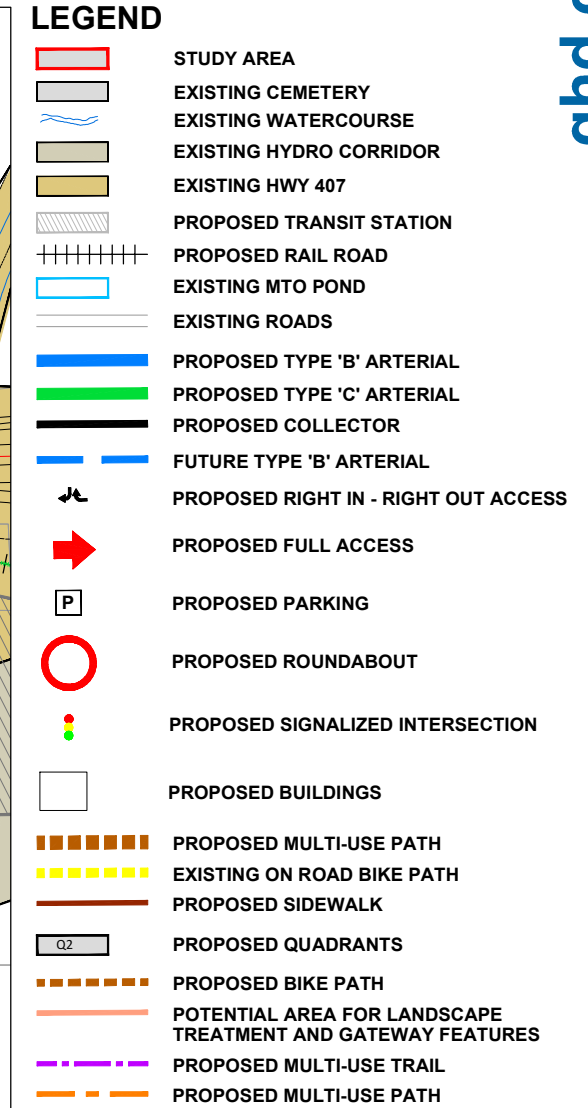
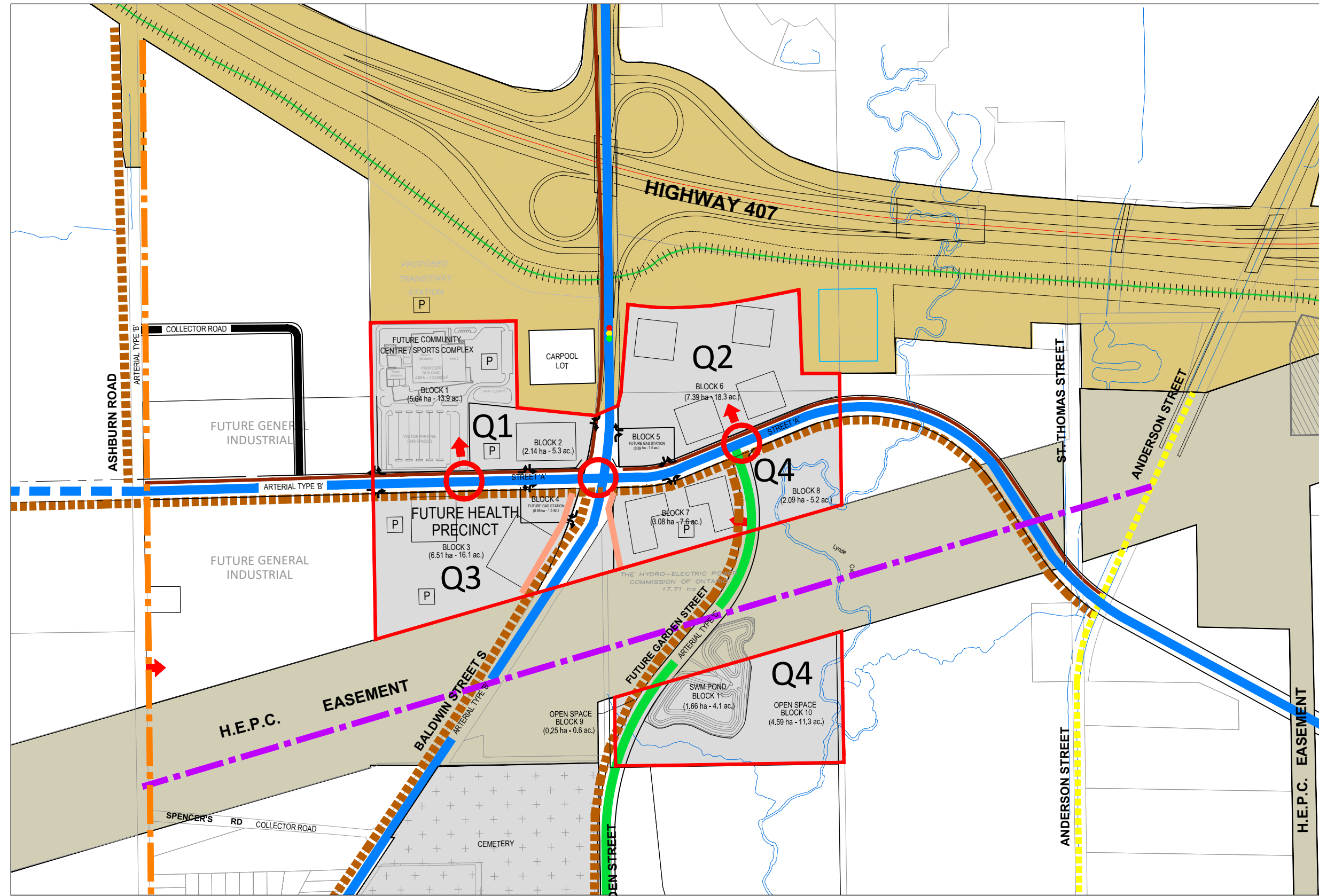
The land uses designated by the Secondary Plan are considered in the structure of the CBP. The land uses of each block are consistent with Schedule 'K' of the BSCP to maintain the plan's goals and objectives. The development of the CBP will create a prominent employment area and improve the overall accessibility of the Study Area. The CBP incorporate multiple transportation options, through the Mid-block Arterial, Garden Street extension, and proposed multi-use paths, for residents to access opportunities of employment and the proposed community centre. The following sections describe the elements incorporated into the CBP.

6.3.2 Conceptual Block Plan Layout

The CBP layout is illustrated on **Figure 14**. The layout for the CBP was created through a thorough analysis of the previous sections. The layout conforms to Schedule K, the land use schedule in the BSCP, including the location of the Mid-block Arterial, extension of Garden Street, and the location of the Health Precinct, Natural Heritage System, Industrial Lands and Business Park.

COMPREHENSIVE BLOCK PLAN

ROAD ACCESS





6.3.2.1 Quadrant 1

Community Centre Block (Block 1)

A community centre/sports complex is proposed in the north-west quadrant of the CBP. The lands are currently owned by the Town of Whitby. The Town of Whitby will determine the final design and amenities for the community centre.

Access to the Community Centre will be provided through the shared roundabout on the Mid-block Arterial. Parking is proposed to be shared with the future transitway station (and interim car pool lot) located north of the community centre block subject to approval from the Ministry of Transportation. The Community Centre Block also provides a secondary access to the carpool lot through a shared driveway connecting the carpool lot and the community centre parking lot to the east.

Business Park (Block 2)

The business park is intended to be designed in a campus-like layout with higher density employment uses. Future buildings are to be situated close to the street right-of-way on Baldwin Street and the Mid-block Arterial road to create interesting and attractive streetscapes. All parking and loading facilities will be located at the rear of the buildings to maintain the pedestrian realm and promote pedestrian activity. With direct visibility from Highway 407, the mid-block Arterial, and Baldwin Street, a higher level of design for the buildings and streetscape is required, specifically at the ground level.

Full movement access to this block is proposed to the roundabout through the Community Centre block subject to the approval of Community Services at the Town of Whitby. Direct access is proposed as a right-in/right-out driveway onto the Mid-block Arterial. Both accesses are to be confirmed through a site specific traffic study.

6.3.2.2 Quadrant 2

Potential Gas Station (Block 5)

As per section 4.7.3.2.10 of the Town of Whitby Official Plan, a Gas Station can be considered on the north-east corner of the Mid-block Arterial and Baldwin Street Intersection in Quadrant 2. Subject to MTO and Town approval, the station is proposed to include a right in and right out access on to both Baldwin Street and the Mid-block Arterial to maintain the flow of traffic at the intersection. The building shall be placed at the corner of Baldwin Street and the Mid-block Arterial to have high visibility from Baldwin Street and the Mid-block Arterial and reduce visibility of the pump islands. The building will require a high level of architectural design.

Potential Auto Mall (Block 6)

An Auto Mall is proposed on the lands owned by Winash Developments Limited in the north-east corner of the Study Area. The Auto Mall will be comprised of car dealerships divided by a north-south public road or private driveway located in the centre of the Block. The buildings for proposed car dealerships will be arranged to maximize visibility from the Mid-block Arterial and Highway 407. Display vehicles may be permitted between the buildings and the Mid-block Arterial but parked cars are prohibited. Buildings along the Mid-block Arterial will be oriented to front onto the street with parking in the back. Buildings located close to the north property line will be oriented to maximize



exposure from Highway 407 with parking behind (to the south), adjacent to the parking provided by the buildings fronting on the Mid-block Arterial.

The north-south public road or private driveway will provide access to the Auto Mall and connect the dealerships to the Mid-block Arterial. The access will align with the roundabout that connects with the Garden Street extension to the mid-block Arterial.

6.3.2.3 Quadrant 3

Future Health Precinct (Block 3)

Block 3 is intended to be developed as a cluster of health and medical related facilities that are complementary to and compatible with the adjacent Prestige Industrial uses. There were previous discussions surrounding the potential for a hospital to be developed in the Health Precinct Block. Due to the small size of the Block, a different primary location for the hospital outside of this Study Area is being considered by the Town at this time. If the hospital develops in the new primary location, Block 3 will be developed for Prestige Industrial uses with permissions for health and medical related facilities as per the BSCP.

Access to Block 3 will be from a private driveway connected to the Mid-block Arterial at a roundabout. An additional right-in/ right-out access to the Mid-block Arterial can be considered and is illustrated on **Figure 14**. The future buildings are to be located along Baldwin Street and the Mid-block Arterial. As per the Brooklin Urban Design and Sustainable Development Guidelines, development along Baldwin Street is encouraged to include landscape treatments within the right-of-way to enhance the public realm. Landscape treatments can include landscaped boulevards, trees, enhanced/decorative landscaping, and Gateway signs. The parking, (outdoor or in parking structures), shall be located to the south, abutting the Hydro Corridor.

Potential Gas Station (Blocks 4)

As noted in Section 6.3.2.2 herein, the Town of Whitby Official Plan permits a Gas Station on the lands designated Prestige Industrial. A proposed Gas Station is being considered on the south-west corner of the Mid-block Arterial and Baldwin Street Intersection in Quadrant 3. Similar to the gas station proposed on Block 5, the station proposes to include a right-in and right-out access on Baldwin Street and the Mid-block Arterial to maintain the flow of traffic at the intersection, subject to MTO and Town approval. The buildings shall be placed on the corner of Baldwin Street and the Mid-block Arterial to maintain an interesting streetscape and reduce visibility of the pump islands.

6.3.2.4 Quadrant 4

Prestige Industrial Lands (Block 7)

The Prestige Industrial Lands are located east of Baldwin Street, south of the Mid-block Arterial, and west of the Garden Street extension. Prestige Industrial development is proposed with direct access from the Mid-block Arterial and Garden Street. The buildings will be situated to face Baldwin Street, the Mid-block Arterial, and Garden Street. Parking will be at the rear of both buildings away from the street fronts. The main entrances to the buildings will face the streets to encourage pedestrian activity and support active transportation. Similar to the Block 3, development along Baldwin Street is encouraged to include landscape treatments to promote pedestrian scale, and enhance the



landscape character of the Study Area. Landscape treatments can include landscaped boulevards, trees, enhanced/decorative landscaping, and Gateway signs.

The Natural Heritage System (Block 8, 9 and 10)

The CBP contains a large portion of Natural Heritage System, primarily located in the east half of the Study Area. The lands designated as Natural Heritage System by the Town of Whitby Official Plan are owned by Winash Developments Limited. The Natural Hazard lands are proposed to be an open space block in the CBP (Block 8, 9 and 10). The blocks will preserve the main branch of Lynde Creek and the first order tributary that are within the Study Area. These open space blocks will be transferred to the Town of Whitby for its use and maintenance.

The Natural Heritage boundaries are conceptual and are to be delineated through an Environmental Impact Study completed during the development process to the satisfaction of the Town and CLOCA. As per policy 11.5.25.3, refinements to the boundary may occur without an amendment to the Official Plan.

Stormwater Management Pond (Block 11)

To address the stormwater management in the Study Area, a Stormwater Management pond is proposed. The Stormwater Management Pond Block (Block 11) is located south of the Hydro Corridor east of the Future Garden Street extension. The Pond will be constructed concurrently with the Garden Street extension and its services. A temporary pond is required to temporarily service the site until the permanent Stormwater Management Pond is constructed. Please refer to section 6.3.4.5 and 6.5 for details on the Stormwater Management Pond and when it will be constructed in the development phases. Once constructed, the Stormwater Management Block will be transferred to the Town of Whitby for its use and maintenance.

6.3.3 Future Transitway Station

A Future Transitway Station is proposed on the North-West corner of the Study Area. The Station is proposed to be located north of the Community Centre Block and Business Park Block. The Future Transitway Station is anticipated to have access through the Community Centre Block and directly to Baldwin Street.

It is not anticipated that the proposed Future Transitway Station will be developed during the same timeframe as the remainder of the Block Plan. Detailed transit plans are still required to finalize the development of the proposed Future Transitway Station. Until the Future Transitway Station advances, the lands are to be used as a carpool lot for travelers on Highway 407 and a GO Bus terminal. The commuter carpool lot is currently under construction. In the interim, the Town and Metrolinx may develop a building along Baldwin Street to maintain an interesting streetscape throughout the Study Area and disguise the carpool lot but this will be determined from by the Town and Metrolinx. To access the carpool lot, a temporary signalized entrance at Baldwin Street has been constructed. MTO is currently considering maintaining the traffic lights permanently for safe access to Baldwin Street in addition to the future access through the Community Centre Block.



6.3.4 Connectivity

The proposed transportation network is designed to provide increased access to the Study Area. Roundabouts have been considered and will be incorporated into the road network to create a safe environment for pedestrians and cyclists. The CBP contains appropriate access to each of the proposed blocks. The transportation network builds on the existing arterial road and incorporates the recommendations of the Brooklin Transportation Master Plan. The CBP illustrates a road network that increases connectivity to the Study Area and between Brooklin and the Town of Whitby. A Mid-Block Arterial Environmental Assessment was completed and a Notice of Study Completion has been issued. The locations of the access points, and the type of intersection controls identified in the CBP reflect the access points and traffic control methods in the completed Environmental Assessment.

6.3.4.1 Roads

The primary road network consists of Baldwin Street (Type 'B' Arterial), the proposed Mid-Block Arterial Road (Type 'B' Arterial), and the proposed extension of Garden Street (Type 'C' Arterial) to the Mid-Block Arterial Road. The location of the proposed arterials are consistent with the Brooklin Transportation Master Plan. The Mid-Block Arterial Road alignment is subject to an Environmental Assessment process as per Section 9.2.2.2 of the Brooklin Transportation Master Plan. The Mid-Block Arterial Environmental Assessment was completed and a Notice of Study Completion has been issued. The alignment of the Mid-block Arterial in the CBP reflects the alignment in the Mid-Block Arterial Environmental Assessment.

The construction of the Mid-Block Arterial Road creates the main intersection in the area. The Mid-Block Arterial will intersect with Baldwin Street at the centre of the Study Area. This intersection provides the main north/south and east/west access throughout area and is the central access point to the Study Area from Whitby and Brooklin.

The collector road illustrated on **Figure 14**, west of the Study Area, is in a slightly different location than what is proposed on the Town of Whitby's Transportation Master Plan. The revised collector road does not connect to the west boundary of the Community Centre Block. The future Community Centre/Sports Complex does not require additional access that would have been from the collector road. The revised collector road travels west from Ashburn Road and turns south about midway between Ashburn Road and the Study Area's west boundary. The revised collector road continues southbound and intersects with the Mid-block Arterial. The collector road will only be constructed if the Catholic Cemeteries & Funeral Services-Archdiocese of Toronto property located north-west of the Study Area develops for an employment use. As a result, the collector road illustrated in the CBP is shown conceptually for information purposes only.



6.3.4.2 Active Transportation

Active transportation will concentrate on promoting connectivity to the services and amenities throughout the Study Area for pedestrians and cyclists. The Town of Whitby's Active Transportation Plan proposes a cycling and trail network to encourage active transportation throughout the Study Area and the surrounding areas.

The arterial roads provide an important connection for pedestrians and cyclists to the multiple blocks in the Study Area. The BSCP requires a sidewalk on one side of the Mid-block Arterial Road and a Multi-use Path on the other. Both the Brooklin Transportation Master Plan and the Durham Region Master Plan encourage Multi-use paths on all arterial roads.

A Multi-use Path is proposed along Baldwin Street and the Mid-Block Arterial road to connect to the existing and future cycling network. The Town's Active Transportation Plan proposes to continue the Multi-use Path along the Mid-Block Arterial Road beyond the Study Area to Anderson Street. This connection will provide a more direct access to the existing active transportation trail on Anderson Street.

6.3.4.3 Transit Network

Durham Region Transit Route 302 travels north/south through the Study Area along Baldwin Street. Route 302 starts south at the Whitby GO Station, travels north on Baldwin Street and ends at Carnwith Drive and Ashburn Road before looping back south. Although the DRT Bus does not currently have any stops within the Study Area, the construction of the Mid-block Arterial creates an important intersection at the centre of the Study Area and is an ideal location to include regional transit in the Study Area.

Metrolinx GO Bus Route 81 also travels north/south along Baldwin Street from Whitby to Brooklin. The route starts south at Whitby GO Station and travels north on Baldwin, through the Study Area and ends in Beaverton. Similar to DRT Route 302, the GO Bus Route 81 does not have any stops in the Study Area. The Mid-block arterial Road and Baldwin Street Intersection is an ideal location to include a stop to provide the study area access to higher order transit beyond the Town of Whitby. Transit Shelters and bicycle parking are encouraged to be incorporated at future transit stops.

6.3.4.4 Sanitary Sewer and Water Servicing

There is currently no existing infrastructure for water and sanitary sewers within the Study Area. The water and sanitary services are under the jurisdiction of the Region of Durham. A Region of Durham Development Charge (DC) Background Study was completed in March 2018. The DC Background study illustrates a proposed Trunk Sanitary Sewer (TSS) along the proposed Mid-Block arterial running west from the Lynde Creek Valley to service the greater south/west Brooklin Community. It is intended that the TSS will be front-ended by the proponent upon approval of the proposed Draft Plan of Subdivision.

The DC Background Study does not show any water services proposed throughout the Study Area but shows a proposed Zone 3 Feeder Main along Anderson Street. The Functional Servicing and Stormwater Report prepared by Candevcon East Limited proposes a 600 metre Feeder Main along the future Mid-Block Arterial to Ashburn Road. The 600 metre Feeder Main will connect to the 300 metre Feeder Main proposed along Anderson Street and service the greater south/west Brooklin



Community. Future local water and sanitary infrastructure will be located in the roads rights-of-way subject to designs at the Draft Plan of Subdivision stage.

6.3.4.5 Stormwater Management

A Stormwater Management Pond is required to service the CBP Study Area. A Functional Servicing Report and Brooklin Secondary Plan Area Sub-Area Study 4B has been prepared by Candevcon East Limited. Subject to the required permissions and approvals from Hydro One, the Stormwater Management Pond is proposed partially within the Hydro Corridor on the east side of the realigned extension of Garden Street. The Stormwater Management Pond cannot be constructed until the Garden Street extension is built in order to connect the pond to the Study Area north of the Hydro Corridor.

An interim Stormwater Management Pond will be required to service the interim development of the Study Area until the construction of Garden Street takes place. The potential location for the interim Stormwater Management Pond is at the south-east corner of the Mid-block Arterial and the Baldwin Street on Block 7. The details of the interim Stormwater Management Pond will be provided as a part of the detailed design of the anticipated Community Centre Block and the Mid-block Arterial construction required to access it (Phase 1).

6.4 Implementation

6.4.1 Phasing

6.4.1.1 Phase 1

Figure 15 illustrates the first phase of the development. Phase 1 includes the development of the Community Centre Block, the Auto-mall Block and the construction of the Mid-block Arterial Road west of Garden Street to the west limit of the Study Area. The sanitary and water infrastructure along the Mid-block Arterial both east and west of Garden Street will also be constructed to bring sanitary and water services to the Phase 1 developments.

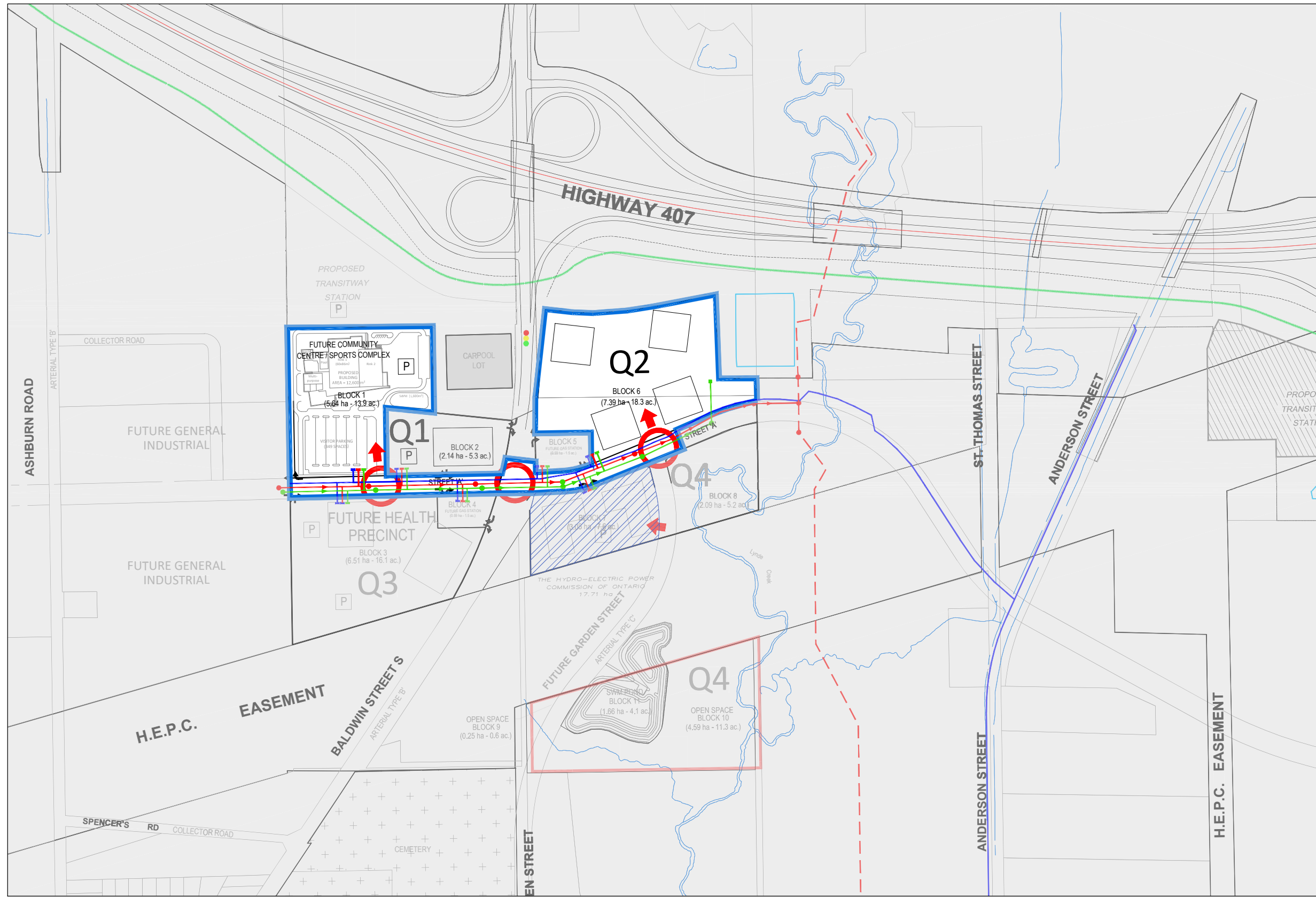
The Community Centre Block is currently owned by the Town of Whitby and the timing of construction of the Community Centre will be determined by the Town. Phase 1 will also include a temporary interim Stormwater Management (SWM) facility until the Garden Street extension and the ultimate SWM Facility are constructed in Phase 2. Although only the Mid-block Arterial Road west of Garden Street is being constructed during Phase 1, the sanitary and water infrastructure both east and west of Garden Street will

6.4.1.2 Phase 2

Figure 16 shows the blocks and services to be constructed during Phase 2. Phase 2 is the final phase of the CBP and includes the construction of the Garden Street extension, the services in the Garden Street ROW, and the permanent Stormwater Management Pond. Phase 2 also includes the development of the two gas station blocks (Block 4 and Block 5), the Business Park (Block 2), the Health Precinct (Block3), and the Prestige Industrial Lands (Block 7). The construction of the remaining Mid-Block Arterial beyond Garden Street to the eastern property line will be determined by the Town.

COMPREHENSIVE BLOCK PLAN

ROAD ACCESS



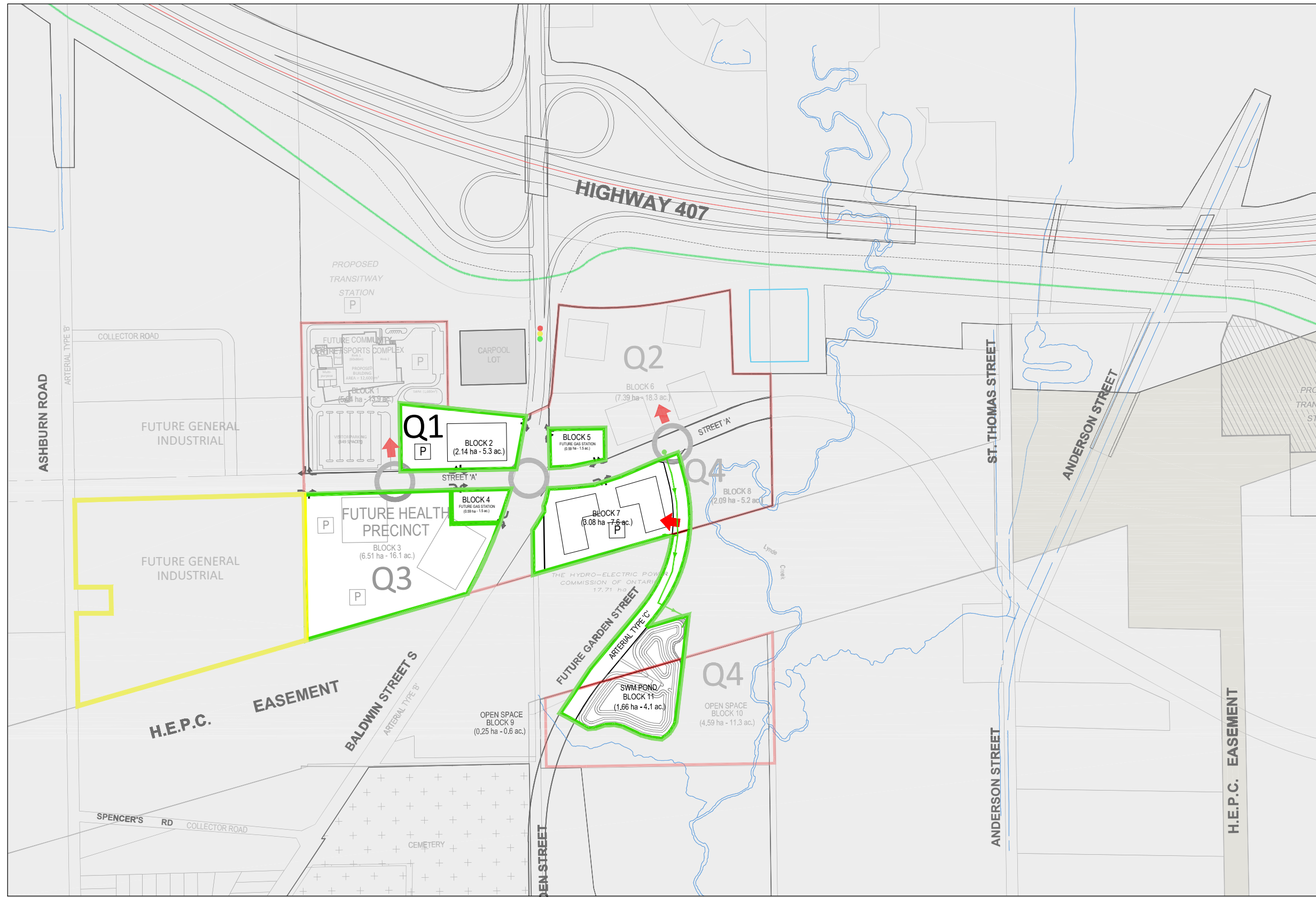
LEGEND

- STUDY AREA
- EXISTING CEMETERY
- EXISTING WATERCOURSE
- EXISTING HYDRO CORRIDOR
- EXISTING HWY 407
- PROPOSED TRANSIT STATION
- PROPOSED RAIL ROAD
- EXISTING MTO POND
- EXISTING ROADS
- PROPOSED RIGHT IN - RIGHT OUT ACCESS
- PROPOSED FULL ACCESS
- P PROPOSED PARKING
- PROPOSED ROUNDABOUT
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED BUILDINGS
- PROPOSED QUADRANTS
- PROPOSED WATERMAIN
- EXISTING STORM SEWER
- PROPOSED SANITARY
- EXISTING SANITARY
- FUTURE SANITARY
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PHASE 1 OF CONSTRUCTION
- PROPOSED INTERIM STORM POND

N.T.S.

COMPREHENSIVE BLOCK PLAN

ROAD ACCESS



LEGEND

- STUDY AREA
- EXISTING CEMETERY
- EXISTING WATERCOURSE
- EXISTING HYDRO CORRIDOR
- EXISTING HWY 407
- PROPOSED TRANSIT STATION
- PROPOSED RAIL ROAD
- EXISTING MTO POND
- EXISTING ROADS
- PROPOSED RIGHT IN - RIGHT OUT ACCESS
- PROPOSED FULL ACCESS
- PROPOSED PARKING
- PROPOSED ROUNDABOUT
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED BUILDINGS
- PROPOSED QUADRANTS
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PHASE 3 OF CONSTRUCTION
- (NON-PARTICIPATING) TIMING TO BE COORDINATED BY A SEPERATE APPLICATION

N.T.S.



Fieldgate Developments Limited
WINASH SOUTH
PHASING PLAN - PHASE 2

Job Number | 11192576
Revision | A
Date | JUNE 2021

Figure 16



7. Conclusion

The intention of the CBP is to advance the goals of the BSCP and the Town of Whitby Official Plan. The CBP builds on the policies of the Secondary Plan and Official Plan to provide a more detailed vision for the Study Area. Through the analysis of the Study Area's physical features and applicable policies, the CBP provides a suggested layout to maximize the potential use of the Study Area in accordance with the overarching policy documents. As per policies in the Brooklin Secondary Plan and Urban Design Guidelines, the preferred block plan encourages active transportation and pedestrian activity through encouraging connectivity between each block and applying high urban design and architectural design principles.

The CBP is to be used to guide the future development of the employment area to ensure a unified and integrated design throughout the Study Area. The Town of Whitby will use this document while reviewing planning applications within the Study Area to ensure future developments promote multi-modal accessibility, quality design in built form and streetscape, and developing a strong unique character in the Study Area.

All of Which is Respectfully Submitted,

GHD

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