



# Transit-Oriented Development Strategy

Planning & Economic Development Committee

May 7, 2024

# Objectives of the TOD Strategy

- Clear direction for community design, mobility and public realm around transit in Durham Region's existing and planned TOD Places.
- Identify ways in which TOD can advance Regional priorities.
- Identifying opportunities to ensure TOD meets the needs of the Region's diverse population.
- Identify ways to partner with area municipalities, agencies, the development industry, and stakeholders to create TOD.

## Supporting Regional Priorities



Complete Communities



Active Modes of Travel



Vibrant Communities



Mix of Uses



Diversity



Investment Opportunities



Health & Wellbeing

# TOD Places

The TOD Places categorize the Strategic Growth Areas (SGAs) of the Envision Durham Regional Official Plan into a series of distinct TOD Place types.

## ★ GO Station Areas (PMTSAs)

- 1 Pickering GO
- 2 Ajax GO
- 3 Whitby GO
- 4 Durham College Oshawa GO
- 5 Thornton's Corners GO
- 6 Central Oshawa GO
- 7 Courtice GO
- 8 Bowmanville GO

## Large Retail Centres

- 9 Ajax - Uptown Regional Centre
- 10 Whitby - Brock/Taunton Major Central Area
- 11 Clarington - Courtice Urban Centre
- 12 Oshawa - Windfields Main Central Area

## Mixed-Use Hubs

- ★ 13 Pickering UGC
- 14 Ajax - Downtown Regional Centre
- 15 Whitby - Baldwin/Winchester Major Central Area
- 16 Downtown Regional Centre
- ★ 17 Oshawa UGC

## Historic Centres

- 18 Whitby - Downtown Whitby Major Central Area
- 19 Clarington - Bowmanville East Urban Centre
- 20 Clarington - Newcastle Village Centre
- 21 Ajax - Pickering Village

## Rapid Transit Corridors

- 22 Highway 2
- 23 Simcoe Street North
- 24 Simcoe Street South (Future Rapid Transit Corridor)

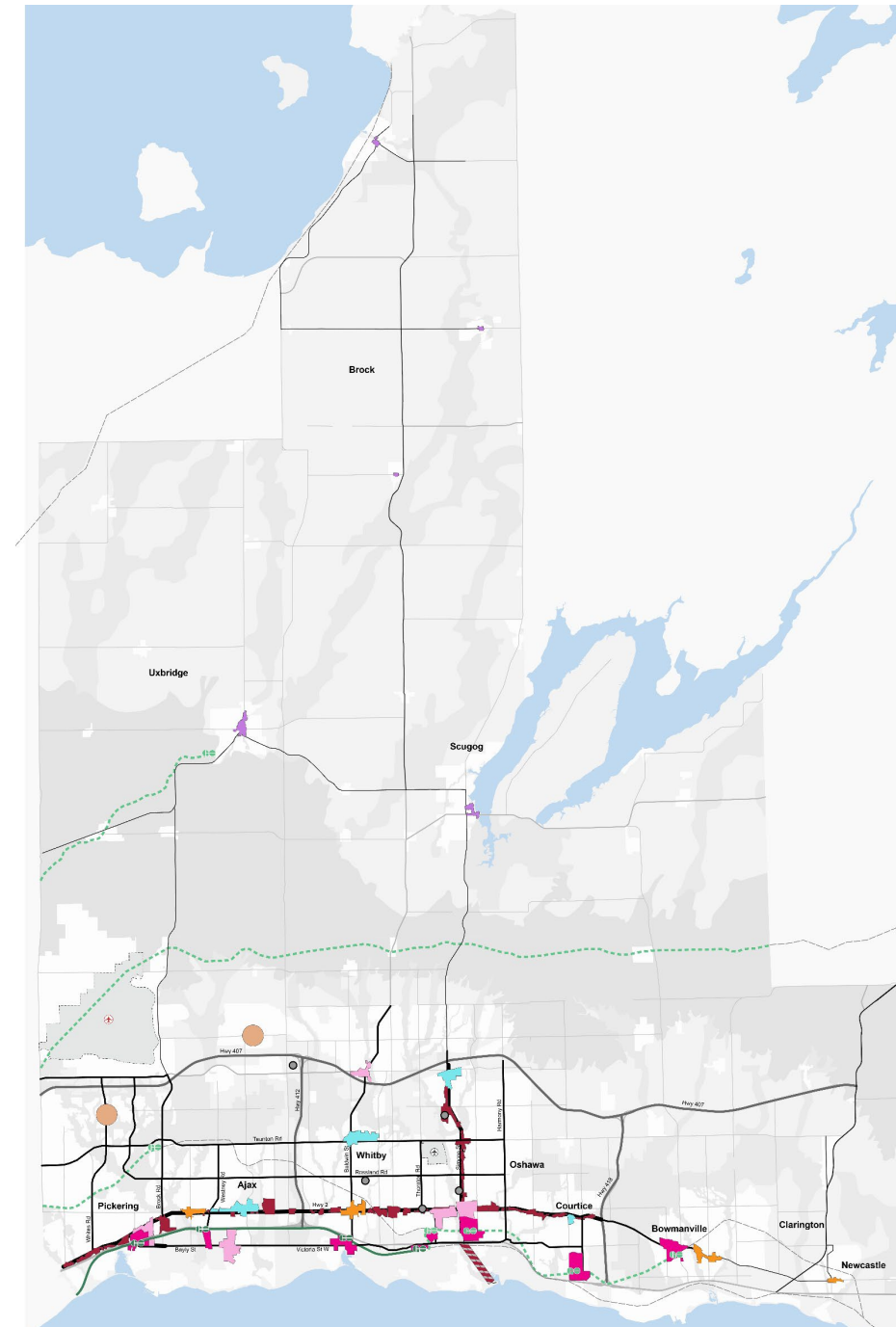
## New TOD Areas

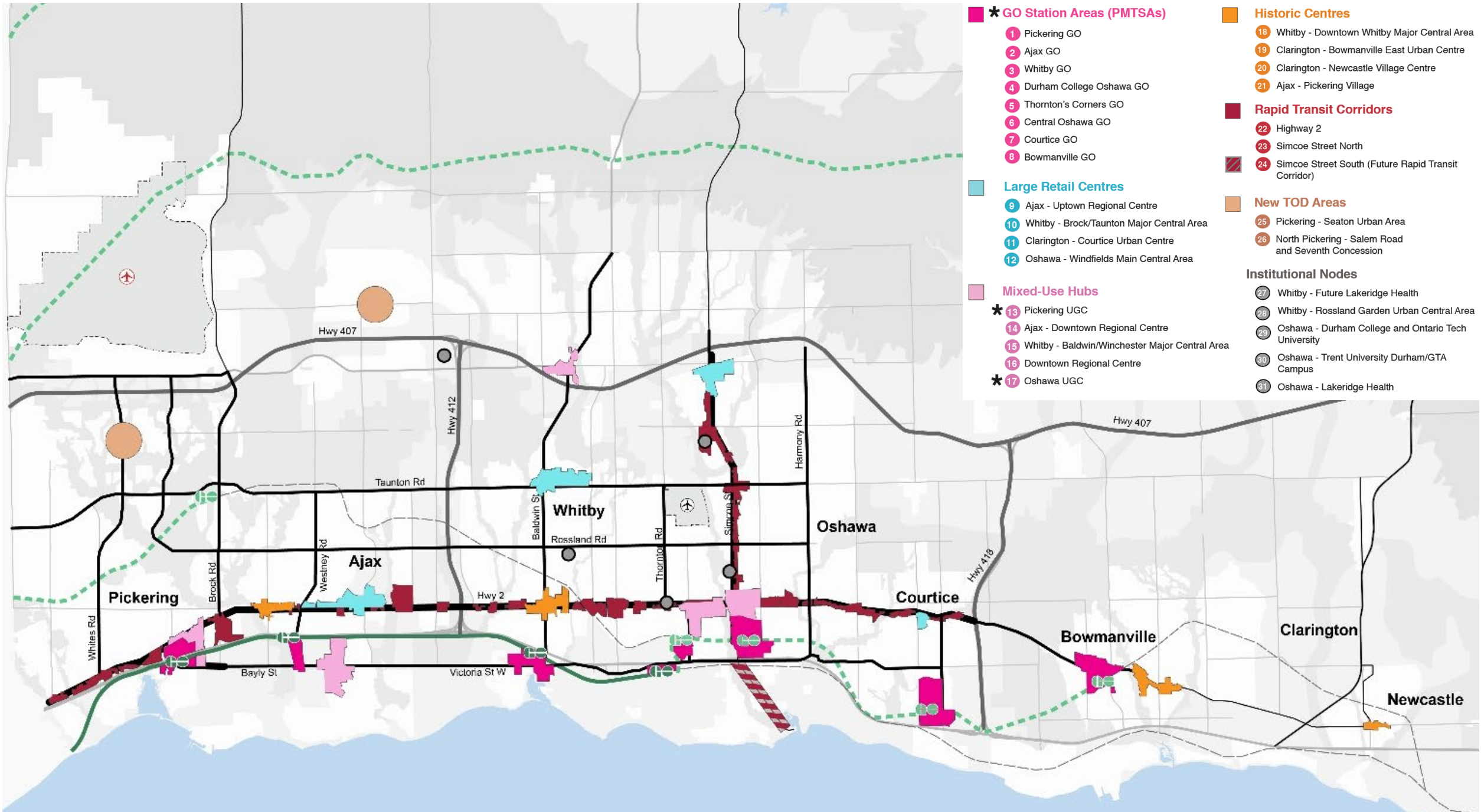
- 25 Pickering - Seaton Urban Area
- 26 North Pickering - Salem Road and Seventh Concession

## Institutional Nodes

- 27 Whitby - Future Lakeridge Health
- 28 Whitby - Rossland Garden Urban Central Area
- 29 Oshawa - Durham College and Ontario Tech University
- 30 Oshawa - Trent University Durham/GTA Campus
- 31 Oshawa - Lakeridge Health

★ Within the TOD Place types, the highest priority areas for development are the Urban Growth Centres (UGC) and Protected Major Transit Station Areas (PMTSAs).





**\* GO Station Areas (PMTSAs)**

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# Responding to Places

## 2.1.2 Large Retail Centres



Figure 30. Ajax (Highway 2 and Salem Road)

Automobile-oriented retail and commercial areas located within Regional Centres or along existing and proposed Rapid Transit Corridors make up the Large Retail Centres TOD Place. These areas contain large parcels of land with significant areas of surface parking and limited connectivity between large-format retail uses. The many retail options are significant destinations and generators of activity, although access to them is primarily in the form of single-occupant vehicle (SOV) trips.

### Emerging TOD Areas: Large Retail Centres

1. Ajax – Uptown Regional Centre
2. Whitby – Brock/Taunton Major Centre
3. Courtice – Urban Centre
4. North Oshawa – Windfields

Development in these areas will occur incrementally over time and integrate a new mix of uses, at higher densities while supporting a transition away from single-occupancy vehicle trips to more active and sustainable modes of travel.

The focus will be on establishing a planning framework to support the transition to a more transit-supportive place and ensuring that the development of individual parcels is coordinated toward this goal.

### STRATEGIES

1. Establish a secondary planning framework to identify a clear structure and direction for new TOD. The framework should capture the Larger Retail Centre and significant areas of change surrounding the Centre.
2. Create a pattern of streets and blocks that will connect across and between sites to strengthen the connectivity to surrounding neighbourhoods. (See 3.1.2)
3. Incorporate a network of secondary streets/connections to support improved connectivity for pedestrians and cyclists.
4. Permit a mix of uses to support an active community throughout the day and evening and reduce the demand for trips to access services (see 3.3.1).
5. Establish a clear focus area for the highest densities, the broadest mix of uses and street-level activity in the areas closest to existing and planned transit (see 3.4.1, 3.4.2).
6. Integrate new inclusive community facilities where they can benefit both the TOD and existing communities (see 3.3.1).

A number that corresponds to each high-level strategy to display a conceptual location

A conceptual plan illustrates how these strategies could be combined to deliver TOD



Figure 31. XXX

7. Distinguish areas around transit stops/stations with a higher level of pedestrian/cycling amenity to support sustainable access to and from transit. (See 3.1.1, 3.1.6, 3.6.1)
8. Create a network of new parks and open spaces that connect to and expand the existing open space network. The network should contain a variety of open spaces to meet the needs of the evolving community, including larger parks, linear parks for active transportation, smaller urban parks/squares and plaza spaces. (see 3.2.2)
9. Establish a network of dedicated cycling routes that connect to and extend existing and planned cycling routes surrounding the area (see 3.1.5).
10. Explore opportunities for developing new intersections to reduce travel times for people travelling to and from the area on foot or by bike, or other active transportation mode (See 3.1.4).
11. Explore the potential for new mid-block connections to improve access and permeability between the TOD and surrounding neighbourhoods (See 3.1.2).
12. Reduce demand for parking through strategies such as reduced parking supply and shared parking facilities to promote sustainable modes of transit (see 3.5.1).
13. Integrate urban water management strategies such as bio-swales and cisterns that support intensification while managing water runoff and quality control.
14. Align short- to medium-term investments such as new sidewalks and drive aisles to support implementation of the long-term planning framework.

High-level strategies are provided for each TOD Place to respond to their unique characteristics

The most relevant Section 3 Guidelines for each Strategy are indicated as applicable

# Example: Mixed Use Hubs

- A mix of community, retail and higher-density residential uses
- A diverse pattern of streets with varied block sizes, scale, and massing
- Clusters of disconnected uses with limited relationships to each other
- Significant activity generators



## Mixed-Use Hubs

- Ajax – Downtown Regional Centre
- Oshawa – Downtown Regional Centre
- Whitby – Baldwin/Winchester Major Central Area

# Example: Mixed Use Hubs



## Key Strategies (abridged):

1. Establish a mixed-use focus area (See 3.1.2).
2. Support incremental intensification (see 3.4.2).
3. Opportunities for intensification/redevelopment of larger retail uses
4. A suite of TDM and mobility enhancements (See 3.1.1).
5. Implement micro-mobility and other on-demand services.
6. Reduced/alternative parking standards, including shared parking (see 3.5.1).
7. Pedestrian improvements (See 3.1.4).

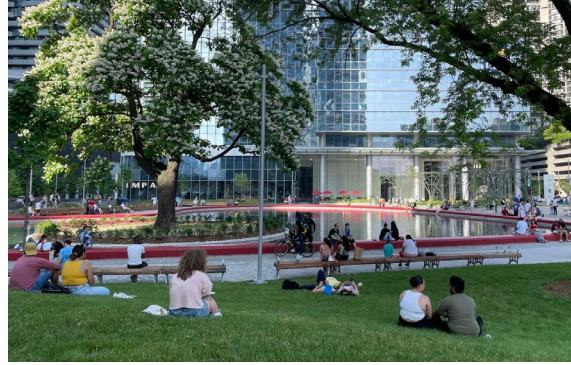
# TOD Guidelines – 6 Components

## 1 Mobility



- Prioritize more sustainable modes of travel.
- Establish a connected pattern of streets.
- Create connected rapid transit corridors.
- Provide clear and direct pedestrian routes.
- Integrate a safe and connected cycling network.
- Help people get to their destination.

## 2 Public Realm



- Create safe and comfortable places for pedestrian and cyclists.
- Develop a diverse and connected open space network.
- Incorporate public art and place-making in the public realm.

## 3 Land Use



- Integrate a broad mix of transit-supportive uses.
- Support the public with active ground floor uses.
- Increase housing supply and diversity.
- Discourage automobile-oriented uses.



# TOD Guidelines – 6 Components

## 4 Built Form



- Ensure transit-supportive densities and compact urban forms.
- Integrate a variety of building types and scales that respond to context.
- Deliver design excellence.
- Deliver more sustainable community design.

## 5 Parking Management & Design



- Manage parking to support intensification and a shift to transit.
- Locate and design parking to support an attractive public realm.

## 6 Transit Station Design



- Embed and elevate the prominence of transit within the community.
- Design transit stops / stations as inviting places.
- Advance TOD at and around GO Stations.

# Example: Public Realm

TOD GUIDELINES  
PUBLIC REALM

Guideline and description

Connection to Regional Priorities

Example photos displaying best practices around the world

## 3.2.2 Develop a diverse and connected open space network

Access to high-quality open spaces contributes significantly to urban quality of life, especially in the design of higher-density neighbourhoods. Parks, civic plazas, and publicly accessible open spaces have the potential to significantly increase the value of real estate, environmental performance, and community attractiveness. Depending on their purpose in the community, open spaces should range in size and type, from small areas like parkettes to urban plazas and major recreation parks and natural heritage systems. Privately accessible open spaces, such as courtyards or green roofs, can also provide amenity in communities where private backyards are scarce.

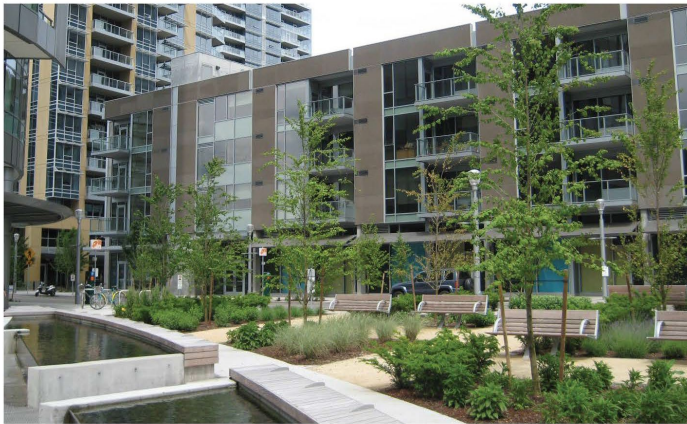


Figure 61. Delivering parks and open space with new transit-oriented development is critical to enhancing quality of life in higher-density neighbourhoods.

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**SUPPORT FOR REGIONAL PRIORITIES**

- Create Communities**  
Create complete communities with high quality open spaces.
- Diversity**  
Supporting diverse and inclusive communities that offer public open spaces.
- Vibrant Communities**  
By adding and improving open spaces for more active and animated streets.

**APPLICABILITY TO KEY TOD PLACES**

Creating new open spaces is particularly important in high-density areas to provide space for people who may not have their own outdoor space to gather including:

- GO Station Areas (2.1)
- Mixed-Use Hubs (2.3)
- Historic Centres (2.4)

**APPLICABILITY TO KEY TOD PLACES**

Establishing a hierarchy of open spaces that vary in response to future urban conditions is important to ensure that development within TOD Places can contribute to more vibrant neighbourhoods that cater to the diverse needs and interests of the community. The intensification of existing areas may require the evaluation and upgrade of existing open spaces to ensure they support the needs of the evolving community. These TOD Places that have the opportunity for new and infill development include:

- Large Retail Centres (2.2)
- Rapid Transit Corridors (2.5)
- New TOD Areas (2.7)

**GUIDELINES**

- TOD Places should be designed with a mix of parks and open spaces catering to the community's diverse needs.
- Planning for parks and open spaces within TOD Places should occur in collaboration between the region and area municipalities. The design and planning of open spaces should be informed by engagement with the community and key stakeholders to ensure the mix and design respond to community needs.

- An open space network plan should be created for TOD Places to demonstrate how existing and proposed parks and public open spaces are distributed and linked to each other, public transportation, and important destinations.
- Planning for TOD Places should include developing policies for acquiring and developing new parks and open space, including larger consolidated parks where feasible.
- Open spaces should be designed with high-quality materials and features that respond to their role and location within the community with design elements and structures that provide protection from weather.
- Where applicable, create station-related open spaces to improve access to and from transit while offering a location for supporting activities, such as cafés that can animate the station area.
- Transit station open spaces should emphasize the station as a 'place' and contribute to improving station functionality and user experience by incorporating supporting facilities such as seats, bike parking, structures that provide protection from weather, and signage.
- Encourage public realm investments along transit corridors such as street trees, Privately-Owned Public Spaces (POPS), and plazas to reinforce transit corridors as destinations within the community and connect the open space networks of different transit stop/station areas.



Figure 62. Smaller parkettes and urban plazas can play an important role in TOD places, enabling the delivery of amenity in higher-density environments and contributing to street life and animation.



Figure 63. Larger consolidated open spaces can create a shared focus for TOD places while facilitating a mix of features and programming, year-round, Salt Lake City.

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Establishing a connection to key TOD Places and applicability

A series of Guidelines to advance progressive planning and best practices

# Implementation: Working Together to Deliver TOD

- 1 Role, Awareness and Relevance of the TOD Strategy
- 2 Partners in Advancing TOD
- 3 Structures for Effective Collaboration
- 4 Monitoring and Managing



# Role, Awareness and Relevance of TOD Strategy

- Tool for Region, area municipalities, development industry and community
- Provide guidance on creating and supporting TOD while accommodating growth
- Complement approved and ongoing planning initiatives
- Support background studies for new development applications



# Partners in Advancing TOD

- Regional departments
  - Lead several initiatives and projects to support TOD
- Regional Council
- Citizen Advisory Committees
  - Durham Active Transportation Committee (DATC)
  - Durham Region Transit Advisory Committee (TAC)
  - Durham Environment and Climate Advisory Committee (DECAC)
- Area municipalities
- Province and Metrolinx
- Developers and landowners



# Structures for Effective Collaboration

- Aligning Regional priorities
  - Capital and infrastructure funding
  - Affordable housing
- Area Municipal Working Group
  - Building on the Growth Management Data Working Group
- TOD Working Group
  - Area municipalities and development industry
  - Potential to work on a site-specific scale
- External TOD Advisory Group
  - Bring Regional partners together in GTHA





# Monitoring and Managing

- Integrate TOD goals into planning documents
- Secondary Plans
- Corridor planning
- Key Performance Indicators (KPIs)
  - Organized based on six TOD components
  - Provide meaningful and measurable data

KPI Measure
<b>Mobility</b>
Transportation mode access to rapid transit stations and stops
Active transportation accessibility and improvements
Dominant mode of travel to work/school
Kilometres of walking or cycling infrastructure
<b>Public Realm</b>
Percentage of land within TOD Places as park, green space, or area of public realm improvements
Value of investments in public realm improvements within TOD Places
<b>Land Use</b>
Updated zoning permissions (by GFA) within TOD Places.
Percentage of new land uses within TOD Places (i.e. residential, office, commercial, institutional, etc.)
Percentage of intensification within TOD Places
Population and jobs growth
Commercial vacancy rate within TOD Places
Percent breakdown of GFA for land uses in TOD Places over time

KPI Measure
<b>Built Form</b>
Population density in TOD Places and comparison to broader Region.
Number of building permits and development applications within TOD Places vs Region (as a percentage).
Percentage of multi-unit housing developments (ie. townhouses, multi-plexes, mid-rise apartments, high-rise apartments).
Number of net-zero ready housing units (tier 5 energy performance standards)
<b>Parking Management and Design</b>
Number of parking spaces in TOD Places per capita.
Number of bicycle parking spaces
<b>Transit Station Design</b>
Percentage of stops in TOD Places with weather protection shelters.
Implementation of recommended design improvements at and around stations.

# Value of the TOD Strategy

- Creates a toolbox of common reference points for TOD Places
- Complements the “Envision Durham” Regional Official Plan
- Aligns TOD Places with existing and future transit
- Creates more transit-supportive communities
- Design considerations for equity and community-building





# Questions and Discussion



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