



OFFICIAL NOTICE

Special Meeting of Regional Council Revised Agenda

Wednesday, May 17, 2023, 9:30 a.m.

Regional Council Chambers
Regional Headquarters Building
605 Rossland Road East, Whitby

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2054.

Note: This meeting will be held in a hybrid meeting format with electronic and in-person participation. Committee meetings may be [viewed via live streaming](#).

	Pages
1. Call to Order and Traditional Territory Acknowledgement	
2. Roll Call	
3. Declarations of Pecuniary Interest	
4. Presentations	
*4.1 Brian Bridgeman, Commissioner of Planning & Economic Development, Gary Muller, Director of Planning, and Colleen Goodchild, Manager, Policy Planning & Special Studies, re: Envision Durham - Recommendations on the new Regional Official Plan	9
5. Delegations	
5.1 Grant Morris, Planning & Development Consultant, Grant Morris Associates Ltd., re: Recommended Final Draft Durham Regional Official Plan	
*5.2 Don Given, Malone Given Parsons, re: Employment Conversion Request for the lands municipally known as 1520, 1540 and 1580 Reach Street, in the Township of Scugog - Port Perry	23
5.3 Peter Cohen, Whitby resident, re: Durham Regional Official Plan	

5.4	Elyse Holwell on behalf of Fieldgate Developments, re: Envision Durham – Recommendations on the new Regional Official Plan	
*5.5	Matthew Cory on behalf of North-East Pickering Landowners Group, re: Durham Regional Official Plan	29
5.6	Linda Gasser, Whitby resident, re: Durham Regional Official Plan	
*5.7	Abdullah Mir, Pickering resident, re: Durham Regional Official Plan	
*5.8	Matthew Cory, on behalf of Brooklin Development General Partner Ltd. Brooklin Development LP, re: Durham Regional Official Plan	33
*5.9	Laura Lebel-Pantazopoulos on behalf of the owners of 3450 Highway 7 East in the City of Pickering, re: the Recommended Draft Regional Official Plan	36
*5.10	Jade Schofield, Clarington resident, re: Durham Regional Official Plan	
*5.11	Elizabeth Stocking on behalf of the NationalFarmers Union – Ontario, re: the adoption of the recommended final draft of the Regional Official Plan	
*5.12	Shahram Emami, Durham resident, re: Durham Regional Official Plan	44
*5.13	Iain Bowie, Durham resident, re: Durham Regional Official Plan	45
*5.14	Shilpi Saraf-Uiterlinden, The Biglieri Group on behalf of the Owners of 1501-1541 Scugog Line 6, Port Perry, re: Employment Land Conversion Request – Envision Durham	54
*5.15	Alexis Whalen on behalf of Stop Sprawl Durham, re: Durham Regional Official Plan	
*5.16	Kathleen Ffolliott, Whitby resident, re: Durham Regional Official Plan	
*5.17	Joseph Caruso, Durham resident, re: Practical solutions to future growth by way of infill development and gentle density and the serious environmental implications of not honouring the 2005 Greenland Act	
*5.18	Katie Pandey, Associate, Weston Consulting, re: the adoption of the Recommended Final Draft of the Durham Regional Official Plan	59

- *5.19 Winston Emery, Ajax resident,
re: Durham Regional Official Plan
- *5.20 June Enright, Durham resident,
re: Durham Regional Official Plan
- *5.21 Lori Lopes, Registered Nurse,
re: Impacts on Health – Durham Regional Official Plan

6. Communications

- | | | |
|------|---|----|
| 6.1 | CC 11 Correspondence from MHBC on behalf of CRH Canada Group Inc.,
re: Comments on the Draft New Regional Official Plan

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1] | 64 |
| 6.2 | CC 12 Correspondence from C.A. Clark, Uxbridge resident,
re: Region of Durham Update to Envision Durham

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1] | 68 |
| 6.3 | CC 13 Correspondence from Jay Morris, Durham resident,
re: Don't Expand Rossland Road

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1] | 69 |
| 6.4 | CC 14 Correspondence from National Farmers Union - Ontario (NFU-O),
re: Abandoning the expansion of the urban boundaries and to protect the proposed 9,000 acres of farmland

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1] | 70 |
| 6.5 | CC 15 Correspondence from Leanna Calla, Durham resident,
re: Rossland road expansion (Envision Durham plans)

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1] | 72 |
| 6.6 | CC 16 Correspondence from Michael Stergianis, Durham resident,
re: Don't expand Rossland road

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1] | 73 |
| *6.7 | CC 17 Memorandum dated May 12, 2023 from Brian Bridgeman,
Commissioner of Planning & Economic Development,
re: Correspondence from the Ministry of Municipal Affairs and Housing | 74 |

on the Proposed New Regional Official Plan, “Envision Durham”

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]

- *6.8 CC 18 Correspondence from the property owners on Sidelines 16 and 14, and Concession Rd 7, 84
re: Whitebelt lands between Hwy 7, Sideline 16, Sideline 14, and Concession Road 7

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]

- *6.9 CC 19 Correspondence from Laura Lebel-Pantazopoulos on behalf of the 87
owners of 3450 Highway 7 East in the City of Pickering,
re: the Recommended Draft Regional Official Plan

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]

- *6.10 CC 20 Correspondence from Tammy Atkinson, Oshawa resident, 206
re: Durham Regional Official Plan

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]

- *6.11 CC 21 Correspondence from Despina Melohe, Whitby resident, 207
re: Do Not Vote for the Durham Regional Official Plan

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]

- *6.12 CC 22 Correspondence from Libby Racansky on behalf of Friends of the 208
Farewell,
re: Durham Regional Official Plan

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]

- *6.13 CC 23 Correspondence from Jennifer Jaruczek, Planner, Arcadis 215
Professional Services (Canada) Inc. on behalf of the Lovisek family, the
owners of 0 Courtice Road,
re: Response to Envision Durham – Recommendations on the New
Regional Official Plan

Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]

- *6.14 CC 24 Correspondence from Cosimo Casale, Principal Associate, 218
Cosmopolitan Associates Inc. on behalf of Arbor Memorial Inc.,
re: Envision Durham – Durham Region Official Plan Review 2022/23

	Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	
*6.15	CC 25 Correspondence from Jayson Schwarz, Schwarz Law Partners LLP, re: Envision Durham – Request to include 2271 Rundle Road in Settlement Area Boundary Expansion	223
	Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	
*6.16	CC 26 Correspondence from Grant Morris, Planning & Development Consultant, Grant Morris Associates Ltd., re: Appeal of the Blanket Natural Heritage System in the Comprehensive Review of the Regional Official Plan at 3580 Audley Road, Hamlet of Kinsale, City of Pickering	226
	Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	
*6.17	CC 27 Correspondence from Jonathan Rodger, Zelinka Priamo Ltd. on behalf of Belmont Equity (Rossland Landing) Ajax Ltd., re: Request for Conversion of Employment Lands CNR-14 1, 3, 5 and 7 Rossland Road East and 901 Harwood Avenue North Ajax, Ontario	228
	Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	
*6.18	CC 28 Correspondence from Karen Simpson, 4 Seasons Country Club, re: Whitebelt Lands between Highway 7, Sideline 16, Sideline 14 and Concession Road 7	258
	Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	
*6.19	CC 29 Correspondence from Matthew Cory, Malone Given Parsons on behalf of Trinipark Development (BT) Corp, re: Envision Durham – Draft New Durham Regional Official Plan	260
	Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	
*6.20	CC 30 Correspondence from Glen Broll, Managing Partner, Glen Schnarr & Associates Inc., re: Support Letter – Envision Durham, Recommendations on the new Regional Official Plan	268
	Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	
*6.21	CC 31 Correspondence from Matthew Cory, Malone Given Parsons on	271

behalf of Brooklin North Landowners Group,
re: Response to Envision Durham – Comments on the Recommended
Regional Official Plan (May 2023)

Recommendation: Refer to consideration of Report #2023-P-15 [Item
7.1]

- *6.22 CC 32 Correspondence from Matthew Cory, Malone Given Parsons on 275
behalf of North-East Pickering Landowners Group,
re: Response to Envision Durham – Comments on the Draft New
Durham Regional Official Plan (May 2023)

Recommendation: Refer to consideration of Report #2023-P-15 [Item
7.1]

- *6.23 CC 33 Correspondence from Matthew Cory, Malone Given Parsons on 309
behalf of Fieldgate Developments,
re: Employment Conversion Request for 6483 and 6523 Country Lane,
Town of Whitby, Envision Durham – Recommendations on the new
Regional Official Plan

Recommendation: Refer to consideration of Report #2023-P-15 [Item
7.1]

- *6.24 CC 34 Correspondence from Bart Hawkins Kreps, Clarington resident, 315
re: Durham Regional Official Plan

Recommendation: Refer to consideration of Report #2023-P-15 [Item
7.1]

- *6.25 CC 35 Correspondence from Kirk Kemp, 317
re: Rundle Road and Highway 401, 26 Acre Site to be included in the
Urban Boundary for Employment Lands

Recommendation: Refer to consideration of Report #2023-P-15 [Item
7.1]

- *6.26 CC 36 Correspondence from Adam Layton, Evans Planning on behalf of 323
Icon Taunton Limited,
re: Comments in Response to Recommended Official Plan 935 & 945
Taunton Road East, 3557 and “0” Garrard Road

Recommendation: Refer to consideration of Report #2023-P-15 [Item
7.1]

- *6.27 CC 37 Correspondence from Winston Emery, Ajax resident, 327
re: Active Transportation, Envision Durham

Recommendation: Refer to consideration of Report #2023-P-15 [Item
7.1]

*6.28	CC 38 Correspondence from Kim Harrison-McMillan, Gracison Developments Incorporated, on behalf of The Noor Family, re: three parcel holdings within the Beaverton area, Township of Brock Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	328
*6.29	CC 39 Correspondence from Helen Brenner, Pickering resident, re: Durham Regional Official Plan Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	332
*6.30	CC 40 Correspondence from Andrew Ferancik, WND Associates on behalf of the Owner of 5200 Ashburn Road in the Town of Whitby, re: Recommended Durham Regional Official Plan Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	333
*6.31	CC 41 Don Given, Malone Given Parsons on behalf of Rick Wannop Developments, Wannop Family Farms, Daniel and Robin Luchka, owners of 1520, 1540 and 1580 Reach Street, Township of Scugog, Port Perry, re: Request for Employment Conversion Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	335
*6.32	CC 42 Correspondence form Wendy Bracken, Clarington resident, re: Durham Regional Official Plan Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	368
*6.33	CC 43 Correspondence dated May 16, 2023 from Debbie Leroux, Clerk, Township of Uxbridge, re: Proposed Township of Uxbridge Employment Areas Designation Extension Recommendation: Refer to consideration of Report #2023-P-15 [Item 7.1]	371

7. Reports related to Delegations/Presentations

7.1	Report #2023-P-15 Envision Durham – Recommendations on the new Regional Official Plan	376
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8. By-laws

8.1	38-2023 Being a by-law to adopt the new Official Plan for The Regional	
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Municipality of Durham.

This by-law implements recommendations contained in Item #7.1 presented to Regional Council on May 17, 2023.

9. Confirming By-law

9.1 39-2023

Being a by-law to confirm the proceedings of the Council of The Regional Municipality of Durham at its meeting on the 17th day of May, 2023.

10. Adjournment

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. This also includes oral submissions at meetings. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.



Adoption of new Regional Official Plan

May 17, 2023

Regional Council



Opening Remarks

Brian Bridgeman
**Commissioner of Planning and Economic
Development**

What is Envision Durham?

- A new Regional Official Plan, as Council's core planning document, provides:
 - Long-term strategy for guiding and integrating growth management, development, land use, infrastructure and service planning
 - High level structure, policies and guidance for future growth and development
 - The framework, network and assumptions for infrastructure and service master plans
 - Assumptions and forecasts for Development Charge Background Studies



Our Region. Our Plan. Our Future.

What does Envision Durham Do?

- Plans for fundamental change in Durham – near doubling of the Region’s population and jobs
- Conforms with existing Provincial Plans or does not conflict with them
- Has regard to matters of Provincial interest
- Consistent with the existing 2020 Provincial Policy Statement
- Provide policies and direction for strengthening our communities to:
 - Accommodate the needs of an aging, growing and diverse population
 - Meet obligations to address the impacts of a changing climate and protect the natural environment
 - Satisfy a growing demand for sustainable transportation alternatives
 - Use land efficiently
 - Improve the viability of Rural Settlements and further support the agricultural sector
 - Facilitate the development of high-quality job opportunities



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Many Opportunities for Public Input

- Envision Durham has been the subject of numerous opportunities for public input and engagement:
 - Public Opinion Survey (2019)
 - Discussion Papers (2019)
 - Technical studies (2020 - 2022)
 - Proposed Policy Directions (2021)
 - Growth Management Study (2021-2022)
 - Standalone amendment for MTSAs (2021)
 - Systems and SABE Mapping (2022)
 - Draft ROP (2023)



Consultation on the Draft Regional Official Plan

- Feb 10/23 – Release of draft Regional Official Plan
- Mar 6/23 – Public Open House (approx. 100 attendees)
- Mar 7/23 – Public Meeting (18 delegations)
- Apr 3/23 – Consultation period concluded (725 comments)



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What We Heard on the Draft Regional Official Plan

- Written submissions from area municipalities, conservation authorities, public agencies, community organizations, consultants on behalf of property owners, and members of the public
- Emails requesting Regional Council to “pause the Envision Durham Official Plan Review now!”
- Emails supporting the March 1, 2023 Regional Council Agenda Motion on impacts of the release and development of Greenbelt Plan lands
- Emails opposing the extension of Rossland Road East in Oshawa
- Emails requesting that Regional Council not approve the draft ROP, citing concerns that an excess land inventory will undermine affordability, safe and efficient transportation and transit, local food systems, and decarbonization goals
- Comments through online mapping viewer illustrating Regional Structure Map



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Ministry of Municipal Affairs and Housing comments

- Strongly encouraged to proceed towards consideration for adoption of new ROP this month
- Airport MZO, Pickering Airport
- Greenbelt Removals in Pickering, Ajax and Clarington
- Proposed Expansion of Uxville Rural Employment Area
- PMTSA for existing Oshawa GO/VIA Station



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Engagement with Indigenous Communities

- Outreach focused on the traditional territories of the Williams Treaties First Nations (+ circulated draft ROP to other indigenous communities upon suggestion of province)
- Proactively created opportunities to meet and share information on project
- Hosted initial meeting with Curve Lake First Nation in summer 2019 and have regularly sent information
- Held 5 touchpoint meetings with MSIFN and received extensive written comments on draft ROP
 - Revisions to traditional territory acknowledgement and prologue
 - Involvement of indigenous communities in cultural and built heritage
 - Remain opposed to SABEs, in particular Northeast Pickering
 - Request cumulative effects assessment and opportunity-cost study to be undertaken prior to decision on SABEs



Our Region. Our Plan. Our Future.



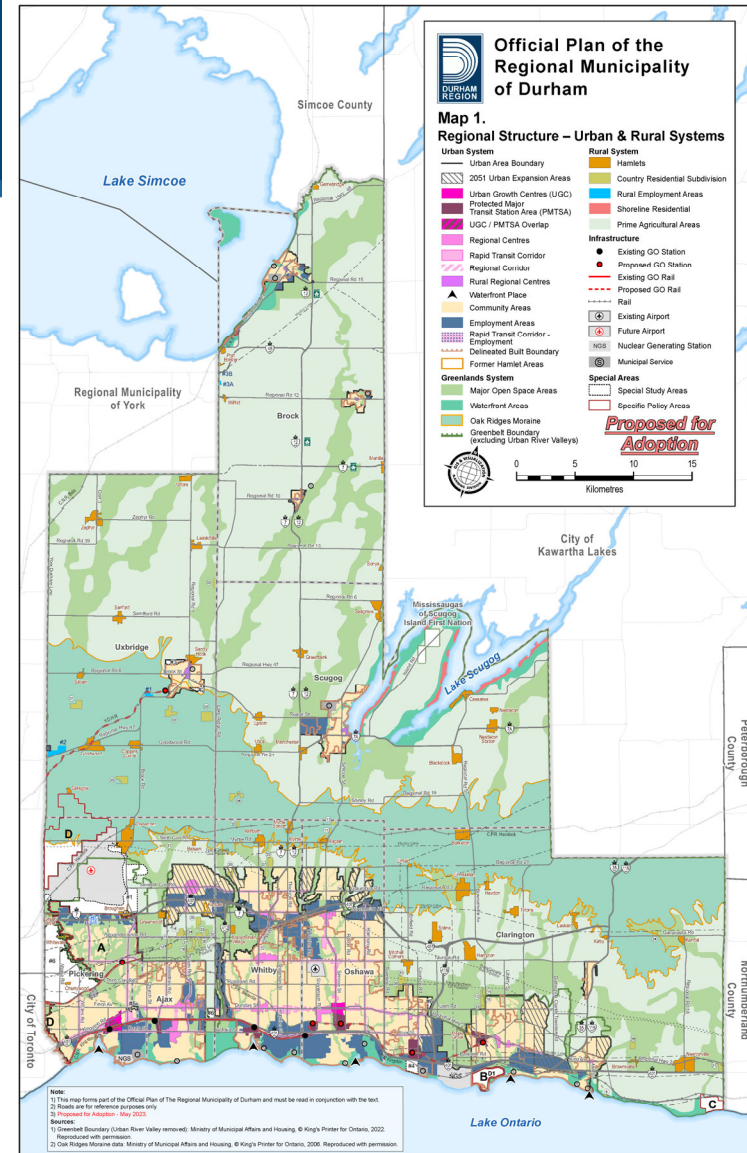
Overview of Key Changes

Map 1 – Regional Structure

- **Revised Symbolology for Clarity:** Regional Corridor; combined Rapid Transit Corridor–Employment designation;
- **Boundary Updates:** Port Granby SPA; Orono Urban Area Boundary and land use designations (LPAT decision); Airport Special Study Area 1; Pickering Urban Growth Centre to meet the PMTSA limits; Hamlet of Caesarea; Whitby's PMTSA along the southern boundary
- **Designation Refinements:** Northeast Pickering Community Area and Employment Area designations (Highway 407/Salem Rd. for additional Employment Area south of Hwy 407); Uxbridge Rural Regional Centre where it went outside of Urban Area Boundary; Major Open Space Area through Oshawa downtown Regional Centre.

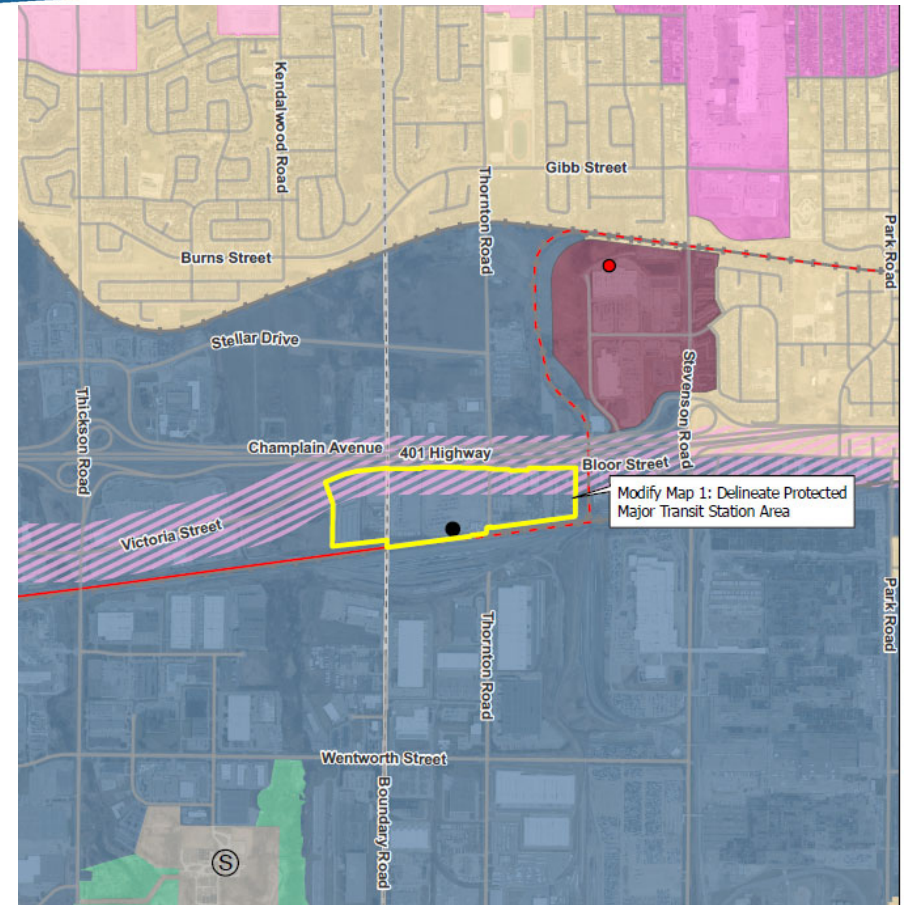


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Supplementary Recommendation: Oshawa GO/VIA Station PMTSA

- Supplementary Recommendation in response to MMAH:
 - That staff be directed to delineate PMTSA boundaries for the existing Oshawa GO/VIA station in the ROP (i.e. modifying Map 1 and Map 3a, 3b and 3d) based on the initial work undertaken with City and Regional staff in 2019; and
 - That the Minister consider the approval of an alternative density target of 25 jobs per hectare for this PMTSA, and that residential uses not be permitted within the PMTSA.



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Recommendations and Next Steps

- Adopt the Recommended Regional Official Plan
- Declare the new Regional Official Plan meets the requirements of Section 26 (1) of the Planning Act
- Direct that the Notice of Adoption be released (15 days following Adoption)
- Authorize staff to undertake any technical housekeeping changes that may be necessary
- Have the Regional Clerk submit the new Regional Official Plan to the Ministry
- Proceed with Adopting By-law



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Envision Durham

Recommended Official Plan
May 2023

Closing Remarks

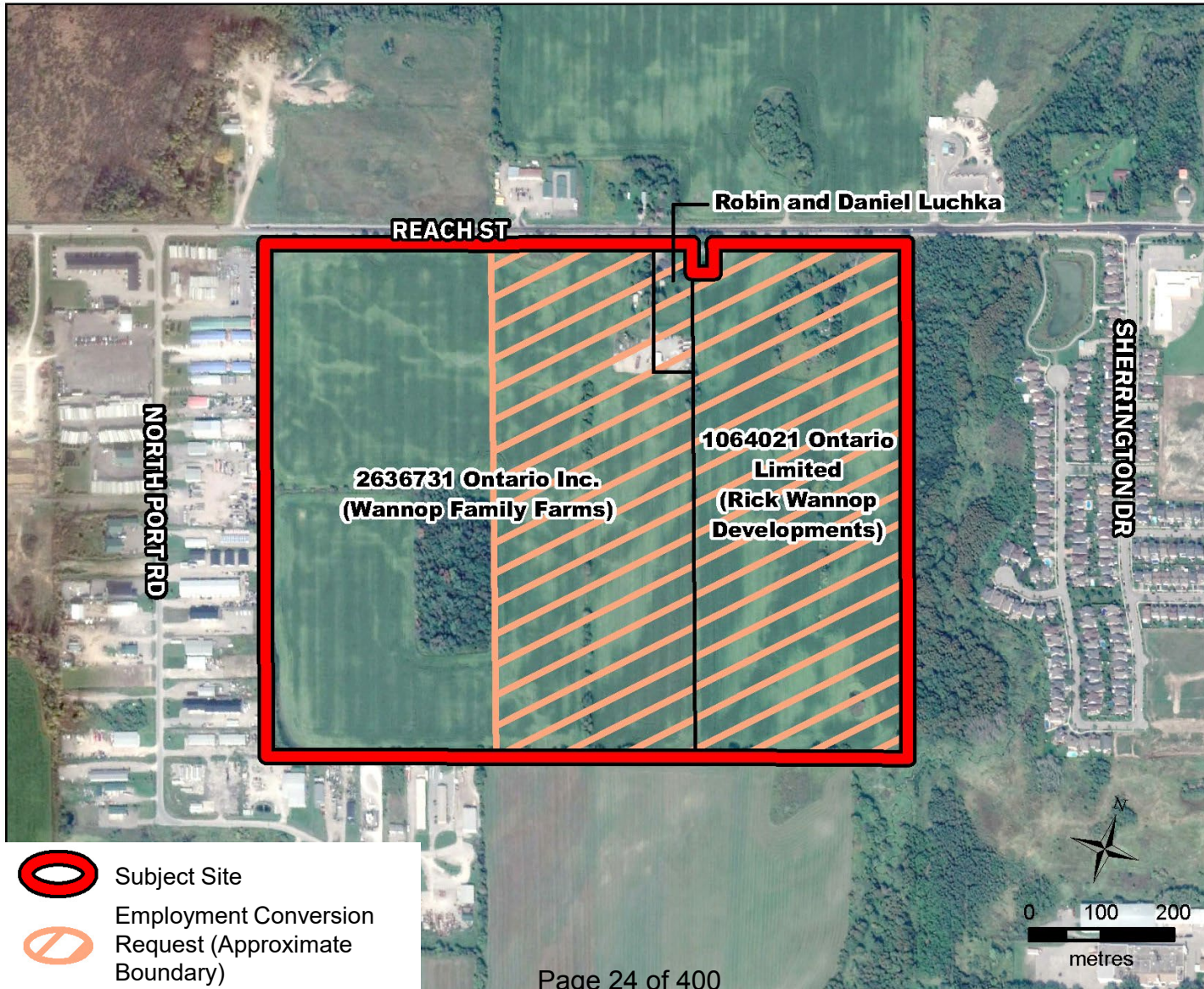
1520, 1540 and 1580 Reach Street

Employment Conversion Request for the Wannop Property, Port Perry

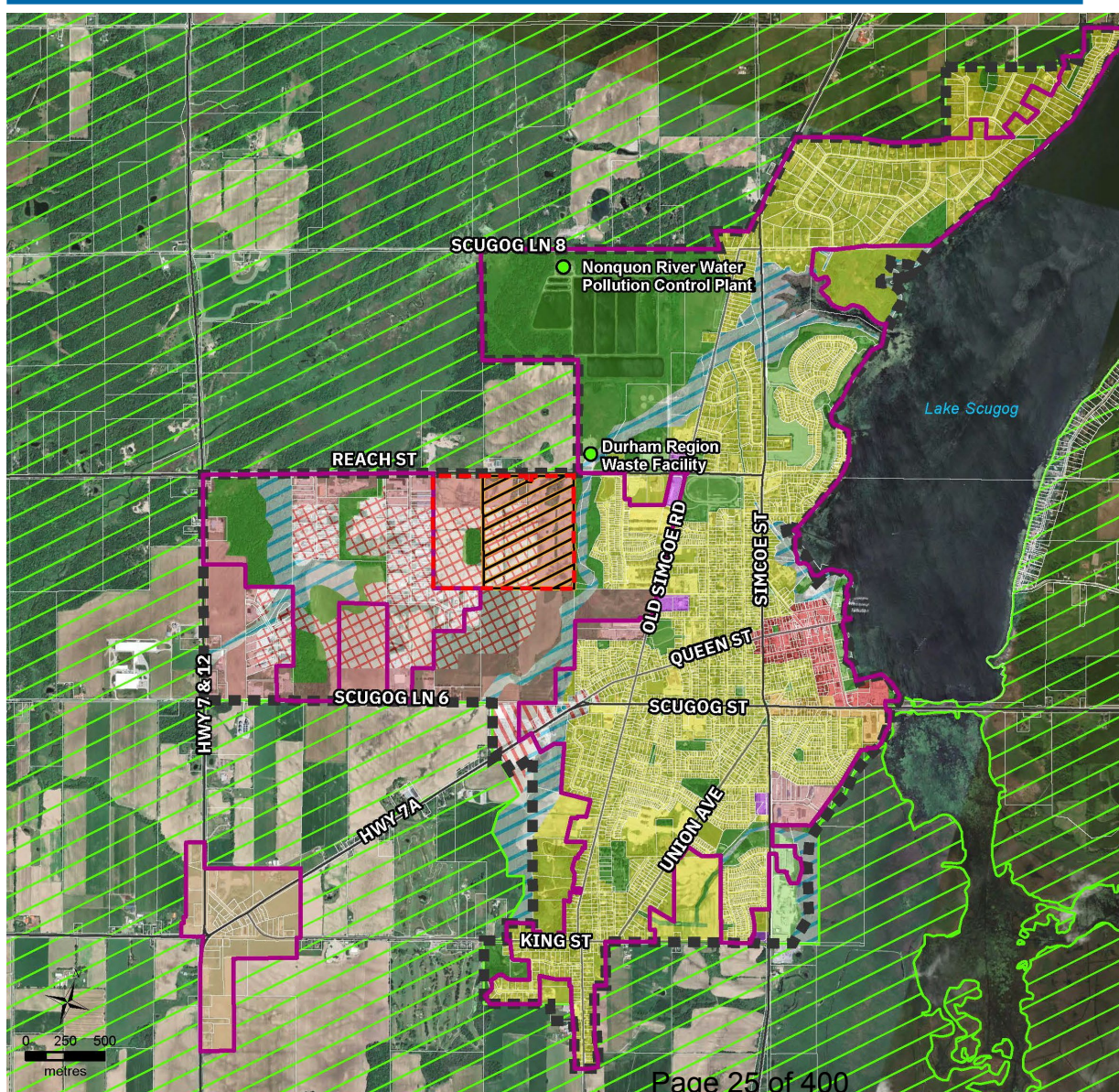
Special Council: May 17, 2023

Presented by Don Given, Malone Given Parsons Ltd.

Employment Conversion Request

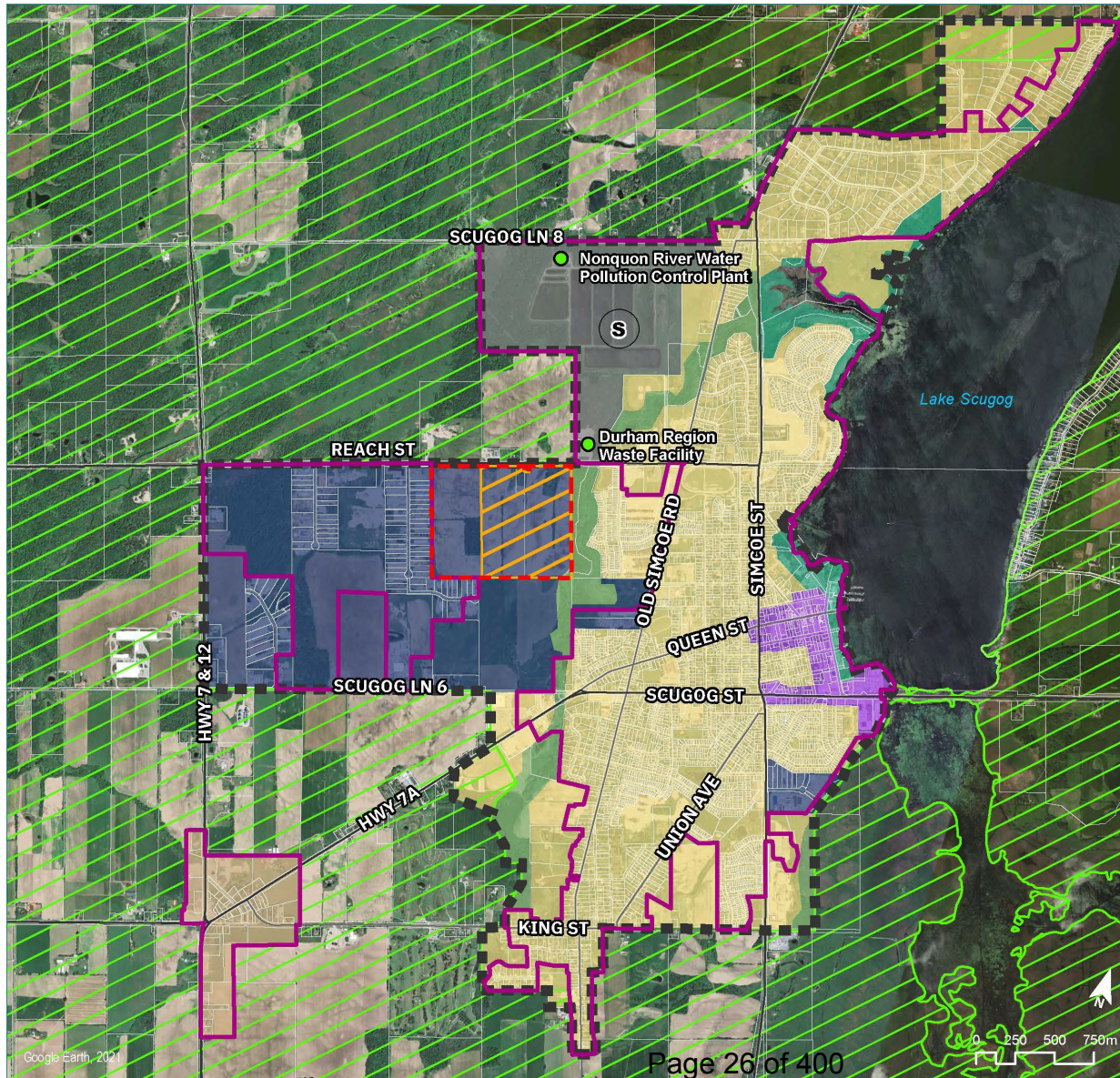


Land Use Designations – Township of Scugog OP



- Subject Lands - 1520, 1540, & 1580 Reach Street, Port Perry
- Lands subject to Conversion Request
- Urban Area Boundary
- Built Boundary
- Rural Settlement Area
- Provincial Plans**
- Protected Countryside
- Township of Scugog Official Plan**
- Schedule A-1 Port Perry Urban Land Use**
- Residential
- Main Central Area
- Community Commercial
- Corridor Commercial
- Gateway Regeneration Area
- Neighbourhood Commercial
- Prestige Industrial
- General Industrial
- Hazard Lands
- Open Space

Land Use Designations – Recommended Region of Durham OP



- Subject Lands - 1520, 1540, & 1580 Reach Street, Port Perry
- Lands subject to Conversion Request
- Urban Area Boundary
- Built Boundary
- Rural Settlement Area
- Provincial Plans**
- Protected Countryside
- Map 1. Regional Structure - Urban & Rural Systems**
- Urban System**
- Rural Regional Centres
- Community Areas
- Employment Areas
- Greenlands System**
- Major Open Space Areas
- Waterfront Areas
- Infrastructure**
- Municipal Service

Employment Designation Constraints

Land Use Compatibility & Sensitive Land Uses within Employment Areas

5.5.26 *Prohibit residential uses, long-term care and retirement homes, elementary and secondary schools from locating within Employment Areas. This policy does not limit or prevent area municipal official plans and zoning by-laws from prohibiting additional sensitive land uses from locating within Employment Areas, as deemed appropriate for the local context.*

Approving the conversion will:

- Enable development of 650-800 residential units and LTC facilities with associated medical services;
- Allow for the private investment of servicing in order to optimize remaining employment land utilization; and,
- Promote efficient use of land.

Design Concept



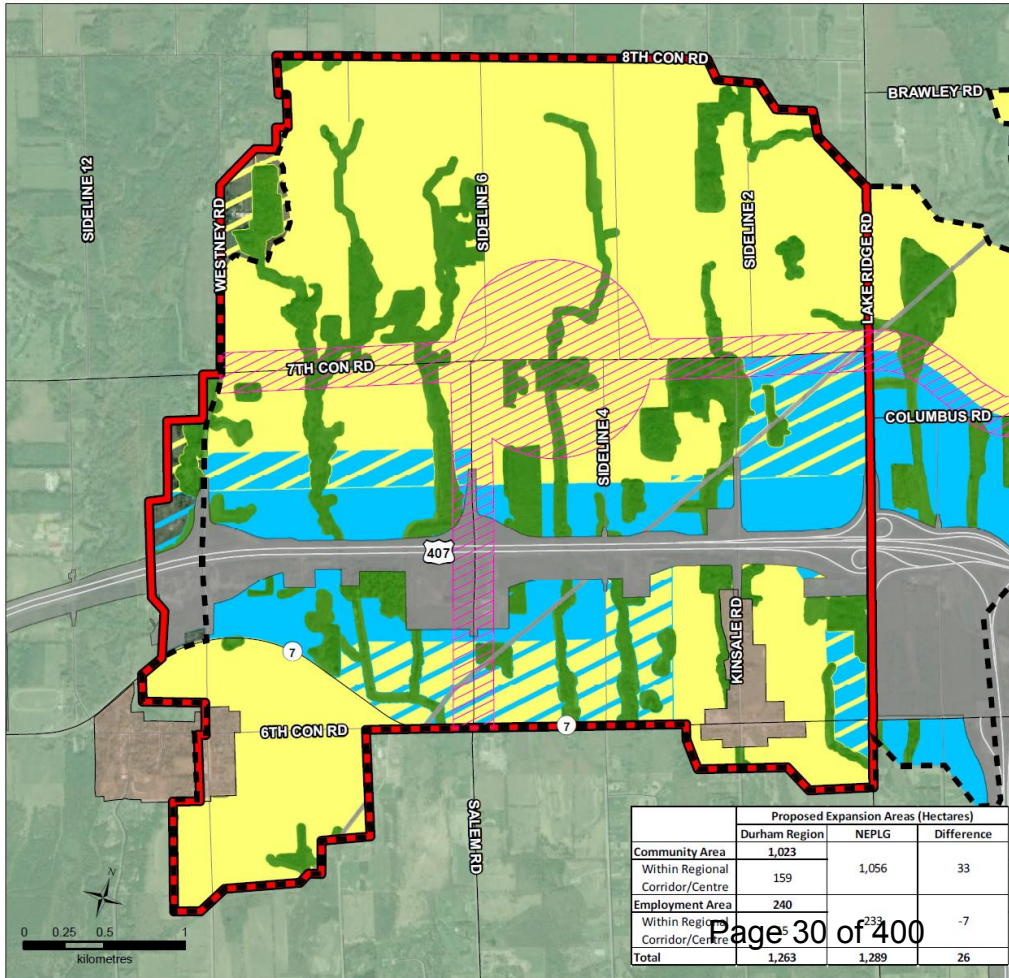


North-East Pickering Landowners Group

Matthew Cory, RPP, MCIP, PLE, PMP

**SPECIAL COUNCIL MEETING – DURHAM REGION
OFFICIAL PLAN
MAY 17, 2023**

Proposed Revisions to Map 1 – Regional Structure



- Revised locations of Employment Areas and Community Areas

Durham Region Proposed Settlement Area
 Boundary Expansion Area

Durham Region Proposed Expansion Area Designations

- Living Area / Community Area
- Employment Area
- Regional Corridor / Centre

NEPLG Proposed

Expansion Area Designation Differences

- Living Area / Community Area
- Employment Area

North-East Pickering

Hamlet

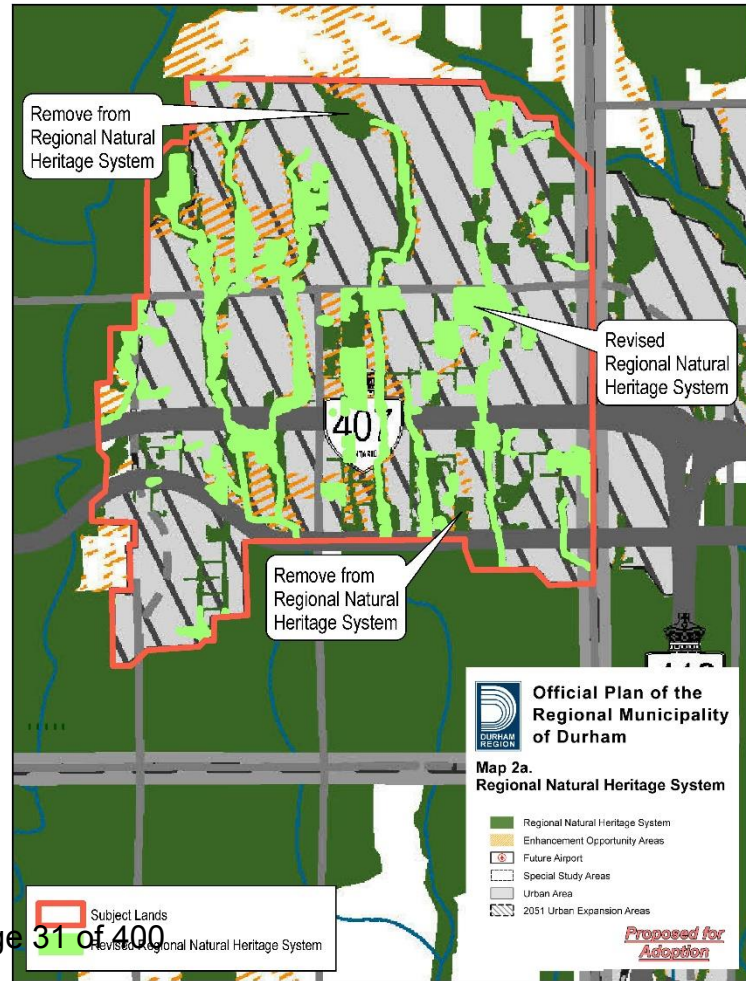
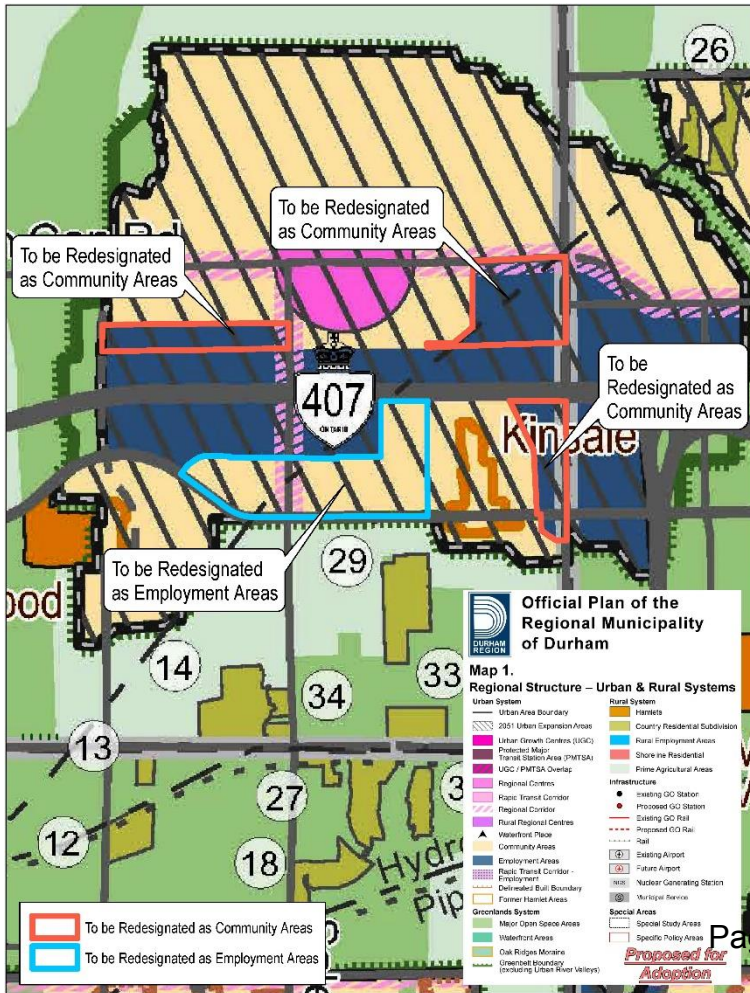
Natural Heritage System

Major Infrastructure

Provincial Plans

Greenbelt Plan

Revisions to Maps 1 and 2a – North-East Pickering



Comments on the Draft Regional Official Plan

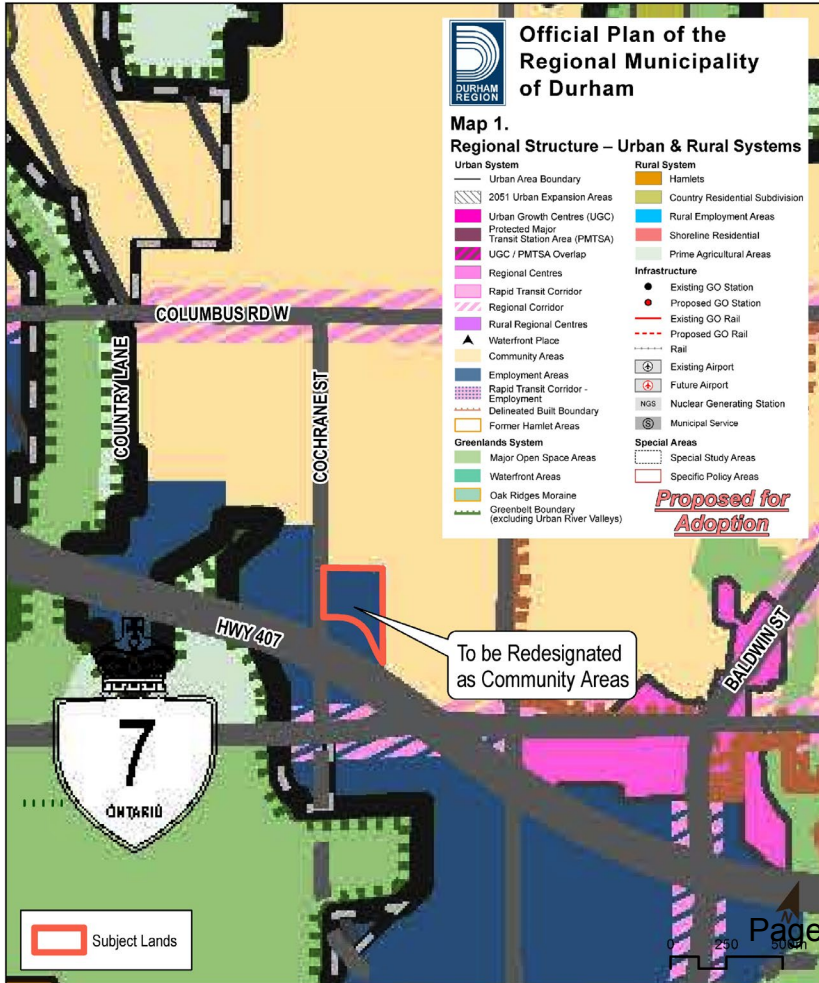
- Map 1 – Regional Structure should be revised to reflect the best planning outcome for Employment Areas and Community Areas (focusing Employment Areas south of Highway 407) proposed by the NEPLOG within the Pickering 2051 Urban Expansion Area
- Official Plan requirements for the secondary plan in the Pickering 2051 Urban Expansion Area should align with the City of Pickering’s current ongoing secondary plan study
- Official Plan policies that enforce hard requirements should be softened or re-considered in the context of new draft policy directions in the 2023 Provincial Planning Statement



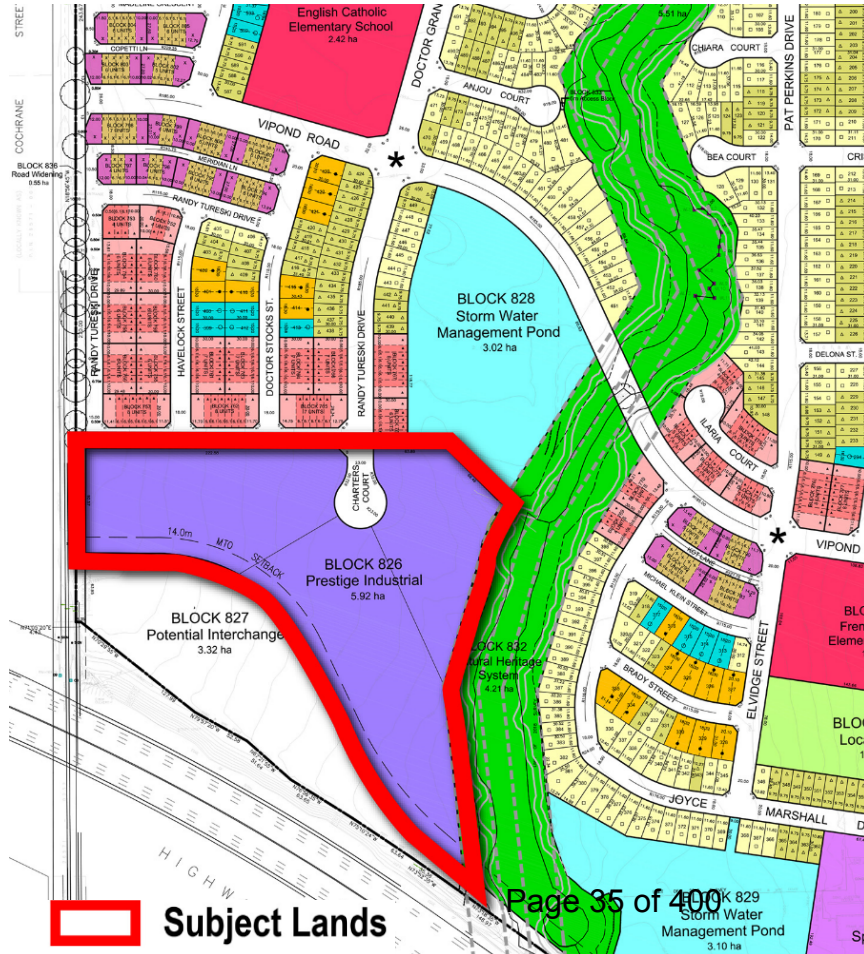
Brooklin Development General Partner Ltd. Brooklin Development LP.
Matthew Cory, RPP, MCIP, PLE, PMP
Employment Conversion Request

SPECIAL COUNCIL MEETING
May 17, 2023

Proposed Revisions to Map 1 – Regional Structure



Draft Approved Plan of Subdivision (SW-2020-02)



Subject Lands

Page 35 of 400
 Block 829 Storm Water Management Pond 3.10 ha

DRAFT PLAN OF SUBDIVISION XXT-XXXXXX

Part Lots 27 and 28,
 Concession 6
 (Geographic Township of Whitby)
 Now in the
 Town of Whitby
 Regional Municipality of Durham

KEY PLAN



SCHEDULE OF LAND USE

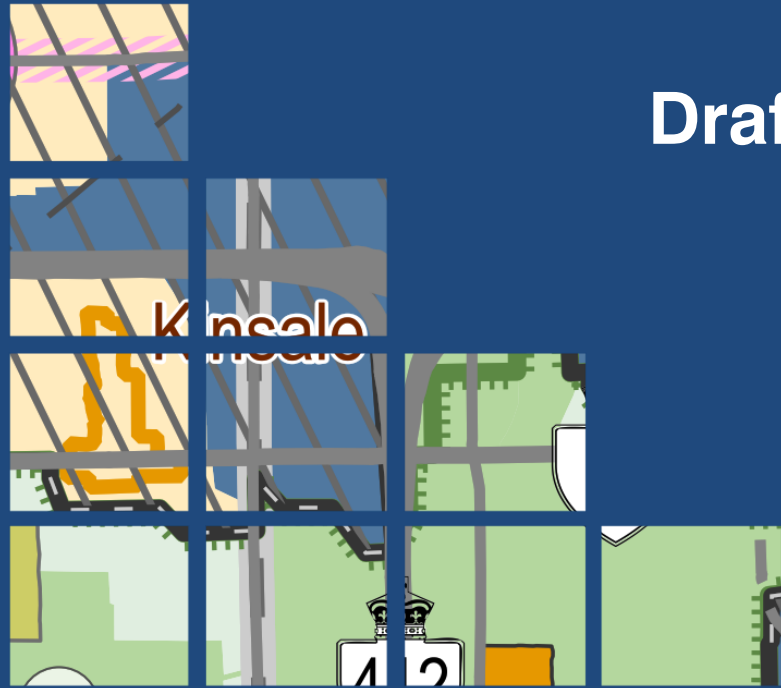
Lot/Block	Land Use	Units	Area(ha)
Lots 1 - 737	Single Detached min. 9.75m (32ft)	262	29.68
	Single Detached min. 11.6m (38ft)	354	
	Semi Detached min. 7.6m (25ft)	120	
	Semi Detached min. 9.15m (30ft)	122	
Block 738-739	Future Development	237	0.38
Block 740-779	Street Townhouses min. 6.1m (20ft)	122	5.47
Block 780-809	Laneway Townhouses min. 6.1m (20ft)	177	3.83
Block 810-817	Future Development	108	0.84
Block 818-820	Elementary Schools	7	7.17
Block 821	District Park	4	4.00
Block 822-823	Local Parks	2	2.58
Block 824	Local Commercial	1	0.96
Block 825	Special Purpose Commercial	3	3.12
Block 826	Prestige Industrial	5	5.92
Block 827	Potential Future Interchange	3	3.32
Block 828-829	Storm Water Management Ponds	6	6.12
Block 830-832	Storm Water Management Ponds	15	15.53
Block 833	Access Block	1	0.91
Block 834-837	Road Widening	1	1.84
Public Roads	Street 'X' 30.0m ROW	804m	23.38
	Streets 'B' & 'C' 25.0m ROW	1,027m	
	Streets 'B' & 'C' 20.0m ROW	932m	
	Streets 'D' 20.0m ROW	2,766m	
	Streets 'D' 30.0m ROW	4,000m	
Laneways 'W' & 'G'	4.5m ROW	988m	12.2m
	7.5m ROW	122m	
	8.5m ROW	845m	
Total		1,372	111.59

Unit Type	1 Car Garage	2 Car Garage	Total
Single Detached min. 9.75m (32ft)	262	354	262
Single Detached min. 11.6m (38ft)	354	354	354
Semi Detached min. 7.6m (25ft)	120	120	120
Semi Detached min. 9.15m (30ft)	122	122	122
Street Townhouses min. 6.1m (20ft)	158	158	158
Laneway Townhouses min. 6.1m (20ft)	117	79	79
Laneway Townhouses min. 6.5m (21ft)	117	117	117
Laneway Townhouses min. 8.5m (28ft)	60	60	60
Total Units	657	615	1272

3450 Highway 7 East, City of Pickering

Draft Durham Regional Official Plan

May 17, 2023



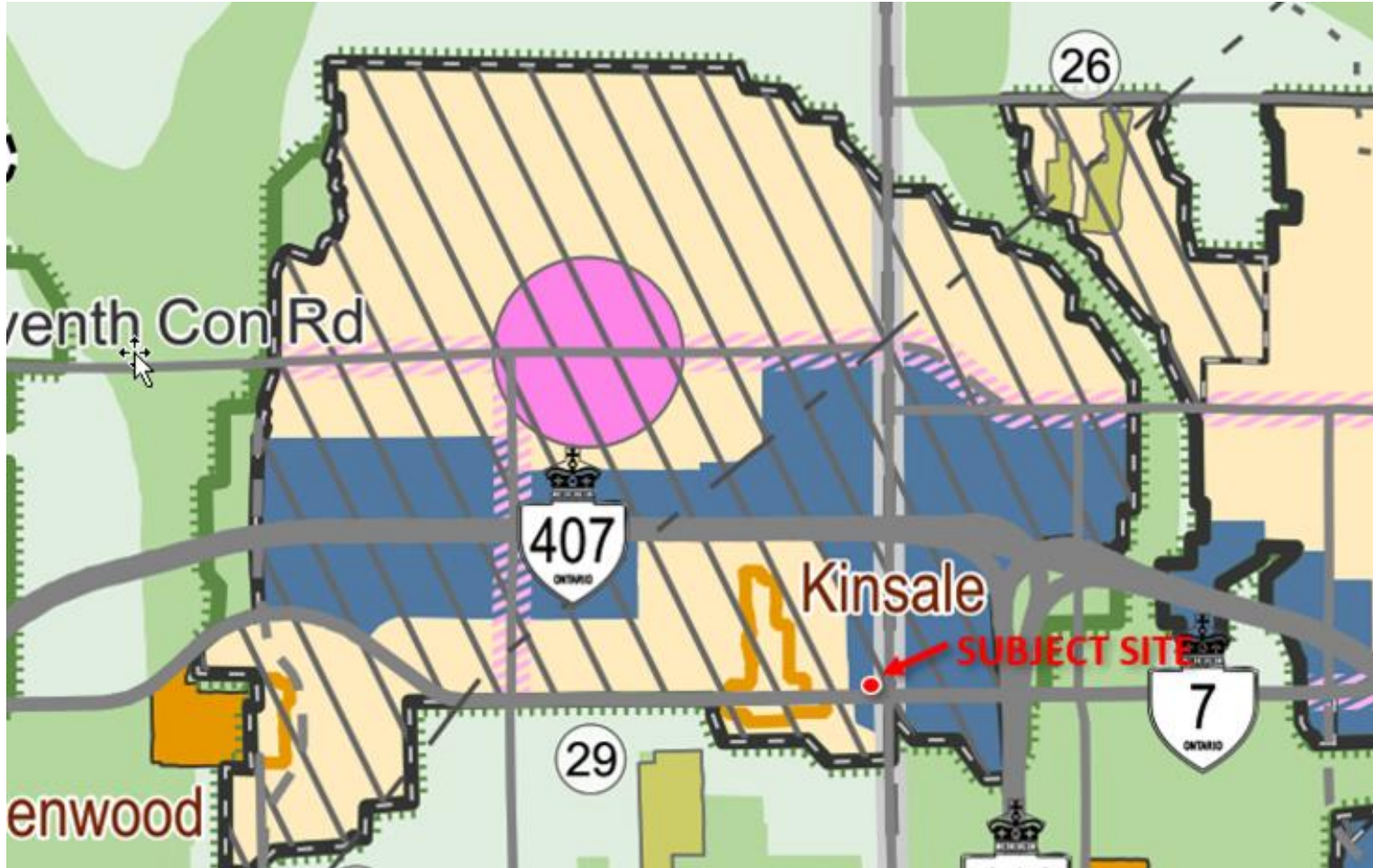
Source: Draft Durham OP, Map 1

Subject Site – 3450 Highway 7 East



- Northwest corner of Lakeridge Road and Highway 7

Draft Durham Official Plan (May 3, 2023)

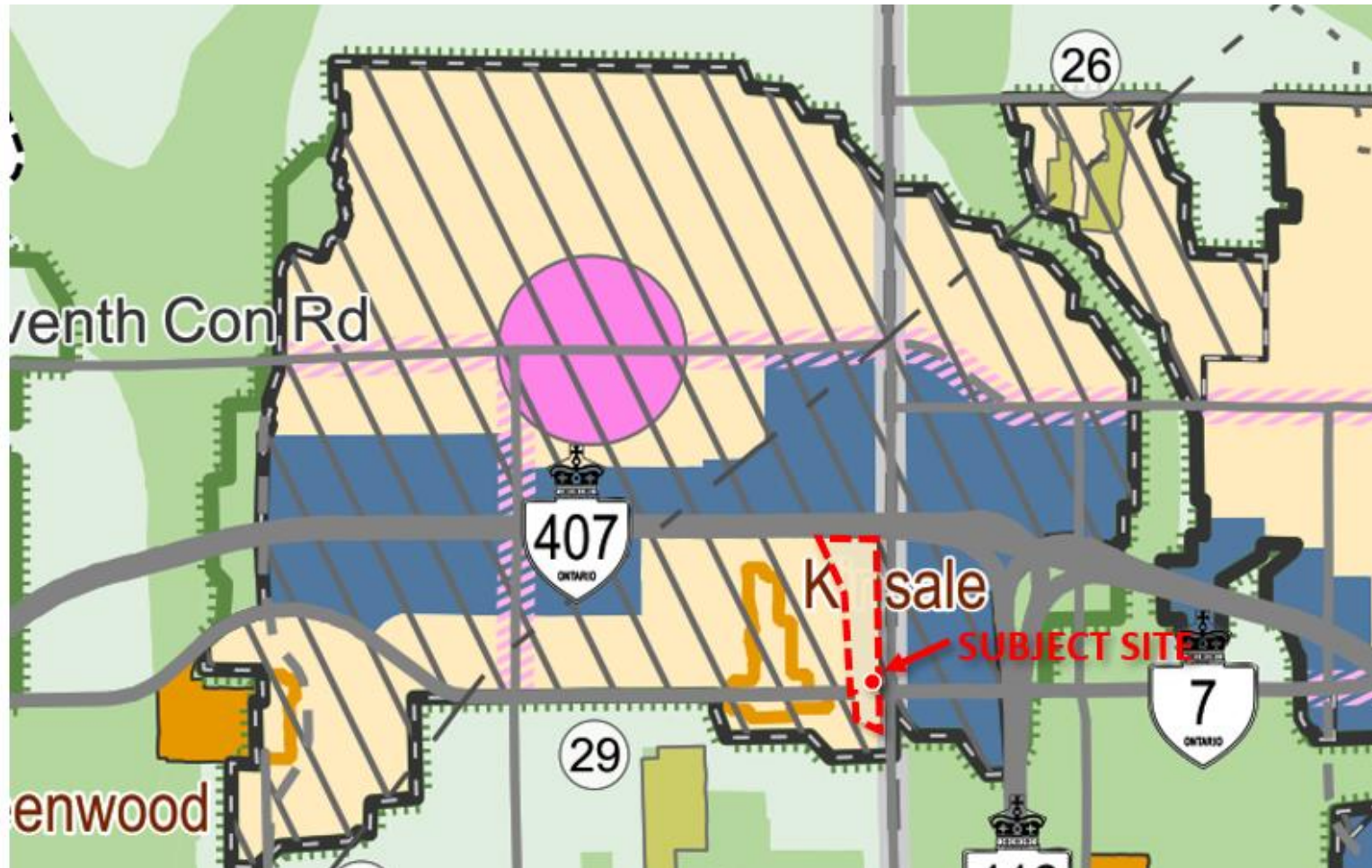





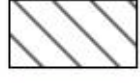

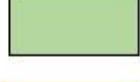

- COMMUNITY AREAS
- EMPLOYMENT AREAS
- 2051 URBAN EXPANSION AREAS
- PRIME AGRICULTURAL AREAS
- MAJOR OPEN SPACE AREAS
- FORMER HAMLET AREAS

Source: Subject Site in Draft Durham Regional Official Plan: Map 1 – Regional Structure (May 3, 2023)

- Current proposed designation: Employment Areas

Draft Durham Official Plan (May 3, 2023)



-  SUBJECT LANDS REQUESTED TO BE DESIGNATED COMMUNITY AREAS
-  COMMUNITY AREAS
-  EMPLOYMENT AREAS
-  2051 URBAN EXPANSION AREAS
-  PRIME AGRICULTURAL AREAS
-  MAJOR OPEN SPACE AREAS
-  FORMER HAMLET AREAS

Source: Subject Site in Draft Durham Regional Official Plan: Map 1 – Regional Structure (May 3, 2023)

- Current proposed designation: Employment Areas

Proposed Community Areas



SUBJECT SITE



SUBJECT LANDS REQUESTED TO BE DESIGNATED COMMUNITY AREAS

DRAFT DURHAM OFFICIAL PLAN (MAY 3, 2023)



COMMUNITY AREAS



EMPLOYMENT AREAS



2051 URBAN EXPANSION AREAS

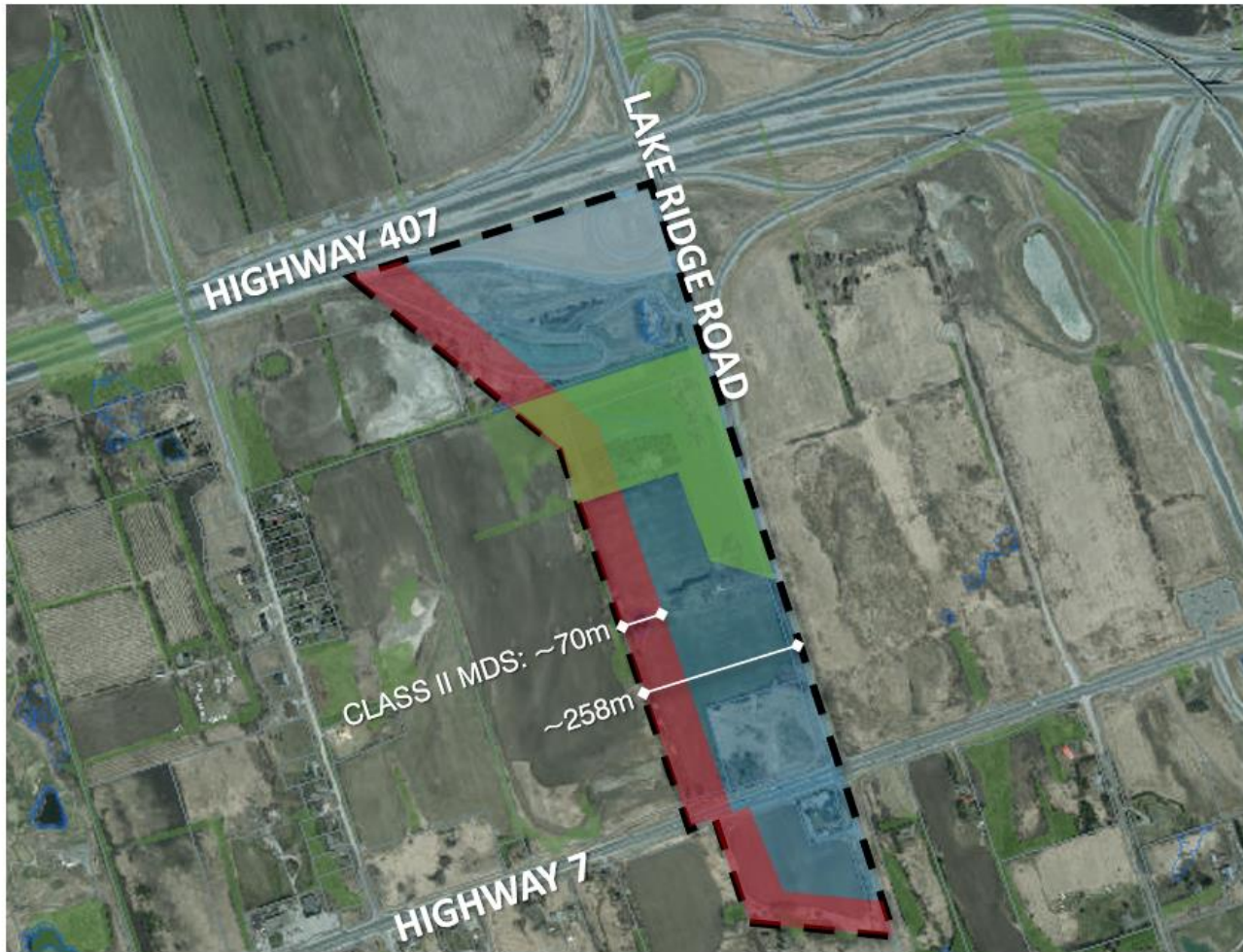


GREENLANDS SYSTEM

Lands Requested to be Designated Community Areas ('S.W. Lake Ridge Employment Lands'), (Base map: Google, 2023)

- 'S.W. Lake Ridge Employment Lands' from Employment Areas to Community Areas

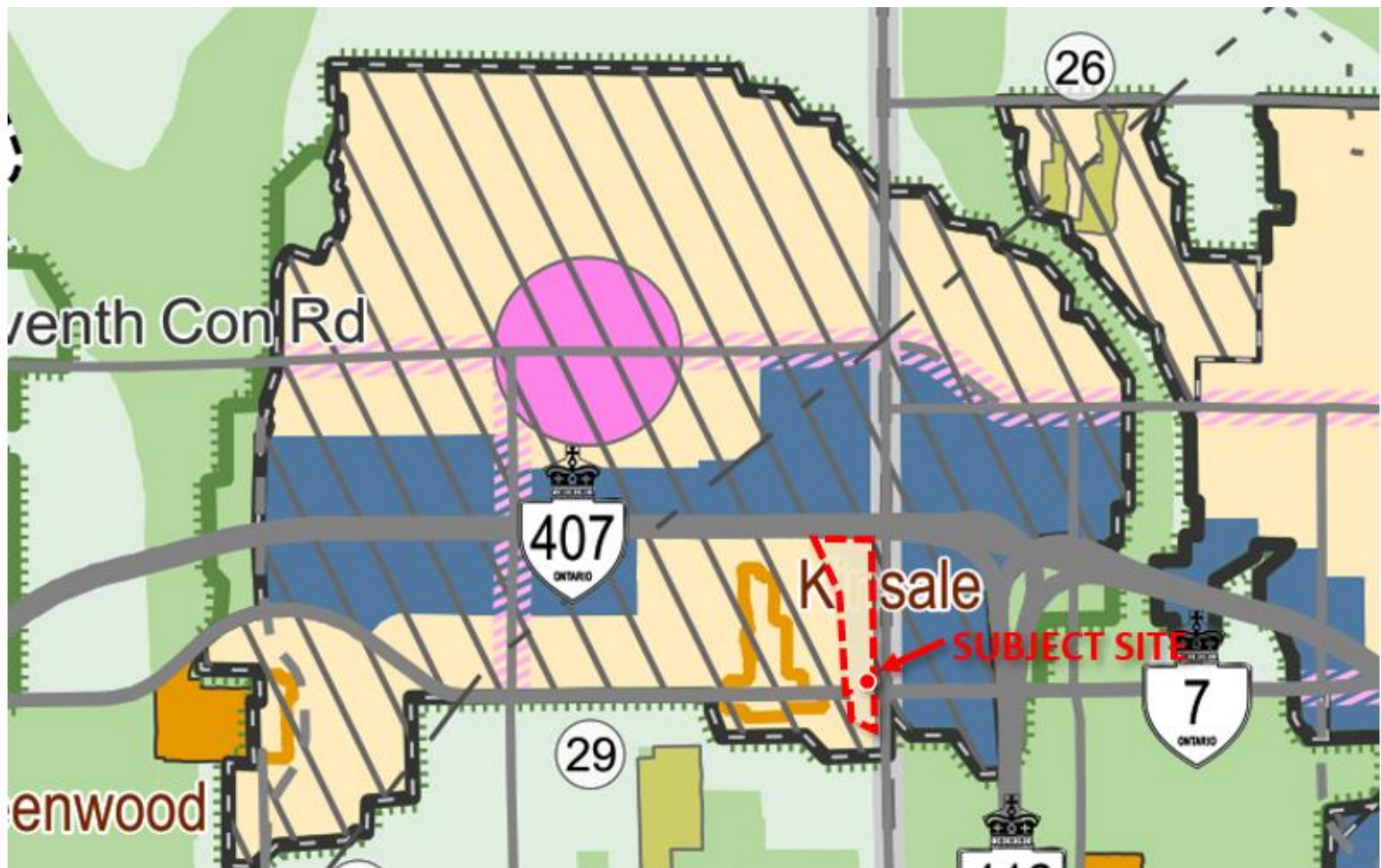
D6-Guidelines & Other Constraints




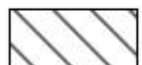





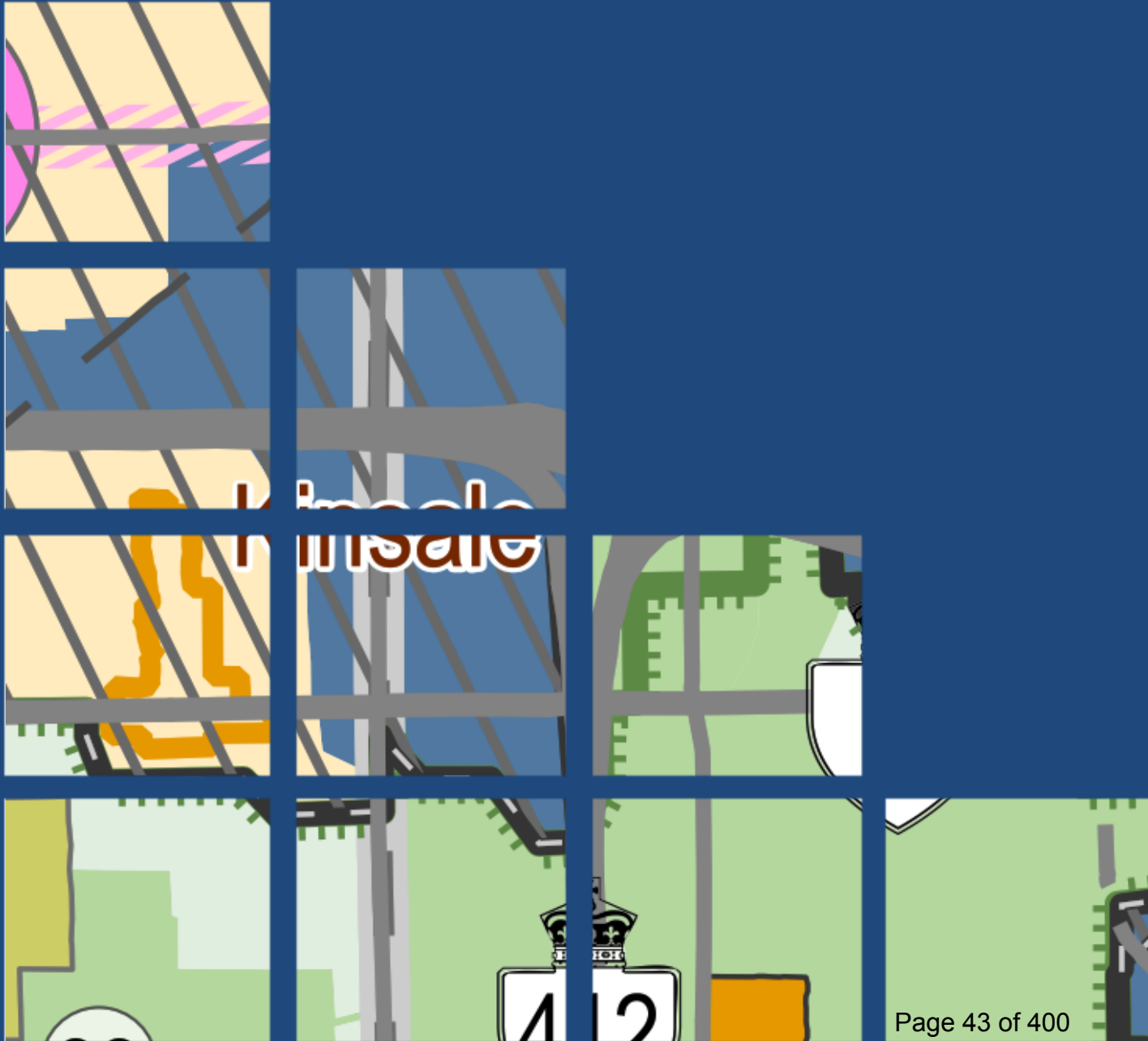
-  SUBJECT LANDS REQUESTED TO BE DESIGNATED COMMUNITY AREAS
-  D-6 MINIMUM DISTANCE SEPARATION
-  NATURAL HERITAGE
(Approximate from MNRF, 2023)
-  INTERCHANGE AREA

- D6-Guidelines:
 - **Potential areas of influence:** 70 to 1000 meters, depending on Class (Section 4.1.1)
 - **Requires Minimum Separation Distances:** 20 to 300 meters, depending on Class (Section 4.3).
- Natural Heritage – non-contiguous

Regional Comments on Employment Areas

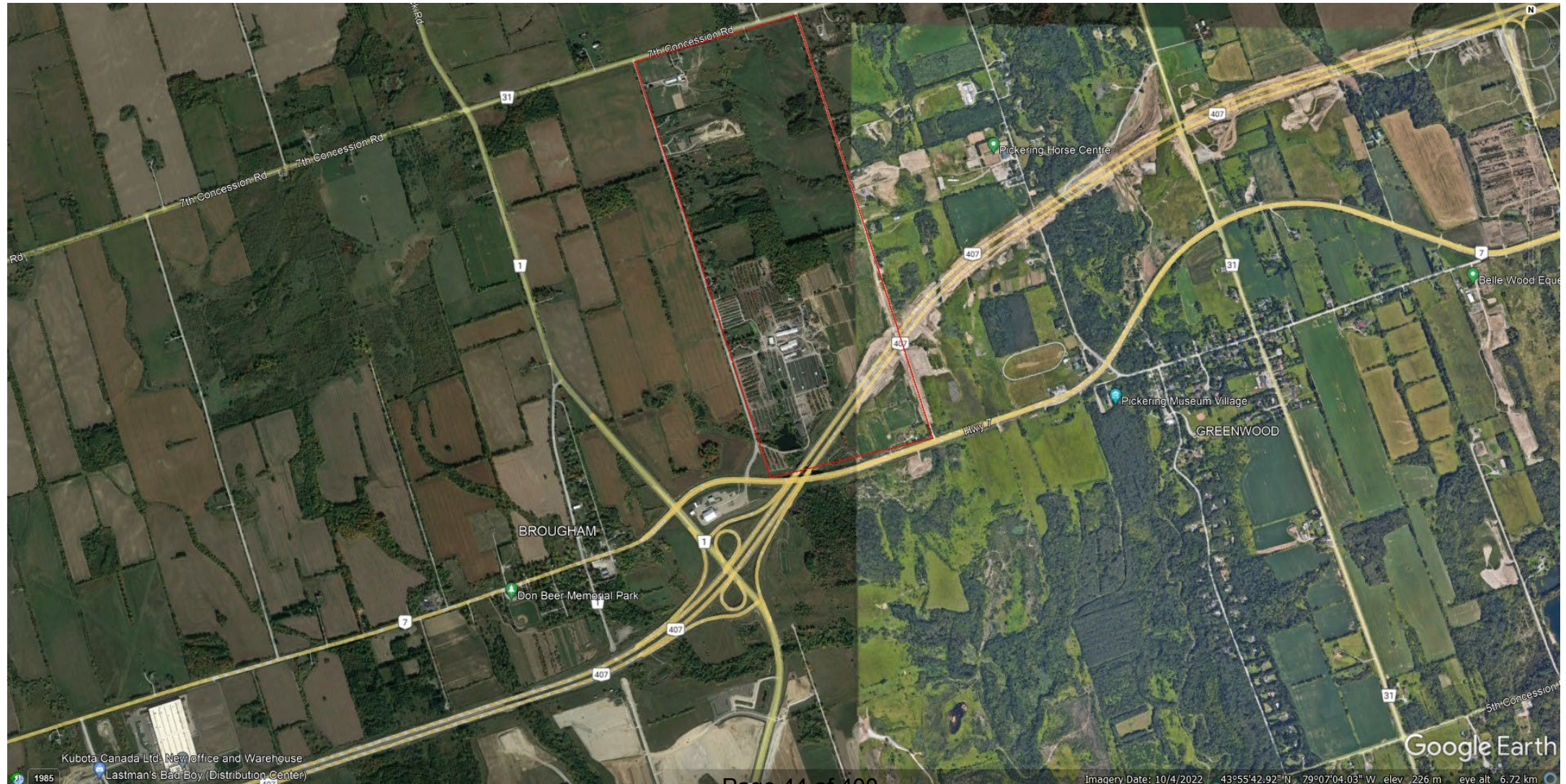


-  SUBJECT LANDS REQUESTED TO BE DESIGNATED COMMUNITY AREAS
-  COMMUNITY AREAS
-  EMPLOYMENT AREAS
-  2051 URBAN EXPANSION AREAS
-  PRIME AGRICULTURAL AREAS
-  MAJOR OPEN SPACE AREAS
-  FORMER HAMLET AREAS



Thank you

WhiteBelt Lands Between Sideline 14 and 16, and Seventh Concession Road and Hwy 7



A Review of the Rossland Road Expansion plan

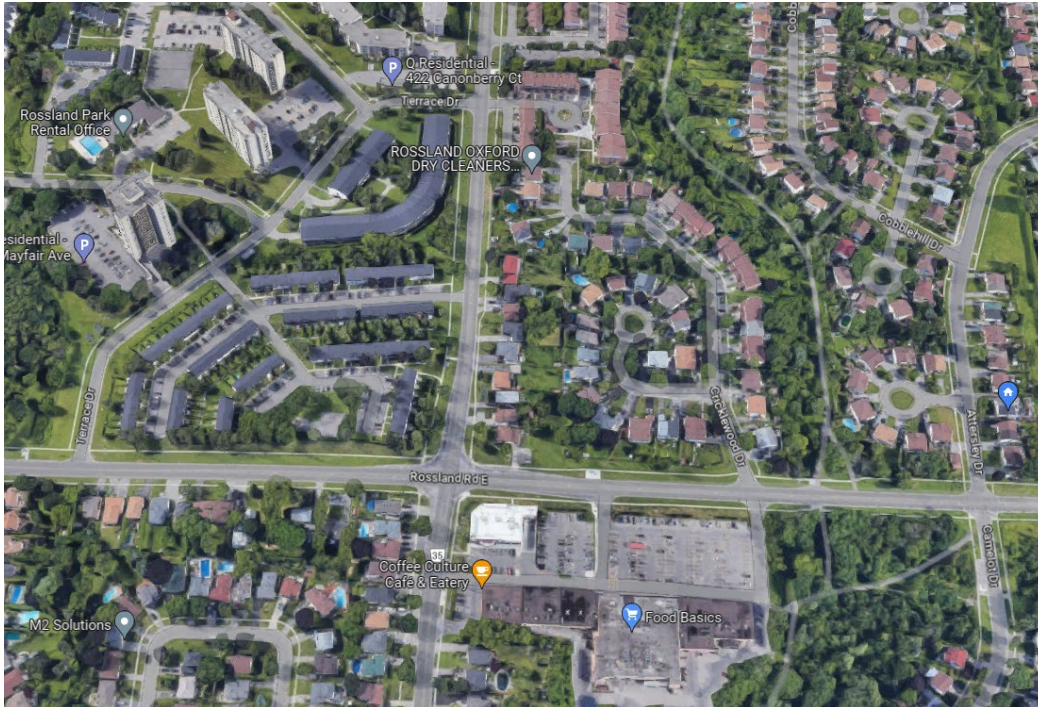
The Current Plan

- The current design calls for widening of Rossland Road from 2 to 3 lanes to 4 to 5 lanes between Harmony and Ritson
- This creates a planned over capacity, as Rossland West of Ritson, and Ritson itself, are already highly congested 4-lane roads, with regular residential access
- Accordingly, bottlenecks exist at all entrances to the Project area, and the 5-lane capacity will not be realized
- Additionally, the 4-lane section is centered in the project area, between Central Park and Wilson, an area with regular residential and side street access, creating an additional capacity bottleneck
- This over capacity will lead to excessive speeding if the project moves forward as planned, with no effect on overall commute times or traffic.
- This is furthermore a very costly plan, including multiple bridge and culvert redesigns, impacting commuters and costing taxpayers.

4+ lanes vs 3-lane roads

- The US Department of Transportation released [Summary Report: Evaluation of Lane Reduction "Road Diet" Measures and Their Effects on Crashes and Injuries: Federal Highway Administration Research and Technology](#)
- “Under most average daily traffic (ADT) conditions tested, [3-lane roads in comparison to 4-lane roads] have minimal effects on vehicle capacity, because left-turning vehicles are moved into a common two-way left-turn lane”
- The report states 3-lane roads
 - handle capacities up to 20,000 average daily users
 - “reduce vehicle speeds and vehicle interactions during lane changes, which potentially could reduce the number and severity of vehicle-to-vehicle crashes”
 - “Pedestrians may benefit because they have fewer lanes of traffic to cross, and because motor vehicles are likely to be moving more slowly”
 - The Federal Highway Administration (FHWA) report Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations found that pedestrian crash risk was reduced when pedestrians crossed two- and three-lane roads, compared to roads with four or more lane

Neighborhood context



Rosland and Wilson

- Rosland has to be crossed for residents of the Terrace drive community to walk to the Rosland Square Shopping Center
- Pedestrians must walk along Rosland to connect to Harmony Creek



Rosland and Harmony

- Pedestrians must walk along Rosland to connect to Harmony Creek
- Rosland has to be crossed for residents to walk to the Rosland Square Shopping Center
- Rosland must be crossed for children to visit friends in neighboring community

Road Crossings are made more dangerous



- Bus stops at Rossland and Gladfern/Harmony Creek Co-op entrance
- Crossing using the nearest signaled intersection, at Harmony, adds 350m
- Surrounding area is medium density and lower income, with a high number of DRT users and children crossing at a regular basis

Road Crossings are made more dangerous

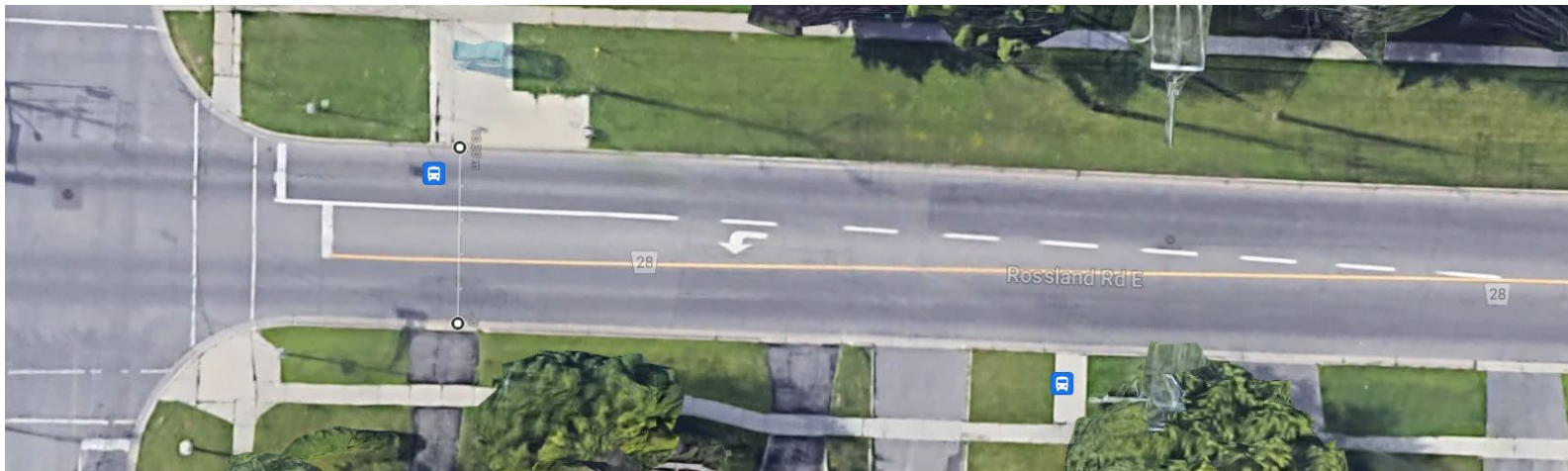


- Bus stops at Rossland and Terrance Dr./Brentwood Ave
- Crossing using the nearest signaled intersection, at Wilson, adds 530m
- Surrounding area is High density Terrace Drive community to the North, and the Brentwood Ave Community to the South

Pre-existing Discussion with Project Coordinator

- I have communicated via email with Barry Hodson
- He was unable to provide information around how bottle necks in the area will influence the used capacity of the road as this “Falls outside the limits of the MCEA”
- States that “The provision of a separate two-way left-turn lane, will address operational and safety concerns by providing a refuge for vehicles making left-turns into residential or commercial driveways, along this corridor.” but was unable to make clear why this would not be needed between Wilson and Central Park
- Was unable to state that in his professional opinion the current design would be safe or efficient, although did emphasize that the current under-sized road is more dangerous.

Existing lanes are 5m wide and allow a Shared Left Turn Lane



- Rossland Road lanes between Wilson and Ritson are excessively wide
- At no point is the road width less than 10m
- Room exists to add a 4m center turning lane, wide enough to ensure emergency Vehicles have clear right of way
- Still provides 3m lane width in each direction
- The [B.C. Community ROAD SAFETY TOOLKIT](#) states “Reducing urban vehicle lanes widths to between **2.75 to 3.0 metres** has numerous safety and practical benefits” including causing drivers to slow down. One study found that where lanes had been narrowed from 12 feet (3.66 metres) to 9 to 11 feet (2.75 to 3.36 metres), there were fewer fatal and injury crashes

Benefits of a 3-lane design

- As stated, handle ADUs up to 20,000 users
- Increase allow rapid response of Emergency Vehicles
- Can be done at only the cost and time of lane repainting, in comparison to the major construction project of road and bridge widening
- Increases the safety of all road users, both drivers and pedestrians
- Reduces speeding
- Durham is currently planning no Road diets while jurisdiction such as Toronto, Waterloo, and Peel all identify points of over capacity. Instead, we are adding to our expanses and reducing street safety by building over capacity. This expansion was first planned almost 50 years ago, urban design best practice have changed and the design should change with it.

1501 – 1541 Scugog Line 6 Employment Land Conversion Request Envision Durham

May 17, 2023



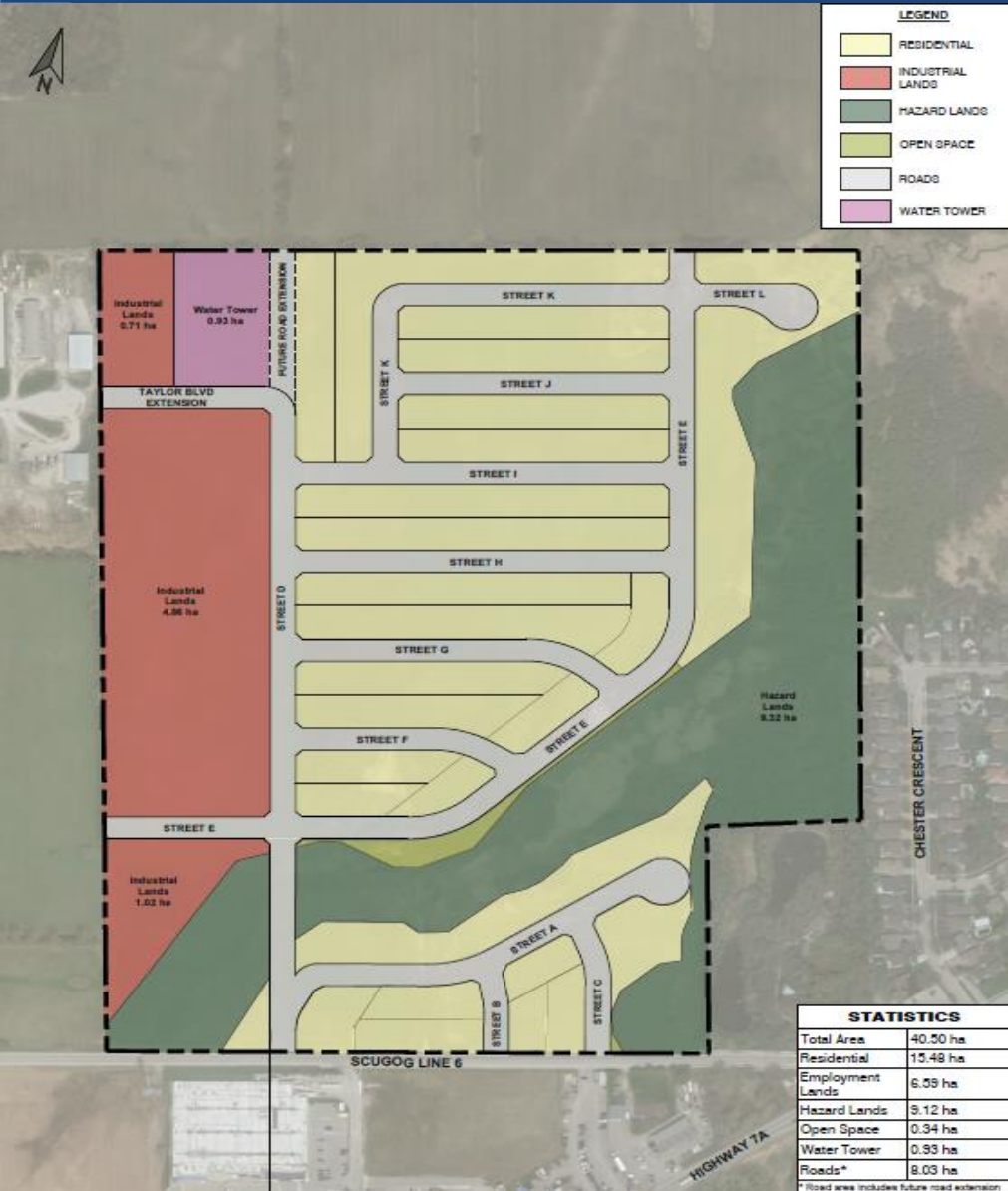
Source: Google Maps, 2023

SUBJECT SITE – 1501 & 1541 Scugog Line 6



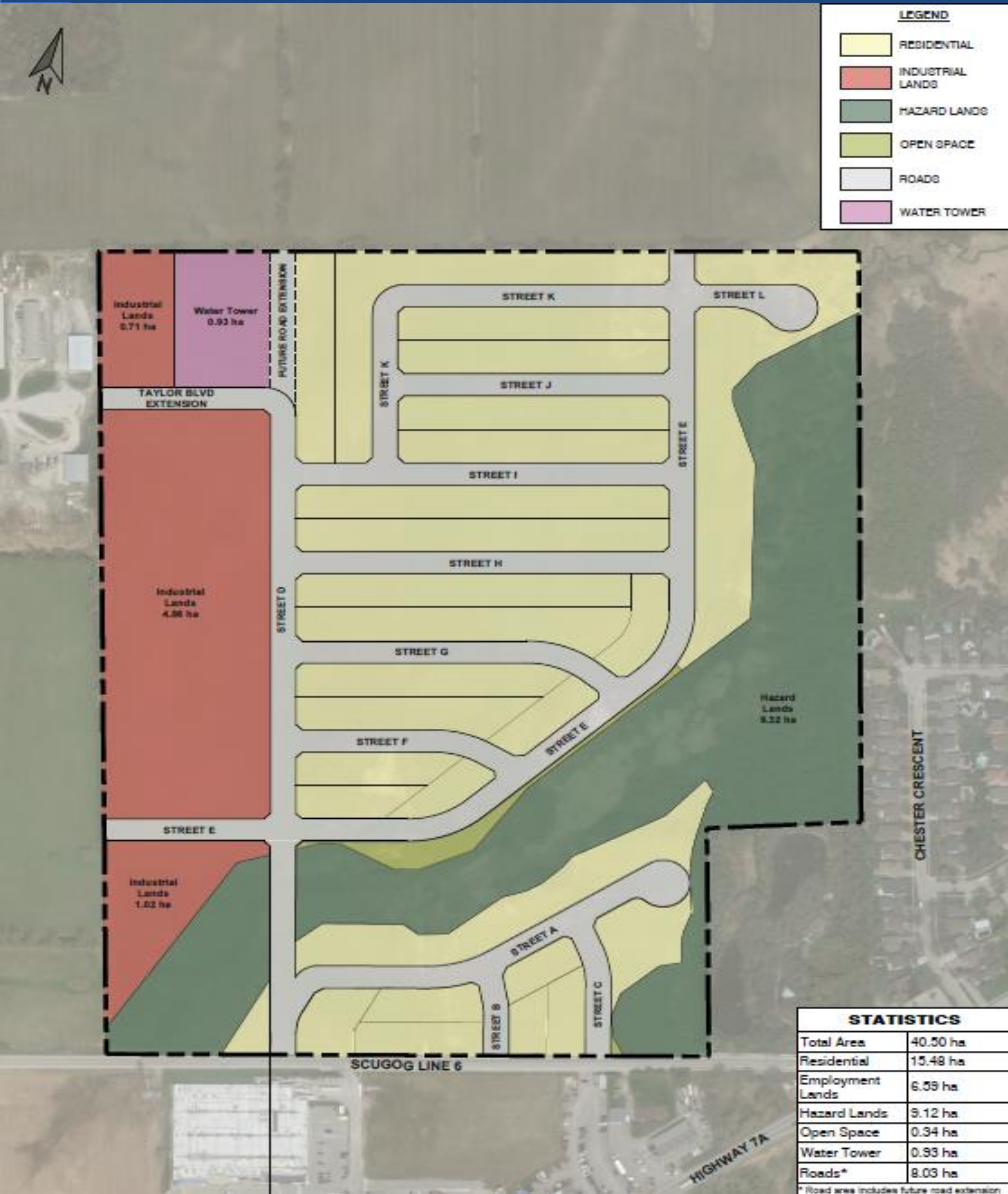
- Located on the west side of Port Perry within the Urban Area.
- Designated *Employment Areas* in Draft Durham Regional OP.
- Designated *Prestige Industrial* and *General Industrial* in Scugog OP.
- Site is fully serviced
- Site is within an area poised for future development.

PROPOSED EMPLOYMENT LANDS CONVERSION



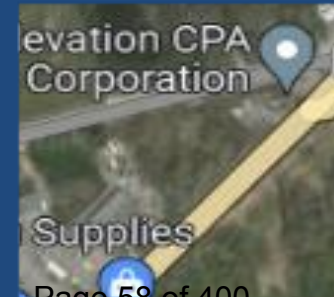
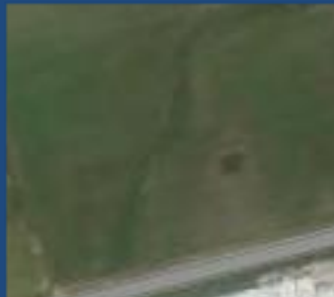
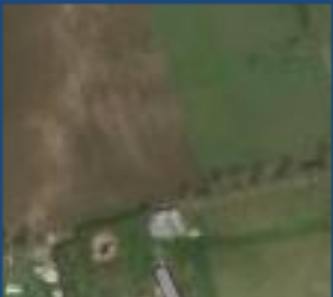
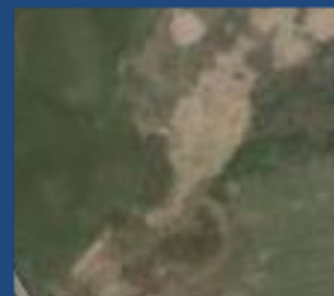
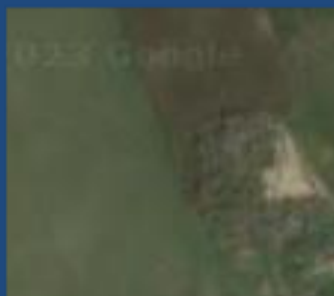
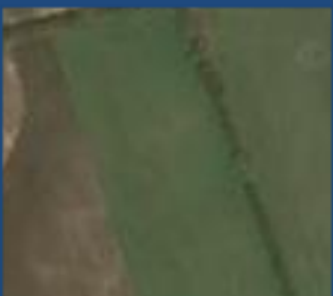
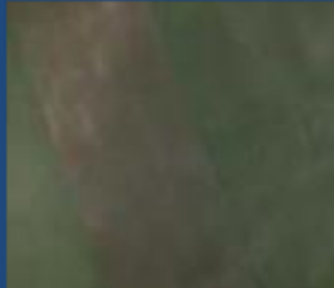
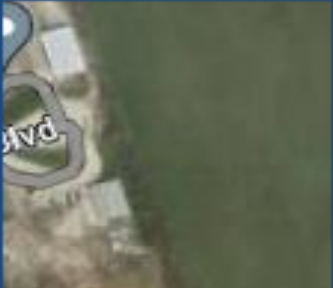
- Request:
 - Redesignate eastern portion of the Site to *Community Areas* in the Draft Durham Regional OP and;
 - Maintain western portion as *Employment Areas* with a *Prestige Employment* designation in the Scugog OP
- Oversupply of 122 hectares of Employment lands in 2051
- Residential lands support the development of Employment lands.
- Township anticipated to grow at an annual population rate higher than annual growth rate experienced over the most recent 15-year Census period (2006-2021).
 - Region-wide D.G.A. density of 53 people/jobs per ha by 2051

PROPOSED EMPLOYMENT LANDS CONVERSION



- Subject Site represents logical area for employment lands conversion
 - Appropriately situated
 - Supports transition to sensitive land uses to east and south
 - Maintains employment areas
- Net benefit result gained through the proposed conversion

Thank you



Special Meeting of Regional Council – May 17, 2023

Item 8.1 - 38-2023: Being a by-law to adopt the new Official Plan for the Regional Municipality of Durham

Removal of Future Type C Arterial Road from Map 3b of Draft Durham Regional Official Plan

Letter Submitted to Durham Region on March 27, 2023

SUBJECT LANDS

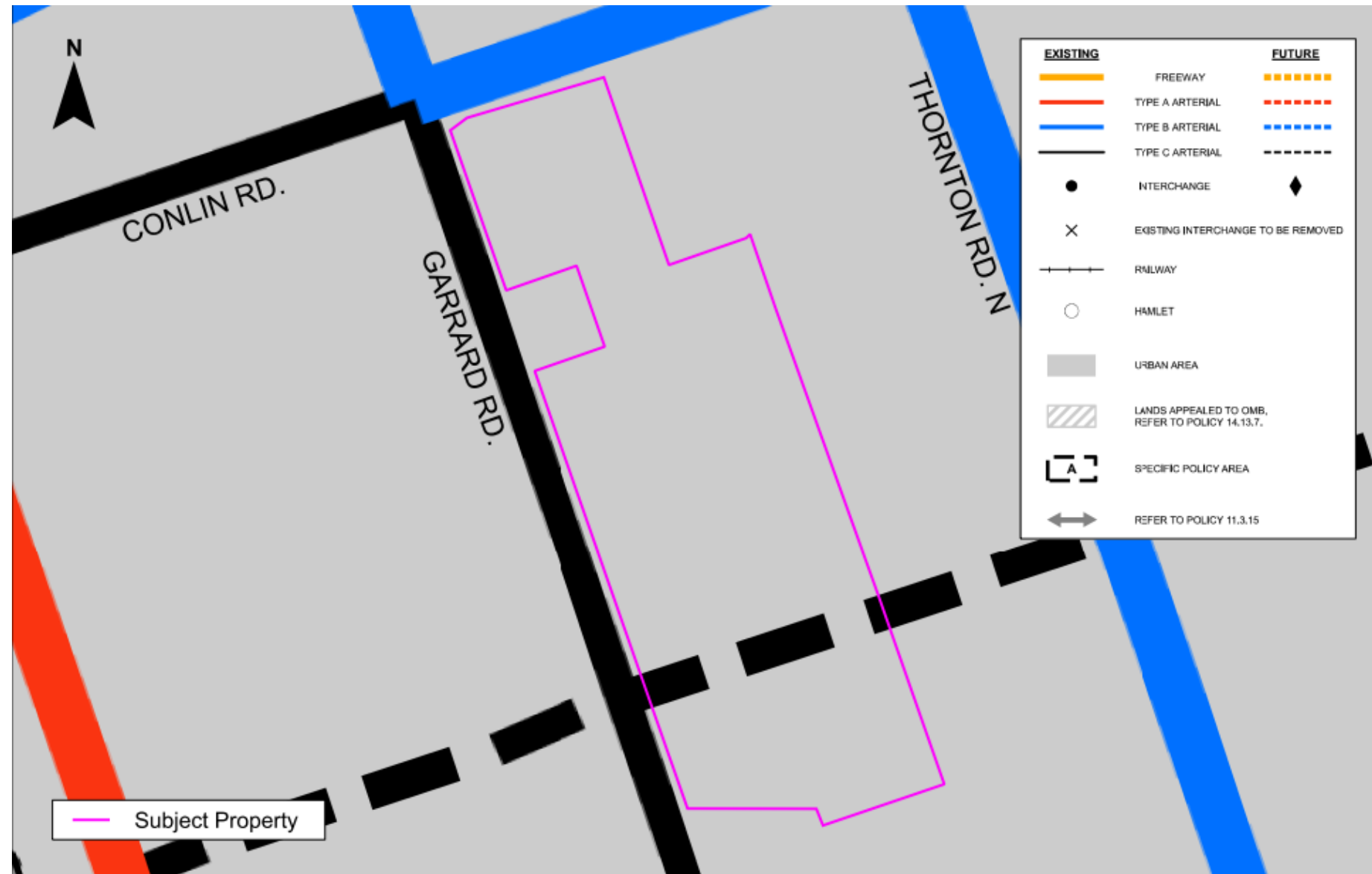
Municipal Address: 961 , 975 Conlin Road,
4605, 4625, 4635, 4655 Garrard Road

Owner: Anatolia Investments Corp.



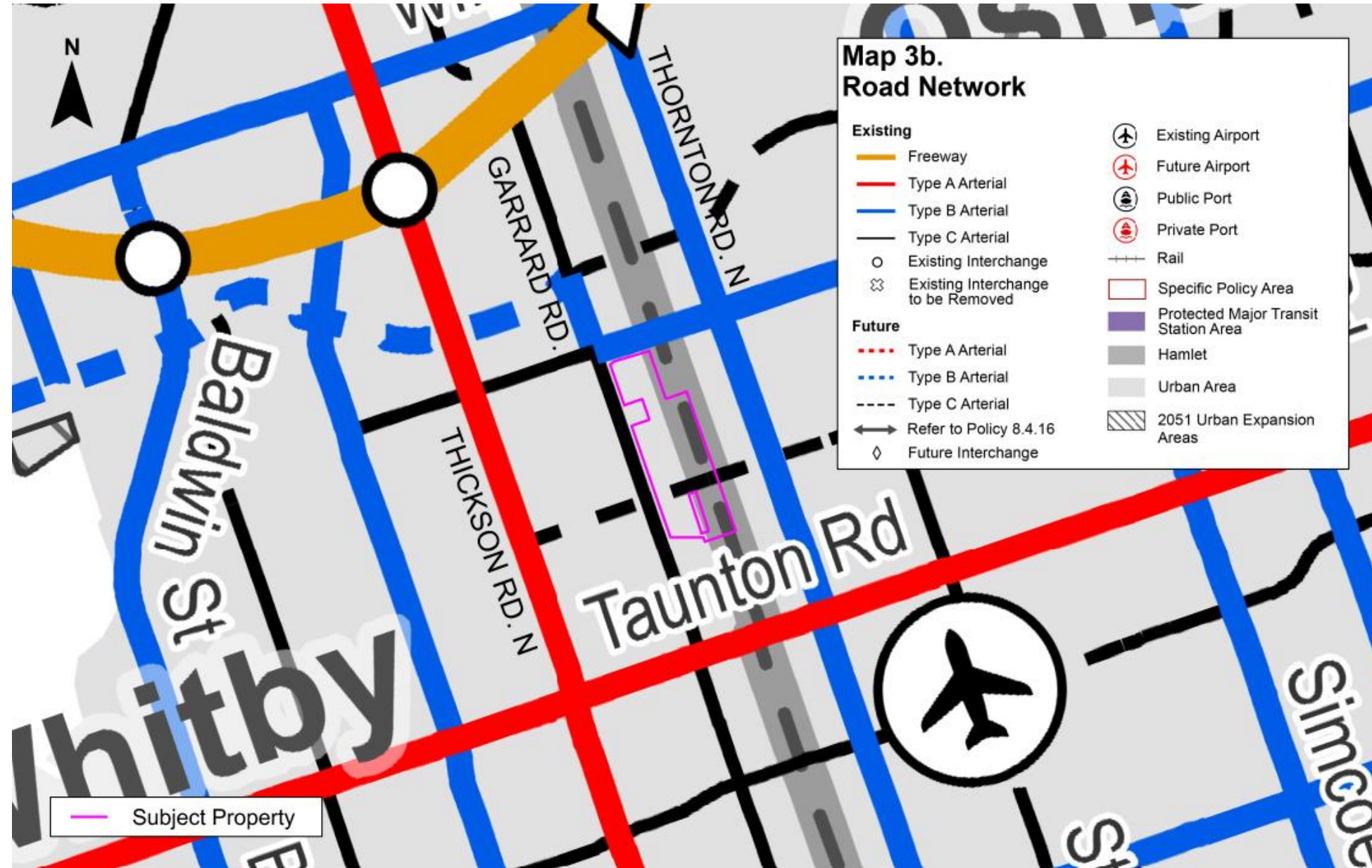
Aerial Image of the Subject Lands

Schedule C – Map C2 – 2020 DROP



Schedule C – Map C2

Map 3b – 2023 Draft DROP



Map 3b

City of Oshawa - Council Motion – October 25, 2021

Motion Carried (11 to 0)

CNCL-21-93 - Future East-West Type 'C' Arterial Road connection located west of Stevenson Road North, between Taunton Road West and Conlin Road West

Councillor Marimpietri declared a conflict on this item. (Councillor Marimpietri declared a conflict of interest on Item CNCL-21-92 concerning the future east-west Type 'C' Arterial Road connection located west of Stevenson Road North between Taunton Road West and Conlin Road North and did not take part in discussion or voting on the matter.)

Consent Motion:

Whereas, both the Durham Regional Official Plan (D.R.O.P.) and Schedule 'B', Road Network, of the Oshawa Official Plan (O.O.P.) show a Future Type 'C' Arterial Road (the "Subject Road") located north of Taunton Road West and south of Conlin Road West that would run east-west between Stevenson Road North in the City of Oshawa and Thickson Road in the Town of Whitby, and which would traverse a portion of the Northwood Business Park (see Attachment 1 of said Report); and,

Whereas, City Council approved the Environmental Assessment to determine the alignment of the Subject Road and for improvements to Stevenson Road North as Project 73-0456 in the 2019 Capital Budget in the amount of \$260,000; and,

Whereas, the City did not receive any submissions within the allocated budget in response to the City's Request for Proposals recently issued for undertaking the above noted Environmental Assessment to determine the alignment of the Subject Road and for improvements to Stevenson Road North between Taunton Road West and Conlin Road West; and,

Whereas, the City's Transportation Engineer then undertook a high level analysis and concluded that the Subject Road is not needed from a transportation network perspective and that the role and function of the surrounding road network, including Thornton Road North, Stevenson Road North, Taunton Road West and Conlin Road West, would not be altered in the absence of constructing the Subject Road since it is also not warranted from a capacity perspective; and,

Whereas, many years ago an amendment was made to the D.R.O.P. and O.O.P. to delete the easterly extension of the Subject Road between Stevenson Road North and Ritson Road North which was to connect at Coldstream Drive, and as a result the Subject Road does not now perform a significant role from a Regional transportation network perspective; and,

May 02, 2023

Commissioner of Planning and Economic Development,
c/o Envision Durham,
605 Rossland Road East,
PO Box 623,
Whitby, Ontario,
L1N 6A3

Submitted via email to: EnvisionDurham@durham.ca

**RE: COMMENTS ON THE DRAFT NEW REGIONAL OFFICIAL PLAN
CRH CANADA GROUP INC.
OUR FILE: 9061DS**

This comment submission is being made on behalf of CRH Canada Group Inc. who own a number of operational sites within the Region of Durham, which will be subject to the provisions set out in the new Draft Durham Region Official Plan (OP).

MHBC has been retained by CRH to review and comment on the proposed Draft Plan. We appreciate the opportunity to provide comments and we look forward to working with Planning Staff to have the concerns set out in this submission addressed. Our comments pertaining to the Draft Durham Region OP are outlined below.

COMMENTS

1. Policy Comments

It is acknowledged that the Region have incorporated a number of policies regarding land use compatibility for the protection of both employment and sensitive land uses. This is welcomed by CRH, as the long term protection of employment areas is vital in facilitating growth and meeting provincial growth targets. Notwithstanding this, we wish to make the following additional comments on specific policy contained with the draft Official Plan:

Section: Development within Urban Areas

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

k) the achievement of land use compatibility considerations by avoiding, or where avoidance is not possible, minimizing and mitigating any adverse effects between sensitive land uses and major facilities, Employment Area uses and other uses that may emit odour, dust, vibration, noise and/or other contaminants or emissions, in accordance with Policies 5.5.21 to 5.5.35;

Response: In order to be more consistent with the PPS (both current and proposed), it is requested that policy 5.1.15 is amended as follows:

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

k) the achievement of land use compatibility considerations by avoiding, or where avoidance is not possible, minimizing and mitigating any **potential** adverse effects between sensitive land uses and major facilities, ~~Employment Area uses and other uses that may emit~~ **from** odour, dust, vibration, noise and/or other contaminants ~~or emissions~~, in accordance with Policies 5.5.21 to 5.5.35;

Section: Employment Areas

Policy 5.5.9: Prohibit uses declared to be obnoxious under the provisions of any applicable statutes, regulations or guidelines from locating within Employment Areas.

Response: The term 'obnoxious' is subjective. In order to provide objectivity to this term, the policy should be tied to measurable emission standards set by the province. If it is demonstrated through appropriate studies that a use with emissions can and is meeting provincial standards, then this policy should be clear that the use is not prohibited. As such, it is requested that this policy be reworded as follows:

Prohibit uses declared to be obnoxious, **beyond which provincial standards allow, by the completion of relevant studies in accordance with the** ~~under the~~ provisions of any applicable statutes, regulations or guidelines from locating within Employment Areas.

Policy 5.5.15: 5.5.15 Require development taking place within Employment Areas to address the policies of this Plan and the following:

e) protect the long-term stability of Employment Areas by limiting non-employment uses and instituting land use compatibility measures. The use of landscaping and natural buffers between Employment Area uses and adjacent uses is encouraged;

Response: In order to ensure that land use compatibility issues do not arise from the introduction of non-employment land uses into employment areas, it is vital that no non-employment use be permitted until appropriate assessments are undertaken. Therefore, it is requested that policy 5.5.15 is modified as shown below:

5.5.15 Require development taking place within Employment Areas to address the policies of this Plan and the following:

e) protect the long-term stability of Employment Areas by **limiting prohibiting sensitive land uses non-employment uses, unless it is demonstrated that the location of such uses in Employment Areas will be compatible with other employment uses that require separation from sensitive land uses, through a land use compatibility study in accordance with provincial standards and guidelines**, and instituting land use compatibility measures. The use of landscaping and natural buffers between Employment Area uses and adjacent uses is encouraged;

Section: Land Use Compatibility & Sensitive Land Uses within Employment Areas

Policy 5.5.23: 5.5.23 Direct major facilities and other uses that generate emissions such as odour, vibration and/or noise to locations that are well removed and buffered from sensitive receptors such as residential areas and other sensitive land uses.

Response: In order to be consistent with provincial standards and guidelines, it is requested that this policy be revised to protect employment uses from the encroachment of sensitive land uses as follows:

5.5.23 Direct ~~major facilities and other uses that generate emissions such as odour, vibration and/or noise~~ **residential areas and other sensitive land uses** to locations that are well removed and buffered from major facilities and other employment uses that require separation from ~~sensitive receptors such as residential areas and other~~ sensitive land uses,

Policy 5.5.26: Encourage all other sensitive lands uses to locate outside of Employment Areas. A sensitive land use, other than those described in Policy 5.5.25, may be permitted within an Employment Area by an amendment to an area municipal official plan or zoning by-law, where it has been demonstrated that land use compatibility can be achieved and any detrimental impact to the broader area and nearby employment uses and/or major facilities will be avoided, or where avoidance is not possible, minimized and mitigated. Area municipalities, when applying this policy, are encouraged to:

Response: It is requested that policy 5.5.26 be revised as shown below in order to ensure that the demonstration of land use compatibility falls to the proponent of sensitive land uses in proximity to employment areas and not on existing operators within employment areas:

5.5.26 Encourage all other sensitive lands uses to locate outside of Employment Areas. A sensitive land use, other than those described in Policy 5.5.25, may be permitted within an Employment Area by an amendment to an area municipal official plan or zoning by-law, where it has been demonstrated **by the proponent** that land use compatibility can be achieved and any detrimental impact to the broader area and nearby employment uses and/or major facilities will be avoided, or where avoidance is not possible, minimized and mitigated. Area municipalities, when applying this policy, are encouraged to:

Policy 5.5.29: Encourage the protection of the lands in proximity of current and/or future planned major facilities by ensuring the compatibility of adjacent land uses, including the requirements of Policies 5.5.30 to 5.5.35. Should such lands no longer be required for major facilities, additional uses may be permitted as a result of a planning study that considers the site context and condition, surrounding area, and land use compatibility.

Response: It is requested that policy 5.5.29 be revised as shown below to further ensure the protection of employment areas and uses:

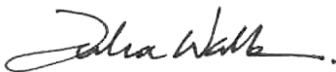
5.5.29 ~~Encourage the~~ **Provide for** protection of the lands in proximity of current and/or future planned major facilities by ensuring the compatibility of adjacent land uses, including the requirements of Policies 5.5.30 to 5.5.35. Should such lands no longer be required for major facilities, additional uses may be permitted as a result of a planning study that considers the site context and condition, surrounding area, and land use compatibility.

We welcome this opportunity to work with Region staff and their consultants to clarify and further discuss the comments included in our submission. We appreciate the opportunity to provide comments on the Region's proposed draft Official Plan policy. As always, we would be pleased to meet to review and further discuss our comments.

Thank you.

Yours truly,

MHBC



Debra Walker, BES, MBA, MCIP, RPP
Partner



Tomas Glancy
Senior Planner

Fwd: Region of Durham Update To Envision Durham

Hello People Who are Envisioning Durham

I am re-sending this email from February 2023 because I am tired of getting absolutely NO response to any comments or emails I've sent regarding the longterm plan for Durham Region.

You keep telling us you want our input - but I no longer believe you as I receive no acknowledgement to anything I've said to you over the past 2 years.

While it's charming that I continue to get these lengthy emails regarding the development of Durham Region, I am continually frustrated by the confused and confusing nature of the information attached.

I have been reading the emails and going to the sites methodically but it is extremely difficult to see what's being proposed and where. It's almost as if the information is intentionally hard to access and purposefully hard to understand.

I've made multiple comments over the last year, particularly about some of the features on some of the maps, but never ever hear back, so I have absolutely no idea whether anyone is bothering to even open the comments let alone read or respond.

This feels exactly as if the powers that be in Durham Region development offices are going through the motions of offering an opportunity for public engagement - it's all for show.

The developers are in control, with the cooperation of different levels of government, and residents have no real say.

As for telling us that there will be twice as many people in the region in 30 years - well, let me say this about that: the weathermen can't forecast the weather accurately 24 hours in advance, Pickering Airport was never built (despite the atrocious treatment of the residents in the area over the past 40 years), and there is still terrible public transit availability in the outskirts of Durham despite multiple promises over decades. So forgive me for thinking these developer-public servant strategists are probably getting it all wrong, and hundreds of thousands of current residents are having their lives interrupted at best and ruined at worst for some predicted events that may never happen. No one in public office seems to give a damn. There's a buck to be made, and it's being cloaked in all sorts of pleasant-sounding meaningless sociological terminology.

Consider me frustrated and weary. And opposed to the removal of any green space for development - once it's gone, it's gone forever, and future generations will remember what happened.

Sincerely
C.A. Clark

Don't Expand Rossland Road

Hello,

I recently read the news that a road extension was being planned for Rossland Road through to Townline. This is quite upsetting to hear. The protection of accessible green space is so important, not only for people to enjoy but also to protect wildlife of the area. There are also many convenient access points to Townline in the area. Adelaide and Taunton already connect to Townline, as well as Beatrice in between. In fact, the Beatrice access is very close to both Taunton and Rossland.

Why is this conservation area not being protected? Knowing that Oshawa is increasing its density, shouldn't protecting the existing Green Space be a priority? Official plans indicate Courtice will not be building this far north. There are also concerns of coyote populations, once the dog traffic of the wooded area to the south is cut off.

Please reconsider this proposal. This space has always been such an important special place for Oshawa. We need to protect this significant green place and ensure it remains this way for generations to come.

Regards,

Jay Morris



May 10, 2023

Regional Municipality of Durham
605 Rossland Road East
Whitby, ON L1N 6A3

To Durham Region Leadership,

The National Farmers Union – Ontario (NFU-O) urges the Regional Municipality of Durham Council at its special meeting on May 17th to abandon the expansion of its urban boundaries as part of its proposed [Envision Durham](#), Regional Official Plan (ROP).

The NFU-O is an accredited farm organization in the province of Ontario. NFU-O policy calls on all levels of government to enact and follow transparent, rational planning guidelines, regulations and bylaws to ensure fairness to all citizens, to protect farmland and ecologically sensitive areas from development, and to prevent the further privatization of public lands.

Durham Regional Council's 2022 approval to convert approximately 9,000 acres of greenfield and Class 1 to 3 prime agricultural lands into low- and medium- density suburban development projects—under what has become known as the Building Industry and Land Development (BILD) Scenario 2a—runs counter to the actual sustainable vision of Durham's proposed ROP. Developing on these lands will make it impossible for Durham to meet its sustainability goals and its laudable aim to hit net-zero greenhouse gas (GHG) emissions by 2050.

We agree with [Stop Sprawl Durham](#) that BILD Scenario 2a will prove costly for taxpayers as it will be expensive to build and maintain infrastructure (from sewage to transit networks) far from pre-existing urban areas. The loss of agricultural land, clean watersheds, forest cover, wetlands, natural habitats, wildlife, and open space will have a negative on public health and endangered and threatened species. Paving over Durham farmland is short-sighted and will have disastrous consequences for residents and will contribute to the destruction of the region's remaining natural areas.

The NFU-O is particularly concerned that the sustainable agriculture values that underpin the *Envision Durham* ROP are being undermined by the plans to expand urban boundaries for development.

Envision Durham correctly acknowledges that class 1 to 3 prime agricultural lands are “a finite, non renewable resource.” The ROP's supposed central objectives are to protect farmland to ensure “communities are more resilient to the impacts of a changing climate” and to design policies and make decisions that “enhance the long-term viability and productivity of agriculture for future generations.”

However, by opening up 9,000 acres of greenfield and farmland to development, BILD Scenario 2a directly contravenes Council's policy to:

- Protect prime agricultural areas for long-term agriculture use and prevent further fragmentation and loss of the agricultural land base;

- Encourage an Agricultural System approach to enhance the geographic continuity of the agricultural land base; and
- Avoid the encroachment of non-agricultural land uses into prime agricultural areas.

Rather than “promot[ing] opportunities to support a thriving agricultural industry and a diversified rural economy” as espoused in *Envision Durham*, expanding Durham Region’s urban boundaries will have the effect of taking agricultural land permanently out of circulation and driving up land prices for new and young farmers. A local food system policy cannot exist without recognizing the risk of lack of access to prime farmland areas. We encourage Durham Regional Council to add to *Envision Durham* specific policy that makes access to farmland for new entrant farmers a priority. If Durham Regional Council cares about the local food systems and future sustainability—and it should—it must examine and implement tools that can incentivize affordable mid- to long-term leases for new and young farmers and develop policies that encourage farmers to advance carbon sequestration through well-managed soil and crops.

An actual ‘Agricultural System approach’ would make contiguous Greenbelt farmland with the current “whitebelt” within Rouge National Urban Park, Duffins Rouge Agricultural Preserve, and the 9,000 acres of farmland slated for development.

Finally, the NFU-O has to ask: do Durham Regional Councillors really believe that paving over finite, irreplaceable farmland is necessary to support the demand for affordable housing? A recent [report](#) by Kevin Eby, RPP, PLE provides compelling evidence that there is plenty of land within upper- and single-tier municipalities within the Greater Golden Horseshoe to support an increase in housing unit capacity.

It is not too late to envision a Durham that protects the proposed 9,000 acres of farmland slated for development while still incentivizing affordable housing developments within existing urban boundaries and close to pre-existing services and infrastructure. It is possible to champion both affordable housing and sustainable local agriculture. Local members of the NFU-O will be happy to work with you towards these ends.

Sincerely,



Elizabeth Stocking
President, Local 345



Max Hansgen,
President, National Farmers Union - Ontario

Rossland road expansion (Envision Durham plans)

Hi there,

I would like to reach out regarding some future plans in Durham region. The recommended Regional Official Plan has come to my attention, and in particular I have been looking at the transportation plans in Map 3.

I am deeply concerned about the impact that Rossland land expansion will have. Harmony Valley Conservation area is used by many, and the trails extend in this area and just about as far as Adelaide Rd.

I have recently bought a property on Coyston Dr with my husband and two dogs, and we were so much looking forward to having this greenspace in our backyard. While I appreciate the desire to optimize transit in suburbs, this construction disturbing a well loved green space would be a tragedy.

What plans are there to preserve the Conservation area? What plans are there of notifying those whose house backs onto this space? I noticed on the map urban expansion plans for 2051, I see that the area east of Townline is not planned for this expansion, why then are we building this road? If this must happen, when will it begin?

I really hope that this might be reconsidered, it would be a shame to lose the green space.

Thank you,

Leanna Calla

Don't expand Rossland road

Hello,

My name is Michael, I live in Eastdale currently on Hillcroft St but I'll be moving to Coyston Dr in July. For me a big part of life in Oshawa is being able to walk through the forest in Harmony Creek with my wife and dogs. Please don't expand Rossland there we love the forest!

Michael Stergjanis



Memorandum

Date: May 12, 2023

To: Regional Chair Henry and Members of Regional Council

From: Brian Bridgeman, Commissioner of Planning and Economic Development

Subject: Correspondence from the Ministry of Municipal Affairs and Housing on the Proposed New Regional Official Plan, “Envision Durham”

The Regional Municipality of Durham

Planning and Economic Development Department

Planning Division

605 Rossland Road East
Level 4
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
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Email: planning@durham.ca

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**Brian Bridgeman, MCIP,
RPP, PLE**
Commissioner of Planning and Economic Development

On May 8, 2023, Regional Planning staff received the attached letter from staff at the Ministry of Municipal Affairs (MMAH) providing comments on the proposed new Regional Official Plan (ROP). Regional Planning staff subsequently met with provincial staff on May 9, 2023 to get clarification on certain items included in the Ministry’s letter.

In recognition that the new ROP is being presented to Regional Council for adoption on May 17th, the letter states that “*the Region is **strongly encouraged** to proceed towards consideration for adoption of the new Official Plan in May*” (emphasis added).

The purpose of this memo is to provide Regional Council with staff’s responses to the MMAH letter prior to the May 17th Special Council meeting:

Minister’s Zoning Order (MZO) O. Reg 102/72 – Pickering Airport

MMAH staff note that the province is responsible for protecting land in north Pickering for a potential future airport on behalf of Transport Canada, through the above MZO. The province properly recognizes that the area affected by the MZO overlaps with a significant portion of the Settlement Area Boundary Expansion within northeast Pickering. The province notes that the allocation of future population and

If this information is required in an accessible format, please contact Planning Reception at 1-800-372-1102, ext. 2548.

employment to this area will be constrained until such time as O. Reg. 102/72 is amended or revoked by the Minister. This advice from the province is consistent with Regional staff's position that development in northeast Pickering would only be able to proceed after the MZO is amended or removed, and after updated noise contour mapping reflective of the potential future airport site is undertaken.

Provincial staff acknowledge that the existence of the MZO does not in itself preclude detailed studies and processes from taking place. The preparation of background studies, engagement with a variety of stakeholders and interests including indigenous communities, area landowners, Transport Canada and others, along with secondary plan preparation, servicing and infrastructure planning, and financial planning for capital improvements, can still occur.

Regional staff have forwarded the province's letter to the City of Pickering and the consultants acting on behalf of the Northeast Pickering Landowners Group for their information.

Former Greenbelt Lands in the City of Pickering, Town of Ajax and Municipality of Clarington

As Council is aware, last December, the provincial government removed lands in Pickering within the former Duffins Rouge Agricultural Preserve (1,736 ha), in Ajax (52 ha) and in Clarington (35 ha) from the Greenbelt Plan Area (see Report [#2022-COW-31](#)). However, it is also the province's stated intention that the removed lands would be returned back to the Greenbelt if certain milestones are not achieved (i.e. progress on planning approvals by 2023, and homes under construction by 2025). The policies in the proposed new ROP mirror the province's stated requirements precisely, with the affected areas identified as Special Study Area 6.

The MMAH letter has suggested that the Region include the above noted lands recently removed from the Greenbelt within the urban area boundary, noting that population and employment forecasts identified in the Growth Plan represent minimum forecasts. Staff have carefully considered the suggestion and offer the following:

- On May 25, 2022 Regional Council endorsed Land Need Scenario 2A, which included direction to include an additional 2,500 hectares of urban area land as Community Areas within the new ROP. The inclusion of a further 1,823 hectares of urban area land would either

necessitate Council's reconsideration¹ of Scenario 2A, or alternatively, the removal of a comparable amount of Settlement Area Boundary Expansion (SABE) lands in other areas of the Region to compensate.

- On December 21, 2022, Regional Council provided its response to the proposed amendments to the Greenbelt Plan (see Resolution attached). From this meeting, it is Regional Council's formal position that the lands should be returned to the Greenbelt.

Therefore, similar to the above, implementation of the province's request to include the Greenbelt removal areas within the urban area boundary would constitute a reconsideration of the position taken on December 21, 2022.

- The Impact Assessment Agency of Canada is undertaking a study of the potential impacts of removing Greenbelt protections from the lands adjacent to the Rouge National Urban Park. It is not yet known what effect this study may have on the Cherrywood lands.
- The province, as the approval authority for the new ROP, and the sole authority to be satisfied on the progress of development in the Greenbelt Removal Areas, is best able to determine whether further modifications to the ROP will be necessary to allow for development in the Greenbelt Removal areas as part of its future decision. Similarly, it is staff's understanding that the province is considering the enactment of a Minister's Zoning Order to enable development on the above noted lands. The MZO can be enacted whether the lands are included within the urban area, or not.
- Finally, designating the Greenbelt removal areas within Envision Durham's new urban boundary could be misinterpreted by others to mean that the Region accepts responsibility for the costs of servicing these areas. As noted in Report 2023-COW-23, further discussions with the province and the affected landowners need to take place to assess the financial impact of developing these lands on the Region. The first principles guiding these discussions are: i) that there be no negative financial impact on the Region; and ii) that there be no negative impact on other areas of the Region where development is underway or in the pipeline. For the above reasons, Regional planning

¹ In accordance with Council's policy, reconsideration of a Council Resolution may only occur after one calendar year that the Resolution was voted upon.

staff are unable to recommend that the Greenbelt removals be included within the new urban area boundary as requested by MMAH staff.

Proposed Expansion of the Uxville Rural Employment Area

The province advised that the Region should ensure the scope and scale of the proposed 12.5 ha expansion to the Uxville Rural Employment Area #2 (on Map 1) conforms with the Oak Ridges Moraine Conservation Plan (ORMCP) and satisfies the requirements set out in the applicable sections of the Plan (i.e. permitted uses and partial servicing).

The proposed expansion of the Uxville Rural Employment Area is a logical extension of the existing Rural Employment Area, is surrounded by uses that are generally industrial in nature, and supports the immediate needs of existing businesses consistent with policy 2.2.9.5 of the Growth Plan. The establishment of new uses on existing lots of record in Rural Employment Areas must be consistent with provincial policies, including the ORMCP and/or the Greenbelt Plan as applicable.

Protected Major Transit Station Area (PMTSA) for existing Oshawa GO/VIA Station

The new ROP includes policies and delineations for Protected Major Transit Station Areas (PMTSAs) that form part of ROPA 186 (adopted by Council in December 2021, but not yet been approved by the Minister). Provincial staff continue to suggest that the Region delineate a PMTSA boundary for the land surrounding the existing Oshawa GO/VIA station and assign a density target.

The existing Oshawa GO station is unique within Durham insofar as it is the only PMTSA completely surrounded by existing large scale employment uses, a railway yard, a provincial highway, arterial roads and rail lines. These conditions are unlikely to change within the foreseeable future and due to compatibility constraints, there are no appropriate opportunities for residential uses. These factors along with access and siting constraints render the minimum density target of 150 people and jobs per hectare for this PMTSA as unachievable. Provincial staff recognize that residential uses are not appropriate for this area and suggest an alternative (lower) density target.

Regional staff together with the City of Oshawa and Town of Whitby, are satisfied with the approach of not including a PMTSA for the reasons noted above, and to ensure that such a delineation not be construed as opening the

possibility for introducing potential new sensitive uses on the lands in the future.

To address the MMAH comment, the following is recommended:

- That staff be directed to delineate PMTSA boundaries for the existing Oshawa GO/VIA station in the ROP (i.e. modifying Map 1 and Map 3a, 3b and 3d) based on the initial work undertaken with City and Regional staff in 2019 (see attached); and
- That the Minister consider the approval of an alternative density target of **25 jobs** per hectare for this PMTSA, and that residential uses not be permitted within the PMTSA.

Sincerely,

Brian Bridgeman

Brian Bridgeman, MCIP, RPP, PLE
Commissioner of Planning and Economic Development

Attachments: - Letter from Ministry of Municipal Affairs & Housing (MMAH), May 8, 2023
- Council Direction Memo re: Greenbelt Removals, December 21, 2022
- Map for Oshawa GO/VIA Station PMTSA

Ministry of Municipal Affairs
and Housing

Municipal Services Office
Central Ontario
777 Bay Street, 16th Floor
Toronto ON M7A 2J3
Fax.: 416 585-6882

Ministère des Affaires municipales
et Logement

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 16^e étage
Toronto ON M7A 2J3
Télé. : 416 585-6882



by email only

May 8, 2023

Gary Muller
Director
Planning and Economic Development Department
Regional Municipality of Durham
605 Rossland Road East, Level 4
Whitby, ON L1N 6A3

**RE: Proposed Draft Durham Official Plan
Provincial One Window Comments
MMAH File No: 18-OP-237796**

Dear Gary Muller,

Thank you for circulating the Region's Draft Official Plan (OP) to the Ministry of Municipal Affairs and Housing (MMAH) for review and comment.

It's our understanding that regional staff intend to bring their recommended draft OP to Regional Council on May 17th of this year, for consideration and adoption. Recognizing that the province is currently consulting on the Proposed Provincial Planning Statement, the Region is strongly encouraged to proceed towards consideration for adoption of the new Official Plan in May.

While acknowledging that the Region has recently released its recommended Regional Official Plan for consideration of adoption at the May 17th special meeting of Regional Council, MMAH staff note the following key comments on the draft Regional Official Plan:

Ministers Zoning Order O. Reg 102/72 – Pickering Airport

As you are aware, the province is actively protecting land in north Pickering, on behalf of Transport Canada, to facilitate the establishment of a future international airport through Minister's Zoning Order – O. Reg 102/72. Under the provisions of O. Reg 102/72, development is largely prohibited within its subject area with the exception of agricultural and legally existing land uses.

We note that O. Reg 102/72 overlaps with a significant portion of the Region's proposed settlement area boundary expansion in north Pickering. It's important to note that the allocation of future population and employment to this area will be constrained until such time as O. Reg 102/72 is amended or revoked by the Minister.

At this time, there is no committed timeline or decision from Transport Canada with respect to when a future airport may be constructed. Further consultation between the Province and Transport Canada would be required to inform any potential changes to the regulation.

Former Greenbelt Lands in the City of Pickering, Town of Ajax and Municipality of Clarington

Population and employment forecasts expressed in A Place to Grow represent minimum forecasts and the current policy framework allows municipalities to plan for population and employment forecasts to 2051 beyond those included in Schedule 3. The Region should consider this policy as well as the government's decision to remove lands from the Greenbelt within Durham Region. This includes land in the City of Pickering south of Highway 407, west of West Duffins Creek and north of the CP Belleville rail line; land in the Town of Ajax located at 765 and 775 Kingston Road East; and land in Clarington at the northeast corner of Nash Road and Hancock Road.

The government has indicated that for the lands removed from the Greenbelt, landowners will be expected to develop detailed plans to build housing quickly. It is the government's expectation that new home construction will begin on these lands by no later than 2025. Significant progress on approvals and implementation must be achieved by the end of 2023. The government has indicated if these conditions are not met, they will return these properties to the Greenbelt. Accordingly, the Region should work quickly to include these lands for appropriate urban area designation in the draft plan prior to adoption by Council in May.

Proposed Expansion of the Uxville Rural Employment Area

The Region is proposing an expansion to the Uxville Rural Employment Area, located in the Township of Uxbridge, as shown as 'Rural Employment Area #2' on Map 1 – Regional Structure to the draft OP. The proposed expansion is comprised of approximately 12.5 ha of land and is located within the Countryside Area designation of the ORMCP.

The Region should ensure the scope and scale of the proposed expansion to the Uxville Rural Employment Area conforms with the ORMCP and satisfies the requirements set out in the applicable sections of the Plan (i.e., permitted uses and partial servicing).

ROPA 186 – Protected Major Transit Station Areas (PMTSA)

Regional Official Plan Amendment No. 186 (ROPA 186) is currently before the Minister for a decision under the *Planning Act* and no decision has been made. We note that it appears the Region has largely incorporated the proposed policy framework adopted in ROPA 186 into the proposed draft OP. This includes mapping of the delineated boundaries of each PMTSA on Map 1 – Regional Structure and Maps 3a, 3b and 3d. We note that a station area has not been delineated for the existing Oshawa GO/VIA station in the draft ROP. The Region should identify a boundary for this station in accordance with policy 2.2.4 of A Place to Grow, which provides that the Minister can consider lower density targets for station areas, in certain circumstances.

Thank you again for providing us with an early opportunity to review and comment on the draft OP. We look forward to working with the Region as it moves forward to adoption.

Should you have any questions, please contact me directly, or alternatively, you can contact Maya Harris via email at Maya.Harris@ontario.ca or by telephone at 437-776-8447, or Andy Doersam via email at Andrew.Doersam@ontario.ca or by telephone at 416-919-0438.

Yours truly,

L. Miller

Laurie Miller
Regional Director, Planning
Municipal Services Office – Central Ontario



Direction Memorandum

TO: Elaine Baxter-Trahair, Chief Administrative Officer

FROM: Alexander Harras, Director of Legislative Services/Regional Clerk

DATE: December 21, 2022

RE: Resolution adopted by Regional Council at its meeting held on December 21, 2022

Corporate Services
Department –
Legislative Services

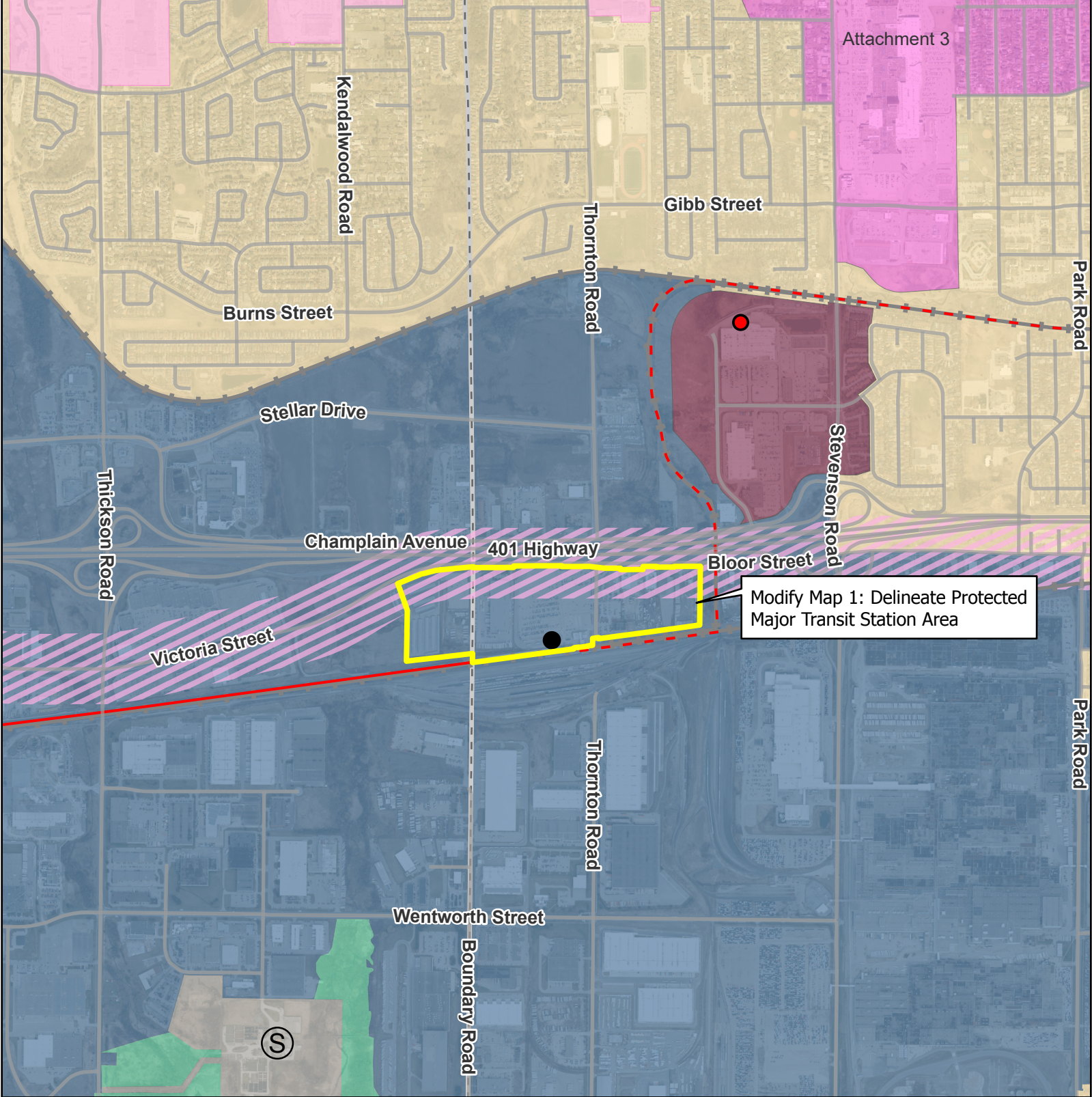
EIGHTH REPORT OF THE COMMITTEE OF THE WHOLE

3. Durham Region's Response to the Provincial Consultation on Proposed Amendments to the Greenbelt Plan, ERO Postings #019-6216 and #019-6238, File D12-01 ([2022-COW-31](#))
-
- A) That the letter contained in Attachment #2 to Report #2022-COW-31 of the Chief Administrative Officer be endorsed as the Region's formal comments on the proposed amendments to the Greenbelt Plan, ERO postings #019-6216 and #019-6238;
 - B) That a copy of Report #2022-COW-31 be sent to the Minister of Municipal Affairs and Housing, the area municipalities and the MPPs in Durham;
 - C) Council ask that the province return environmental and Greenbelt protections to the Duffins Rouge Agriculture Preserve; and**
 - D) That Council ask that the province return environmental and Greenbelt protections to all of the areas being removed.**

Alexander Harras

A. Harras
Director of Legislative Services/Regional Clerk

- c. N. Taylor, Commissioner of Finance and Treasurer
- B. Bridgeman, Commissioner of Planning & Economic Development
- J. Presta, Commissioner of Works

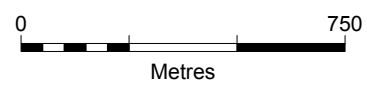


Modify Map 1: Delineate Protected Major Transit Station Area

Exhibit 6: Oshawa GO/VIA Station PMTSA (Oshawa)

Legend

- Subject Site
- Protected Major Transit Station Area
- Regional Centres
- Regional Corridor
- Rapid Transit Spine Intensification Corridor
- Employment Areas
- Community Areas
- Waterfront Areas
- Municipal Service (i.e. water supply plants, water pollution control plants and/or sewage lagoons)
- Existing GO Station
- Proposed GO Station
- Existing GO Rail
- Proposed GO Rail
- Rail



May 14, 2023

Brian Bridgeman
Commissioner of Planning and Economic Development
Region of Durham
605 Rossland Road East Whitby
Ontario Canada L1N8Y9

Re: Envision Durham
Whitebelt lands between Hwy 7, Sideline 16, Sideline 14 and Concession Rd 7

Dear Mr. Bridgeman

We, the undersigned, are owners of 13 out of the total of 15 privately owned properties located in the above block of land in Northeast Pickering, which is approximately 350 acres in area.

In their new draft official plan, the Durham Region has stated it wants to keep our lands in limbo "until such time that a final federal decision to build an airport is made". Since it's been 51 years already, it is possible it could be any arbitrary number of additional years or decades before the federal government finally decides one way or another. We cannot rebuild our homes, invest in our lands or do anything meaningful that requires planning. It is very unfair that the region has singled out our lands in such a capricious way. As per region's official plan in both the draft and current versions, the area that's officially supposed to stay in limbo for an airport is defined as "Special Study Area 1" (SSA1). Our lands are not located within the boundaries of this area. The airport lands proper start to the West of Brock Rd North of Hwy 7, and the gov-owned block of land between Brock Rd to the West and Sideline 16 to the East was meant as a buffer zone and thus designated as the SSA1. The SSA1's Eastern boundary is Sideline 16, though the region is treating it as though it's Sideline 14, thus unofficially lumping our lands into the SSA1. The SSA1 lands were expropriated to serve their purpose, but our lands weren't. If the federal government had thought our lands were of consequential significance to an airport, they would have expropriated them when they did all the other lands they needed.

In comparison, over 8000 acres of lands in the nearby area known as "Veraine" are slated to enter the urban boundary, a fair portion of it into employment. Our lands have just as much or better access to services as those and have better transportation access since those lands do not have direct ramps to Hwy 407 and ours do. We are also immediately accessible by a 6-way interchange of Hwys 1, 7 and 407. Furthermore, immediately South of Hwy 407, we are witnessing the building of residential homes right up to the edge of the highway. How is it that "sensitive uses" can be situated as close to the airport site as those, but even non-sensitive uses would not be allowed in our block, which is not much closer to the airport lands? The runways for a possible airport have changed direction paths several times with no certainty as of this moment in time.

Interestingly just in the last month, the Pickering City Council voted for the city not to be host for an airport and a private group of farm tenants, i.e. "Land over Landings" and several environmental groups continue

staunchly fighting the idea of an airport. Additionally, the federal minister of transportation recently stated the government has no plans to build a Pickering airport in the short term, and he added perhaps not even in the long term, while announcing another years-long study into aviation in Southern Ontario. With climate change now a central issue for the federal government, it is quite possible and very likely that the study will produce the same conclusion as previous studies which was essentially indeterminate resulting in no action. We feel unnecessarily sandwiched between the region interested in an airport and these opposing forces against an airport.

Most of the residents in this block are not engaging in growing crops or agriculture as defined by Agricorp which is under the Ontario Ministry of Agriculture, Food and Rural Affairs. Our lands are in the whitebelt and not under control of the conservation authority. These lands also are more strategically situated, and closer to Toronto, with arguably better transportation access than all the other lands the region is bringing into the “employment” designation. Almost all whitebelt lands in Pickering are already in the urban boundary or slated to enter it in the new draft plan, except this block. We believe these lands as employment would be of much greater benefit to the rapidly growing population of the Seaton area, the larger Pickering area, users of the highways, and the entire GTA. Further, if an airport eventually does come, these uses would be compatible or easily convertible at that time. If the lands are supposed to sit in limbo, why can’t they sit in limbo with some uses that are actually more compatible with an airport than the current ones? At under 350 acres, this is not a very large area if the position of the region is that they have reached the allotted amount for inclusion into the urban boundary. With the very recent laws announced by the Ontario gov, it appears that the provincial gov now allows more power to municipal and regional governments for including land into the urban boundary. Given that these lands are in the whitebelt and close to Toronto, it would seem unlikely for Queens Park to object to inclusion of these lands for transportation-related uses. Currently, there are significant shortages of land for transportation-related uses in the GTA. Additionally, please note these lands were part of Pickering Council’s original Boundary Expansion Request (BER-12) and met the 6 eligibility criteria in that request. We have further met with Mayor Kevin Ashe, and our Regional Councillor, Mr. Pickles, who stated their support.

On May 17th, the Region’s Council is voting on the new draft plan. We herein state our strong objection to this draft new plan as it pertains to our lands. We intend to avail ourselves of all further procedural and legal options as we believe this matter has not been fairly handed. We request that these subject lands be brought into the urban boundary with the designation of employment.

Sincerely;

Electronically signed/approved by:

3725 Sideline 16; Michael Tillaart;

3735 Sideline 16; Michael Tillaart

3745 Sideline 16; Chris Chapman;

3785 Sideline 16; Marlin & Carol Anne Tillaart,

3805 Sideline 16; Frank & Daina Bigioni;

3835 Sideline 16; Karen & Paul Carson,

3875 Sideline 16; CJ Kumar,

3935 Sideline 16; Michel Levasseur and Louise Robichaud-Levasseur,

3965 Sideline 16; Steve Gao and Cuimei li,

3985 Sideline 16; Shahram Emami,

1945 Seventh Concession Rd, Shahram Emami,

2035 Seventh Concession Rd, 100 acres unaddressed on Sideline 14, Karen & Paul Carson,

3815 and 3865 Sideline 16; Paul Y.C. Siu

May 12, 2023

The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road East, PO Box 623
Whitby, Ontario, L1N 6A3

Attention: Brian Bridgeman, Commissioner of Planning and Economic Development

RE: Envision Durham
Draft Durham Regional Official Plan
3450 Highway 7 East, City of Pickering
TBG Project No. 23014

The Biglieri Group Ltd. ("TBG") is the planning consultant for 21443345 Ontario Inc., the owner of the lands located at the north-west corner of Highway 7 and Lake Ridge Road (The "Subject Site" or "Site"). The Subject Site is currently designated as *Prime Agricultural Areas* (**Figure 1**) in the Durham Regional Official Plan (May 2020 Consolidation).

We are writing on behalf of the owner in support of the proposed inclusion of the Subject Site within the northeast Pickering *Urban Area* and *2051 Urban Expansion Areas* in the Draft Regional Official Plan ("Draft ROP") (**Figure 2**), and to request that the Site and adjacent proposed *Employment Areas* west of Lake Ridge Road and south of Highway 407 (the 'S.W. Lake Ridge Employment Lands') be designated as a *Community Areas* instead of the proposed designation of *Employment Areas*, as shown on **Figure 3**.

We are aware that the commenting period for the Draft ROP has passed, however we hope that the proposed change can be considered prior to the Draft ROP's adoption as we believe this to be a more logical land use configuration and to the longer benefit of future residents of the City and Region.

BACKGROUND

As part of Envision Durham, a Settlement Area Boundary Expansion request ("SABE") was submitted by the Northeast Pickering Landowners Group to include 1,857.4 hectares of land (including the Subject Site) within the *Urban Boundary as Employment Areas and Living Areas*. The SABE for the Subject Site is identified as BER-13 in Durham Region Staff Report #2022-INFO-91 (**Attachment 1**). As outlined in Appendix 2 to Staff Report #2022-INFO-91, staff indicate that "*within northeast Pickering, Employment Areas have been distributed along Highway 407 and clustered at future interchanges.*"

On February 10, 2023, the Draft ROP was released to the public for review and comment. The Subject Site is designated as *Employment Areas* and *2051 Urban Expansion Areas* on Map 1 – Regional Structure in the Draft ROP. On May 3, 2023, the recommended Draft ROP was released for consideration at a Special Meeting of Regional Council scheduled for May 17, 2023. The

Subject Site remains designated *Employment Areas* and *2051 Urban Expansion Areas* on Map 1 – Regional Structure (**Figure 2**).

An early release of the *Decision Meeting Report* for May 17, 2023 (**Attachment 2**) highlights key submissions and associated Regional responses, including a further submission related to BER-13 on behalf of the Northeast Pickering Landowners Group, which requested a reduced allocation of employment lands allocated north of Highway 407 (Section 6.7.f). The response from Regional staff continues to support the Region's proposed *Employment Areas* in northeast Pickering, indicating that the "*lands north of Highway 407 are particularly well suited for employment use, given they are large, contiguous, and relatively free of environmental constraints.*"

This offers further context to key factors which Regional Staff are considering when evaluating the suitability of *Employment Areas*.

TBG COMMENTARY AND RECOMMENDATIONS

TBG supports the proposed inclusion of Subject Site in the northeast Pickering *Urban Area* and *2051 Urban Expansion Areas* in the Draft ROP. Notwithstanding our general support for the Subject Site's inclusion within the *Urban Area*, we request that the 'S.W. Lake Ridge Employment Lands' be designated *Community Areas*. See **Figure 3** for the lands requested to be designated *Community Areas*.

The reason for the requested change in designation is due to the location and size of the 'S.W. Lake Ridge Employment Lands', as well as their proximity to *Community Areas* to the west. These factors render the S.W. Lake Ridge Employment Lands less suitable for employment uses.

Land Use Compatibility

In this regard, it is important to consider the revised definitions and policies in the draft Provincial Planning Statement (released for comment April 6, 2023). Firstly, the draft PPS includes a revised definition of Employment Area, being "... *those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities...*". Secondly, draft policy directs for "*industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects*" to be located outside of *Employment Areas* (Policy 2.8.1.2.). Accordingly, it appears that recent Provincial direction is for more intensive employment uses to be located within *Employment Areas*.

Given this potential shift in policy, the types of uses encouraged in *Employment Areas* will be those which cannot be located adjacent to sensitive land uses, and will therefore require larger minimum separation distances as per D-6 Guidelines. The D-6 Guidelines identify potential areas of influence for industrial land uses ranging from 70 to 1000 meters (Section 4.1.1) and requires Minimum Separation Distances ranging from 20 to 300 meters, depending on the Class of use (Section 4.3). This would render a 20-to-300-meter strip of land abutting the proposed *Community Areas* to the west unusable for employment uses in order to accommodate appropriate distances from sensitive residential uses. Given the 'S.W. Lake Ridge Employment Lands' are on average approximately 260m wide, this would significantly limit the space available for employment uses as well as the potential industrial employment uses possible. Alternatively, if the 'S.W. Lake Ridge Employment Lands' were designated *Community Areas*, then Lake Ridge Road itself would act as a buffer area to transition from *Employment Areas* east of Lake Ridge Road, to *Community*

Areas west of Lake Ridge Road, and contribute to the minimum separation distances required by D-6 Guidelines.

Location & Land Characteristics

Additionally, in Staff Report #2022-INFO-91, staff indicate that “*within northeast Pickering, Employment Areas have been distributed along Highway 407 and clustered at future interchanges.*” Furthermore, the early release *Decision Meeting Report* (May 17, 2023) highlights that lands well suited for employment use are generally “*large, contiguous, and relatively free of environmental constraints.*” The majority of the ‘S.W. Lake Ridge Employment Lands’ are not in proximity to Highway 407 or a highway interchange. The ‘S.W. Lake Ridge Employment Lands’ are also narrower and more limited in size than the other *Employment Areas* in the northeast Pickering Urban Area, being bordered to the east by Lake Ridge Road, and to the west by *Community Areas*. Lastly, the ‘S.W. Lake Ridge Employment Lands’ are not contiguous (as they are separated from the larger employment mass by Lake Ridge Road) and include significant *Regional Natural Heritage System* features (see **Figure 4**).

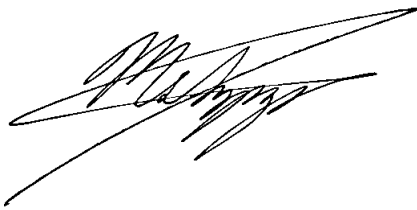
In addition, the ‘S.W. Lake Ridge Employment Lands’ are also highly visible from Lake Ridge East and Highway 7 when travelling towards the *Community Areas* west of the ‘S.W. Lake Ridge Employment Lands’, and if designated as *Community Areas*, these lands will act as an appropriate and representative gateway for the stretch of *Community Areas* north of Highway 7.

CLOSING

For the reasons explained above, we request that the Subject Site and adjacent proposed *Employment Areas* west of Lake Ridge Road and south of Highway 407 be designated *Community Areas* as shown in **Figure 3**. Moreover, the designation of the Subject Lands as *Community Areas* will allow for more housing to be built to meet the Province’s goal of 1.5 million homes built over the next 10 years.

We wish to thank staff for their efforts throughout the Envision Durham process. We trust you will find all in order, however if you have any questions or require additional information, please contact the undersigned at your earliest convenience.

Respectfully,
THE BIGLIERI GROUP LTD.



P



Laura Lebel-Pantazopoulos, M.Pl
Planner

cc. Gary Muller, Director of Planning, Durham Region

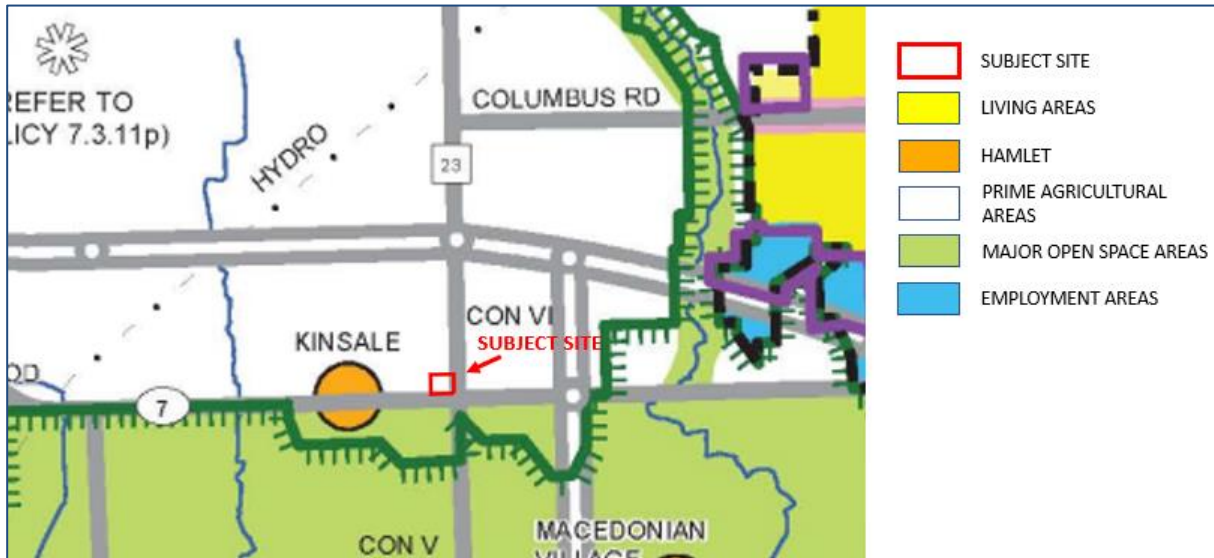


Figure 1: Subject Site in Schedule 'A'– Regional Structure, of the Durham Official Plan (2020)
 (Source: Durham Region, 2020)

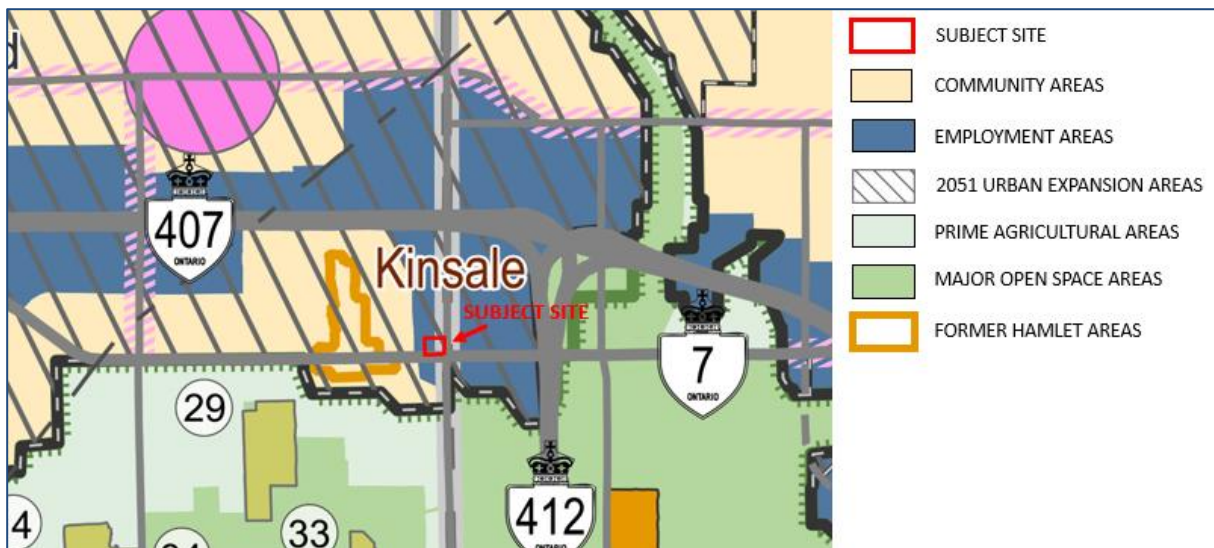


Figure 2: Subject Site in Draft Durham Regional Official Plan: Map 1 – Regional Structure
 (Source: Durham Region, May 3, 2023)

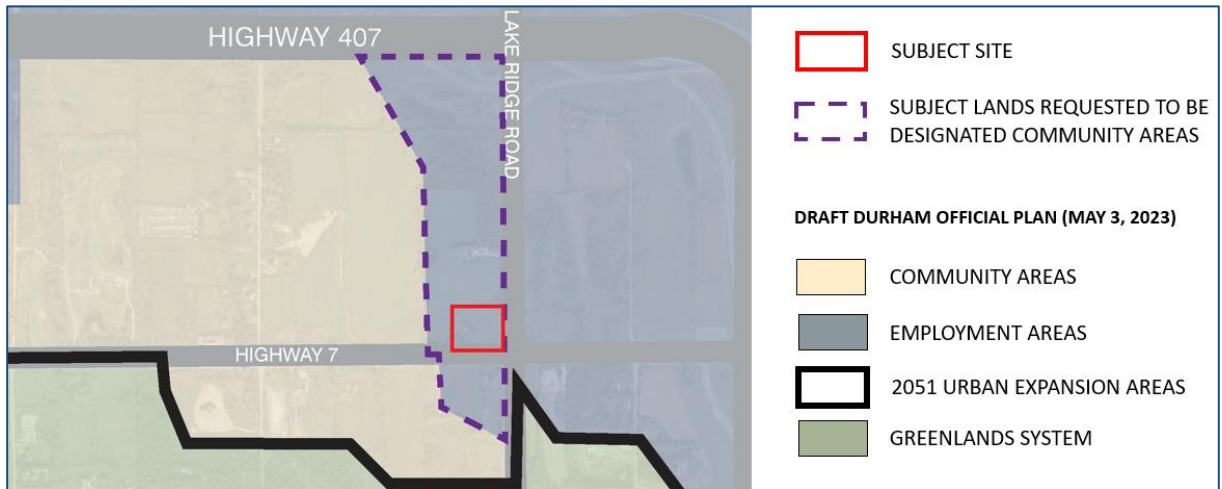


Figure 3: Lands Requested to be Designated Community Areas ('S.W. Lake Ridge Employment Lands')
 (Base map: Google, 2023)

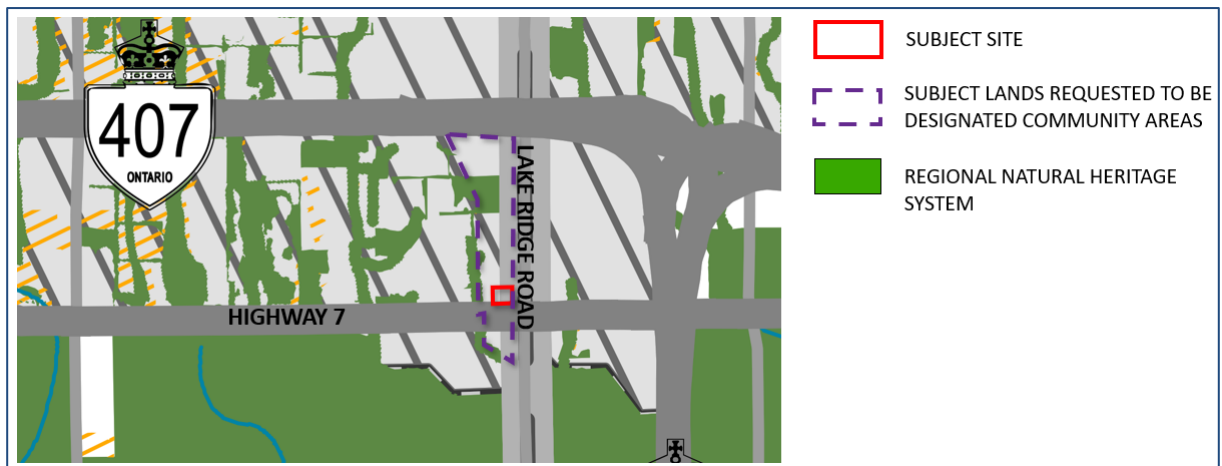


Figure 4: Subject Site in Draft Durham Regional Official Plan: Map 1 – Regional Structure
 (Source: Durham Region, May 3 2023)

Attachment 1

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2022-INFO-91
Date: November 10, 2022

Subject:

Envision Durham – Growth Management Study, Phase 2: Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations, File D 12-01

Recommendation:

Receive for information

Report:

1. Purpose

- 1.1 The purpose of this report is to release draft maps showing the extent and location of Settlement Area Boundary Expansions (SABEs) that are required to accommodate the Region's population and employment forecasts to 2051, as directed by Regional Council at its meeting on May 25, 2022.
- 1.2 This report was initially completed prior to the province releasing Bill 23: The More Homes Built Faster Act on October 25th. Bill 23 includes proposals which would significantly alter Ontario's land use planning framework including the role of certain upper-tier municipalities, including Durham Region. Since upper-tier municipalities are vital in supporting housing and growth in our communities by providing necessary new services and infrastructure in the right locations, the timely completion of the Regional Official Plan is necessary for the overall coordination of Regional services and infrastructure.

-
- 1.3 This report does not address the provincial government's proposed changes to the Greenbelt Plan boundaries as announced on Friday November 4th. (For additional information on the Greenbelt changes, see Report 2022-INFO-92)
 - 1.4 Under Council's endorsed Community Area Land Need Scenario 2a and Employment Area Land Need Scenario 2, the quantum of new urban area land required Region-wide, (primarily within the Region's whitebelt areas), is 3,671 hectares (9,071 acres). The proposed SABEs consume approximately 60% of the Region's whitebelt. The draft mapping takes into account the decisions made by Regional Council with respect to employment area conversion requests made in December of 2021.
 - 1.5 This report also provides the draft proposed growth allocations for new residential and employment (jobs), by area municipality.
 - 1.6 Additional details associated with the draft growth allocations and proposed Settlement Area Boundary Expansions, by individual area municipality, is provided in Appendices #2 through #8. Associated SABE maps can be found in Attachments #2 through #8.
 - 1.7 The draft maps and growth allocations represent staff's best work to implement Council's endorsed Land Need Scenario, informed by numerous meetings and discussions with our area municipal planning staff counterparts. The final growth allocations and locations for Settlement Area Boundary Expansions will come forward for Council approval in early 2023 as part of a draft of the new Regional Official Plan.

2. Background

- 2.1 The GMS has been undertaken in two phases. Phase 1 of the GMS focused on preparing a Land Needs Assessment (LNA) to determine how much additional urban land is required to accommodate Durham's forecasted population and employment growth of 1.3 million people and 460,000 jobs by the year 2051.
- 2.2 On May 25, 2022, Regional Council endorsed Community Area Land Scenario 2a and Employment Area Land Need Scenario 2. Additional details are provided below:

a. Community Area Land Need Scenario 2a

- Intensification target: 50% per year (meaning that 50% of all new residential units are constructed annually within the “Built Boundary”, the line established by the province in 2006 to mark the extent of urban development as it existed at that time);
- Greenfield Area density target: 57¹ people and jobs per hectare by 2051;
- Unit mix: 33% low density units, 38% medium density units, and 29% high density units; and
- Additional Community Area urban land need: generally consistent with the requirements of Scenario 2².

b. Employment Area Land Need Scenario 2

- Vacant Employment Area density target: 27 jobs per hectare
- Employment Intensification rate: 20%; and
- Additional Employment Area urban land need: 1,171 hectares (2,894 acres).

2.3 Based on the above, a total of **3,671 hectares (9,071 acres)** of additional developable³ urban area land would be required to accommodate the Region’s future growth forecast to 2051.

3. Previous Reports and Decisions

3.1 A list of previous reports and decisions is provided in Appendix #1.

4. Growth Management Study Phase 2: Approach and Key Considerations

Area Municipal Growth Allocations

4.1 In Phase 2 of the GMS, overall regional growth, intensification, housing unit mix, and localized density targets are to be allocated across Durham’s eight area

1 As reported in the May 24, 2022 memo of the Commissioner of Planning and Economic Development to Council, staff and the consultant team could not replicate the land need outcome of 2,500 hectares using the scenario inputs provided in Scenario 2a (e.g. 57 people and jobs per ha). In order to arrive at a land need of 2,500 hectares, the overall DGA density target was reduced to approximately 53 people and jobs per hectare as reflected in the Phase 2 work. The minimum DGA density target under the Growth Plan is 50 people and jobs per ha.

2 It is Regional staff’s understanding that this direction (i.e. “*generally consistent with the requirements of Scenario 2*”) equates to ~2,500 hectares / 6,178 acres based on the BILD submission

3 Developable land refers to land capable of accommodating future growth with the following having been “netted” out of the land area: electricity transmission corridors, pipeline corridors, freeways, railways, cemeteries, and the Region’s draft Natural Heritage System.

municipalities. The Region's consultant, Watson & Associates, has developed draft area municipal growth allocations by planning policy area, building on the research, data, and analysis conducted during Phase 1. The technical report that underpins the maps and allocations, as prepared by Watson & Associates is posted on the Envision Durham [project webpage](#) (Attachment #17).

- 4.2 Land supply, density, and built form context varies by area municipality, as does the ability to accommodate future growth through SABEs. Overall area municipal growth allocations, as well as local intensification targets, density, and housing unit mix are not uniformly distributed; rather, they vary with local context.

Settlement Area Boundary Expansion Potential

- 4.3 Existing Provincial Policy provides the framework for where and how municipalities can grow, while also establishing geographic areas that should be preserved and protected over the long term. In the Durham context, lands within the Greenbelt Plan area and Oak Ridges Moraine Conservation Plan (ORMCP) area are generally protected from future urban growth.
- 4.4 Lands located outside the current Urban Area Boundaries which are also outside of the Greenbelt Plan area and ORMCP area are often referred to as the "whitebelt". Settlement Area Boundary Expansion into the whitebelt is permitted by Provincial Policy, subject to demonstrating the need for an expansion through a land budgeting exercise as part of a Municipal Comprehensive Review, and by also evaluating the feasibility of the expansion.
- 4.5 There are approximately 6,426 hectares (15,878 acres) of land within the whitebelt areas in Pickering, Whitby, Oshawa and Clarington, when netted for constrained areas such as freeways, rail corridors, hydro corridors, utility pipelines, cemeteries, and the draft Natural Heritage System (collectively known as "take-outs"). Durham's remaining municipalities (Ajax, Brock, Scugog and Uxbridge) do not have any whitebelt lands. A map showing the extent of the Region's supply of whitebelt lands being consumed by proposed boundary expansions is provided in Attachment #1.
- 4.6 The current Growth Plan permits minor settlement area boundary expansions for urban areas located wholly within the Greenbelt Plan area. As further detailed in Growth Plan policy 2.2.8.3. k), a SABE of up to 5% of the current geographic area, to a maximum of 10 hectares, may be considered for the urban areas of Port Perry, Uxbridge, Beaverton, Cannington, Sunderland and Orono, subject to meeting several requirements and conditions. This Growth Plan restriction has been

considered as part of the Phase 2 work and is further discussed in Section 5 of this report.

- 4.7 The expansion/rounding out of hamlets located with the Greenbelt Plan is no longer permitted by Provincial Policy. Since the transition rules of the Greenbelt Act, 2005 have not changed in this regard, the minor rounding out of a hamlet, regardless of whether the matter was previously considered and deferred, or appealed in an area municipal official plan, is not permitted by the Greenbelt Plan (2017). In addition, Settlement Areas located outside the Greenbelt Plan Area are not allowed to expand into the Greenbelt Plan Area (i.e. the Urban Areas of Pickering, Ajax, Whitby, Oshawa and Clarington cannot expand into the Greenbelt Plan Boundary, only into the whitebelt).

Settlement Area Boundary Expansion Feasibility Considerations

- 4.8 The current Growth Plan (2.2.8) and the current Regional Official Plan (7.3.11) outline feasibility criteria to be considered when evaluating locations for a SABE. These criteria include:

- municipal servicing capacity and feasibility;
- transportation connectivity;
- the financial viability of providing services;
- impacts on watershed conditions and the water resource system;
- agricultural capacity of the land;
- aggregate potential;
- archaeological and cultural heritage;
- compatibility and fit with the existing Regional Structure.

- 4.9 Regional staff have considered these feasibility criteria, and where necessary, have consulted internally with Regional Works and Transportation staff and externally with Conservation Authority staff to identify any initial concerns. A summary of the various feasibility criteria and staff's response/commentary on how they have been considered is provided in Attachment #16 with relevant area specific issues further discussed in Appendices #2 through #8 of this report.

Boundary Expansion Requests

- 4.10 At the time of writing this report, staff had received a total of 81 written requests for a SABE, mostly from individual landowners. Each request has been carefully considered. In many cases the proposed SABEs accommodate these written requests. However, there are instances where alternative SABE locations have been proposed, or where the proponent has requested a Community Areas designation, but an Employment Areas designation is proposed by staff.
- 4.11 For the lakeshore municipalities, staff's proposed SABEs are based on the principles of prioritizing SABEs in whitebelt areas that offer logical and sequential growth, ease of access, servicing considerations, and prioritizing Employment Areas in proximity to transportation/goods movement infrastructure on larger sized parcels. Proposed SABEs are also reflective of input received during initial discussions with area municipal staff.
- 4.12 The urban settlement areas within the Townships of Scugog, Brock and Uxbridge are located entirely within the Greenbelt Plan area. Any expansion must be limited in size to 5% of the current settlement area up to a maximum of ten hectares, of which only 50% can be for residential purposes. The proposed expansion must be serviced with municipal water and wastewater systems and the expansion cannot include lands within the Greenbelt Plan Natural Heritage System. Given that Orono does not have municipal sanitary services, it is not eligible for SABE at this time.
- 4.13 Several written requests apply to areas where a SABE is not permitted by provincial policy. Examples include a number of requests related to the rounding out of hamlets in the Greenbelt Plan Boundary, the establishment of rural residential subdivisions, and the expansion of Settlement Areas into the Greenbelt Plan Boundary. Such requests cannot be further considered.
- 4.14 A summary chart of the written requests is provided in Attachment #9 with location maps provided in Attachments #10 - 15.

Initial Phase 2 Consultations with Area Municipal Staff

- 4.15 Staff undertook initial consultation with area municipal staff over the course of the summer to help inform the draft area municipal growth allocations and geographic locations for the SABEs. Individual working meetings were held with staff from each of the area municipalities. Meetings were also held with Conservation Authority staff.

5. Growth Management Study Phase 2 Draft Results

Area Municipal Growth Allocations

- 5.1 Area municipal population allocations are summarized below. Additional details including people per unit assumptions, unit mix, housing unit allocation, intensification rate, greenfield density targets, rural population, and secondary unit growth can be found in the Report entitled “Durham Region Growth Management Strategy Phase 2: Area Municipal Growth Allocations and Land Needs, 2051” prepared by Watson and Associates dated October 7, 2022, which is available on the Envision Durham [website](#).

Area Municipal Population Allocation

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	Durham
2021	131,500	13,000	105,300	182,000	102,900	22,400	22,400	143,700	723,200
2051	199,100	20,900	221,000	298,500	256,400	29,300	29,800	244,900	1.3 m.
2021-2051	67,600 (+51%)	7,900 (+61%)	115,700 (+110%)	116,500 (+64%)	153,500 (+149%)	6,900 (+31%)	7,400 (+33%)	101,200 (+70%)	576,700 (+80%)

- 5.2 Area municipal employment growth allocations are summarized below. Additional details, including a further breakdown of employment growth by category (population related, employment land employment, major office, and rural) and area municipal employment densities can also be found in Attachment #17.

Area Municipal Employment Allocation (jobs)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	Durham
2021	37,000	3,700	29,900	63,700	39,300	9,700	9,500	48,700	241,500
2051	61,900	7,400	70,300	107,300	93,800	12,300	11,800	95,200	460,000
2021 to 2051	24,900 (+67%)	3,700 (+100%)	40,400 (+135%)	43,600 (+68%)	54,500 (+139%)	2,600 (+27%)	2,300 (+24%)	46,500 (+96%)	218,500 (+91%)

- 5.3 The Regional Land Needs Assessment has used density targets that are close to the minimum targets of the Growth Plan in order to achieve Council’s direction. However, since current residential development patterns reflect more compact built form and higher densities, Durham’s communities will likely realize higher overall densities and associated total population/employment. In response, Planning staff

will monitor key indicators, such as the intensification rate, the density of new designated greenfield area communities, and overall population/employment on an ongoing basis and keep Council apprised of any pertinent trends. As well, phasing of development will continue to be a key consideration to ensure that future growth will take place efficiently and sequentially.

Area Municipal Land Need for Settlement Area Boundary Expansion

- 5.4 The area municipal growth allocations and available supply of whitebelt land has identified a need for SABEs to accommodate population related growth in Clarington, Oshawa, Pickering, Scugog, and Whitby. In the case of Ajax, there is no ability to consider a potential SABE, and Brock and Uxbridge have sufficient land within the existing Urban Area Boundary to accommodate forecast population related growth.
- 5.5 For employment, the area municipal growth allocations and available whitebelt land supply have identified a need for a SABE to accommodate employment growth in Clarington, Oshawa, Pickering, Whitby, Brock, and Uxbridge. Ajax is unable to accommodate a SABE and Scugog has a sufficient land supply within the existing Urban Area Boundary to accommodate forecast employment growth.
- 5.6 The table below summarizes the proposed draft Settlement Area Boundary Expansions by municipality. Attachment #1 illustrates the quantity of whitebelt consumed in the lakeshore municipalities.

Area Municipality	Community Area SABEs		Employment Area SABEs	
	hectares	acres	hectares	acres
Pickering	947	2,340	248	613
Whitby	294	727	203	502
Oshawa	403	996	239	591
Clarington	845	2,088	528	1,305
Ajax	0	0	0	0
Brock	0	0	17	42
Scugog	10	25	0	0
Uxbridge	0	0	12	31
Durham	2,499	6,176	1,223*	3,084

*Note: The Council Endorsed Employment Area Land Need is 1,171 ha. The proposed SABEs include an additional 52 ha of whitebelt lands. The addition of this Employment Area will avoid creating awkwardly sized and shaped employment parcels, establish logical planning boundaries, and account for anticipated infrastructure projects that may reduce developable land areas. Additional SABE details by area municipality can be found in Appendices #2 through #8. Associated SABE Mapping is found in Attachments #2 through #8.

6. When will Settlement Area Boundary Expansion Areas Actually be Developed?

- 6.1 Proposed SABEs are intended to designate the necessary land base to accommodate the Region's 2051 population and employment forecasts. Accordingly, SABE areas are planned to be developed over a 30-year time frame.
- 6.2 Although landowners within the proposed SABE areas may wish to initiate studies to advance the development of their land, detailed local secondary planning and a range of other technical studies will be necessary following approval of this work.
- 6.3 The near doubling of regional population and jobs will need to be supported by considerable investments in infrastructure, utilities, and other hard and soft services. From a regional infrastructure perspective, significant capital upgrades will be required to water supply and water pollution control plants, along with the associated distribution and conveyance systems. Such infrastructure upgrades will be subject to numerous studies, including a new Master Servicing Plan, Development Charge and Capital Project Forecasting, and individual project specific Environmental Assessments. Given the scale and quantum of new infrastructure projects that will be required, they will need to be staged and phased over time.
- 6.4 Area municipalities will have the ability to incorporate SABEs and the related allocations into their Official Plans and undertake the more detailed planning of these areas through secondary planning. The precise timing of development within the Built-up Area, Designated Greenfield Areas and SABE areas will need to be determined on a holistic basis with the view to ensuring logical, sequential, efficient, and progressive extension of services. It is not anticipated that any of the SABE areas will develop prior to 2031.

7. Relationship to Strategic Plan

- 7.1 By planning for growth in a sustainable, progressive, and responsible manner, Phase 2 of the Growth Management Study can contribute towards the following strategic goals and priorities of the Durham Region Strategic Plan:
 - a. Under Goal Area 2, Community Vitality:
 - 2.1 Revitalize existing neighbourhoods and build complete communities that are walkable, well connected, and have a mix of attainable housing
 - 2.5 Build a healthy, inclusive, age-friendly community where everyone feels a sense of belonging

- b. Under Goal Area 3, Economic Prosperity:
- 3.1 Position Durham Region as the location of choice for business
 - 3.2 Leverage Durham's prime geography, social infrastructure, and strong partnerships to foster economic growth
 - 3.4 Capitalize on Durham's strengths in key economic sectors to attract high-quality jobs
- c. Under Goal Area 4, Social Investment
- 4.1 Revitalize community housing and improve housing choice, affordability and sustainability

8. Conclusion and Next Steps

- 8.1 The draft area municipal growth allocations and geographic locations for Settlement Area Boundary Expansion are available for public review and comment. Proposed Settlement Area Boundary Expansions can also be reviewed by accessing an online web viewer available on the [Envision Durham website](#). Those wishing to provide comments may do so by inputting a comment in the online web viewer or by submitting written correspondence by mail or by email to EnvisionDurham@durham.ca.
- 8.2 The release of this report will also be announced by way of:
- Public service announcements;
 - Social media platforms, including Facebook, Twitter, and LinkedIn; and
 - Email notifications and report circulation.
- 8.3 Regional Planning and the consultant team will consider the submissions received. A draft of the new Regional Official Plan is tentatively scheduled for release in early 2023.
- 8.4 A copy of this report will be forwarded to all Envision Durham Interested Parties, Durham's area municipalities, Indigenous communities, conservation authorities, the Building Industry and Land Development (BILD) – Durham Chapter, and the Ministry of Municipal Affairs and Housing. Circulation will also be provided to agencies and service providers that may have an interest in where and how long-term growth in the region is being planned for (school boards, hospitals, utility providers, etc. as outlined in Appendix #8).

9. Appendices and Attachments

- Appendix #1: Previous Reports and Decisions details
- Appendix #2: Pickering Growth and SABE Allocation details
- Appendix #3: Whitby Growth and SABE Allocation details
- Appendix #4: Oshawa Growth and SABE Allocation details
- Appendix #5: Clarington Growth and SABE Allocation details
- Appendix #6: Scugog Growth and SABE Allocation details
- Appendix #7: Brock Growth and SABE Allocation details
- Appendix #8: Uxbridge Growth and SABE Allocation details
- Appendix #9: Circulated Agencies and Service Providers
- Attachment #1: Map 1: Whitebelt Areas consumed by SABEs
- Attachment #2: Map 2: Proposed SABE – Pickering and Whitby
- Attachment #3: Map 3: Proposed SABE – Oshawa
- Attachment #4: Map 4: Proposed SABE - Clarington
- Attachment #5: Map 5: Proposed SABE - Scugog
- Attachment #6: Map 6: Proposed SABE – Brock – Beaverton
- Attachment #7: Map 7: Proposed SABE – Brock – Sunderland
- Attachment #8: Map 8: Proposed Rural Employment Area Expansion – Uxville
- Attachment #9: Summary Table of Boundary Expansion Requests (BER)
- Attachment #10: Map 9: Boundary Expansion Requests – Pickering
- Attachment #11: Map 10: Boundary Expansion Requests – Whitby and Oshawa
- Attachment #12: Map 11: Boundary Expansion Requests – Clarington
- Attachment #13: Map 12: Boundary Expansion Requests – Scugog

Attachment #14: Map 13: Boundary Expansion Requests – Brock

Attachment #15: Map 14: Boundary Expansion Requests – Uxbridge

Attachment #16: Growth Plan and Regional Official Plan Settlement Area
Boundary Expansion Policy Requirements

Attachment #17: [Durham Region Growth Management Strategy Phase 2: Area
Municipal Growth Allocations and Land Needs](#) prepared by
Watson and Associates dated October 17, 2022

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Appendix 1 to Report #2022-INFO-91

Previous Reports and Decisions

- Several Reports have been prepared related to Envision Durham and Growth Management related topics:
 - On May 2, 2018 Commissioner's Report [#2018-COW-93](#) requested authorization to proceed with the municipal comprehensive review of the Durham Regional Official Plan;
 - Over the course of 2019, six theme-based Discussion Papers were released seeking public input on a range of topics. The Discussion Papers can be found on the project webpage at durham.ca/EnvisionDurham
 - On June 2, 2020 Commissioner's Report [#2020-P-11](#) recommended evaluation criteria and a submission review process for the consideration of Employment Area conversion requests.
 - On July 29, 2020 Commissioner's Report [#2020-P-14](#) outlined Amendment #1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, including recommended comments to the Province on the updated 2051 growth forecasts for the Region of Durham and the updated Land Needs Assessment Methodology.
 - On December 1, 2020 Commissioner's Report [#2020-P-27](#) provided proposed policy directions and boundary delineations for existing and future Major Transit Station Areas.
 - On March 2, 2021 Commissioner's Report [#2021-P-7](#) provided proposed policy directions related to all key components of Envision Durham, including initial directions for the Urban System and growth related topics. Also included was a Growth Opportunities and Challenges Report prepared by the Region's consultants, which serves as a starting point for the LNA and related technical studies.
 - On April 30, 2021 Commissioners Report [#2021-INFO-47](#) provided context and information on how the Growth Plan forecasts inform the Regional Official Plan and future infrastructure planning and capital investment.

- On July 2, 2021 Commissioner's Report [#2021-INFO-71](#) reviewed the Region-Wide Growth Analysis. The purpose of the report is to analyze the region's long-term population, housing, and employment growth forecast within the context of provincial and regional policy, historical trends, and predicted future influences.
- On September 3, 2021 Commissioner's Report [#2021-INFO-94](#) presented the Housing Intensification Study. The purpose of the report is to document the capacity for accommodating residential and mixed-use growth within the region's built-up area (BUA) and determine the intensification potential of strategic growth areas (SGAs).
- On September 24, 2021 Commissioner's Report [#2021-INFO-97](#) summarized the Employment Strategy. The purpose of the Employment Strategy is to provide a comprehensive assessment of current industrial and office market conditions and trends, anticipated growth patterns, market opportunities and disrupters that are anticipated to influence employment growth across Durham Region through 2051. This report included a recommended Employment Areas density target and future land need to accommodate Employment Area growth to 2051.
- On October 1, 2021 Commissioner's Report [#2021-INFO-100](#) presented the Community Area Urban Land Needs Assessment which provided an assessment of the Region's current and future Designated Greenfield Areas, including development trends and amount of developed, non-developable, and vacant areas. The Report recommended an overall Designated Greenfield Areas density target and future land need to accommodate greenfield growth to 2051.
- On December 7, 2021 Commissioner's Report [#2021-P-25](#) provided staff recommendations on Employment Area conversion requests received through Envision Durham and additional areas identified by staff and the GMS consultant team as appropriate for conversion.
- On December 22, 2021, Regional Council received a [memorandum](#) from Commissioner Brian Bridgeman that responded to the request for additional information related to Commissioner's Report #2021-P-25 and the Employment Area conversion requests.

- On February 11, 2022, Commissioner's Report [#2022-INFO-9](#) provided an update on the alternative scenario modelling, the assessment framework that will be applied, and planned consultation activities.
- On March 11, 2022, Commissioner's Report [#2022-INFO-19](#) advised of the release of the scenario modelling and assessment results for public review and comment.
- On May 3, 2022, Commissioner's Report [#2022-P-11](#) provided staff recommendations on preferred Land Need Scenarios for the purpose of establishing the required quantum of additional Community Area and Employment Area land required to accommodate the 2051 growth forecast.
- On May 25, 2022, Regional Council received a [memorandum](#) from Commissioner Brian Bridgeman providing staff's response and additional information and analysis on Planning and Economic Development Committee's endorsement of Community Area Land Need Scenario 2a for the purpose of establishing the land need to accommodate future population related growth.

Appendix 2 – to Report #2022-INFO-91

City of Pickering Growth Allocations and Proposed SABEs

2051 Population Allocation: 256,400

2051 Employment Allocation: 93,800

Proposed Community Area SABEs: 947 hectares (2,340 acres)

Proposed Employment Area SABEs: 248 hectares (613 acres)

Total SABEs: 1,195 hectares (2,953 acres), 69% of available whitebelt lands

The proposed SABE and associated land use allocations for Pickering are illustrated on Attachment #2. Area specific considerations are noted below:

- Pickering's available whitebelt lands consist of two large and separated areas, including lands generally located along the east side of Brock Road, north of Highway 407 and adjacent to the federal airport lands, and lands located along the north and south side of the 407 from Westney Road to the City of Pickering Boundary at Lake Ridge Road (commonly known as northeast Pickering).
- The proposed SABE for Pickering would consume the whitebelt land in northeast Pickering, except for small and isolated pockets that are constrained for development.
- Lands next to the federal airport lands, identified as Special Study Area 1 in the current ROP are proposed to remain outside the Urban Area Boundary since there is sufficient opportunity in northeast Pickering along Highway 407 and the lands are not yet required for Employment Area expansion. Residential and population related sensitive land uses would not be permitted in this location due to potential airport noise exposure. These lands are proposed to remain outside the Urban Area Boundary until such time that a federal decision to build an airport is made, at which point they may be comprehensively planned for suitable uses.
- Within northeast Pickering, Employment Areas have been distributed along Highway 407 and clustered at future interchanges.
- A future Regional Centre has been conceptually identified and would be subject to more detailed planning/delineation through future secondary planning processes to be undertaken by the City of Pickering.

- The extension of the Regional Corridor overlay designation is proposed for Seventh Concession Road/Columbus Road West and for a portion of Salem Road.
- Since development in northeast Pickering raises the potential for increase to downstream water flows/flooding, detailed planning, land use modelling and mitigation will be necessary. Specific policies, including the requirement for further study prior to development, will be developed as outlined in the Carruthers Creek Watershed Plan. Once in place, detailed policies can be developed through the local secondary planning to be undertaken by the City.
- Land within northeast Pickering is subject to Noise Exposure Forecast contour mapping and is also subject to a Ministers Zoning Order (MZO) that currently restricts development and land uses due to the potential development of an airport to the west. Development in northeast Pickering can only proceed after the MZO is amended or removed and updated noise contour mapping reflective of the smaller airport site is undertaken.

In early 2022, a motion was passed by the Durham Environmental Advisory Committee requesting that “*Regional Council support the inclusion of the Carruthers Creek Headwaters (also known as northeast Pickering) in the Greenbelt Plan and that the Ministers of Environment, Conservation, and Parks, and Municipal Affairs and Housing be notified*”. At the February 1, 2022 Planning and Economic Development Committee meeting this motion was referred to staff for comment.

The majority of northeast Pickering (approx. 60%) is within the boundaries of the Carruthers Creek Watershed. The proposed SABE in northeast Pickering accounts for the quantity of land included within Council Recommended Growth Scenario 2a and enables distribution of forecasted growth across the Region’s southern area municipalities.

Section 5.4 of the [Carruthers Creek Watershed Plan \(CCWP\)](#) was completed in June 2021 which identifies management recommendations that come into effect should a SABE be required in northeast Pickering. These management recommendations lay out the further studies, assessments, and built form requirements needed to mitigate potential issues associated with urbanization, including but not limited to downstream water flows/flooding.

Appendix 3 – to Report #2022-INFO-91

Town of Whitby Growth Allocations and Proposed SABEs

2051 Population Allocation: 244,900

2051 Employment Allocation: 95,200

Proposed Community Area SABEs: 294 hectares (727 acres)

Proposed Employment Area SABEs: 203 hectares (502 acres)

Total SABEs: 497 hectares (1,228 acres), 93% of available whitebelt lands

The proposed SABEs and associated land use allocations for Whitby are illustrated on Attachment #2. Area specific considerations are noted below:

- The whitebelt in Whitby is generally located: in proximity of Highway 407, both east and west of the Brooklin Secondary Plan Area; between the Highway 412 right-of-way and Lake Ridge Road; and south of the 401 on the east side of Lake Ridge Road.
- The proposed SABEs for Whitby would consume the available supply of whitebelt lands, except for small and isolated pockets that would be constrained for development.
- Employment Areas are proposed around the Highway 407 and Lake Ridge Road interchange, as well as along Highway 412 in the vicinity of the Taunton Road interchange. Three smaller employment parcels are also proposed adjacent to existing Employment Areas south of Highway 407.
- A future hospital site of approximately 20 hectares is proposed at the northeast corner of Winchester Road West (Highway 7) and Lake Ridge Road. These lands are currently owned by the Ministry of Transportation (MTO) in association with Highway 407. A number of transportation related uses have been considered for these lands, including a 407 Transitway maintenance yard, as well as facilities for the 407 Transitway station/commuter lot. Should the lands be made surplus for MTO purposes they would be considered designated Employment Areas and permit a future hospital.
- The extension of the Regional Corridor overlay designation is proposed along Columbus Road West.
- Lands subject to appeal in the current ROP (Policy 14.13.7) in the vicinity of Brooklin are intended to be resolved through Envision Durham since these

lands are proposed for inclusion in the Urban Area Boundary and were already included as part of the assumed future land supply during Phase 1 of the Growth Management Study.

- All SABEs within the Central Lake Ontario Conservation Authority (CLOCA) jurisdiction have been flagged for potential increases to downstream water flows/flooding impacts and further investigation is underway by Authority staff.
- A potential alternative for the Highway 7/12 Route Alignment Study identifies a future road connection extending from where the 412 meets the 407 to Lake Ridge Road, bisecting lands proposed as Employment Areas. Proposed SABEs in this location can be revisited as the Alignment Study progresses to consider the impact on the land use designations shown here.

Written SABE requests (see BER 58 and BER 61 on Attachment #11) have been received requesting that the Employment Area subject to Policy 14.13.7 be included in the new ROP, but as Community Areas and not as Employment Areas as originally contemplated. Regional staff have reviewed this request with Town of Whitby staff and concluded that maintaining the Employment Areas designation in these locations along the north side of Highway 407 continues to be appropriate.

Appendix 4 – to Report #2022-INFO-91

City of Oshawa Growth Allocations and Proposed SABEs

2051 Population Allocation: 298,500

2051 Employment Allocation: 107,300

Proposed Community Area SABEs: 403 hectares (995 acres)

Proposed Employment Area SABEs: 239 hectares (591 acres)

Total SABEs: 642 hectares (1,586 acres), 99% of available whitebelt lands

The proposed SABEs and associated land use allocations for Oshawa are illustrated on Attachment #3. Area specific considerations are noted below:

- The whitebelt in Oshawa is distributed within a number of distinct pockets east and west of the Columbus Part II Plan Area, and north of the Kedron Secondary Plan area.
- The proposed SABEs for Oshawa would consume the available supply of whitebelt lands, except for small and isolated pockets that have been identified as constrained for development.
- Employment Areas are proposed to be clustered around the Highway 407 and Harmony Road interchange. Proposed Employment Areas north of Highway 407, although more fragmented, can still accommodate small and medium sized employment uses. Employment Areas proposed on the north side of Highway 407, east of Simcoe Street North, are intended to extend the planned structure and road network being contemplated in the Columbus Part II Plan.
- The remaining whitebelt lands are proposed as Community Areas.
- The extension of a Regional Corridor overlay is proposed along portions of Columbus Road West and Harmony Road North.
- All SABEs within the Central Lake Ontario Conservation Authority (CLOCA) jurisdiction have been flagged for potential increases to downstream water flows/flooding impacts and further investigation is underway by Authority staff.

Regional Council has endorsed the conversion of employment lands north of Winchester Road East, east of Bridle Road North (see CNR-39 on Attachment #3). Through their response on the Employment Area Conversion Requests, Oshawa

staff and Oshawa Council asked the Region to consider the conversion of the remaining Employment Area lands in the area, immediately to the south. A subsequent Employment Area Conversion Request was also received for the eastern portion of these lands (Kedron Dells Golf Course, CNR-49). Given the small amount of Employment Area land left in this general area, along with the surrounding context which will be comprised of residential and population-serving employment land uses, staff agree with the conversion of these lands. Additional Employment Area land through SABE will form part of a consolidated and contiguous employment district in the vicinity of the Harmony Road and Highway 407.

Appendix 5 – to Report #2022-INFO-91

Municipality of Clarington Growth Allocations and Proposed SABEs

2051 Population Allocation: 221,000

2051 Employment Allocation: 70,300

Proposed Community Area SABEs: 845 hectares (2,088 acres)

Proposed Employment Area SABEs: 528 hectares (1,305 acres)

Total SABEs: 1,373 hectares (3,393 acres), 41% of available whitebelt lands

The proposed SABE and associated land use allocations for Clarington are illustrated on Attachment #4. Area specific considerations are noted below:

- Within Clarington the whitebelt encompasses roughly 3,390 net hectares (8,377 acres) distributed across three broad areas: between Courtice and Bowmanville; between Bowmanville and Newcastle; and to the north and east of Newcastle. Given the large amount of whitebelt land in Clarington, there is greater flexibility in which SABEs may be provided.
- Proposed SABEs would continue to maintain urban separators to the extent possible between Clarington's Urban Areas while providing future growth for Courtice, Bowmanville, and Newcastle as logical and contiguous extensions to the existing urban boundaries.
- Employment Areas have been distributed along the 400 series highways: along both sides of Highway 418 east of the existing Courtice urban boundary; and along Highway 401 where it meets Highway 35/115 between existing Bowmanville and Newcastle.
- Community Areas are proposed adjacent to the existing Courtice Urban Area, that would round out the planned Courtice Protected Major Transit Area and the Southeast Courtice Secondary Plan Area. Proposed Community Area SABEs in the Bowmanville and Newcastle Urban Areas are logical and contiguous extensions to the existing Urban Area Boundary.
- For Orono, Deferral D4 to the existing ROP, which applies to the Orono Employment Area, was the subject of a Local Planning Appeal Tribunal (LPAT) Decision on March 16, 2020. The decision allows employment uses and applies to lands on both sides of Tamblyn Road, while excluding the lands already zoned for Light Industrial (M1) and actively used for manufacturing uses. The proposed SABE implements the LPAT decision.

- Clarington has also requested a SABE for Orono to permit Community Area uses (see BER 56 on Attachment #12). This submission is consistent with Clarington's previous request to add these lands to the Orono Urban Boundary through their previous Comprehensive Official Plan Review (OPA 107). Since Orono does not have municipal sanitary services, and Provincial and Regional policy requires a SABE to be on the basis of full municipal services, the proposed Community Area expansion for Orono would not comply with Provincial Policy or existing ROP policies.
- The extension of the Regional Corridor overlay designation is proposed for portions of Bloor Street and Highway 2.
- All Settlement Area Boundary Expansions within the Central Lake Ontario Conservation Authority (CLOCA) and Ganaraska Region Conservation Authority (GRCA) jurisdictions have been flagged for potential increased downstream water flows/flooding. Further investigation is underway by Authority staff.

Appendix 6 – to Report #2022-INFO-91

Township of Scugog Growth Allocations and Proposed SABEs

2051 Population Allocation: 29,300

2051 Employment Allocation: 12,300

Proposed Community Area SABEs: 10 hectares (25 acres)

Total SABEs: 10 hectares (25 acres)

The proposed Community Area SABE for Scugog is illustrated on Attachment #5. Area specific considerations are noted below:

- Regional staff, in consultation with Scugog staff, reviewed several different SABE options for Port Perry and the written requests of private landowners. The alternative locations were generally located at the south and southwestern edges of the existing Urban Area, adjacent to existing Community Areas and outside of the Greenbelt Natural Heritage System, as well as at the north end of Town. Considerations such as compatibility, impact on adjacent land uses, agricultural quality of the land, presence of natural heritage features and hydrological features/areas, ability to provide municipal services, and most suitable location for mixed-use/commercial development were evaluated.
- The proposed Community Area expansion area is located on the south side of Highway 7A, adjacent to the existing Port Perry Urban Area Boundary, which offers the opportunity for a mixed-use gateway development at the western entrance to Port Perry. In accordance with current Growth Plan Policy, residential development will only be permitted on 50% of the property. A policy to this effect would be required.
- The proposed SABE is irregularly shaped, a result of the existing shape of the Port Perry Urban Area Boundary and the parcel shape of the subject property.
- Currently, there is additional capacity within the water and wastewater systems to service additional growth, but additional capacity is required to support the long-term development of lands already within the existing Port Perry Urban Area Boundary. The Region's current Development Charges Bylaw and Capital Forecast for facilities expansions identify a number of projects that will expand servicing capacity in Port Perry over the long term. Works Department staff have advised that the proposed expansion can be

serviced as part of the long-term servicing strategy for the Port Perry Urban Area.

On May 17, 2022 the Region received correspondence from Mr. Richard Wannop requesting the reconsideration Council's December 22, 2021 decision to not endorse the Employment Area conversion of lands located at 1520, 1540 and 1580 Reach Street in Port Perry (see Commissioner's Report [#2021-P-25](#) for additional details related to CNR-17). As outlined in the area municipal growth allocations (Attachment #17), there will be a surplus of Employment Area land in Scugog at the 2051 planning horizon. Notwithstanding this surplus, staff see merit in maintaining the Employment Area designation on the Wannop lands for the following reasons:

- The site is large, vacant, regularly shaped and is suitable for employment uses;
- The site forms part of the largest and most contiguous urban Employment Area in north Durham. The Scugog Employment Area has the potential to serve unmet employment land needs in North Durham as Brock and Uxbridge employment lands develop over the 2051 timeframe;
- The abutting watercourse and associated environmental lands provide for a natural break and transition to the adjacent existing community to the east;
- The site fronts onto Regional Road 8 (Reach Street), a Type B Arterial, and is roughly 2 kilometres from Highway 12, a Type A Arterial and part of the Regional Strategic Goods Movement Network. The site is well served and accessible from a transportation and goods movement perspective in the north Durham context;
- The site and adjacent lands form part of the Region's Pre-servicing of Employment Lands initiative which was undertaken to accelerate employment land development. Currently, the Region is initiating a Class Environmental Assessment for a sanitary sewage pumping station to service the employment lands along Reach Street;
- Once serviced, the demand for employment lands in Port Perry is expected to increase; and
- Once converted and given the limitations for SABEs within the Greenbelt Plan Area, there will be little if any ability to add any future Employment Area lands to the Port Perry Urban Area.

For the reasons outline above, staff continue to support the Employment Areas designation on these lands.

Appendix 7 – to Report #2022-INFO-91

Township of Brock Growth Allocations and Proposed SABEs

2051 Population Allocation: 20,900

2051 Employment Allocation: 7,400

Proposed Employment Area SABEs: 17 hectares (42 acres)

Total SABEs: 17 hectares (42 acres)

For the Township of Brock an Employment Area land need of 15 hectares (37 acres) has been identified. The proposed Employment Area SABEs for Brock are illustrated on Attachment #6 and #7, and are based on the following considerations:

- Regional staff, in consultation with Brock staff, identified and reviewed several SABE options for the Urban Areas of Beaverton, Cannington, and Sunderland which were adjacent to the existing Urban Area Boundary and outside of the Greenbelt Natural Heritage System. Locations which offered a surrounding land use context compatible with future Employment Area uses were prioritized since expansions must include employment uses, while locations that generally consisted of only residential / rural residential uses were not included. Considerations such as proximity to transportation and goods movement infrastructure, impact on adjacent land uses, agricultural quality of the land, presence of natural heritage features and hydrological features/areas, and ability to provide municipal services were also evaluated. Based on these considerations, the most appropriate locations for SABEs were found in Beaverton and Sunderland.
- Proposed Employment Area SABEs in Beaverton total 10 hectares (25 acres) and include lands on the north side of Main Street, opposite existing designated Employment Areas on the south side of the street. A smaller expansion is also proposed in Beaverton at the northeast corner of Highway 12 and Regional Road 15, in recognition of commercial uses that already exist outside of the Urban Area Boundary and to afford them with municipal services in future.
- Proposed Employment Areas in Sunderland include lands at the western edge of the current Urban Area Boundary, on the south side of Regional Road 10. It is proposed that the existing Fire Station and Paramedic Response Station, which are currently outside the Urban Area Boundary but already provided with municipal water and wastewater services, be included

to recognize these existing uses and to create a logical planning boundary with a total SABE area of 7 hectares.

- Although there is additional capacity within the Beaverton water and wastewater systems to service additional growth, additional capacity is required to support the long-term development of this community. A significant list of projects and facility upgrades have already been identified as part of a long-term servicing strategy to increase servicing capacity in Beaverton. Works Department staff have reviewed the proposed SABEs and concluded that the proposed expansion can be serviced as part of the long-term servicing strategy for the Beaverton Urban Area.
- Currently, there is no additional capacity available in the Sunderland water or wastewater systems to service additional growth for lands already within the existing Urban Area Boundary, or any proposed SABE. A significant list of projects and facility upgrades have already been identified as part of the long-term strategy to increase the capacity of municipal services in Sunderland. A review of the proposed Sunderland SABE by Works Department staff concluded that the proposed SABE can be serviced as part of the long-term servicing strategy for the Sunderland Urban Area.

On March 7, 2022, the Region received correspondence from Weston Consulting on behalf of the landowner requesting the reconsideration the Employment Area Conversion Request for lands located north of Regional Road 15, and west of Highway 12 (see CNR-23 on Attachment #6). The request is to maintain the Employment Areas designation while also permitting a range of residential uses including a seniors retirement living facility. Further correspondence dated April 29, 2022 appears to further scope the request to permit institutional uses to facilitate the development of a retirement community.

As outlined in the area municipal growth allocations (Attachment #17), there is a surplus of Community Area land that could accommodate such uses already within Brock's Urban Areas, but a shortage of Employment Area land. For this reason, and for the reasons provided in [Commissions Report# 2021-P-25](#), staff continue to not recommend the conversion of these lands.

Appendix 8 – to Report #2022-INFO-91

Township of Uxbridge Growth Allocations and Proposed SABEs

2051 Population Allocation: 29,800

2051 Employment Allocation: 11,800

Proposed Rural Employment Area SABEs: 12.5 hectares (31 acres)

Total SABEs: 12.5 hectares (31 acres)

Identifying a suitable Employment Area SABE in Uxbridge presents challenges associated with defined sanitary servicing constraints, limited suitable locations for employment uses given the predominance of residential uses around the edges of the urban area, and the fact that the Township's largest existing and most viable location for Employment Area expansion is not within the Urban Area, and is technically a Rural Employment Area.

Planning staff, in consultation with Works Department staff and Uxbridge staff/external consultant assessed three broad options for adding an additional supply of Employment Area land in the Township. The options, and identified challenges, are discussed below.

Option 1 would see additional land added to the Uxbridge Urban Area as Employment Area through a SABE. Three different SABE alternatives were identified and assessed, and while all three options pose different challenges, a preferred alternative was identified on the north side of Regional Road 47, immediately east of the existing Urban Area Boundary.

Provincial and Regional Policies require any proposed SABE to an Urban Area Boundary within the Greenbelt Plan Area to be on the basis of municipal water and wastewater systems. Unlike other SABE locations discussed in this report, the ability to service long-term development of existing land in the Uxbridge Urban Area remains uncertain, requires further investigation, and a technological/engineering solution identified. Accordingly, staff are unable at this time to conclude that a SABE to the existing Uxbridge Urban Area boundary could comply with Provincial or Regional Policies.

Option 2 would propose that a portion of the lands already within the Uxbridge Urban Area that are designated as Special Study Area 5 and 6 in the current ROP (also commonly known to as the "Uxbridge Phase 2 Lands") be reserved for Employment

Area use. Currently, lands subject to Special Study Area 5 and 6, while already in the Urban Boundary, are subject to ROP policies which restrict their development until such time as a servicing capacity solution is identified. It is noted that a portion of Special Study Area 6 is subject to an ongoing Ontario Land Tribunal Appeal related to applications intended to permit residential development. Staff view this Option as unfavorable, given the Special Study Area 5 and 6 lands are subject to existing servicing constraints and are also not particularly well situated for Employment Area uses.

Option 3 proposes additional land be added to the Uxville Rural Employment Area, which is located outside the Urban Area Boundary in the Protected Countryside Area of the Oak Ridges Moraine Conservation Plan. Growth Plan Policy 2.2.9.5 recognizes existing Rural Employment Areas and contemplates their expansion, provided the expansion is necessary to support the immediate needs of existing businesses and if compatible with surrounding uses. Staff's interpretation of Policy 2.2.9.5 is that the expansion of a Rural Employment Area is not caught by the 10 ha cap; rather, the expansion may be of a size necessary to support the immediate needs of existing businesses.

The proposed Uxville Rural Employment Area expansion is shown on Attachment #8. The proposed expansion consists of 12.5 hectares (31 acres), represents a logical extension of the existing Rural Employment Area, and is surrounded by uses that are generally industrial in nature (existing employment uses to the south, aggregate operation to the west, and former aggregate / concrete manufacturing use now being repurposed as a soil remediation facility to the north). The proposed expansion would also encompass an industrial use, known as Stouffville Glass, which currently operates in the rural area on the basis of a temporary use by-law.

Appendix 9 – to Report #2022-INFO-91

Circulated Agencies and Service Providers

- Canada Post
- Bell Canada
- Rogers Communications
- Shaw Cable TV
- Compton Communications
- Persona Communications
- Canadian Pacific Railway
- Canadian National Railway
- Enbridge Gas Distribution Inc. and Enbridge Pipelines Inc.
- Trans-Northern Pipelines Inc.
- TransCanada Pipelines Inc.
- Hydro One Networks Inc.
- Ontario Power Generation Inc.
- Durham District School Board
- Durham Catholic District School Board
- Conseil Scolaire Viamonde
- MonAvenir Conseil Scolaire Catholique
- Seven First Nations included in the Williams Treaties:
 - The Mississaugas of Scugog Island, Alderville, Curve Lake, and Hiawatha
 - The Chippewas of Beausoleil, Georgina Island and Rama

- Indigenous service organizations, such as the Assembly of First Nations, Métis Nation of Ontario, and Oshawa and Durham Métis Council
- Ministry of Transportation
- Greater Toronto Airports Authority
- Transport Canada
- Metrolinx
- Trent-Severn Waterway
- Kawartha Pine Ridge District School Board
- Peterborough Victoria Northumberland and Clarington Catholic District School Board
- Durham Region Police Department
- Ministry of Municipal Affairs and Housing
- Ontario Infrastructure and Lands Corporation
- Elexicon
- Hydro One Networks Inc. (Brock, Scugog and Uxbridge)
- Independent Electricity System Operator
- Ontario Tech University
- Trent University Durham
- Durham College
- Durham Workforce Authority
- General Motors of Canada
- Lakeridge Health
- Ajax-Pickering Board of Trade

- Brock Board of Trade
- Clarington Board of Trade
- Newcastle & District Chamber of Commerce
- Greater Oshawa Chamber of Commerce
- Scugog Chamber of Commerce
- Uxbridge Chamber of Commerce
- Whitby Chamber of Commerce
- Downtown Ajax BIA
- Bowmanville BIA
- Brooklin BIA
- Pickering Village BIA
- Port Perry BIA
- Uxbridge BIA
- Downtown Whitby BIA
- Business Advisory Centre Durham
- Spark Centre

Whitebelt Areas consumed by Settlement Area Boundary Expansion

Legend

- Municipal Boundary
- Urban River Valley
- Urban Area Boundary
- Whitebelt Areas
- Oak Ridges Moraine
- Appealed, subject to ROP Policy 14.13.7
- Protected Countryside
- SABEs

Township of Uxbridge

Township of Scugog

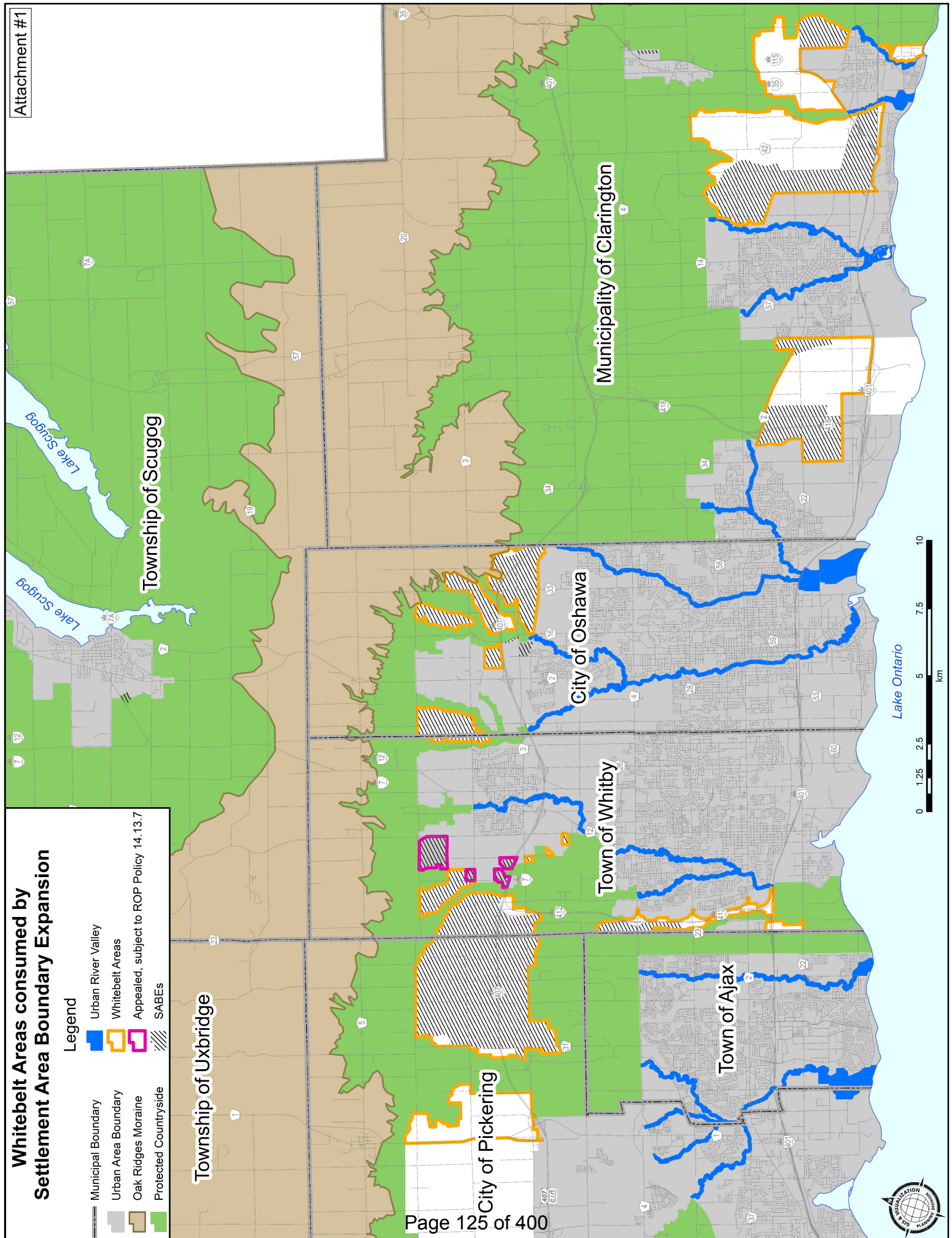
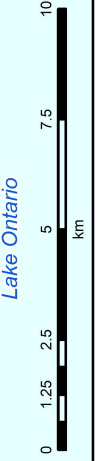
City of Pickering

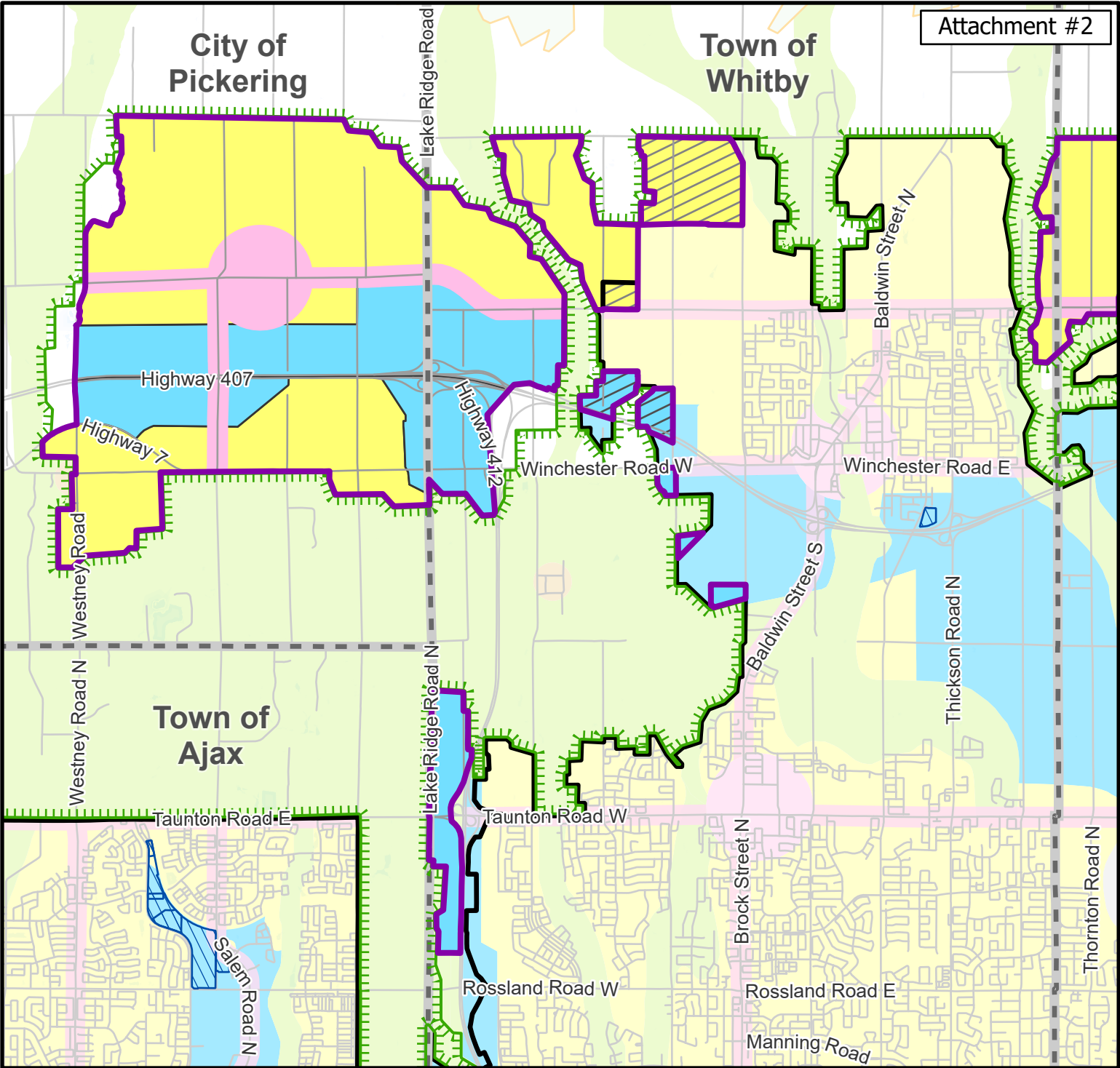
City of Oshawa

Town of Whitby

Town of Ajax

Municipality of Clarington





Settlement Area Boundary Expansions - Pickering and Whitby

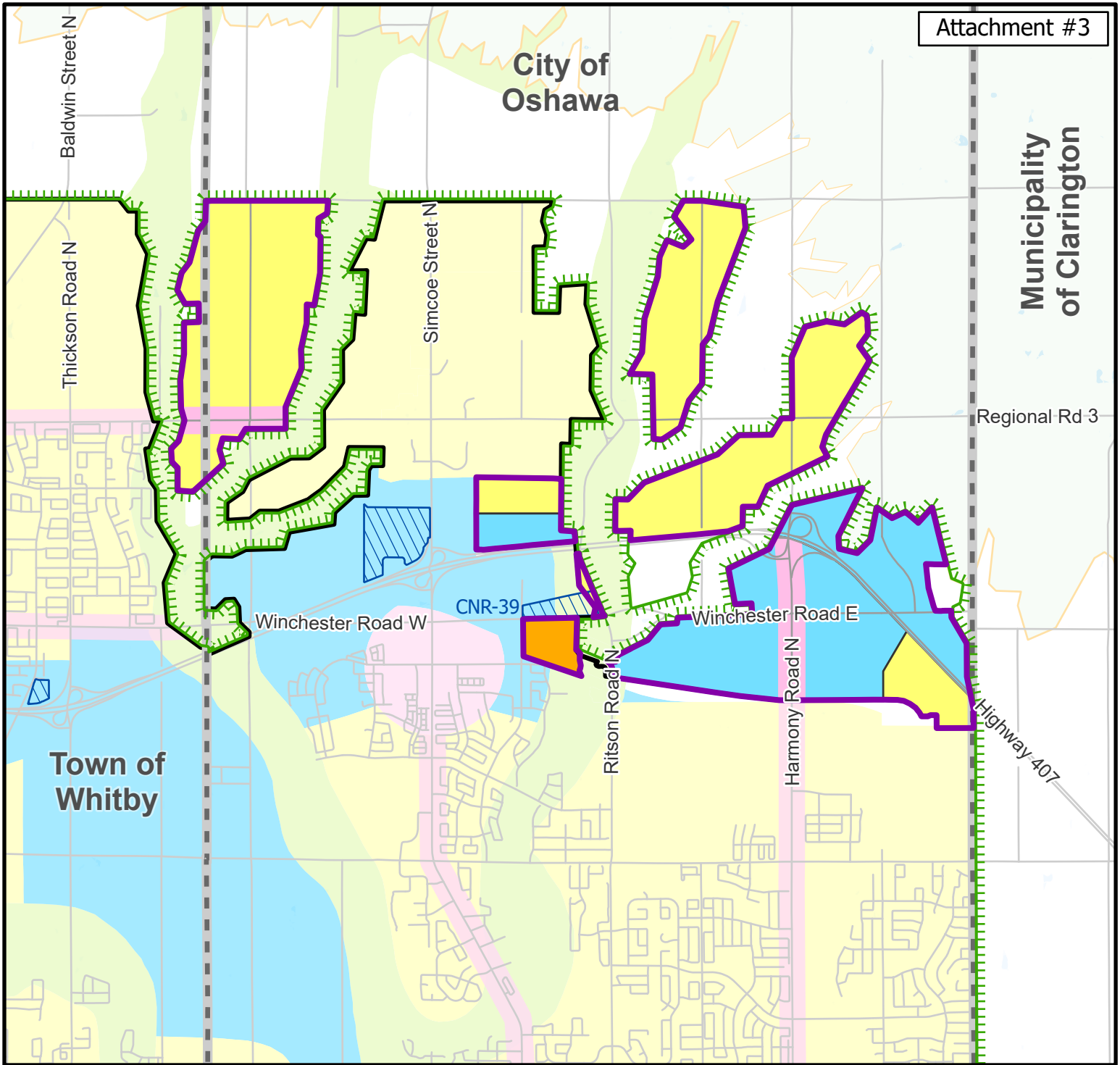


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Kilometres

Existing ROP Schedule 'A' shown for context and subject to further refinements. See Covering Report for more information.

- Proposed Settlement Area Boundary Expansion Areas
- Conceptual Location of Regional Centre
- Regional Corridor
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Living Areas / Community Areas
- Hamlet
- Resolve Appeal and ROP Policy 14.13.7
- Oak Ridges Moraine Areas
- Greenbelt Boundary
- Urban Area Boundary
- Municipal Boundary
- Selected Endorsed Employment Conversions (for context)

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Settlement Area Boundary Expansions - Oshawa

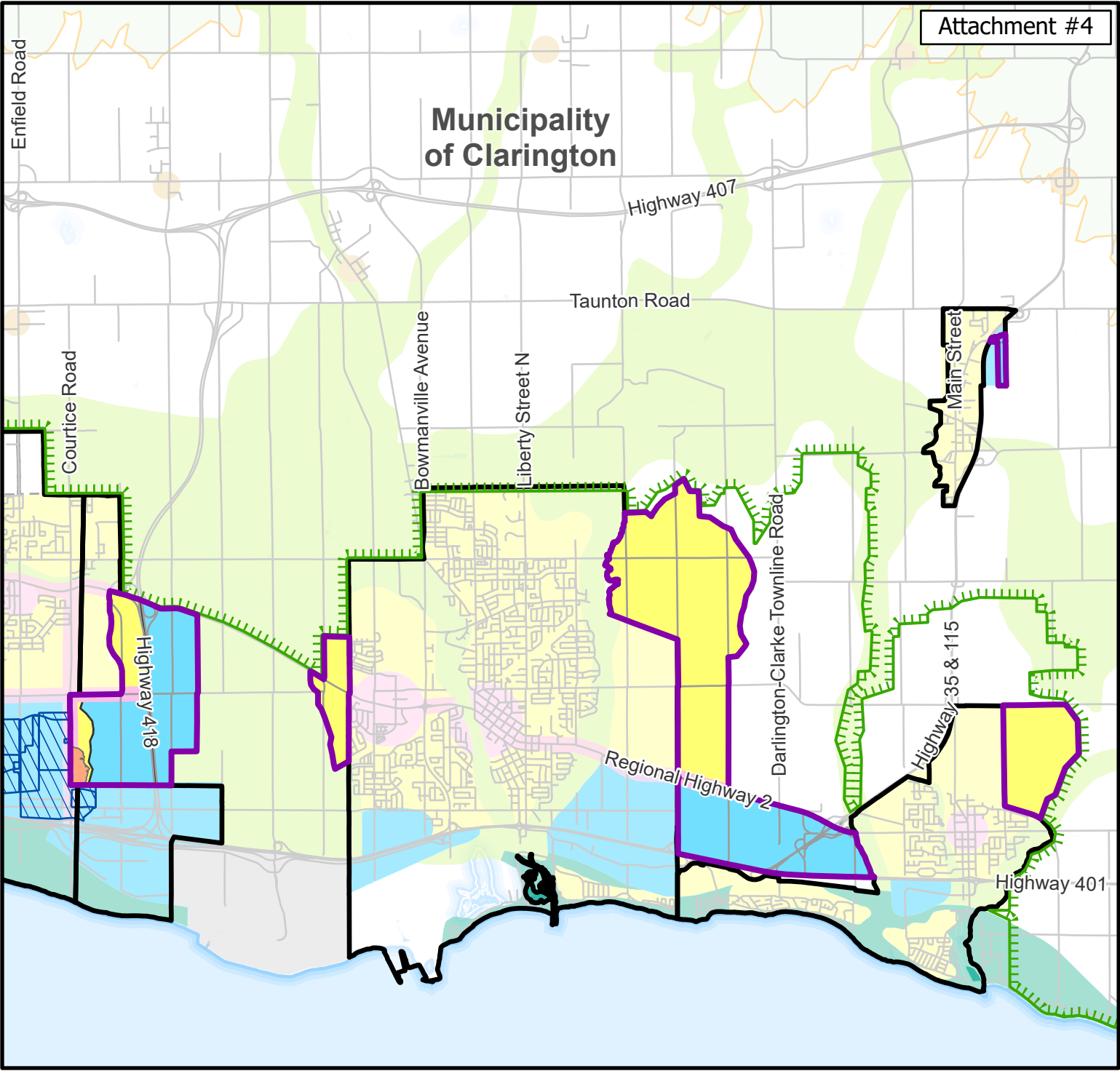


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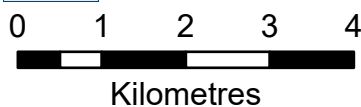
- Proposed Settlement Area Boundary Expansion Areas
- Regional Centre / Regional Corridor
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Living Areas / Community Areas
- Oak Ridges Moraine Areas
- Greenbelt Boundary
- Urban Area Boundary
- Municipal Boundary
- Additional Recommended Employment Area Conversion
- Selected Endorsed Employment Conversions (for context)

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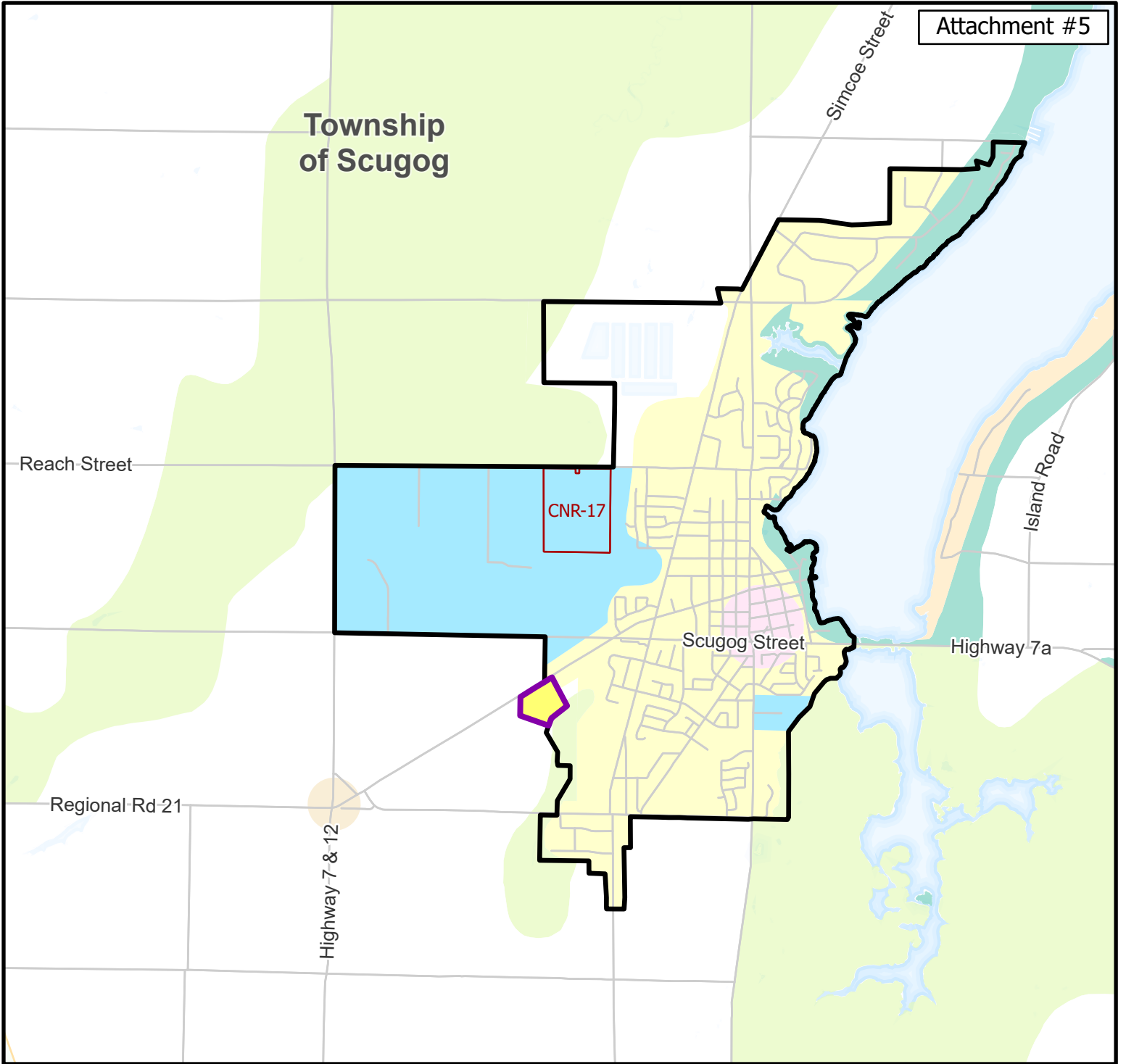


Settlement Area Boundary Expansions - Clarington



Existing ROP Schedule 'A' shown for context and subject to further refinements. See Covering Report for more information.

- Proposed Settlement Area Boundary Expansion Areas
- Regional Centre / Regional Corridor
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Living Areas / Community Areas
- Hamlet
- Waterfront Areas
- Municipal Boundary
- Greenbelt Boundary
- Urban Area Boundary
- Selected Endorsed Employment Conversions (for context)
- Oak Ridges Moraine Areas
- Proposed Major Transit Station Area Extension



Settlement Area Boundary Expansions - Scugog



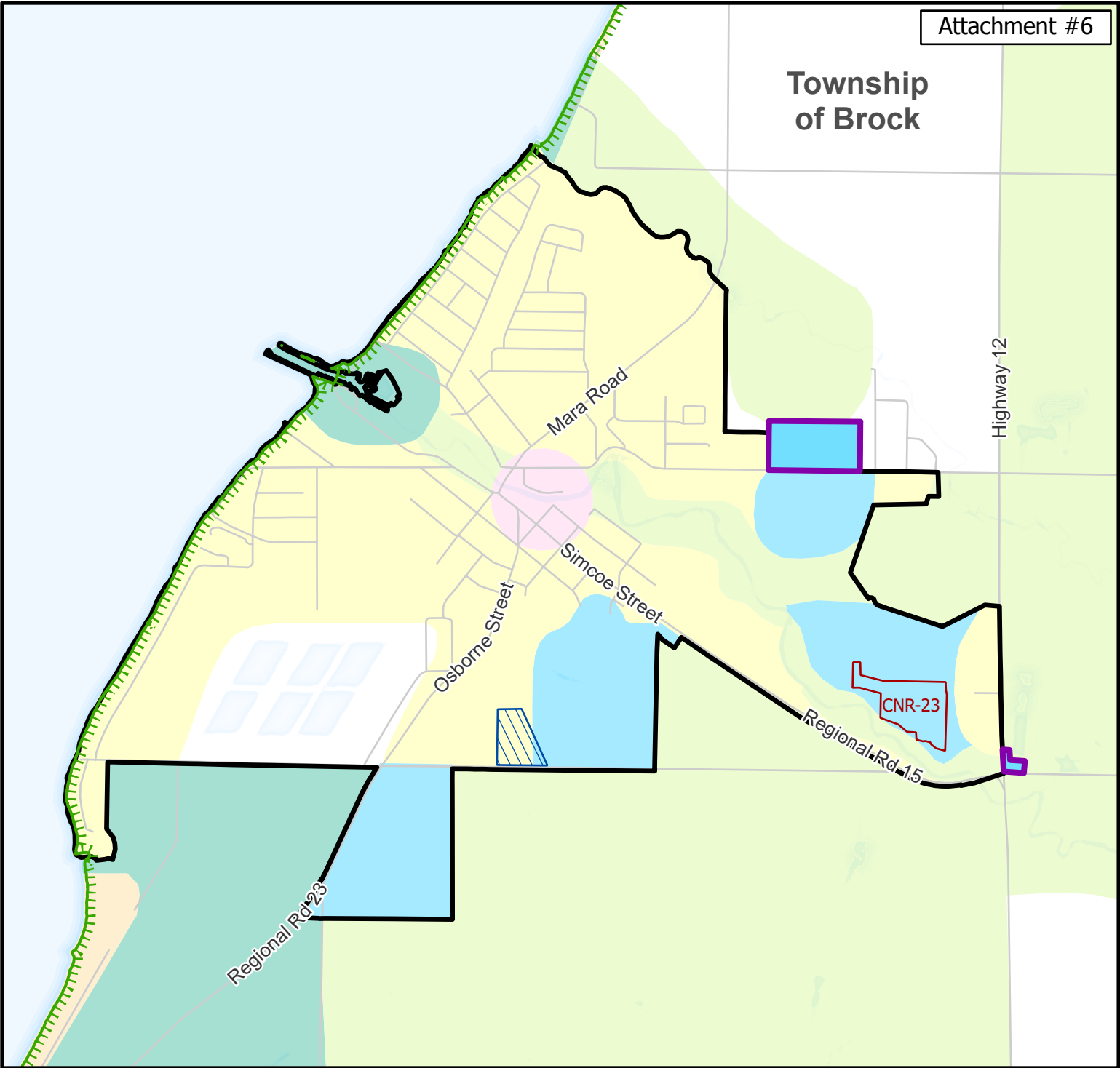
Existing ROP Schedule 'A' shown for context and subject to further refinements. See Covering Report for more information.

- Proposed Settlement Area Boundary Expansion Areas
- Hamlet
- Regional Centre
- Prime Agricultural Areas
- Waterfront Areas
- Employment Areas
- Shoreline Residential
- Urban Area Boundary
- Major Open Space Areas
- Employment Conversion Request for Reconsideration
- Living Areas / Community Areas

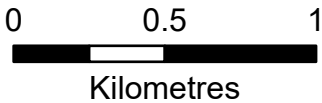
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Township of Brock



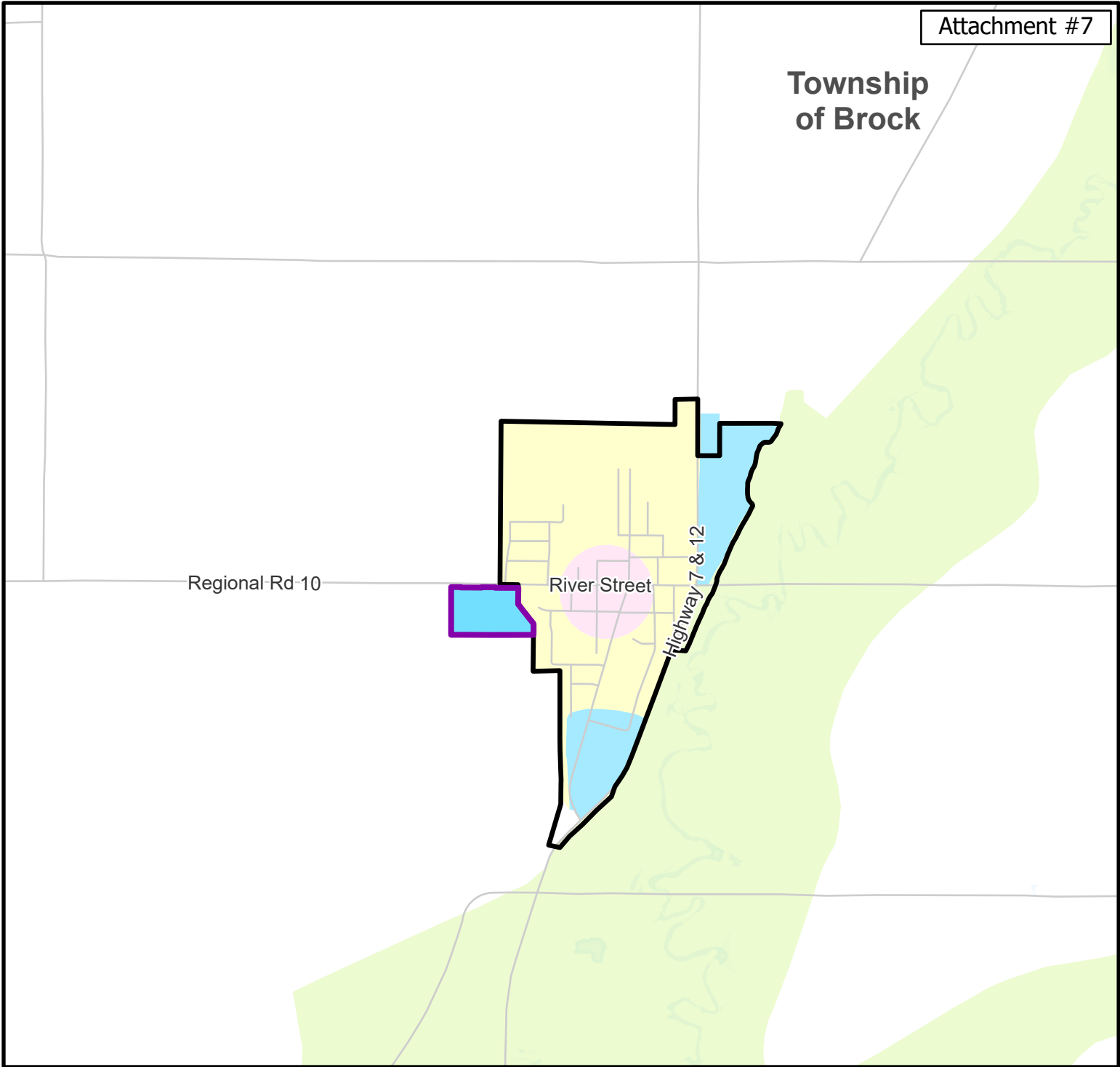
Settlement Area Boundary Expansions - Beaverton, Brock



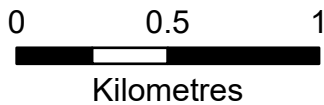
Existing ROP Schedule 'A' shown for context and subject to further refinements. See Covering Report for more information.

-  Proposed Settlement Area Boundary Expansion Areas
-  Regional Centre
-  Prime Agricultural Areas
-  Employment Areas
-  Major Open Space Areas
-  Living Areas / Community Areas
-  Waterfront Areas
-  Shoreline Residential
-  Greenbelt Boundary
-  Urban Area Boundary
-  Selected Endorsed Employment Conversions (for context)
-  Employment Conversion Request for Reconsideration

Township of Brock



Settlement Area Boundary Expansions - Sunderland, Brock



- Proposed Settlement Area Boundary Expansion Areas
- Urban Area Boundary
- Regional Centre
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Living Areas / Community Areas

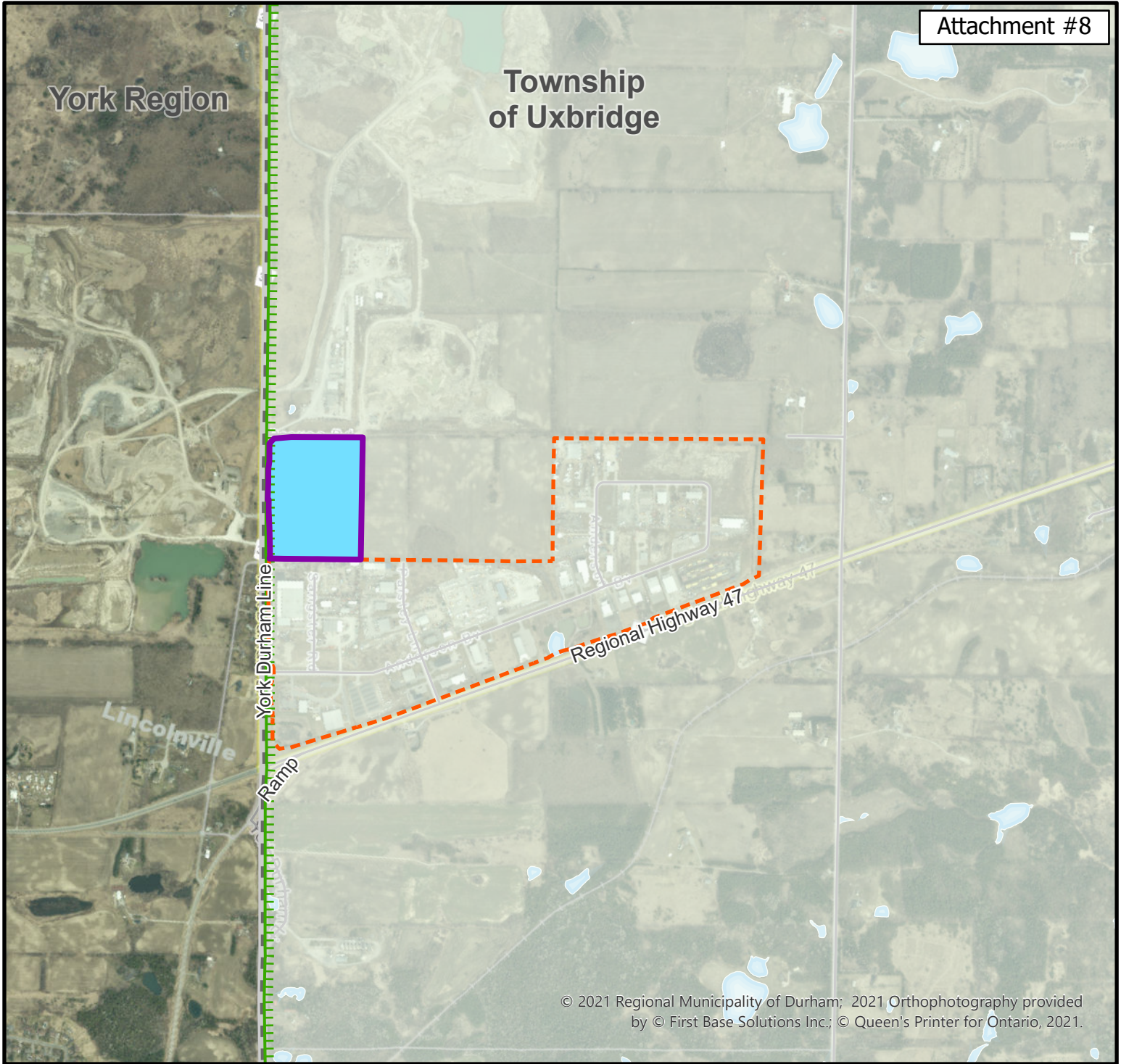
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York Region

Township of Uxbridge



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Proposed Rural Employment Area Expansion - Uxbridge






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Kilometres

-  Proposed Settlement Area Boundary Expansion Areas
-  Employment Areas
-  Rural Employment Area Boundary

-  Oak Ridges Moraine Areas
-  Greenbelt Boundary
-  Municipal Boundary

Existing ROP Schedule 'A' shown for context and subject to further refinements. See Covering Report for more information.

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Attachment 9: Requests for Settlement Area Boundary Expansion

Current Requests for Settlement Area Boundary Expansion as of September 27, 2022. Associated mapping provided on Attachments #10 - #15.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-1	Whitby	4.3	Include the lands in the vicinity of the Brooklyn Secondary Plan Area that are outside of the Greenbelt Plan within the Urban Boundary as Employment Areas.	Yes. The subject lands are proposed as Employment Area.
BER-2	Clarington (Courtice)	236.0 **overlaps with BER-7, 22, 42	Include the lands in the Urban Boundary as Employment Areas / Major Transit Station Area.	Yes. The subject lands are proposed as Employment Area, Community Area, and Major Transit Station Area.
BER-3	Clarington	10.6	Include the lands in the Urban Boundary as Employment Areas in order to permit industrial uses, including an auto recycling facility and prestige industrial uses.	No. The subject lands are isolated from larger, more contiguous proposed SABE areas and are within the urban separator between Courtice and Bowmanville, which is intended to be preserved primarily for agricultural uses.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-4	Clarington (Orono)	6.4	Include the balance of the property in the Urban Boundary.	<p>No. Alternative locations for a SABE have been proposed. Given the lack of municipal sanitary services, the area is constrained for development and does not satisfy Provincial requirements for a SABE.</p> <p>Expansion into the Greenbelt Plan NHS, which covers a portion of the subject lands, is not permitted by Provincial Policy.</p>
BER-5	Pickering	8.4 **overlaps with BER-13	Include the lands in the Urban Boundary as originally envisioned during the Region's previous Municipal Comprehensive Review (Regional Centre).	Yes. The subject lands are proposed as Community Area with a Regional Centre shown conceptually designated within vicinity of these lands.
BER-6	Scugog	98.8	Include the lands in the Urban Boundary to permit a new community comprised of residential, mixed use, community uses and natural heritage features to accommodate approximately 4,800 residents and 200 population-related jobs.	Partial. A portion of subject lands from the original request is included as proposed Community Area. Overall scope and scale of original request does not comply with limitations (10 ha max.) imposed by the Growth Plan.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-7	Clarington (Courtice)	33.5 **overlaps with BER-2	Include the lands in the Urban Boundary as part of the Courtice Major Transit Station Area to permit a mixed-used, transit-oriented, development proposal, including 2,073 residential units.	Yes. The subject lands are proposed as Employment Area, Community Area, and Major Transit Station Area.
BER-8	Uxbridge	39.9 (Note: Special Study Area 6 is already within the Uxbridge Urban Area and now subject to application ROPA-2021-05)	Remove the lands from Special Study Area 6 designation in the ROP, increase the urban population for the Uxbridge Urban Area to 20,000, and permit private communal services on lands within the Urban Area to allow development to occur on the Phase 2 Uxbridge lands. A Regional Official Plan Amendment application (ROPA 2021-05) has also been submitted for these lands in order to facilitate the development of 588 dwelling units.	Not applicable. The subject lands are already within the Urban Area Boundary. The site is the subject of an appeal to an ongoing ROPA application as well as related local Official Plan, rezoning and subdivision applications. The appeals are currently before the Ontario Land Tribunal (OLT).

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-9	Scugog	19.8 **Overlaps with BER-31	Resolve outstanding deferral D5-1 to the Scugog Official Plan which deferred the approval of the inclusion of the subject lands within the Port Perry Urban Boundary.	No. The subject lands are located at the north end of Port Perry adjacent to lands that have been developed on private services. Based on servicing feasibility, specifically the distance municipal services would need to be extended to serve the proposed SABE area, an alternative location for Community Area SABE is proposed.
BER-10	Whitby and Oshawa	68.18	Include the lands in the Urban Boundary as Living Areas. A concept draft plan identifies the potential for 2,317 residential units.	Yes. The subject lands are proposed as Community Area.
BER-11	Scugog	27.48 **Overlaps with BER-31	Resolve deferral D2-1 to the Scugog Official Plan by rounding out the boundaries of the Hamlet of Blackstock to include a portion of the subject property within the Hamlet boundaries to facilitate the development of 20-67 residential units (2 options provided).	No. Provincial Policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-12	Pickering	2,509.3 *Overlaps with BER-05, 13, 14, 16, 21, 23, 44	<p>Pickering Council requested that Durham consider all lands meeting a certain set of criteria for inclusion within the Urban Boundary. The Criteria area:</p> <ol style="list-style-type: none"> 1. Lands not restricted by availability of servicing; 2. Lands that do not comprise a Specialty Crop Area; 3. Lands that are not within a Natural Heritage System; 4. Lands not located in the Moraine Natural Core and Linkage Areas 5. Lands experiencing growth pressures or with locations in the white belt that are appropriate for growth and can achieve a healthy, connected, thriving and complete community; 6. Lands that have existing or planned infrastructure to support and accommodate growth 	<p>Partial. The subject lands within northeast Pickering are proposed as Community Area, Employment Area, Regional Centre, and Regional Corridor.</p> <p>Expansion into the Greenbelt Protected Countryside is not permitted by Provincial Policy.</p> <p>Lands within the Duffins Agricultural Preserve are protected from urban development in accordance with the Central Pickering Development Plan.</p> <p>Lands next to the federal airport lands (Special Study Area 1 in the current ROP) are proposed to remain outside the Urban Area Boundary until such time that a federal decision to build an airport is made, at which point they could be planned for airport compatible and supportive uses.</p>

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-13	Pickering	1857.4 **Overlaps with BER-5, 14, 16, 21, 23, 44, and 74	Request by members of the northeast Pickering Landowners Group to include the lands within the Urban Boundary as Employment Areas and Living Areas. Note: This request on behalf of the northeast Pickering Landowners Group replaces a previous request by Dorsay Development Corporation which previously included a concept plan illustrating a development for approximately 60,000 residents, 10,500 population related jobs and 33,000 employment related jobs.	Yes. The subject lands within northeast Pickering are proposed as Community Area, Employment Area, Regional Centre, and Regional Corridor.
BER-14	Pickering	40.2 **overlaps with BER-13	Include the lands within the Urban Boundary in order to permit a mixed-use development concept including residential, retail, and employment uses (details to be provided at a future date).	Yes. Subject lands proposed as Community Area.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-15	Oshawa	0.8	Include the lands in the Urban Boundary to permit up to 100 stacked Townhouses.	Yes. However, given the proximity to a Highway 407 interchange location, and the large and unconstrained configuration of parcels in this area, the subject lands are proposed as Employment Area, and not Community Area as was requested.
BER-16	Pickering	4.1 **overlaps with BER-13	Include the lands in the Urban Boundary and designate as Living Areas as considered by the Region during the previous Municipal Comprehensive Review.	Yes. The subject lands proposed as Community Area with a Regional Centre conceptually shown in the vicinity of the subject lands.
BER-17	Whitby	5.6	Include the lands, which are outside of the Greenbelt Plan boundary, within the Urban Boundary. Employment Uses and/or permission for a seniors lifestyle/retirement complex is requested.	Yes. The subject lands are proposed as Employment Area.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-18	Oshawa	25.8	Include the lands in the Urban Boundary as Community Areas (Living Areas).	Yes. A portion of the subject lands are proposed as Community Area while a portion of the lands abutting Highway 407 are proposed as Employment Area.
BER-19	Clarington (Hamlet of Newtonville)	3.19	Resolve Deferral #3 to the Clarington Official Plan and include the subject lands within the boundary of the Hamlet of Newtonville.	No. Provincial Policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary.
BER-20	Clarington (Newcastle)	5.6	Include the lands within the Urban Boundary as Living Areas. A concept plan shows a proposal for 120 residential units.	Yes. The subject lands are proposed as Community Area.
BER-21	Pickering	6.2 **overlaps with BER-13	Include the remainder of the subject lands within the boundary of the Hamlet of Kinsale to allow the development of a 7 lot plan of subdivision on private services.	Partial. The subject lands within the whitebelt are proposed as Community Area. A SABE is not permitted for the portion of the lands located within the Greenbelt Plan Boundary.
BER-22	Clarington (Courtice)	51.3 **overlaps with BER-02	Expression of interest to include the lands within the Urban Boundary.	Yes. The subject lands are proposed as Community Area and Employment Area.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-23	Pickering	77.42 **overlaps with BER-13	<p>Include the subject lands that are outside of the Greenbelt Plan within the Urban Boundary as Living Areas.</p> <p>Note: Now a member of the northeast Pickering Landowners Group. Request will be considered as part of BER-13.</p>	Yes. The subject lands are proposed as Community Area.
BER-24	Clarington (Bowmanville)	106.8	Include the subject lands within the Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.
BER-25	Oshawa	5.75	Include the subject lands within the Urban Boundary and permit residential uses.	Yes. However, given the proximity to Highway 407 interchange and the large and unconstrained configuration of parcels, the subject lands are proposed as Employment Area, not Community Area as was requested.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-26	Oshawa	45.5	Include the balance of the subject lands within the Urban Boundary as Living Areas.	Yes. However, given the proximity to Highway 407 interchange and the large and unconstrained configuration of parcels, the subject lands are proposed as Employment Area, not Community Area as was requested.
BER-27	Brock	14.6	Include the subject lands within the Urban Boundary as Living Areas	No. The requested amount of additional Community Area land can not be accommodated.
BER-28	Clarington (Bowmanville)	12.1	Include the subject lands within the Urban Boundary for Community Area purposes.	Yes. The subject lands are proposed as Community Area.
BER-29	Clarington (Bowmanville)	72.0 **overlaps with BER-62	Request the Region to review the Special Study Area 2 designation of the ROP, including updated land use permissions.	Yes. The subject lands are proposed as Employment Area.
BER-30	Scugog	70.7 **Overlaps with BER 31	Request that Deferral D2-2 to the Scugog Official Plan be resolved through the ROP review in order to include additional lands within the boundary of the Hamlet of Caesarea.	No. Provincial Policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-31	Scugog	118 **overlaps with BER-09, BER-11, and BER 30	Request that Deferrals to the Scugog Official Plan for the Port Perry Urban Area (D5-1) and the Hamlets of Blackstock (D2-1) and Caesarea (D2-2) be resolved through the ROP review.	No. Provincial Policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary.
BER-32	Whitby	3.8	Include the subject lands within the boundary of the Hamlet of Ashburn to permit the development of a 7 lot plan of subdivision.	No. Provincial Policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary.
BER-33	Brock	128.3	Note: Request Withdrawn (June 28, 2021).	N/A
BER-34	Clarington (Hamlet of Hampton)	14.3	Request that the Deferrals to the Clarington Official Plan be resolved to include the subject lands within the Hamlet of Hampton, and to also include adjacent lands to the west within the Hamlet boundary, to permit the development of a 13 Lot Plan of Subdivision.	No. Provincial Policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-35	Clarington (Courtice)	1.4	Include the subject lands within the Urban Boundary to facilitate a development concept including a mix of commercial/retail and hotel uses.	No. The subject lands are within the Greenbelt Plan Boundary. Provincial Policy does not permit the expansion of Settlement Areas located outside of the Greenbelt Plan Boundary to expand into the Greenbelt Plan boundary.
BER-36	Clarington (Bowmanville)	3.9	Include the subject lands within the Urban Boundary to facilitate a development concept consisting of 327 residential units and 14,057 sq. m. of commercial space.	Yes. The subject lands are proposed as Community Area.
BER-37	Brock	47.7	Include the subject lands within the Urban Boundary.	No. Alternative locations for a SABE have been proposed. The subject land is located entirely within the Greenbelt Plan NHS. Expansion into the Greenbelt Plan NHS is not permitted by Provincial Policy.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-38	Brock	40.5	Include the subject lands within the Urban Boundary.	No. Alternative locations for a SABE have been proposed. The subject lands are separated from the existing urban area by NHS features and would fragment existing contiguous agricultural land in the Greenbelt Countryside Area.
BER-39	Clarington (Newcastle)	64.5	Include the subject lands within the Urban Boundary as Living Areas.	No. Alternative locations offering greater connectivity and more logical eastward expansion for a Community Area SABE have been proposed for Newcastle.
BER-40	Oshawa	52.0	Include the subject lands within the Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.
BER-41	Oshawa	23.7	Include the subject lands within the Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.
BER-42	Clarington (Courtice)	8.0 **overlaps with BER-2	Include the subject lands within the Urban Boundary as Community Areas.	Yes. The subject lands are proposed as Community Area.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-43	Clarington (Bowmanville)	4.1	Include the subject lands within the Urban Boundary.	No. Alternative locations for a SABE have been proposed. The subject lands are isolated from larger, more contiguous proposed SABE areas and are with the Urban Separator between Courtice and Bowmanville, which is intended to be preserved primarily for agricultural uses.
BER-44	Pickering	4.1 ** Overlaps with BER-13	Include the lands within the Urban Boundary. In the process of joining the northeast Pickering Landowners Group.	Yes. The subject lands are proposed as Community Area.
BER-45	Brock	37.1	Include the subject lands within the Urban Boundary for residential purposes.	No. Additional Community Area land is not required in Brock Township as per the outcome of the Land Needs Assessment.
BER-46	Brock	14.8	Include the subject lands within the Urban Boundary.	No. Alternative locations for a SABE were proposed. The subject lands are separated from the existing urban area by NHS features.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-47	Clarington (Bowmanville)	37.6	Include the Hamlet of Maple Grove within the Urban Boundary.	<p>Partial. A portion of the subject lands are proposed as Community Area.</p> <p>The portion of the lands within the Greenbelt Plan Boundary would not be permitted for a SABE since Settlement areas outside the Greenbelt are not permitted to expand into the Greenbelt.</p>
BER-48	Whitby	4.0 **overlaps with BER-60	Request a resolution to outstanding appeal and Policy 14.13.7 of the Region's Official Plan, to permit the inclusion of the lands within Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.
BER-49	Whitby	7.7	Include the subject lands within the Urban Boundary as Employment Areas.	Yes. The subject lands are proposed as Employment Area.
BER-50	Uxbridge	135.0	Include the subject lands within the Urban Boundary as Living Areas.	No. Additional Community Area land is not required in Uxbridge as per the outcome of the Land Needs Assessment.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-51	Clarington (Hamlet of Solina)	12.3	Include the subject lands within the boundary of the Hamlet of Solina and resolve the deferral to the Clarington Official Plan.	No. Provincial Policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary.
BER-52	Clarington (Bowmanville)	25.6	Include the subject lands within the Urban Boundary as Employment Areas.	Yes. The subject lands are proposed as Employment Area.
BER-53	Brock	5.9	Include the subject lands within the Urban Boundary for residential purposes.	Yes. However, the subject lands are proposed as Employment Areas, not Community Areas as requested.
BER-54	Clarington (Courtice)	7.9	Include the subject lands within the Urban Boundary as Employment Areas to permit industrial and commercial uses.	No. Alternative locations for Employment Area SABEs proposed. The subject lands form part of the Urban Separator between Courtice and Bowmanville, which is intended to be preserved primarily for agricultural uses.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-55	Clarington (Orono)	11.38, subject to Deferral 4 in the ROP	Lift Deferral 4 in the Regional Official Plan and include the subject lands in the Urban Boundary as Employment Areas.	Yes. The proposed Employment Area SABE is consistent with recent LPAT decision on these lands, limited to 10 hectares, and excludes lands already zoned and operating as industrial purposes immediate adjacent to Hwy 35/115.
BER-56	Clarington (Orono)	40.8	Include the subject lands in the Urban Boundary as Living Areas.	No. Given the lack of municipal sanitary services for the Orono Urban Area, the proposed expansion does not conform with Provincial or Regional Policy. Alternative locations for SABE proposed.
BER-57	Oshawa	55.9	Include in the subject lands in the Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-58	Whitby	3.6 **overlaps with BER-61	Request a resolution to outstanding appeal and Policy 14.13.7 of the Region's Official Plan, to permit the inclusion of the lands within Urban Boundary as Living Areas (not Employment Areas, as illustrated on Schedule A of the ROP).	Yes. The proposed SABE will resolve outstanding appeals and Policy 14.13.7 of the Region's current Official Plan. However, it is proposed the lands be maintained as Employment Area, and not Community Area as requested by the proponent.
BER-59	Clarington (Bowmanville)	128.7	Include in the subject lands in the Urban Boundary as Community Areas (Living Areas) to facilitate a development concept consisting of 1,872 residential units.	Yes. The subject lands are proposed as Community Area.
BER-60	Whitby	131.0 **overlaps with BER-48	Request a resolution to outstanding appeal and Policy 14.13.7 of the Region's Official Plan, to permit the inclusion of the lands within Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-61	Whitby	32.52 **overlaps with BER-58	Request a resolution to outstanding appeal and Policy 14.13.7 of the Region's Official Plan, to permit the inclusion of the lands within Urban Boundary as Living Areas (not as Employment Areas, as illustrated on Schedule A of the ROP).	Yes. The proposed SABE will resolve outstanding appeals and Policy 14.13.7 of the Region's current Official Plan. However, it is proposed the lands be maintained as Employment Areas, and not Community Areas as requested by the proponent.
BER-62	Clarington (Bowmanville)	9.42 **overlaps with BER-29	Include in the subject lands in the Urban Boundary for non-residential uses.	Yes. The subject lands are proposed as Employment Area.
BER-63	Clarington (Hamlet of Newtonville)	81.0	Request a minor rounding out of the Hamlet of Newtonville to include additional residential development. Additional details, including confirmation of the applicable property bounds, have been requested of the proponent.	No. Provincial Policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-64	Clarington (Bowmanville)	31.0	Include in the subject lands in the Urban Boundary for residential uses.	<p>No. Given that the subject lands are within the Automatic Action Zone of the Darlington Nuclear Generating Station, they are not suitable for residential development.</p> <p>The subject lands form part of the Urban Separator between Courtice and Bowmanville, which is intended to be preserved primarily for agricultural uses.</p>
BER-65	Clarington (Bowmanville)	42.8	Include in the subject lands in the Urban Boundary.	Partial. The majority of the lands are proposed as Community Area.
BER-66	Oshawa	21.5	Include the subject lands in the Urban Boundary.	Yes. The subject lands are proposed as Employment Area.
BER-67	Oshawa	0.59	Include in the subject lands in the Urban Boundary.	Yes. The subject lands are proposed as Community Area.
BER-68	Whitby	8.1	Include the subject lands in the Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.
BER-69	Whitby	22.7	Include the subject lands in the Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-70	Whitby and Oshawa	41.5	Include the subject lands in the Urban Boundary as Living Areas.	Yes. The subject lands are proposed as Community Area.
BER-71	Clarington (Bowmanville)	4.5	Include the subject lands in the Urban Boundary as Living Areas.	No. The subject lands are within the Greenbelt Plan Boundary. Provincial Policy does not permit the expansion of Settlement Areas located outside of the Greenbelt Plan Boundary to expand into the Greenbelt Plan Boundary.
BER-72	Whitby	151.2	Include the subject lands in the Urban Boundary as Employment Areas, and to facilitate the development of a new Hospital site.	Partial. The majority of the subject lands are proposed as Employment Area. A small, isolated area, southeast of the existing 407/412 interchange is proposed to remain outside of the Urban Area Boundary due to servicing/access constraints.

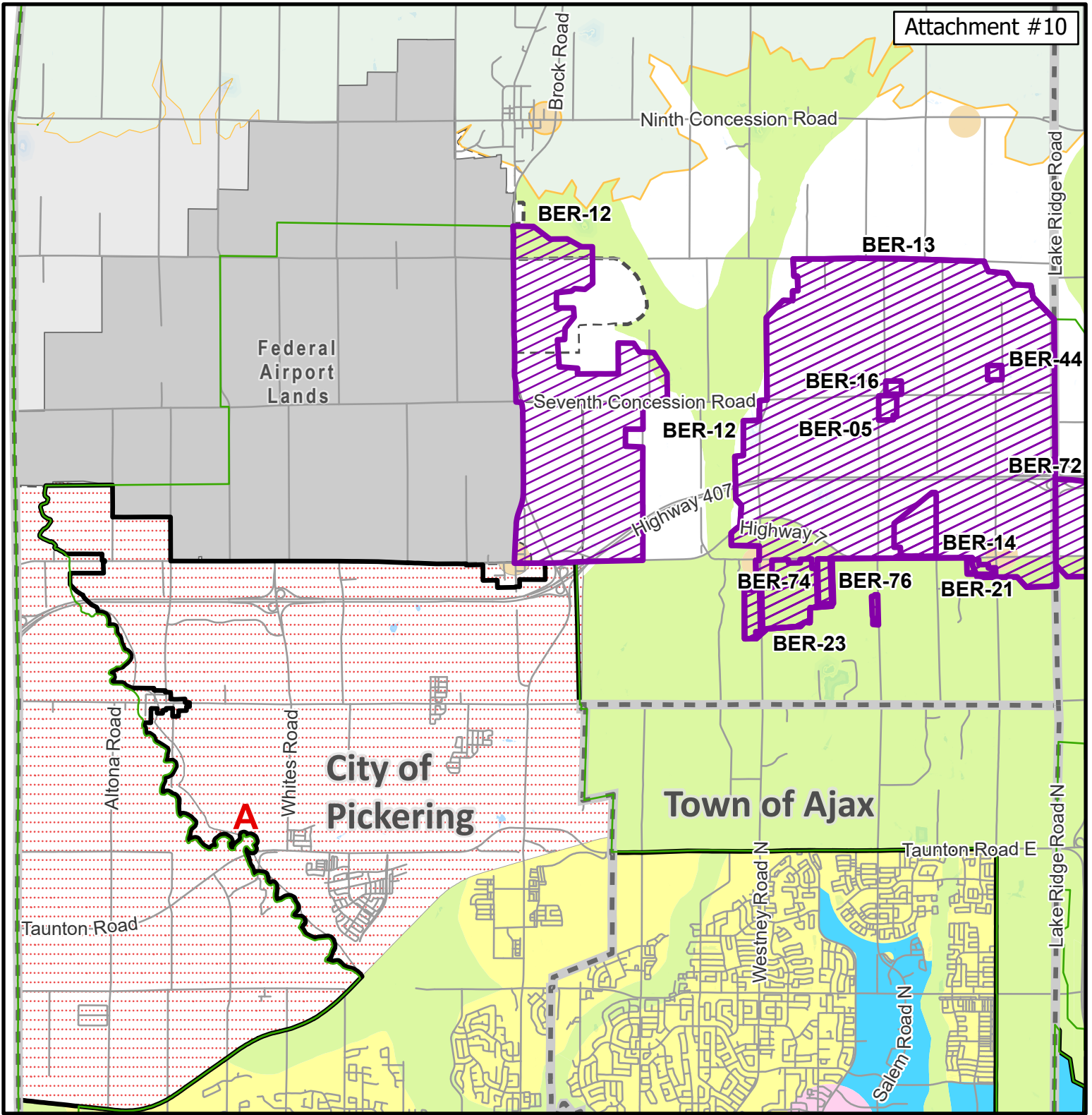
Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-73	Oshawa	33.3	Include the subject lands in the Urban Boundary as Employment Areas for lands west of the Hydro One corridor and Community Areas east of the corridor.	Yes. However, the entirety of the subject lands are proposed as Employment Area, in order to protect for large, contiguous parcels of land east of Ritson Road in proximity to 400 series highways.
BER-74	Pickering	13.1 **Overlaps with BER-13	Include the subject lands in the Urban Boundary.	Yes, The subject lands are proposed as Community Area.
BER-75	Clarington (Bowmanville)	1.1	Include the subject lands in the Urban Boundary.	No. The subject lands are small and isolated from broader and more contiguous proposed SABE Areas and also centrally located within the Urban Separator between Bowmanville and Newcastle. Alternative locations for SABE proposed.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-76	Pickering	3.4	To permit a new Country Residential Subdivision consisting of 8 residential lots.	No. The creation of new Country Residential Subdivisions is not permitted by the Greenbelt Plan. The lands are within the Greenbelt Plan Boundary and the Greenbelt Plan Natural Heritage System.
BER-77	Oshawa	3.9	Include in the Urban Area Boundary to reflect refinements to the Greenbelt Plan Boundary completed in 2017.	Yes. The subject lands are proposed as Community Area.
BER-78	Brock	39.0	Include in the Urban Area Boundary with permission for residential uses.	Partial. A portion of lands in this request are proposed as Employment Area. Overall scope and scale of original request does not comply with limitations (10 ha max) imposed by the Growth Plan.

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-79	Clarington (Newcastle)	1.0	Include in the Urban Area Boundary as Community Areas (desired uses are commercial / local and or highway commercial).	Yes. The subject lands are proposed as Community Area. Specific land use permissions such as commercial / local and or highway commercial would be determined through subsequent planning processes undertaken by the Municipality of Clarington.
BER-80	Clarington (Bowmanville)	8.8	Include in the Urban Area Boundary as Employment Areas.	Yes. The subject lands are proposed as Employment Area.
BER-81	Oshawa	3.5	In the subject property within the Urban Boundary	Yes. The subject lands are proposed as Employment Area.












* Land area as indicated in materials provided by the proponent and are considered “gross land areas” which have not been netted for constraints to development. Staff have estimated the land area where it was not provided or appeared to be incorrect.

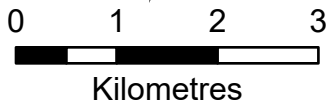
** Requests with this notation indicates that more than one Submission was made for the corresponding lands



Boundary Expansion Requests – Pickering

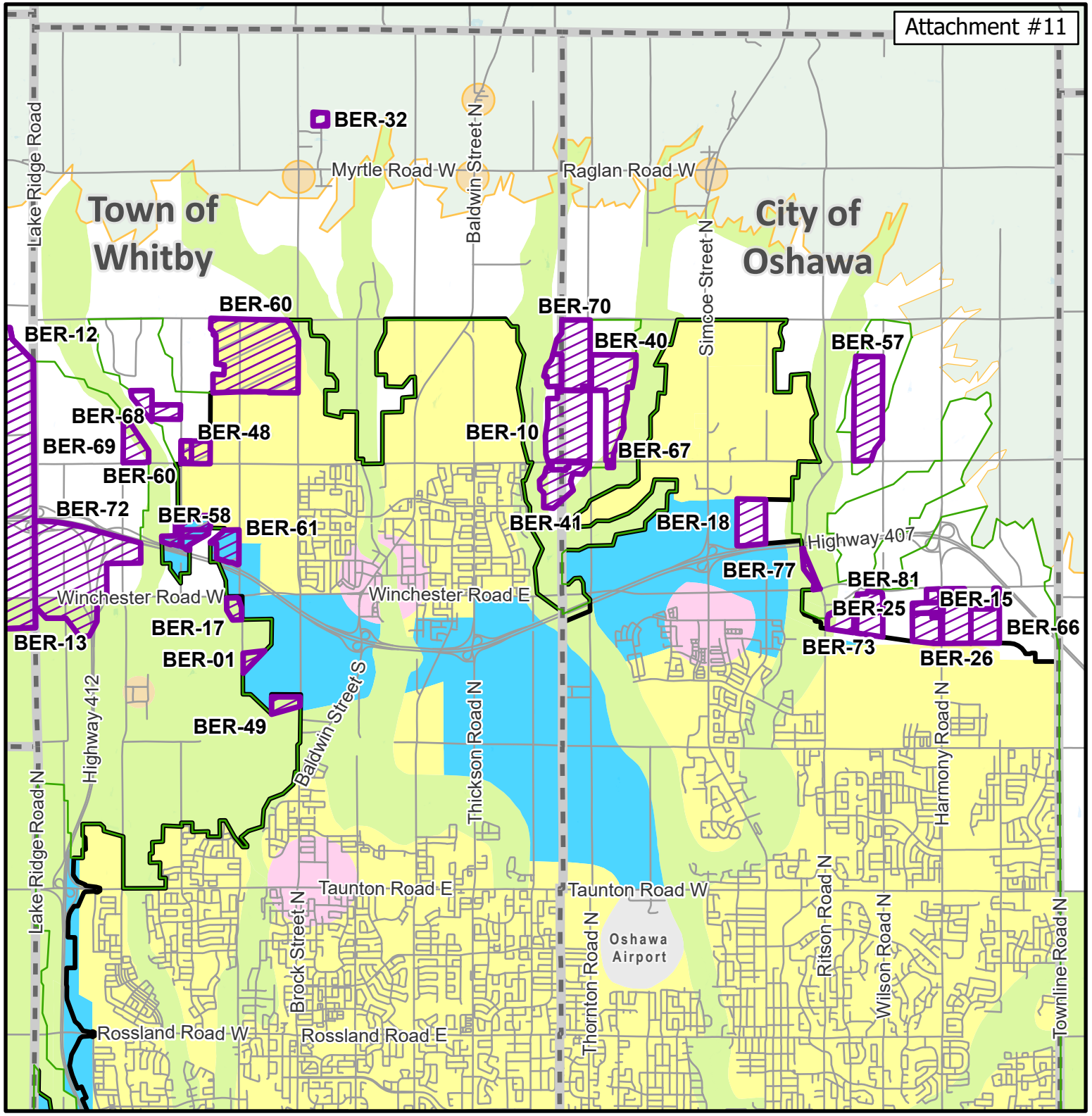
Legend

-  Lands Subject to Boundary Expansion Request (BER)
-  Regional Centres
-  Prime Agricultural Areas
-  Employment Areas
-  Major Open Space Areas
-  Living Areas
-  Specific Study Area 'A'
-  Oak Ridge Moraine Areas
-  Greenbelt Boundary
-  Urban Area Boundary
-  Municipal Boundary



Data Sources and Disclaimer

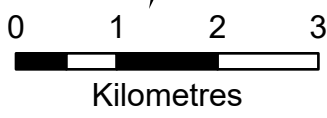
Regional Official Plan, Schedule 'A' composite, 2020 consolidation. This map has been produced from a variety of sources. The Region of Durham does not make any representations concerning the accuracy, likely results, or reliability of the use of the materials. The Region hereby disclaims all representations and warranties made in or through this cartography by The Regional Municipality of Durham, Planning and Economic Development Department, 2022. All rights reserved. May not be reproduced without permission.



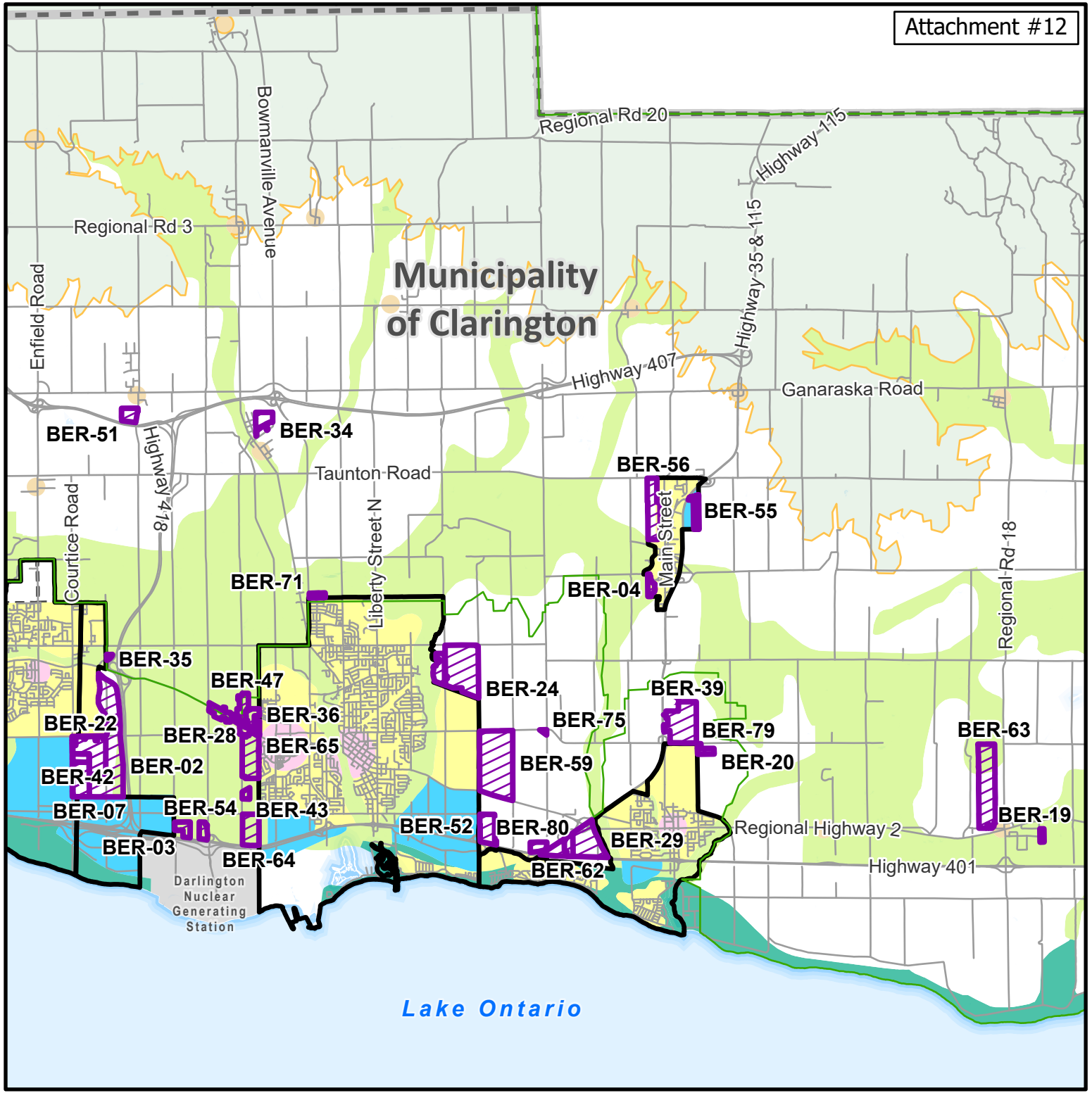
Boundary Expansion Requests – Whitby and Oshawa

Legend

- Lands Subject to Boundary Expansion Request (BER)
- Regional Centres
- Oak Ridge Moraine Areas
- Prime Agricultural Areas
- Greenbelt Boundary
- Employment Areas
- Major Open Space Areas
- Urban Area Boundary
- Living Areas
- Municipal Boundary














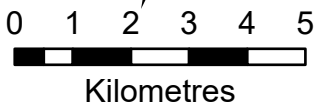
Data Sources and Disclaimer
 Regional Official Plan, Schedule 'A' composite, 2020 consolidation. This map has been produced from a variety of sources. The Region of Durham does not make any representations concerning the accuracy, likely results, or reliability of the use of the materials. The Region hereby disclaims all representations and warranties, including cartography by The Regional Municipality of Durham, Planning and Economic Development Department, 2022. All rights reserved. May not be reproduced without permission.

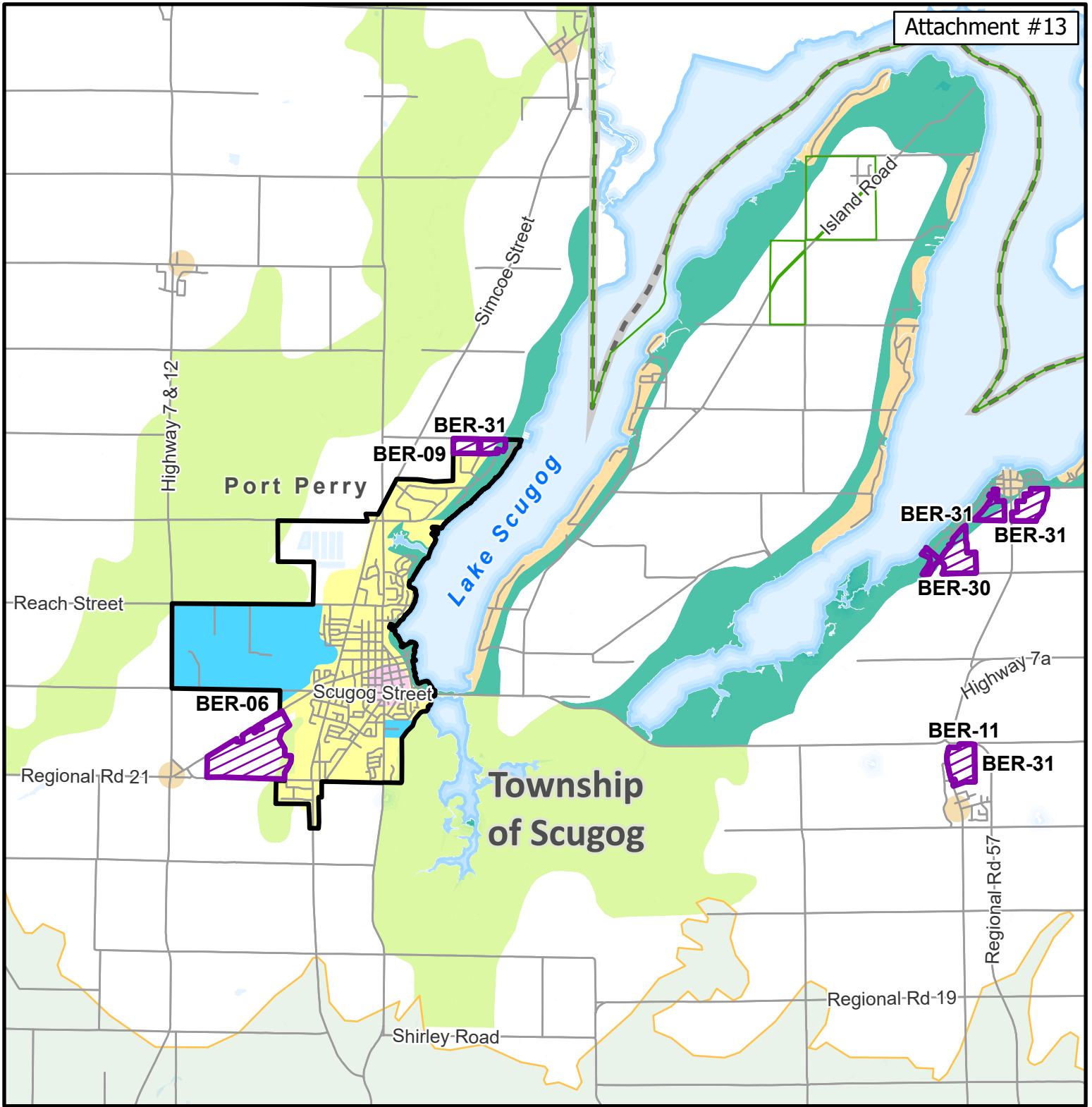


Boundary Expansion Requests – Clarington

Legend












-  Lands Subject to Boundary Expansion Request (BER)
-  Regional Centres
-  Prime Agricultural Areas
-  Employment Areas
-  Major Open Space Areas
-  Living Areas
-  Waterfront Areas
-  Oak Ridge Moraine Areas
-  Greenbelt Boundary
-  Urban Area Boundary
-  Municipal Boundary

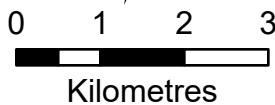




Boundary Expansion Requests – Scugog

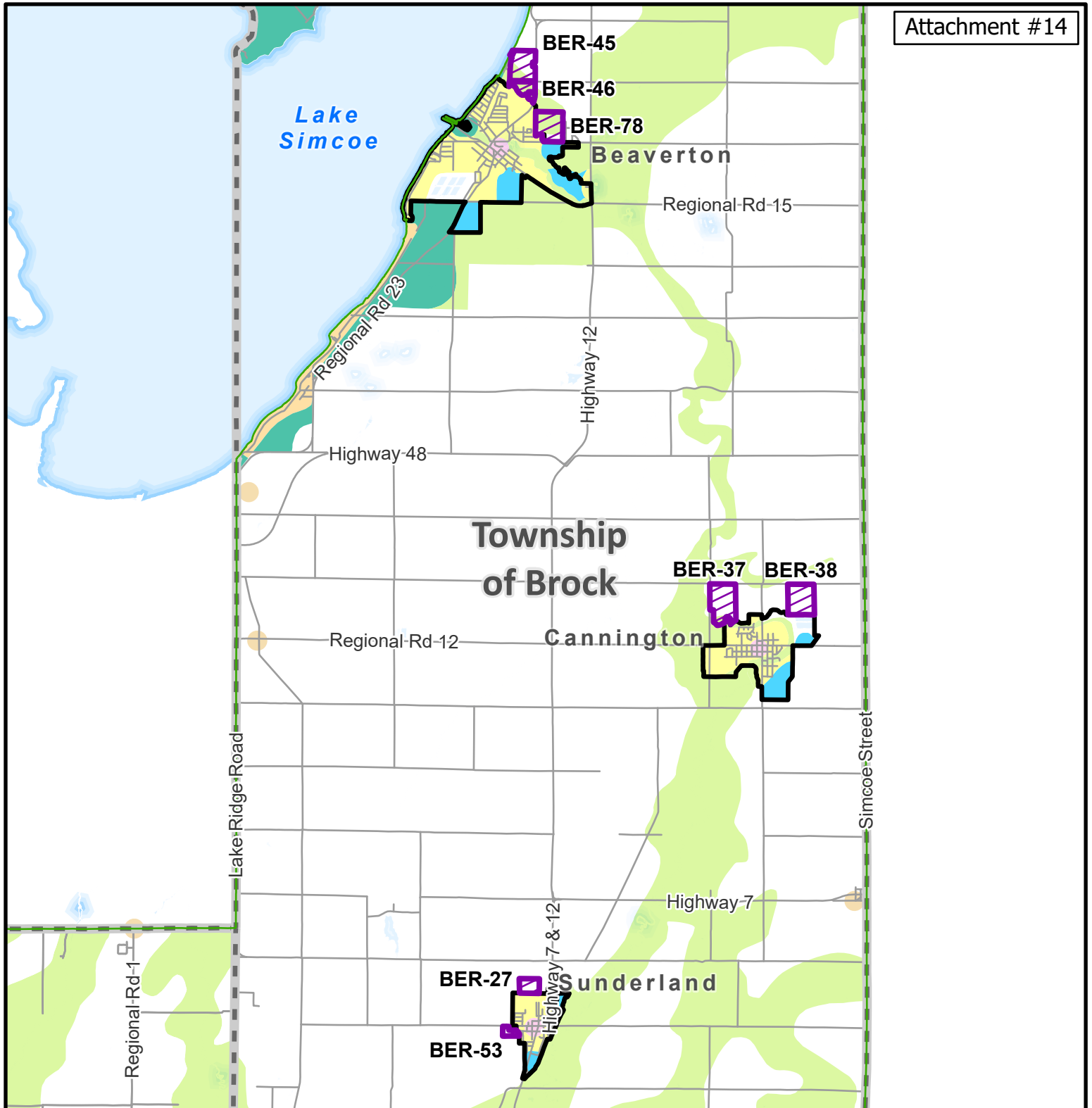
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-  Lands Subject to Boundary Expansion Request (BER)
-  Regional Centres
-  Prime Agricultural Areas
-  Employment Areas
-  Major Open Space Areas
-  Living Areas
-  Waterfront Areas
-  Oak Ridge Moraine Areas
-  Greenbelt Boundary
-  Urban Area Boundary
-  Municipal Boundary



Data Sources and Disclaimer

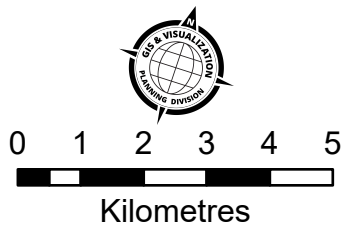
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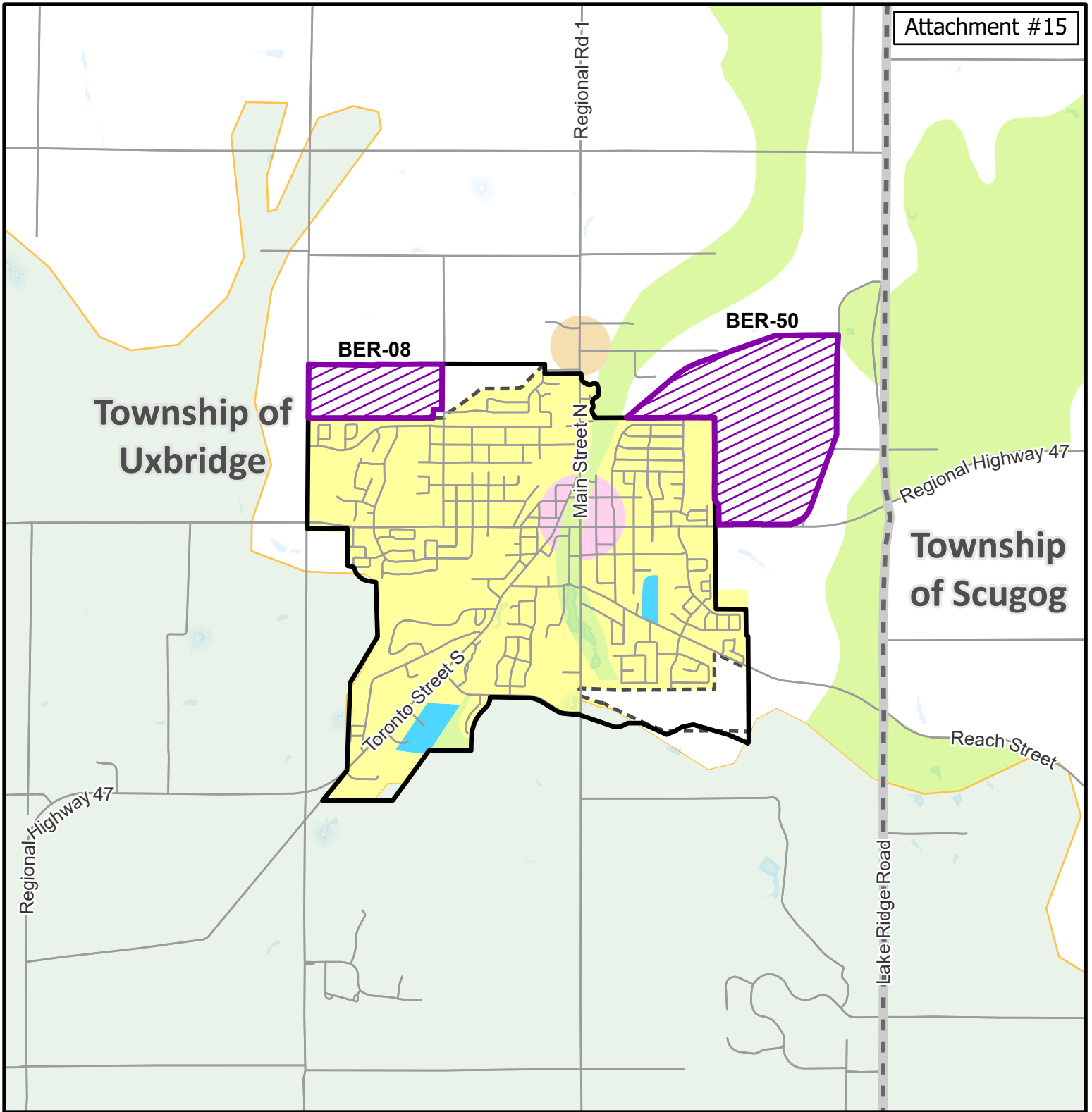


Boundary Expansion Requests – Brock

Legend

- Lands Subject to Boundary Expansion Request (BER)
- Regional Centres
- Waterfront Areas
- Prime Agricultural Areas
- Oak Ridge Moraine Areas
- Employment Areas
- Major Open Space Areas
- Living Areas
- Greenbelt Boundary
- Urban Area Boundary
- Municipal Boundary

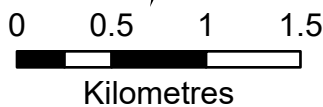




Boundary Expansion Requests – Uxbridge

Legend

- Lands Subject to Boundary Expansion Request (BER)
- Regional Centres
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Living Areas
- Oak Ridge Moraine Areas
- Greenbelt Boundary
- Urban Area Boundary
- Municipal Boundary



Data Sources and Disclaimer

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Attachment 16: Growth Plan and Regional Official Plan Settlement Area Boundary Expansion Policy Requirements

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
<p>Demonstrate the Need for the Expansion</p>	<p>Growth Plan</p> <p>2.2.8.2: A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:</p> <p>a) based on the minimum intensification and density targets in this Plan and a lands needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this plan are not available through intensification and in the designated greenfield areas:</p> <p>i) within the upper- or single tier municipality, and</p> <p>ii) within the applicable lower-tier municipality;</p> <p>b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided in policy 2.2.8.2 a), while minimizing land consumption; and,</p>	<ul style="list-style-type: none"> • Through the Region’s Municipal Comprehensive Review of the Regional Official Plan, Regional Council has endorsed Community Area Land Need Scenario 2a and Employment Area Land Need Scenario 2, with a resultant Community Area land need of 2,500 hectares and Employment Area land need of 1,171 hectares. • The Land Needs Assessment, area municipal growth allocations, and geographic allocations of Settlement Area Boundary Expansions implement Council’s endorsed land need Scenario. • Council’s endorsed Land Need Scenarios implement the Growth Plan’s minimum population and employment forecast, minimum intensification rate, and minimum density target for Designated Greenfield Areas. • Phasing of development will ensure that the minimum density targets are upheld.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
	<p>c) the timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets in the Plan, as well as the other policies of this Plan.</p> <p>Durham Regional Official Plan</p> <p>7.3.11 Expansions to the Urban Area boundaries beyond those shown on Schedule 'A' – Regional Structure shall only occur through a comprehensive review of this Plan having regard for the following:</p> <p>e) the population and employment forecasts established by the Plan;</p> <p>f) the growth management objectives of Policy 7.3.9; (refers to minimum intensification target, minimum designated greenfield area density target, and target employment growth for employment areas);</p> <p>g) the ability to provide for a minimum 10-year housing and employment land needs Region-wide, with logical and sequential development patterns. Where an area municipality has no opportunities for Urban Area Boundary</p>	<p>Rationale and Commentary</p> <ul style="list-style-type: none"> • The allocations to each of the area municipalities will achieve the minimum intensification and greenfield density targets Region-wide. • Future infrastructure planning processes will ensure that the required supply of housing and employment lands will be provided through sequential development. • The quantity of land that will be designated for development is required to the 2051 time horizon in keeping with the Growth Plan

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
	<p>expansion, this policy shall not be construed to provide justification for Employment Area designation conversions to satisfy residential unit demand on an area municipal basis;</p> <p>m) other matters as deemed necessary by Regional Council;</p> <p>n) the ability of the existing designated Urban Area land base to accommodate the growth forecasts of Policy 7.3.3 in accordance with relevant density and intensification targets of this Plan;</p> <p>o) the expansion makes available sufficient lands for a time horizon not exceeding 20 years;</p>	
<p>Determining most appropriate locations for expansion based on Feasibility</p>	<p>Growth Plan</p> <p>2.2.8.3: Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion identified based on the comprehensive application of all of the policies of this Plan, including the following:</p>	<ul style="list-style-type: none"> Proposed Settlement Area Boundary Expansions have been developed with consideration of Growth Plan Policy 2.2.8.3 and the relevant policies of the current ROP (7.3.11). Appropriate locations have been identified to implement the Council endorsed land need Scenario.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
<p>A: Feasibility – infrastructure and public service facilities</p>	<p>Durham Regional Official Plan</p> <p>7.3.11: Expansions to the Urban Area boundaries beyond those shown on Schedule 'A' – Regional Structure shall only occur through a comprehensive review of this Plan having regard for the following:</p> <p>Growth Plan</p> <p>2.2.8.3 a) there is sufficient capacity in existing or planned infrastructure and public service facilities;</p> <p>Durham Regional Official Plan</p> <p>7.3.11 c) existing or committed infrastructure;</p> <p>Additional Planning Staff Considerations</p> <p>Proximity to existing or planned transit and active transportation infrastructure.</p>	<ul style="list-style-type: none"> • Proposed SABEs have been reviewed by Regional Planning and Works staff. • The provision and financing of Regional services, specifically water, sanitary sewage, and roads, will be addressed through a future Water and Wastewater Master Plan and an update to the Transportation Master Plan. • Significant new and upgrades to existing Regional Infrastructure will be required to support the quantity of future growth. • Future studies will be required to address the financial feasibility and timing of development and the need for, and implementation of associated public services and infrastructure within SABE areas during subsequent planning and development processes, including Secondary Plans.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
<p>B: Feasibility – infrastructure and public service facilities</p>	<p>Growth Plan, 2019 2.2.8.3 b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets; Durham Regional Official Plan 7.3.11 d) financial capability of the Region; Additional Planning Staff Considerations The need to expand or extend public infrastructure is minimized.</p>	<ul style="list-style-type: none"> • The Region finances the construction of new infrastructure in large part through the collection of development charges informed through the long-term planning of capital projects. • Proposed SABEs will be serviced sequentially and in accordance with the Region’s long standing financial policy that growth pays for growth. • Proposed SABEs have been reviewed at a high level by Regional Works staff and are anticipated to fit within the Region’s long-standing approach to servicing development funded through development charges. • Future studies will be required to address the financial feasibility and timing of development and the need for, and implementation of associated public services and infrastructure within SABE areas during subsequent planning and development processes, including Secondary Plans.
<p>C: Feasibility – water, wastewater, and stormwater.</p>	<p>Growth Plan 2.2.8.3 c) the proposed expansion would be informed by applicable water and wastewater</p>	<ul style="list-style-type: none"> • Water and Wastewater Master Plans will be prepared to implement the Growth Management Study outcomes.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
	<p>master plans or equivalent and stormwater master plans or equivalent, as appropriate;</p> <p>Durham Regional Official Plan</p> <p>7.3.11 j) the ability to service the area with full municipal water and sewerage services;</p>	<ul style="list-style-type: none"> Proposed SABEs have been reviewed and informed by Regional Works staff, and where appropriate, areas that pose significant challenges to being serviced over the long term have been avoided. Stormwater Management Plans are not prepared by the Region of Durham, as it is an upper-tier municipality, and is not responsible for stormwater management from development. Stormwater Management Master Plans or equivalent will be required to support development in SABE areas as part of subsequent planning processes, including Secondary Plans.
<p>D: Feasibility – watershed conditions, water resource system</p>	<p>Growth Plan</p> <p>2.2.8.3 d) the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resources system, including the quality and quantity of water.</p>	<ul style="list-style-type: none"> Master Environmental Servicing Plans will be required as part of subsequent planning processes, including Secondary Plans, as will project specific Class Environmental Assessments, to support infrastructure planning and construction. The goal of maintaining watershed conditions and the water resource system can inform the servicing alternatives for

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
<p>E: Feasibility – key hydrologic areas and Natural Heritage System for the Growth Plan, other environmental areas/features</p>	<p>Growth Plan</p> <p>2.2.8.3 e) key hydrological areas and the Natural Heritage System for the Growth Plan should be avoided where possible;</p> <p>Durham Regional Official Plan</p> <p>7.3.11 b) impact on the natural environment in accordance with the relevant policies of Section 2;</p>	<p>SABE areas through the above-mentioned processes.</p> <ul style="list-style-type: none"> Subsequent planning processes, including Secondary Plans, can consider in more detail how development will avoid, or minimize and mitigate, potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water.
		<ul style="list-style-type: none"> Proposed SABE locations have generally excluded the Growth Plan Natural Heritage System, wherever possible. Where the exclusion of the Growth Plan Natural Heritage System from the SABE would create a gap or hole in an otherwise contiguous urban area it was included in the SABE area. Since Key Hydrologic Areas exist throughout the Region’s whitebelt (on approximately 65% of whitebelt lands), it is not possible to avoid all Key Hydrologic Areas entirely, while planning for contiguous or logical extensions of the existing Urban Area Boundaries. In some cases, Key Hydrologic Areas overlap with Natural Heritage

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
<p>F: Feasibility – Prime Agricultural Areas</p>	<p>Growth Plan</p> <p>2.2.8.3. f) prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following:</p> <ul style="list-style-type: none"> i) expansion into specialty crop areas is prohibited; ii) reasonable alternatives that avoid prime agricultural areas are evaluated; and iii) where prime agricultural areas cannot be avoided, lower priority agricultural lands are used; 	<p>Systems and can be protected over the long term.</p> <ul style="list-style-type: none"> • The ability to address Key Hydrological Areas through protection and/or the implementation of appropriate building techniques and technologies can be considered through subsequent planning processes, including the preparation of Secondary Plans. <ul style="list-style-type: none"> • The vast majority of the whitebelt lands in the Region and candidate expansions areas in north Durham are identified as Prime Agricultural in the Provincial Agricultural System and comprised of Class 1 soils. • There are no reasonable alternatives to avoid SABE into Prime Agricultural Areas. • Proposed SABEs do not include any speciality crop areas as there are no speciality crop areas located in Durham. • Where possible, proposed SABEs have been aligned with natural boundaries such as watercourses/valley lands and road allowances to provide separation from rural and agricultural uses.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
<p>G: Feasibility – Impacts on Agricultural uses</p>	<p>Durham Regional Official Plan</p> <p>7.3.11 h) where possible, avoid prime agricultural areas, and as an alternative consider lower priority lands in prime agricultural areas. Where it is not possible to avoid prime agricultural lands, the location of urban boundaries will make use of natural or man-made features such as road allowances, valley lands and other natural features to mitigate potential conflicts between urban and agricultural uses;</p> <p>Growth Plan</p> <p>2.2.8.3 g) the settlement area to be expanded is in compliance with the minimum distance separation formulae;</p>	<ul style="list-style-type: none"> • Staff have conducted a desktop review utilizing a variety of data sources (ConnectON data, MPAC data, and visual review of aerial photography) to assess potential minimum distance separation (MDS) implications. • Based on this review, almost all whitebelt areas in south Durham and candidate areas for SABE in north Durham have suspected livestock facilities within their boundaries or within 1,500m. • MDS calculations will need to be completed as part of subsequent planning processes, including Secondary Plans, and approaches will be needed to limit development within SABE areas in proximity to livestock facilities until such

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
H: Feasibility – Impacts on Agricultural uses	<p>Growth Plan</p> <p>2.2.8.3 h) any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;</p>	<p>time that compliance with the minimum distance separation formulae is demonstrated.</p> <ul style="list-style-type: none"> • Proposed SABEs will have an impact on agricultural operations and the agri-food network. The potential impact and appropriate mitigation approaches would be most appropriately studied and assessed through more detailed planning processes, such as the preparation of Secondary Plans. This will allow more detailed consideration and appropriate design measures, such as edge planning, buffering, land use separations, and transportation networks/traffic flow to consider and protect adjacent agricultural uses concurrent with new community design. • Agricultural Impact Studies will be required as part of subsequent planning processes, including Secondary Plans, in SABE areas.
I: Feasibility – Resources and Public Health and Safety	<p>Growth Plan</p> <p>2.2.8.3 i) the policies of Section 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;</p>	<ul style="list-style-type: none"> • Section 2 of the Provincial Policy Statement covers an array of topics including Natural Heritage, Water Resources, Agriculture, Mineral and Petroleum resources, and Cultural

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
	<p>Durham Regional Official Plan</p> <p>7.3.11 i) the aggregate resource capability of the area;</p>	<p>Heritage and Archaeology. Section 3 of the Provincial Policy Statement addresses Natural Hazards and Human-Made Hazards.</p> <ul style="list-style-type: none"> • Proposed SABE areas are generally located entirely outside of aggregate resource potential areas. • The Region’s draft Natural Heritage System has been identified in proposed SABE areas, such that a Natural Heritage System can be protected over the long term through subsequent planning processes, including through the preparation of Secondary Plans. • Almost all SABE areas have the potential for Archaeological and Cultural Heritage Resources. Further screening and study will be required through subsequent planning processes, including through the preparation of Secondary Plans, in order to protect and conserve such resources. • Conservation Authority Floodplain Mapping has been considered and is noted as being largely within the draft Natural Heritage System boundaries within proposed SABEs. • The Region has requested Conservation Authorities to assess the impact of the proposed SABEs on watershed conditions

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
<p>J: Feasibility – Other provincial plans and source protection plans</p>	<p>Growth Plan 2.2.8.3 j) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan;</p>	<p>and the potential for increased downstream water flows/flooding. Such analysis was completed as part of the Carruthers Creek Watershed Plan update and additional modeling and evaluation is underway for lands within the CLOCA and GRCA Watersheds. Implementation of required further studies/works will be addressed through detailed local planning processes to demonstrate that development within SABE areas will not create new or aggravate existing hazards. Downstream flooding impacts will be avoided or mitigated.</p>
		<ul style="list-style-type: none"> • Proposed SABEs are located outside of Natural Core and Natural Linkage Areas of the Oak Ridges Moraine Conversation Plan. • Currently, there is not sufficient water or wastewater capacity to support the long term growth potential of Urban Areas in north Durham. Future Environmental Assessments will be required to evaluate the significant list of projects required to support long term development of the Region’s northern Urban Areas.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
		<ul style="list-style-type: none"> • The proposed SABEs for Beaverton, Sunderland, and Port Perry have been reviewed by Works Department staff and concluded that these proposed expansions can be serviced as part of the long-term servicing strategy to support long term future growth in these communities. • Proposed SABEs avoid Significant Ground Water Recharge Areas, to the extent possible, within the boundaries of the Lake Simcoe Protection Plan. • The CTC Source Protection Plan requires an assessment of groundwater recharge/supply. A review by the Region's hydrogeologist has determined that the proposed expansion will have limited impact on groundwater supply. Water Balance studies as part of subsequent development applications will be required.
Feasibility – Greenbelt Plan limitations	Growth Plan 2.2.8.3 k) within the Protected Countryside in the Greenbelt Area: i. the settlement area to be expanded is identified in the Greenbelt Plan as a Town/Village;	<ul style="list-style-type: none"> • Proposed SABEs would apply to existing Urban Areas that are identified as Towns/Villages in the Greenbelt Plan. • Proposed SABEs are modest in size, representing no more than 5 per cent of the geographic size, up to a maximum of 10 hectares.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
	<p>ii. the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the settlement area based on the settlement area boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area;</p> <p>iii. the proposed expansion would support the achievement of complete communities or the local agricultural economy;</p> <p>iv. the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;</p> <p>v. the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing settlement area; and,</p> <p>vi. expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.</p>	<p>Rationale and Commentary</p> <ul style="list-style-type: none"> • The Port Perry SABE will limit residential development to 50% (5 hectares) of land. • The proposed SABEs will support future growth of Durham’s northern municipalities, contributing to their achievement of complete communities and economic prosperity. • The proposed SABEs reflect land needs identified in the Land Needs Assessment and area municipal growth allocations. • The proposed SABEs for Beaverton, Sunderland, and Port Perry have been reviewed by Regional Works and concluded that these proposed expansions can be serviced as part of the long-term servicing strategy already being contemplated in order to support development within the existing Urban Area boundaries of these communities. • Proposed SABEs do not include any land within the Greenbelt Plan Natural Heritage System.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
	<p>Durham Regional Official Plan</p> <p>7.3.11 k) for Urban Areas located within the Protected Countryside of the Greenbelt Plan Area, subsequent to the 10-year Greenbelt Plan review, the environmental assessment in support of expanded sewage and water services must be completed or approved prior to amending the Urban Area boundary, and the expansion must not extend into the Greenbelt Natural Heritage System, and the expansion is subject to the relevant provisions of the Greenbelt Plan.</p> <p>7.3.11 l) Urban Areas outside the Greenbelt Plan Area are not permitted to expand into the Greenbelt Plan Area;</p>	
<p>Feasibility – Regional Structure</p>	<p>Durham Regional Official Plan</p> <p>7.3.11 a) The Regional Structure established by this Plan;</p> <p>Additional Planning Staff Considerations</p> <p>The Settlement Area Boundary Expansion represent a contiguous, orderly, and logical expansion to the existing Settlement Area Boundary.</p>	<ul style="list-style-type: none"> • Proposed SABEs implement Council’s endorsed land need Scenario. The locations considered the current Regional Structure and represent logical extensions to the existing the Urban Areas. • Proposed SABEs have prioritized the addition of Employment Areas along 400 series highways and other goods movement infrastructure. • Proposed SABEs generally provide for new Community Areas adjacent to existing / planned Community Areas.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
		<ul style="list-style-type: none"> Proposed SABEs include a new Regional Centre in northeast Pickering, to enable the development of a walkable mixed use community. Proposed SABEs also include the extension of the Regional Corridor overlays for portions of the following roads: Columbus Road in Whitby, Seventh Concession in Pickering, Harmony Road North in Oshawa, Bloor Street in Courtice, and Highway 2 in Courtice.
Feasibility – northeast Pickering	<p>7.3.11 p) where a comprehensive review of this Plan includes consideration of lands for Urban Area expansion within the City of Pickering east of the Pickering Airport lands, outside of the Greenbelt Plan, the following additional matters will be assessed and evaluated at that time:</p> <ul style="list-style-type: none"> i. the amount and rate of development that has occurred in the Seaton Community; and ii. the preparation and completion of a watershed plan update for the East Duffin and Carruthers Creek watersheds. 	<ul style="list-style-type: none"> As of end of year 2021, 1,805 residential building permits have been issued for development within the Seaton Community, representing ~10% of the units currently in draft approved plans. The updated Carruthers Creek Watershed Plan was completed and endorsed by Regional Council In June, 2021. The small portion of the East Duffins Creek Watershed located within the area subject to Policy 7.3.11 p) was included in the Carruthers Creek Watershed Plan Update Study Area.

Criterion/ Requirement	Applicable Policies	Rationale and Commentary
Feasibility – Balance Growth	Additional Planning Staff Considerations The Settlement Area Boundary Expansion contributes to context appropriate population and employment growth that considers balance and distribution across the Region.	<ul style="list-style-type: none"> The proposed SABEs provide for growth across Durham’s area municipalities, which considers previous trends and distribution of growth, and the availability of whitebelt areas.

Attachment 2

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



EARLY RELEASE OF REPORT

**The Regional Municipality of Durham
Report**

To: Regional Council
From: Commissioner of Planning and Economic Development
Report: #2023-P-**
Date: May 17, 2023

Subject:

Decision Meeting Report

Envision Durham – Recommendations on the new Regional Official Plan, File: D12-01

Recommendations:

That Regional Council:

- A) Adopt the new Regional Official Plan as contained in Attachment #1 to Commissioner’s Report #2023-P-** by passing the adopting by-law in Attachment #2;
- B) Declare to the Minister of Municipal Affairs and Housing that the new Regional Official Plan, as adopted, forms Regional Council’s long-term strategy for guiding and integrating growth management, development, land use, infrastructure and servicing planning, together with financial and capital investment, and meets the requirements of Subsections 26 (1) (a), (b) and (c) of the Planning Act, RSO 1990, Chapter P.13 as per Section 26 (7) of the Act;
- C) Authorize Regional staff to send a copy of this report and a “Notice of Adoption” to all Envision Durham Interested Parties, Durham’s area municipalities, Indigenous communities, conservation authorities having jurisdiction within the Region of Durham, the Durham Agricultural Advisory Committee, Durham Environment and Climate Advisory Committee, the Durham Active Transportation Committee, the

- Building Industry and Land Development (BILD) – Durham Chapter, Durham Region Home Builders' Association, other agencies and service providers that may have an interest in the planning of long-term growth in the region (e.g. school boards, hospitals, utility providers, etc.) as identified in Attachment #3, the Regional Director of the Ministry of Municipal Affairs and Housing Central Municipal Services Office, and all other persons or public bodies who requested notification of this decision;
- D) Authorize Regional staff to undertake any technical housekeeping refinements that may be necessary to perfect Council's adoption of the Regional Official Plan within the statutory 15-day period, prior to submission to the province;
- E) Authorize the Regional Clerk to submit the Council-adopted Regional Official Plan, to the Ministry of Municipal Affairs and Housing for approval, along with the required records of consultation, a Declaration that the statutory requirements for giving Notice and holding of a public meeting and open house have been complied with, statements of conformity and consistency with provincial plans and policies, and a copy of this report and Council's decision;
- F) Direct Regional staff to work with Provincial staff to obtain approval of the new Regional Official Plan, and report to Committee and Council as necessary; and
- G) Request the Province of Ontario through its review and decision-making on the Regional Official Plan and further proclamation of Bill 23 to reaffirm its support for upper tier official plans as an essential part of its commitment to protecting the financial and economic well-being of its municipalities; ensuring coordination of planning activities by public bodies; supporting the orderly development of safe and healthy communities; protecting ecological systems including natural features, functions and areas, as well as other matters of provincial interest provided under section 2 of the Planning Act.
-

Report:

1. Purpose

- 1.1 The purpose of this Special Meeting of Durham Regional Council is to consider adoption of the final draft Regional Official Plan ROP (i.e. Decision Meeting). Following adoption by Regional Council, the new ROP will be sent to the Minister of Municipal Affairs and Housing (MMAH) for approval. A special meeting of Council is a specific requirement of the Planning Act in relation to completion of new Official Plans.

- 1.2 Regional municipalities surrounding Toronto were formed in the 1970s in recognition that these areas would be subject to significant growth pressure and that the efficient provision of various services, such as arterial roads, transit, policing, sewer and water systems, waste disposal, region-wide land-use planning and development and health and social services can be operated more efficiently through this model. Upper-tier official plans have played a significant role in shaping local communities, while enabling coordination of infrastructure and service investments, and creating a climate for economic development while allowing for effective local decision-making. An official plan for Durham Region has been in place since 1976 and has served as an invaluable tool for guiding land use decision making across the region.
- 1.3 In the coming years, the Region is expected to see an accelerated pace of growth. With a provincial forecast that nearly doubles the Region's population and employment to 1.3 million residents and 460,000 jobs by 2051, growth pressures within and surrounding existing communities require consistent policy guidance and coordination so that required Regional services, systems and infrastructure can be planned and delivered in an efficient, cost effective and predictable manner.
- 1.4 The final draft ROP (Attachment #1) signals the magnitude of anticipated change, one that the Municipal Comprehensive Review has examined carefully through detailed study, and extensive public and stakeholder engagement. Envision Durham constitutes the Region's Municipal Comprehensive Review (MCR) as mandated by the province. Given the scope of change and the age of the current ROP, it is intended that the existing ROP will be repealed and replaced with this new more contemporary land use planning document. The final draft ROP reflects the current requirements of the Growth Plan for the Greater Golden Horseshoe (2020), the Provincial Policy Statement (2020), other related provincial policy and legislation, and also considers consultation and engagement conducted by the Region throughout the Envision Durham process.

2. Background

- 2.1 Envision Durham was a multi-year project that was initiated by authorization of Regional Council in May 2018 (see Report [#2018-COW-93](#)). Extensive opportunities for public input and engagement have been provided. Regional staff, with the assistance of consultants, prepared and consulted on a series of discussion papers, proposed policy directions reports, technical studies, and draft mapping throughout the process. A summary can be found on the project web page at www.durham.ca/EnvisionDurham.

- 2.2 The recommended ROP presents policies and strategic directions that will guide decision making on future growth, infrastructure and service delivery, land use planning, and development related matters during a time of significant growth. Envision Durham ensures that the new ROP conforms with existing Provincial Plans or does not conflict with them; has regard to matters of Provincial interest; and is consistent with the Provincial Policy Statement (2020). Consistent with the provincial Growth Plan, the draft new ROP has a planning horizon of 2051.
- 2.3 The completion of Envision Durham enables the initiation of extensive Regional service and infrastructure planning to support planned levels of growth, while supporting Durham's eight area municipalities as they initiate their own MCRs and conformity exercises.

3. Previous Reports and Decisions

- 3.1 Since 2018, numerous reports on various aspects of the Envision Durham process have been prepared by Regional planning staff, supported by work prepared by the Envision Durham Growth Management Study consultant team. Everything associated with the Envision Durham process has been posted on the Envision Durham website. The process has been highly collaborative and transparent. A list of previous reports and decisions related to the Envision Durham MCR is available on the project web page within the [Document library](#).

4. Notice of Special Meeting

- 4.1 Notification of the meeting time and location of this Special Meeting of Regional Council was sent to all those who requested notification, including the Envision Durham interested parties list, in accordance with Regional Council procedure.
- 4.2 In addition, a "Notice of Special Meeting" regarding Regional Council's consideration of the final draft ROP was advertised in newspapers across the region the week of April 3, and again the week of April 10, 2023.
- 4.3 Once the materials to be considered at this Special Meeting, including the recommended final draft ROP, were available to the public on May 3 at www.durham.ca/EnvisionDurham, additional notification was provided to the interested parties list, as well as through the Region's website, social media channels, and via a public service announcement.
- 4.4 A decision of Durham Regional Council on the final draft ROP is anticipated at this Special Meeting of Council on May 17, 2023.

5. Public Meetings and Submissions

- 5.1 In accordance with the Planning Act, a “Notice of Public Open House” and “Notice of Public Meeting” regarding the release of the draft new ROP was advertised in newspapers across the region the week of February 6, 2023, as well as through the Region’s website, social media channels, via public service announcement, and notification to every person registered on the Envision Durham interested parties list (approximately 790 individuals).
- 5.2 A Public Open House was held in-person on Monday March 6, 2023 from 6:00 pm to 8:00 pm in the main atrium on the first floor of Durham Regional Headquarters (605 Rossland Road East, Whitby). The purpose of the Public Open House was to provide the public with the opportunity to ask questions, discuss the draft new ROP and provide comments and information to staff. Approximately 100 people registered and/or attended this in-person open house. A copy of the poster boards displayed at this event are [accessible here](#).
- 5.3 The statutory Public Meeting was held on Tuesday March 7, 2023 as part of the regularly scheduled Planning and Economic Development Committee meeting in Council Chambers at Durham Regional Headquarters in Whitby. Participants were also able to view the meeting remotely via live stream. The purpose of the Public Meeting was to provide interested parties with an opportunity to make a submission to Durham’s Planning and Economic Development Committee relative to the draft new ROP. Approximately 20 people delegated to Committee during this hybrid public meeting. An archived recording of the public meeting is [accessible here](#).
- 5.4 Eighteen individuals spoke at the Public Meeting following the staff presentation (two individuals withdrew their request to delegate prior to the meeting). Details of their delegations are contained within the Public Meeting Minutes (Attachment #4). In addition, Legislative Service received 10 letters of correspondence in response to the Public Meeting. A summary of the submissions received, and staff’s response, is available at www.durham.ca/DraftROPSubmissions (Attachment #5).

6. Consultation and Key Submissions

- 6.1 In February 2019, the first stage (“Discover”) commenced, with a public launch of the engagement program, including the introduction an online project hub (durham.ca/EnvisionDurham) and a public opinion survey (Report [#2019-P-4](#)), posing a series of questions on a variety of planning and development topics across the region. Over 2019, the second stage (“Discuss”) released six theme-based discussion papers, each of which provided background information and included a

workbook, posing separate questions on specific topics. Additional information on the discussion papers is [accessible here](#).

- 6.2 On March 2, 2021, the Region released Proposed Policy Directions that were developed and informed based on best practice reviews, research, public engagement and feedback received during Stages 1 and 2 of the Envision Durham process, as noted above. The Proposed Policy Directions were intended to respond to submissions received throughout Stage 2, a summary of which can be found at www.durham.ca/EnvisionDurhamSubmissions.
- 6.3 The refinement of proposed policies, and the preparation of the draft new ROP was informed by public and agency feedback received through the Proposed Policy Directions, the Growth Management Study – Phase 1 (Alternative Land Needs Scenarios), the draft Regional Natural Heritage System, and the review of the Provincial Agricultural System consultations. A summary can be found [here](#).
- 6.4 On November 10, 2022, the Region released draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations required to accommodate the Region’s population and employment forecasts to 2051, as directed by Regional Council at its meeting in May 2022. Report [#2022-INFO-91](#) was available for public review and comment until January 18, 2023.
- 6.5 On February 10, 2023, the Region released the draft version of the new ROP for public and agency feedback in advance of the Public Open House and Public Meeting. Comments were requested by April 3, 2023. At the time of preparing this report, the Region had received:
 - a. Approximately 150 written submissions from area municipalities, conservation authorities, public agencies, community organizations, consultants on behalf of property owners, and members of the public;
 - b. 207 similarly worded emails requesting Regional Council to “pause the Envision Durham Official Plan Review now!”;
 - c. 12 similarly worded emails supporting the March 1, 2023 Regional Council Agenda Motion 11.2 on impacts of the release and development of Greenbelt Plan lands;
 - d. 81 similarly worded emails opposing the extension of Rossland Road East in Oshawa and requesting the preservation of the Harmony Valley Conservation Area;

- e. 15 similarly worded emails requesting that Regional Council not approve the draft ROP, citing concerns that an excess land inventory will undermine affordability, safe and efficient transportation and transit, local food systems, and decarbonization goals; and
 - f. 249 comments received through an online public mapping viewer illustrating the Regional Structure (Map 1), wherein 49 of those comments related to opposition to the extension of Rossland Road East in Oshawa and requesting the preservation of the Harmony Valley Conservation Area.
- 6.6 A summary of the submissions received and staff responses, including on the Settlement Area Boundary Expansions and area municipal growth allocations detailed in the Public Meeting Report [#2023-P-6](#), are available at www.durham.ca/DraftROPSubmissions (Attachment #5).

Key Submissions

- 6.7 The submissions on the draft new ROP vary from support to opposition, with many providing suggested policy refinements, including:
- a. Several requests from and on behalf of landowners in Brooklin (Whitby) south of Columbus Rd., west of Ashburn Rd., east of Coronation Rd., and north of Hwy. 407, requesting lands be converted from Employment Area to Community Area citing poor access, smaller lot sizes, compatibility, and need for housing.
 - Staff note that these areas are part of a chain of smaller Employment Area parcels located along Highway 407 in Whitby. A future interchange is shown in the recommended ROP at Cochrane Street, which is nearby, providing access to the highway. Staff's recommendation that these lands be designated Employment Areas remains unchanged.
 - b. Comments from Mark Mitanis, Weston Consulting, on behalf of Rundle Road Corp., owners of 521 and 531 Rundle Rd. in Clarington (related to BER-3) requesting that the subject lands be included in the proposed Settlement Area Boundary Expansion (SABEs) as Employment Areas. In addition, comments received from Jayson B. Schwarz requesting 2271 Rundle Rd. in Clarington be included as a SABE.

- Proposed expansions for Clarington were developed based on logical extensions of existing urban areas while maintaining the integrity of urban separators to the greatest extent possible. Suitable SABE locations have been provided elsewhere in Clarington and no further expansions are required to accommodate the 2051 forecasts.
- c. Comments and delegation from Adam Santos, Weston Consulting, on behalf of the owner of lands referred to as the Beaverton Commons requesting reconsideration of CNR-23 to support an Employment Area conversion request to allow a senior/retirement facility.
- Employment Area conversion requests were considered through Report [#2021-P-25](#). This conversion request was reconsidered in Report [#2022-INFO-91](#) noting that there is a shortage of Employment Areas and surplus of Community Areas for Brock Township.
 - A senior/retirement facility would be isolated/disconnected from the broader community and present potential erosion/conflicts to the broader Employment Area.
 - Staff have not recommended an Employment Area conversion of this site.
- d. Comments from Ajax resident Steve Parish expressing concern that the proposed SABE in northeast Pickering (within the Carruthers Headwaters) will cause significant flooding impacts downstream in the Town of Ajax, with little ability to control or mitigate adverse effects given that the jurisdiction and powers of Conservation Authorities has been restricted by Bill 23.
- New development in the headwaters area of Carruthers Creek require further study and assessment through exercises including a secondary plan and subwatershed study. The Carruthers Creek Watershed Plan will provide guidance in this regard. Development will not be permitted until it can be demonstrated that flood/hazard impacts can be mitigated as outlined in Section 5.7 of the recommended ROP. Conservation Authorities continue to have the authority to review and comment on developments with respect to natural hazards/flooding.

- e. Comments and delegations from Max Lysyk and Joanna Fast, Evans Planning Group on behalf of 1345 Winchester Rd. E. in Oshawa (related to BER-66) requesting that the Employment area designation on the property be reduced to a narrower band and that lands north of the 407 on other lands be redesignated to Employment Areas in exchange.
- Lands in proximity to the Harmony Rd. interchange, south of Hwy. 407, offer the opportunity to accommodate large format employment uses in proximity to a goods movement corridor. The proposed alternative location north of Hwy. 407 is irregularly shaped, more narrowed, and bisected by environmental features. Shallow depth employment blocks are less able to accommodate a broad range of employment users and may therefore become more susceptible to conversion in the future.
 - The proponent has suggested, that in respect of recent provincial initiatives and announcements regarding the need for housing, that more lands are needed for residential purposes. To be clear, there is more than enough land designated in this new OP to meet the Region's residential needs. On balance, it is more important to maintain this large contiguous area for future employment than to add more Community Area lands in this location. Staff continue to recommend that the lands be designated Employment Areas.
- f. Comments and delegation from Matthew Cory, Malone Given Parsons, on behalf of the Northeast Pickering Landowners Group (NEPLOG, related to BER-13) requesting a larger SABE for northeast Pickering (1,289 hectares) than what has been identified by the recommended ROP (1,195 hectares). NEPLOG has also presented their own NHS mapping and requests that it be utilized for the delineation of the NHS in northeast Pickering. NEPLOG also requests a reduced Employment Area of 233 hectares be allocated, with a greater weighting of employment lands on the south side of Hwy. 407 and a reduced strip of employment lands on the north side of Hwy. 407.
- The land area differences between NEPLOG and Regional staff is largely attributed to differences in the environmental datasets. The Regional NHS has been utilized in the Region's work, which is based on a combination of the existing system identified in the Carruthers Creek Watershed Plan and the system found in the City of Pickering Official Plan.

- Regional staff continue to support the distribution of proposed Employment Areas in northeast Pickering as shown in the recommended ROP, except however that a small portion of employment area between Sideline 4 and Kinsale Rd to the south of Hwy. 407 has been shifted. The lands north of Hwy. 407 are particularly well suited for employment use, given they are large, contiguous, and relatively free of environmental constraints.
- g. In addition, Matthew Cory, Malone Given Parsons, on behalf of the Northeast Pickering Landowners Group (NEPLOG) is requested that the Region create a Rural Lands designation. For example, lands south of the Oak Ridges Moraine Conservation Plan and outside of settlement areas be designated as Rural Lands, given that a rural land use designation, in their view, provides more appropriate land uses in and around new settlement areas.
- An assessment of rural lands found that implementation of the Provincial Agricultural System would result in a Rural System that would predominantly be designated as Prime Agricultural Areas with minimal land designated as Rural Lands. The retention of Major Open Space Areas (MOSA) facilitates the maintenance of a land base for rural-type land uses, while also recognizing key environmental features. Policies within the recommended ROP support this intent by permitting the development of non-agricultural uses, or “rural land uses” within MOSA, subject to criteria.
- h. Comments and a delegation from Don Given, Malone Givens Parsons, on behalf of Richard Wannop for 1520, 1540 and 1580 Reach St. in Scugog, requesting reconsideration of CNR-17 to support the conversion of 40 hectares of the subject property from Employment Area to Community Area, citing that Scugog has a surplus of Employment Area and these lands are constrained for employment uses given the costly servicing infrastructure required and that the conversion is now unanimously supported by the Township of Scugog Council.
- Regional staff continue to recommend the lands in this area not be converted on the basis that the site is large, regularly shaped and suitable for employment uses. The site forms part of the largest and most contiguous Employment Area in north Durham and has the potential to satisfy unmet employment needs for all of northern Durham.

- In particular, the Reach Street properties are subject to a pre-servicing of employment lands initiative that will see the advancement of Regional services to the property.
- Regional staff had Watson & Associates review this matter at the request of the Township of Scugog. The following is a summary of Watson's response:
 - (a) While the Township is expected to have a surplus of employment lands within the planning horizon, it is important to emphasize that the employment forecast for Durham Region and Scugog is a minimum.
 - (b) The existing lack of municipal water and wastewater services within the Scugog Employment Area lands has resulted in a narrow range of permitted employment uses which can operate on the Township's employment lands. Historically, this has effectively limited demand for the Employment Area lands within Scugog. However, with municipal services these lands will become more attractive to employment investment.
 - (c) The Region's Growth Management Study assumes that a long-term servicing solution will be developed for the Port Perry Employment Area, which would then result in an increase in the Township's investment attractiveness across a broader range of sectors, and lead to an increase in demand relative to historical patterns.
 - (d) Converting lands within the Port Perry Employment Area would potentially set a precedent for future employment conversion requests, potentially eroding the supply of employment land within Scugog and causing further disruption to existing business operations within this area. In this regard, comments received from Rachelle Larocque, The Biglieri Group Ltd., on behalf of 1501 and 1541 Scugog Line 6 (directly to the south) are requesting that the eastern portion of their lands also be converted from Employment to Community Area.
- i. A series of 207 similarly worded emails request Regional Council to "pause the Envision Durham Official Plan Review now!" A further 15 similarly worded emails request that Regional Council not approve the draft ROP, citing concerns that an excess land inventory will undermine affordability, safe and efficient transportation and transit, local food systems, and decarbonization goals.

- It is important that the Region continue its progress on the draft new ROP. The completion of the MCR this spring will enable the initiation of extensive service and infrastructure planning to support the Region's forecasted levels of growth while supporting Durham's eight area municipalities as they initiate their own MCRs, conformity exercises and housing pledge commitments. The ROP is the culmination of extensive research, mapping, best practices, updated policies and consultation which will benefit all of Durham's municipalities as they commence their detailed planning work to 2051.
 - The final draft ROP represents the Region's provincially mandated exercise to ensure that the ROP conforms with Provincial Plans or does not conflict with them; has regard to matters of provincial interest; and is consistent with the current Provincial Policy Statement.
 - Staff do not support pausing the MCR process.
- j. Comments and delegation from Shahram Emami requesting lands at 1945 Seventh Concession Rd. be included in the SABE for Pickering as Employment Areas (related to BER-12).
- The subject property and other "Whitebelt" lands in proximity to the federal airport lands in Pickering (i.e. Special Study Area #1) are proposed to remain outside of the Urban Area Boundary until such time that a final federal decision to build an airport is made, at which point they could be planned for airport compatible uses. In April 2019, Durham Regional Council confirmed its support for the development of an airport in Pickering; focusing on innovation, investment and employment within a model of sustainable operations. Pickering's Employment Area land need can be met through the allocation of employment lands in northeast Pickering. Mr. Emami contends that with the change in Pickering Council's position to not support a new airport that his lands should therefore be designated now. Sufficient employment lands are designated in this new Plan, including employment lands in northeast Pickering, to meet forecast needs for employment over the long term.
- k. A series of 12 similarly worded emails support the March 1, 2023 Regional Council Agenda Motion 11.2 which pertains to the removal of lands from the Greenbelt I Durham. In addition, Elizabeth Calvin on behalf of the Green Durham Association expressed concerns related to the impacts of development in the Duffins Rouge Agricultural Preserve and the adjacent Rouge National Urban Park.

- Motion 11.2 was defeated at the Regional Council meeting held on March 1, 2023.
 - The Greenbelt lands removed by the province within Pickering (including the recently repealed Duffins Rouge Agricultural Preserve), Ajax and Clarington have been identified as Special Study Areas in the recommended ROP. This approach reflects the province's stated intention to return removed lands back to the Greenbelt if certain milestones are not achieved (i.e. progress on planning approvals by 2023, and homes under construction by 2025). The proposed policies in the recommended ROP mirror the province's requirements for development within these areas. As the province is both the approval authority for the new ROP and the authority to be satisfied as to the progress of development in the Greenbelt Removal Areas, any modifications to the ROP due to Greenbelt removals will form part of a future provincial decision.
- I. Comments and delegations from Bryce Jordan, GHD; and Lucy Stocco, Tribute Communities, requesting the reconsideration of SABE BER-39, north of Newcastle in Clarington.
- The eastward expansion for a Community Area SABE has been proposed for Newcastle. Comments from Municipality of Clarington indicated support of the SABEs as proposed by the Region. The expansion of the Urban Area Boundary to encompass the lands to the north of Newcastle has not been recommended at this time.
- m. Comments and delegation from David Aston, MHBC Planning, requesting the redesignation of a portion of 2765 Townline Rd. in Pickering (located on Third Concession Road, opposite Valley Farm Road) from Major Open Space Area (MOSA) to Community Area.
- These lands are designated as Natural Area, a sub-category of Pickering's Open Space System. Additionally, Policy 12.1.3 within the recommended ROP recognizes that the boundaries and alignments of the components of the Urban System are approximate. Sufficient flexibility is provided to define exact boundaries at such time as area municipal official plans and zoning by-laws come into effect.

- The subject site is also affected by the future Valley Farm Road extension, a Type C Arterial Road in the Pickering Official Plan, that is planned to connect to Palmer's Sawmill Road. The future right-of-way for the road will impact the potential developable area of the site.
- n. A series of 81 similarly worded emails opposing the extension of Rossland Road East in Oshawa and requesting the preservation of the Harmony Valley Conservation Area.
- The Rossland Road Extension is not a new proposal under Envision Durham. The recommended ROP mapping maintains protection for the Rossland Road Extension, which has been designated since the first Regional Official Plan was approved by the province in 1976.
 - In 2005, the Region completed a Class Environmental Assessment (EA) for the Rossland Road Extension from Harmony Road to east of Townline Road to establish the north limit of residential development in the area. The extension addresses a missing east-west link in the transportation network between Taunton Road and Adelaide Avenue and connects residential subdivisions in the eastern urban area of Oshawa. It also provides opportunities for emergency service, transit service and active transportation movement across the Harmony Creek Tributary and forms part of the Regional Cycling Plan.
 - In 2017, the Durham Transportation Master Plan (TMP), confirmed the need for the Rossland Road Extension as part of the future arterial road network.
 - Since more than 10 years have elapsed since completion of the Class EA study and no work on implementation of the project has been completed, a review of the previous study and an EA Addendum will be required before the project can proceed. The EA Addendum will provide another opportunity for public input on the proposed Rossland Road Extension while also reviewing the environmental impacts and mitigating measures from the previous study.
- o. Comments from the Town of Whitby requesting a lower density target of 100-150 persons and jobs per hectare for Regional Centres located along Rapid Transit Corridors, such as historic Downtown Whitby.

- Regional and Town staff met to discuss the minimum density target for Regional Centres located along the Rapid Transit Corridor. Note that the Regional Centre is defined as the downtown Whitby “Intensification Area” for the purposes of this target, and not the entirety of the downtown Whitby Secondary Plan Study Area. The target functions as a minimum overall, long-term target. Policies in Section 5.2 acknowledge certain sites or areas may have heritage/cultural value and should be preserved and that the target is not applied on an individual parcel basis.
 - The Town has flexibility in determining which areas within the Centre should be intensified and which should be maintained or “gently” intensified. A reference to “maximum” building heights in Policy 5.2.6 has been added to reflect existing context. Further, a reference to built heritage, in addition to cultural heritage, was added to Policy 5.2.8 e) as a consideration for development within Strategic Growth Areas. The density target of 150 persons and jobs per hectare can be achieved through ground related dwelling forms and gentle density. The Region’s [Housing Intensification Study](#), prepared in 2021 as part of the Envision Durham Growth Management Study, includes density precedents that demonstrates that density can be achieved with a mix of ground-related and low-rise buildings.
- p. Comments from Mark Jacobs, The Biglieri Group Ltd., requesting an expansion to the boundary of the Hamlet of Caesarea in Scugog (related to BER-30).
- Changes to the hamlet boundaries are not permitted at this time. Current provincial policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary. Designations within deferral area will remain Prime Agricultural and Waterfront Area in the recommended ROP.
 - Changes to the deferral area of the hamlet boundaries in the draft ROP for Caesarea were the result of a technical mapping error. The deferral area was captured in error and incorporated into the hamlet boundary. This error has been corrected in the enclosed recommended ROP. The hamlet boundary illustrated in the recommended ROP does not include the deferral area.

- q. Comments from Grant Morris, Grant Morris Associates Ltd., requesting to permit residential development at three locations within the region, including: 3580 Audley Rd. in Kinsale (Pickering); 1037 and 1067 Arthur St. in Newcastle (Clarington); and, 1854 and 1858 Liverpool Rd. in Pickering.
- Staff offer the following clarification to the various properties noted within this submission:
 - (a) The Urban Area Boundary in the vicinity of Kinsale is proposed to extend to the Greenbelt Plan Boundary including portions of 3580 Audley Rd. as a Community Area designation which would permit residential development, if designated by the City of Pickering through their secondary plan;
 - (b) The Urban Area Boundary is proposed to extend east of Arthur St. and south of Concession Rd. 3 in Newcastle and include 1037 and 1067 Arthur St. as Community Areas, which could include permissions for residential development;
 - (c) 1854 and 1858 Liverpool Rd. are already within the current ROP's Urban Area Boundary. 1854 Liverpool Rd. is within the Urban Growth Centre delineation. The regional Natural Heritage System (NHS) overlay within the recommended ROP is comprised of the provincial NHS and approved area municipal NHSs. Policy 7.4.2 of the recommended ROP permits refinement of the regional NHS, outside of provincial NHS areas, through the secondary planning process and/ or approved development applications.
- r. Comments from Mark Flowers, Davies Howe LLP, on behalf of Bridgebrook Corp. pertaining to servicing policies that could apply to development within the Uxbridge Urban Area.
- Policy 4.1.8 of the recommended ROP has been revised to remove reference to the Municipal Act;
 - Policy 4.1.26 a) allows for the consideration of communal systems, therefore there is not a need to revise this policy;
 - No change is proposed to Policy 4.1.27; and
 - Policy 9.1.2. b) has not been revised as the phrase provides additional detail regarding the conditions of the Special Study Area.

- s. Comments from Ryan Guetter, Weston Consulting, expressing general support for policy directions related to 113 Down Rd. in the Courtice Waterfront Area (Clarington). Mr. Guetter requests that the new ROP and Special Study Area #4 remove the requirement for a future amendment to the ROP before development can proceed, given that the Secondary Plan will also address other priorities of Clarington, including the identification of a potential future waterfront park;
 - Regional staff maintain that a ROP Amendment (ROPA) will be required to remove the Special Study Area from the lands, given the proximity of nearby Regional facilities once the conditions are satisfied. A change in land use would be applied at that time of a Regional Council approved ROPA.

Engagement with Indigenous Communities

- 6.8 Envision Durham's communications plan was developed to proactively create opportunities to meet and share information on this project with our Indigenous communities. The region spans a portion of the territories covered by the Williams Treaties of 1923. Therefore, outreach was focused on the traditional territories of the seven First Nations included in the Williams Treaties, including:
 - a. The Mississaugas of Scugog Island, Alderville, Curve Lake, and Hiawatha; and
 - b. The Chippewas of Beausoleil, Georgina Island and Rama.
 - c. Additional outreach included service organizations such as the Assembly of First Nations, Métis Nation of Ontario and Oshawa and Durham Métis Council.
 - d. At the suggestion of the province, the draft ROP was also shared with the:
 - Mississaugas of the Credit First Nation;
 - Huron-Wendat First Nation; and
 - Kawartha Nishnawbe First Nation community.
- 6.9 Upon launching Envision Durham, Regional staff sent letters to the Chiefs and staff of the above communities and organizations to introduce the project and to arrange to meet to share information and seek insights early in 2019.
- 6.10 Regional staff followed up on these written letters with a series of phone calls and emails to various parties that resulted in an in-person meeting with the Curve Lake First Nation (July 19, 2019), which included staff from the CAO's Office engaged in consulting on the Strategic Plan at the time.

6.11 Regional staff have been circulating materials since the initiation of the project and have hosted five touch-point meetings with consultation staff on behalf of the Mississaugas of Scugog Island First Nation (MSIFN) since 2022 to share information related to the project, and to receive and discuss comments on various matters of interest to the MSIFN.

6.12 The following highlights the MSIFN's comments submitted on the draft ROP:

- a. Suggestions for creating a more meaningful Traditional Territorial Acknowledgement;
- b. Refinements to the Prologue that recognize the MSIFN community members who continue to live within Durham today;
- c. Strengthen general economic development policies to recognize Indigenous economic reconciliation;
- d. Balancing the demand for housing with the need for protecting natural heritage lands;
- e. Strengthening policies to require green infrastructure and resilient development, where possible;
- f. Requesting policies that highlight the importance of maintaining existing wetlands and other known carbon sinks, including the need for area municipalities to develop wetland strategies to ensure stewardship and monitoring of wetland loss;
- g. Requesting refinements and additions to the built and cultural heritage policies;
- h. Requesting review and potential refinement to a range of draft policies within the Greenlands System Chapter, namely related to permitted uses within key natural heritage features, Greenbelt Urban River Valleys, the Regional NHS, woodlands and wetlands, and the Water Resources System;
- i. Requesting consideration of OCAP principles (i.e. ownership, control, access, and possession) that establish how First Nations data should be collected, protected, used, and/or shared in relation to the use of Traditional Ecological Knowledge, and update draft policies accordingly; and
- j. Requesting that draft Policy 7.7.6 incorporate the development of invasive species management plans.

6.13 As part of Regional staff's regularly scheduled MCR check-in meetings with MSIFN engagement staff, extensive discussions have taken place regarding these comments. In addition to providing clarification, a round of reviews of proposed staff responses and/or proposed policy revisions has also taken place. As a result of these discussions, revisions have been addressed in large part directly within the recommended ROP, as follows:

- a. Revised Traditional Territory Acknowledgement to recognize all seven Williams Treaty First Nations, as well as including a map of the area covered by the Williams Treaties;
- b. Updated description within the Prologue to recognize that this territory remains home to the MSIFN to this day;
- c. Revisions to draft Policy 2.1.5 to encourage and recognize economic reconciliation for Indigenous communities;
- d. Addition of a Nature-based Climate Solutions preamble to recognize the role of wetlands in carbon sequestration;
- e. Series of revisions to policies within the Built & Cultural Heritage section related to archaeological practices;
- f. New objective for Complete Communities that complements Built & Cultural Heritage section to recognize the connection to land and the built environment through Indigenous cultures and traditions;
- g. New policy to maintain and enhance wetland coverage through stewardship and restoration, where possible;
- h. Updated draft Policy 7.5.8 to include aquatic habitat;
- i. New policy to guide implementation of traditional ecological knowledge sharing through adherence to ownership, control, access and possession (OCAP) principles; and
- j. Updated draft Policy 7.7.6 to incorporate assistance in the development of invasive species management plans, where applicable.

6.14 In addition to the above comments, MSIFN are opposed to Council's decision to endorse Land Need Scenario 2a and opposed to the northeast Pickering SABE. MSIFN propose that the northeast Pickering SABE be relocated to Clarington's "Whitebelt" areas. They request that an Opportunity and Cost Study on losing ecosystem services in northeast Pickering, and a Cumulative Effects Assessment on the impact of northeast Pickering SABE on Williams Treaties First Nations harvesting rights, be completed.

- a. Extensive study has been undertaken through the Carruthers Creek Watershed Plan (CCWP) which was endorsed by Regional Council in June 2021, and the TRCA Board of Directors in September 2021. A series of Land Use Management Recommendations form part of the CCWP provide guidance regarding how development can be accommodated within the headwaters while also improving ecological conditions. On July 20, 2021, TRCA stated in a public letter: "The draft CCWP does not state that development in the headwaters of Carruthers Creek should not proceed. Instead, it identifies potential impacts of development and proposes a series of mitigation

measures to manage those impacts should development be considered within the headwaters.”

- b. The proposed SABEs within the recommended ROP are outside of the Greenbelt Plan Area. High level designations are provided through the ROP, but detailed land uses and facilities, and the examination of impact from development on features and functions will form part of the City’s secondary plan process currently underway. Regional staff have already connected MSIFN and their consultation team with staff at the City of Pickering that are leading the secondary plan process.
- c. The recommended ROP has followed the criteria under the Growth Plan and the Provincial Land Needs Assessment Methodology. Although the policies have not been amended to also require the conduct of the requested Cumulative Effects Assessment and Opportunity/Cost Study, any further study could form part of future development review processes. Regional staff would like to continue the conversation with MSIFN, the City, the province and other interested parties related to cumulative effects and the value of ecosystem services.
- d. In addition, it should be noted that Municipality of Clarington is not supportive of further expansion into the Clarington “Whitebelt” beyond what is currently proposed.

6.15 The Huron-Wendat First Nation submitted comments on the draft ROP with respect to engaging Indigenous communities, land acknowledgement, archaeological resources, environmental resources, and public art honouring cultural resources. As a result, the recommended ROP was revised as follows:

- a. Traditional Territory Acknowledgement expanded to include reference to other Indigenous communities, in addition to the Mississaugas of Scugog Island First Nation.
- b. Built environment policies addressing area municipal official plan and secondary plan requirements related to providing for a vibrant and attractive public realm incorporating art, culture and heritage have been expanded to include engaging with Indigenous communities and incorporating Indigenous history and art commissioning, where appropriate, with a focus on cultural heritage.

- c. A new policy was added to engage with the appropriate Indigenous community to identify interpretive and commemorative opportunities to ensure the long-term protection of any archeological resources, in the case where the preservation of a site containing archaeological resources of Indigenous, First Nation or Metis origin is not possible.

7. Overview of Key Changes in the Recommended ROP

- 7.1 The draft ROP as presented within Section 4 of the Public Meeting Report [#2023-P-6](#) is predominantly reflected in the recommended ROP, with updates to policies and mapping that have occurred to address comments and undertake technical/housekeeping updates. To assist in Council and members of the public's review of the recommended ROP, Attachment #6 provides an overview of key changes made to the recommended ROP as a result of the feedback received during the above noted consultation exercise.

8. Declaration that the new Official Plan meets the requirements of the Planning Act

- 8.1 Section 26 (7) of the Planning Act states that Council by resolution shall declare to the approval authority that the Official Plan meets the requirements of subclauses 26 (1) (a), (b) and (c) of the Planning Act. Pursuant to section 26, the adopted official plan is to:
 - a. conform with provincial plans such as the Growth Plan, Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Lake Simcoe Protection Plan, or not conflict with them;
 - b. have regard to the matters of provincial interest listed in Section 2 of the Planning Act. Section 2 details matters of provincial interest such as:
 - the protection of ecological systems, including natural areas, features and functions;
 - the protection of the agricultural resources;
 - the conservation and management of natural resources and the mineral resource base;
 - the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
 - the supply, efficient use and conservation of energy and water;

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
 - the minimization of waste;
 - the orderly development of safe and healthy communities including accessibility, the adequate provision and distribution of educational, health, social, cultural and recreational facilities, and, provision of a full range of housing, including affordable housing;
 - the adequate provision of employment opportunities;
 - the protection of the financial and economic well-being of the province and its municipalities;
 - the co-ordination of planning activities of public bodies;
 - the resolution of planning conflicts involving public and private interests;
 - the protection of public health and safety;
 - the appropriate location of growth and development;
 - the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
 - the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
 - the mitigation of greenhouse gas emissions and adaptation to a changing climate;
- c. be consistent with policy statements issued under subsection 3 (1). 2015, c. 26, s. 24 (1), such as the Provincial Policy Statement.

8.2 It is recommended that Council declare that the new Regional Official Plan, as adopted, forms Regional Council's long-term strategy for guiding and integrating growth management, development, land use, infrastructure and servicing planning and meets the requirements of Section 26 (1), (a), (b) and (c) of the Planning Act.

9. Implications of Bill 23

9.1 Should certain components of the More Homes Built Faster Act (i.e. Bill 23) be proclaimed as proposed, the Region would be defined as an upper-tier municipality without planning responsibility, with approval authority on development planning matters being assumed by the lower tier municipalities, (much of which has already been delegated to Durham's area municipalities). A specific proclamation date is not known at this time; however, the province has advised that it does not expect to proclaim those aspects of Bill 23 that affect upper-tier planning responsibilities until

the winter 2024, at the earliest. Under Bill 23, future updated or new area municipal official plans and amendments will require Ministerial approval, (not Regional approval as is currently the case). Ministerial decisions on planning matters cannot be appealed by the Region.

- 9.2 If those aspects of Bill 23 are ultimately proclaimed such that the Region ceases to have an official plan under the Planning Act, staff recommend that Council continue to recognize and rely on this new Regional Official Plan to inform decisions pertaining to the delivery and coordination of regional infrastructure and services.

10. Proposed 2023 Provincial Planning Statement

- 10.1 On April 6, 2023, the province released a proposed new Provincial Planning Statement (2023 PPS), which is intended to replace the current Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe (both were last updated by the province in 2020). Comments on the newly proposed legislative and policy changes are required by June 5, and the province has advised that it expects the new PPS to come into force in the fall of 2023. As noted in Report [#2023-INFO-29](#), staff are in the midst of preparing a Regional position that will come forward to Regional Planning and Economic Development Committee on June 6th. Regional staff will work with Provincial staff through the approval process to consider any modifications that may be required to the ROP if the 2023 PPS comes into force prior to the new ROP's approval.

11. Relationship to Strategic Plan

- 11.1 This report aligns with/addresses all the strategic goals and priorities in the Durham Region Strategic Plan. The new Official Plan reflects Council's land use vision for the Region to 2051 and is Council's principal guiding document with respect to the delivery of regional infrastructure and services.

12. Conclusion

- 12.1 Envision Durham, the Region's MCR has been a highly consultative process since its formal public launch in 2019. The adoption of the new ROP as a data driven, future focused guiding document for the growth and development of the Region is the final deliverable of the process so that it may be considered by the Minister of Municipal Affairs and Housing.

- 12.2 Envision Durham and the new ROP highlights how planning for land use, infrastructure, services, transportation, natural and rural systems are intrinsically interconnected. The ROP and the role of Regional planning is vital in ensuring that these components are coordinated. The future proclamation of Bill 23 as it relates to the role of upper-tier planning and the ROP will pose distinct challenges to planning, as well as coordinating services and infrastructure as Durham strives to meet its future growth demands.
- 12.3 It is recommended that Regional Council adopt the final draft ROP (Attachment #1) and direct staff to forward the new ROP to the province for approval. The new ROP will be forwarded to the Minister in a package, along with a form and submission checklist as required by MMAH, which includes but is not limited to: records of consultation; declaration that requirements for giving notice and holding a public meeting and open house have been complied with; and, statements of conformity and consistency with provincial plans and policies. Prior to the submission to the province, it is recommended that Regional staff be authorized to undertake any technical housekeeping on the Regional Official Plan as may be necessary following adoption.
- 12.4 It is also recommended that, following the Special Meeting, a copy of this report and a “Notice of Adoption” be sent to all Envision Durham Interested Parties, Durham’s area municipalities, Indigenous communities, conservation authorities having jurisdiction in the Region of Durham, the Durham Agricultural Advisory Committee, Durham Environment and Climate Advisory Committee, the Durham Active Transportation Committee, the Building Industry and Land Development (BILD) – Durham Chapter, Durham Region Home Builders’ Association, other agencies and service providers that may have an interest in the planning of long-term growth in the region (e.g. school boards, hospitals, utility providers, etc.), and all other persons or public bodies who requested notification of this decision.

13. Attachments

Attachment #1: [Final draft Regional Official Plan \(www.durham.ca/newROP\)](http://www.durham.ca/newROP)

Attachment #2: [New Regional Official Plan By-law](#)

Attachment #3: [Agencies and Service Providers for Circulation](#)

Attachment #4: [Public Meeting Minutes – March 7, 2023](#)

Attachment #5: [Submissions Table \(www.durham.ca/DraftROPSubmissions\)](http://www.durham.ca/DraftROPSubmissions)

Attachment #6: [Key Changes from Draft ROP \(February 10, 2023\) to Final Draft ROP \(May 3, 2023\)](#)

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

Elaine C. Baxter-Trahair
Chief Administrative Officer

From: TAMMY ATKINSON

Subject: Durham Region Official Plan

Hi, my name is Tammy Atkinson. I am a resident of Oshawa and have been since the late 80s. I moved away from Scarborough to offer my family a better life here. Many changes have been happening to the Region recently, which concerns me.

I want you to realize the importance of the decision you will make regarding the Official Plan as this will considerably impact existing residents and future ones.

Concentrated in our Region south of the Greenbelt and Oak Ridges Moraine, there is some of the best farmland in the country. To build over these areas would be an atrocity not only for the farmers, people who depend on local agriculture, but also for wildlife that rely on these landscapes for shelter and food. Do you remember learning about the food chain in school? There is a purpose for everything in life. As you can tell, nature is important to me, and while it may not motivate your decision, please think of our overall health and well-being and the relationship with the natural world.

Fresh-grown food from our region and backyards influences our immune systems and contributes to the health of our local economy. I remember growing up in a house with fresh food, not processed foods. I don't recall anyone having obesity issues back then or other, and I feel that growing up that way taught me healthy eating habits and contributed to my good health even today. This generation seems to have more health issues because of the cost of groceries, as people can't always afford what is healthy and buy what is cheap. Access to healthy fresh food should be an important priority for this Region.

Another thing I want to point out is the importance of our trees. So many trees are being cut down to make way for development, but we need to keep them. We need more trees, not fewer, to absorb carbon, produce oxygen, and clean the air. Other benefits, of course, are that they provide us with cooling shade and provide homes, security and food for wildlife. We should be working to protect our mature trees because they do more for us than newly planted trees.

I understand you are under pressure to build homes for new people coming into the country and future generations. However, several groups have extensively researched and confirmed that there is enough land to build homes and communities within our existing growth areas. No Greenbelt land is needed, either.

Please listen not only to scientific fact, but also to the concerns of your constituents. Do the right thing by protecting our farmland and natural areas, including the Greenbelt. You may currently be a parent or a grandparent, so please consider our children and the negative implications this Official Plan will have on future generations.

Sincerely,

Tammy Atkinson

From: Despina Melohe
Subject: May 17 Meeting: Do not vote for the ROP

Hello,

This vote is more than just about land use policy. It is actually a climate change policy. By choosing to use more land than is necessary for development, we are condemning the next generation to a bleak future. Why are we locking in a plan for 30 years? Why are you ignoring your staff's recommendations and voting for a plan created by developers?

The plan as it is now, is a travesty of democracy. It is a glorified land-grab. This whole process has been business as usual: insider baseball. What will you do when the climate impacts get so severe, that they cause the social fabric to unravel?

We need a Durham Region where people can get around without a personal automobile. We need to preserve and protect the Greenbelt. We need to preserve the DRAP not pave over it. We need more density and transit oriented neighbourhoods. We need to preserve the waterfront for everyone. The Provincial government and the Region are playing Russian roulette with our children's future. A vote for this plan is a vote for flooding, water quality degradation and biodiversity loss, not to mention higher taxes. We have no right to destroy our natural environment for the sake of developer profit.

We need to start acting responsibly. We shouldn't just be rubberstamping building projects. We need to create complete communities. All the condo complexes in Whitby are luxury condos. Where is the social housing? We don't need gentrification. Do we have the water & sewer infrastructure to support all these new developments downtown?

We need to go back to the drawing board and create a land use plan that serves the public, not developer interests. We need to look at what progress is being made in other jurisdictions. We need a vision that is creative, not just the same old pattern of sprawl development. The Region should consult with organizations such as The David Suzuki Foundation, 880 cities and Helle Sohlt of Gehl architects to analyze our current situation and come up with creative solutions:

<https://twentythirty.com/article/resilient-intelligent-and-sustainable-cities-must-be-equitable>

<https://www.youtube.com/watch?v=mk6moDImPFc>

Sincerely,

Despina Melohe
Whitby, ON

From: Libby Racansky

Subject: Special Meeting May 17, 2023 on OP and Envision

To Clerks,

Please, distribute our **submission** to Council, especially to Oshawa Councillors and Regional Chair.

We were planning to attend the meeting, but our schedules are not giving us this opportunity. Can you let me know via email, if this is possible, please?

Thank you.

Our submission:

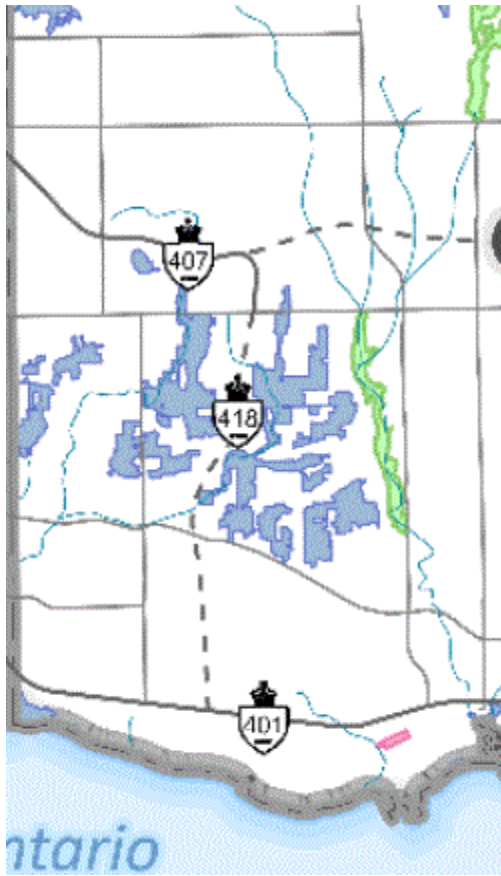
Dear Chair and Councillors,

The [Durham Regional Official Plan](#) guides decisions on long-term growth and development—providing policies to ensure an improved quality of life—and securing the health, safety, convenience and well-being of present and future residents of the region.

Together with Envision Region looked at:

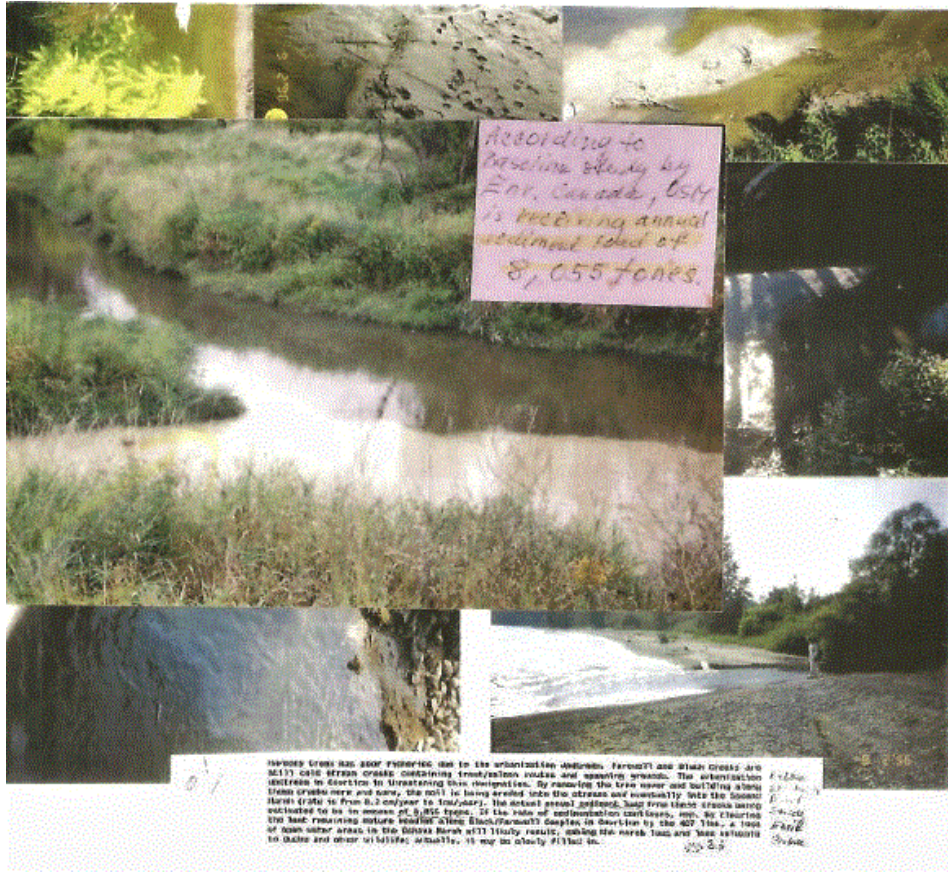
- How to use and protect our land and resources by protecting ecological systems including natural features, functions and areas, as well as other matters of provincial interest provided under section 2 of the Planning Act.

We appreciate that Oshawa Second Marsh received ANSI designation. Its watershed contains Harmony, Farewell and Black PSW Complex that is very important for the survival of Marsh.



As you can see, this Provincially Significant Wetland complex located along these three Creeks was ROP's candidate for ANSI as well.

During the 90's, we were involved together with Ducks Unlimited in restoration of Oshawa Marsh. The berm was constructed to prevent siltation coming from upstream to cover this significant Marsh. Federal government, after conducting study on how to protect it. helped financially as well, as you can see below.



We were and still are involved in planting and other activities in the Marsh and upstream to protect this Marsh.

Marsh needs from time to time to open up this bearm to refresh waters in the Marsh and receives salmon coming from all three Creeks, Harmony, Farewell and Black Creeks in Courville to get into it for its significant resident species who make the Marsh to be visited by locals and tourists.





It would be worthwhile to include this Complex within the OP as an ANSI as well, for continual protection of Oshawa Second Marsh. There are endless tourist's possibilities along this Complex to show off its beauty. So far, only the Flea Market is the only tourist attraction in Courtice.

Interpretive signs and trails could explain how the Lake Iroquois Shoreline, on which this Complex is located, was created during Wisconsin glaciation. Over 5 000 artifacts from the Wendat-Huron population were found there. **This could help to introduce native history.**



▲ From top left: Dr. Louis Lesage representing the Huron Wendat and David Garcia, CEO, Blackbird Infrastructure; Dr. Ronald Williamson, project archeologist, with clay pipe found during archaeological investigations; Solina Road bridge embossments: deer, turtle, wolf, bear.

SOLINA ROAD BRIDGE EMOSSMENTS RECOGNIZE HURON WENDAT HERITAGE

Representatives of the Huron Wendat First Nation attended a November 14 commemoration ceremony to unveil embossments on the Solina Road bridge at Highway 407.

The embossments – turtle, wolf, bear, and deer – represent the four clans of the Huron Wendat. As many as 3,000 members of the Huron Wendat lived in the area, growing corn and other crops. The community is now located on a reserve in Wendake, Quebec, about 20 minutes north of Quebec City.

Archeological work conducted before the construction of Highway 407 East Phase 2 found some 150,000 items. While many were pottery fragments, other items recovered included clay pipes and beads made of sea shells from the Atlantic coast and rocks found only in Quebec, which showed the extent of the trading relationships that existed before Europeans settled the area.

Representatives of the Ontario Ministry of Transportation, Infrastructure Ontario and Blackbird were on hand to mark the occasion.

Some examples of trees of this Complex:





Please, include this Complex within OP together with Oshawa Second Marsh.

Thank you,

**Libby Racansky for Friends of the Farewell
made up from Oshawa and Courtice residents**

May 15, 2023

Regional Chair and Members of Council
The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road East, PO Box 623
Whitby, Ontario, L1N 6A3

Dear Regional Chair and Members of Council,

RESPONSE TO ENVISION DURHAM – RECOMMENDATIONS ON THE NEW REGIONAL OFFICIAL PLAN, FILE: D12-01

Arcadis Professional Services (Canada) Inc. is in receipt of the report titled *Envision Durham – Recommendations on the new Regional Official Plan, File: D12-01*, and is providing the following comments on behalf of the Lovisek family, the owners of 0 Courtice Road (the “subject lands”), in the Municipality of Clarington.

The subject lands are located in the Municipality of Clarington, have a total lot area of 35.5 hectares (87.7 acres) with approximately 22.7 hectares (56 acres) of developable land. The subject lands are currently identified through the Regional Official Plan (ROP) to be within the *2051 Urban Expansion Area* and a *Protected Major Station Area (PMTSA)* as depicted in *Map 1 – Regional Structure – Urban and Rural Systems* of the Final Draft ROP for Council Consideration on May 17, 2023.

Throughout the Envision Durham process, we were consistent in our position that the subject lands were ideally located to provide transit-oriented development due to its proximity to a major investment in public transit namely, GO Transit’s plan for a new Courtice station. Following the release of the November 10, 2022 Settlement Area Boundary Expansion (SABE) report, we expressed support of Staff’s recommendation that these lands (also identified as BER-7) be included within the SABE as “Employment Area, Community Area, and Major Transit Station Area,” consistent with our own longstanding position. At that time the Minister of Municipal Affairs and Housing posted the Region’s OPA 186 (delineation of PMTSAs) for comment on the Environmental Registry of Ontario to which we also responded to restating our position that now that these lands are proposed to be within the SABE, they should also concurrently be added to the PMTSA.

We have previously submitted several other comments throughout the Region’s Municipal Comprehensive Review process, including a Settlement Area Boundary Expansion Request (September 2020), a comment on the *Envision Durham: Proposed Policy Directions Report* (June 2021) and in regards do the Region’s Major Transit Station Area boundaries (September 2021). We have consistently reiterated our belief these lands should be included in the SABE throughout the MCR process, supported by the Municipality of Clarington, through their own ongoing Courtice Transit-Oriented Community (TOC) and GO Station Area Secondary Plan.

Ahead of Council’s approval of the Final ROP, we are seeking clarification on the PMTSA delineation on *Map 3a – Transit Priority Network, 3b – Road Network, and 3d – Active Transportation Network*. As seen in the figures below, there is a discrepancy between the PMTSA boundary in these maps. It is our understanding that technical housekeeping refinements will be undertaken to perfect Council’s adoption of the Regional Official Plan within the statutory 15-day period, prior to submission to the province. We are seeking clarification that the PMTSA boundaries will be updated in Map 3a, 3b & 3d to reflect the boundary in Map 1 for consistency as part of the technical housekeeping refinements.

COMMENTS ON FINAL REGIONAL OFFICIAL PLAN FOR COUNCIL ADOPTION

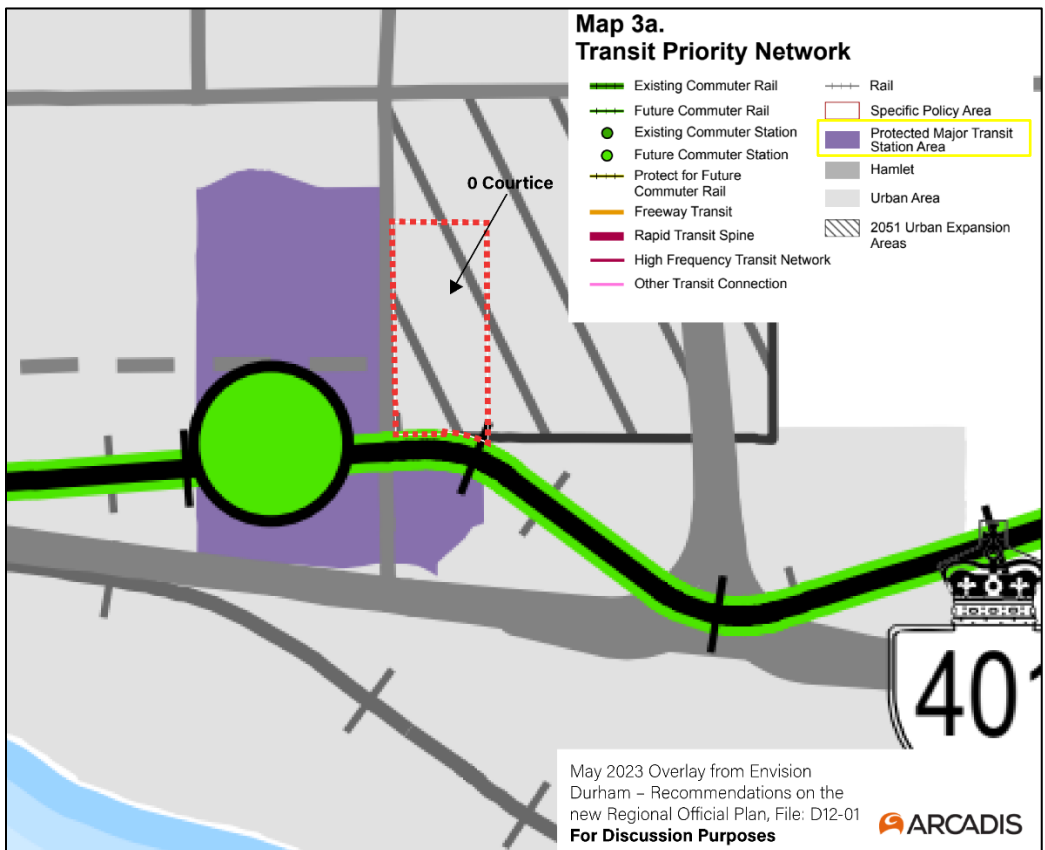
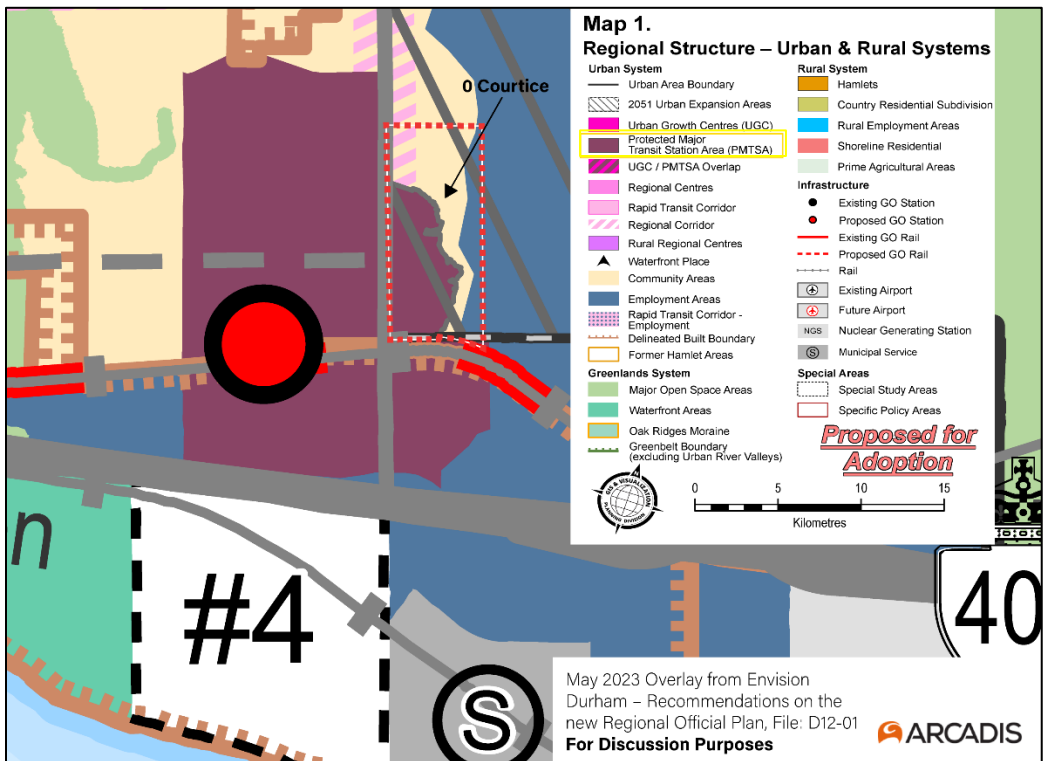


Figure 1 - Excerpts of Map 1 and 3a of the Final ROP showing the discrepancies between the PMTSA boundary. (PMTSA delineation shown on map 3a is the same on maps 3b and 3d)

COMMENTS ON FINAL REGIONAL OFFICIAL PLAN FOR COUNCIL ADOPTION

We believe that our client's lands will contribute to the Region fulfilling its 2051 growth targets, particularly with the Province's increased emphasis on the need to dramatically increase the region's housing supply, and that this is a crucial first step towards opening up the transit-supportive development potential of the surrounding lands.

Particularly given the Province's stated goal of building 1.5 million homes over the next decade, the development of lands with direct access to existing or planned transit, the inclusion of these lands will further the Region's goals of creating a new live/work community with opportunities for residential and commercial uses, parks and affordable housing. It has been and continues to be our intent to develop these lands at a transit-supportive density of at least 150 residents and jobs per hectare, furthering the goals of the Municipality of Clarington and Durham Region, as well as the policies of the Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement and the More Homes, Built Faster Housing Plan.

Thank you for this opportunity to comment and participate throughout the Envision Durham process. We appreciate the Region's efforts in undertaking this review and inviting our comments. Should you require any additional information or have any questions, please do not hesitate to contact the undersigned.

Sincerely,

ARCADIS PROFESSIONAL SERVICES (CANADA) INC.



Simon Yee, MCIP, RPP
Associate - Manager, Planning

Email: simon.yee@arcadis.com



Jennifer Jaruczek
Planner

Email: jennifer.jaruczek@arcadis.com



May 15, 2023

Envision Durham

The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road East, Box 623, Whitby, Ontario, L1N 6A3
EnvisionDurham@durham.ca

Re: Envision Durham – Durham Region Official Plan Review 2022/23

Arbor Memorial Inc. Commenting on Recommended Regional Official Plan of 2023

Dear Sir/Madam,

Please accept this letter in response to the final recommended Official Plan of May 2023 (DROP May 2023). We continue to follow Envision Durham, the Region's Municipal Comprehensive Review process closely on behalf of our client, Arbor Memorial Inc. (Arbor), and are looking forward to a Regional Official Plan that offers a just and feasible development potential for our client's lands related to their approved and/or intended uses.

We thank you for offering a staff response on our comments provided in a letter dated April 02, 2023. We have carefully noted the responses provided by the Regional staff and, while the responses addressed some of our comments in our 1st Draft of DROP, there are still a few **pending comments/concerns that we would like to be addressed going forward**. Our previous letter is attached for your reference.

On behalf of Arbor, and as mentioned in our previous letter, we would like to ensure that any policy changes in the DROP 2022/23 are inclusive and supportive of the respective plans and goals for all Arbor properties. To that end, we find it necessary to reiterate the following comments that have not been fully addressed and/or clarified. We respectfully submit that addressing the following comments is important for our client's interests and is also a critical priority for the greater public interest in terms of providing adequate, immediate and long-term death care needs to the Region of Durham. Our comments are detailed below.

185 Blake Avenue
Willowdale Ontario
M2M 1B5 CANADA

tel 416.730.0886
fax 416.250.0328
cosimo@cosmopolitan.ca

1. Mapping Details and Site-Specific Identification

We recommend that the Region update the interactive mapping and draft schedules provided for review and commenting to allow for site-specific identification of designations and features. In our opinion, **the ability to zoom-in to specific properties on the interactive mapping and having the parcel lines on the published schedules is important** for referencing specific properties. Without this feature, it is, and was, impossible to fully understand the extent of applicability and the impact of the proposed schedules. As such we have not been fully able to ascertain the impacts to our client's land holdings.

2. Major Open Space Areas included in Agricultural AND Greenland System

We understand the staff comment that Major Open Space Areas may be within urban or rural areas and, if we understand correctly, by extension these may also be part of other 'systems' such as Greenlands, Agricultural, Natural Heritage, etc.

The reference to Major Open Space Areas in Section 6.1 Agricultural System should be clarified since there is no mapping or visual representation of the Agricultural System, similar to Map 1 which specifically identifies Arbor's lands at 2080 Westney Road in Ajax as being located within the Major Open Space Areas designation of the Greenlands System or Map 2a which shows the lands as being outside the Regional Natural Heritage System.

However, it is our understanding that the express intent of the Regional Agricultural System assessment and review phase was to analyze and designate lands best suited for Prime Agricultural Lands, agricultural uses and agri-food sector. Arbor's properties were assessed by the Region and removed from Agriculture Candidate Lands, and continue to remain Major Open Space.

3. Policies in Major Open Space Areas as Related to Development of Cemeteries

The Major Open Space Area policies in Chapter 7 does not recognize cemeteries in the same vein as other major recreational uses. These policies do not provide cemeteries the development guidance offered to major recreational uses, such as golf courses, which have been specifically identified. Considering the cemetery land use essentially functions as a perpetual open space use that is publicly accessible, we consider it appropriate to include cemeteries in this policy alongside the others mentioned.

DATE: May 15, 2023

The policies listed below either conflict directly with each other within the Plan, or with previous stages of the Envision Durham process or, in our opinion, have no technical merit that we have seen provided for analysis. We continue to object to these policies and request that the Region should reconsider them thoroughly going forward.

Policy 7.1.9.d requires that *“the disturbed area of any site does not exceed 25% and the impervious surface does not exceed 10% of the total developable area, except for major recreational uses and aggregate extraction areas. With respect to golf courses, the disturbed area shall not exceed 40% of the site”*. The **policy does not define ‘disturbed area’** – even farmland that is actively plowed should be recognized as ‘disturbed’ areas. Cemeteries may, and should, appropriately be considered ‘serviced open space’ since the land is cleared and graded for laying out the internal pathways and gardens prior to being landscaped, with the end result being that a **majority of the land returns to being a perpetual open space**. The 10% impervious area permitted in this **policy is in conflict** with and substantially lower than that permitted in subsequent Policy 7.1.11.d which states that *“ensure that buildings and structures do not occupy more than 25% of the total developable area of the parcel”*. That is **a 15% difference in the amount of development permitted on a parcel, a conflict within the section itself**. It is our submission that the Official Plan should **provide qualitative guidance rather quantitative and absolute figures as maximums and minimums**. In this regard, we suggest **removing both the 25% and 10% figure noted above and encourage Low Impact Development (LID)** methods and innovation consistent with the Envision program.

Policy 7.1.11.a states that non-agricultural uses within the Major Open Space Areas shall *“minimize the use of prime agricultural land, including Canada Land Inventory Classes 1, 2 and 3 soils”*. As it relates to Arbor’s lands at 2080 Westney Rd N (Pine Ridge North), designated as Major Open Space in the current and new recommended OP, the property was considered as Candidate Agricultural Areas within the Provincial system and later removed by the Region. **Durham Region, during its review of the Agricultural and Rural System, did not finally designate these lands as Prime Agricultural Areas (as acknowledged in our letter dated September 08, 2022)**. These lands, therefore, have been reviewed and assessed by the Region, based on a detailed set of criteria developed by the Region itself, **it is excessive to continue to apply prime agricultural soils criteria** to these lands and would cause undue hardship to our client.

DATE: May 15, 2023

Policy 7.1.11.b states that non-agricultural uses need to “demonstrate that the use is appropriate for location in the Major Open Space Area and, apart from recreational uses, is small in scale and serves the resource and agricultural sectors”. This **policy is in conflict with other policies of the Plan since cemeteries are permitted in Major Open Space Areas**, and the Pine Ridge North lands are “existing parcels of appropriate size for the proposed use” (Policy 7.1.11.c). The **conflict is in requiring uses to ‘serve resource and agriculture sectors’, while permitting as-of-right land uses such as cemeteries, that have no interaction with resource or agriculture**, within the Major Open Space Areas.

Policy 7.1.11.j states that non-agricultural uses need to “ensure at least 30% of the total developable area of the site will remain or be returned to natural self-sustaining vegetation”. The **total developable area calculation already deducts environmental features and associated protection zones, and requiring an additional 30% out of a limited ‘developable area’ is excessive** and, as applied to Pine Ridge North, would cause undue hardship to our client, **especially given that cemeteries are largely green space and would remain a passive open space in perpetuity**.

4. Funeral Establishments and Other Subsidiary Interment Uses within Cemeteries

The ‘Cemeteries’ use is identified within Section 3.3 Complete Communities, and Policy 3.3.29 permits only three subsidiary interment uses including columbaria, mausolea and interment burial areas within the cemeteries; without at least the “such as” wording prefixed to these subsidiary uses. This **list of subsidiary interment uses recognized and permitted on ‘cemeteries’ use is not comprehensive** and does not reflect the nature, function and composition of cemeteries.

The Region should **specifically state that the list in Policy 3.3.28 is not exhaustive** and **(at a minimum) include and fully permit funeral establishments (‘funeral homes’) in the policy as a permitted/included/subsidiary use** within ‘cemeteries’ to reflect the current Funeral, Burial and Cremation Services Act, 2002 (FBCSA), inclusive of subsequent December 2017 amendments, which permits the co-location of funeral homes, crematoriums and mausoleums on cemetery lands as ancillary components providing death care services to the public.

Table 3. Land Use Groups by Risk to Drinking Water recognizes funeral homes alongside cemeteries in Group 3- Low Risk Land Uses, therefore it **conforms with the intent of the Plan to specifically identify “funeral homes/establishments” in the wording of Policy 3.3.29** as well.

DATE: May 15, 2023

Location of funeral establishments within cemeteries also represents good planning with respect to the efficient use and management of land and infrastructure, and, in conjunction with the other uses on the cemetery property. Funeral establishments (or funeral homes) are an integral part of cemeteries and essential to the seamless on-site provision of all death care services, especially towards serving all faiths and death care preferences for an inclusive community. It should be noted that funeral homes have been approved and currently exist on both existing and proposed new cemeteries, in the Region of Durham as well as other regions in Ontario, as consistent with Provincial legislation.

Our comments and observations in this letter are again by no means exhaustive and serve to reflect our client's concerns regarding their ability to fully develop their properties. We reserve our intent to submit supplemental letters with comments and/or documentation if such information is required or necessitated in the future.

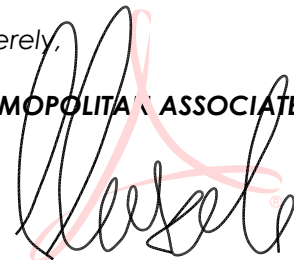
As stated in our previous letter, we again request a virtual meeting with the Region's Planning team to discuss our concerns. We submit that this letter may also be forwarded to any external agencies by the planning team, as necessary and appropriate. We shall follow the planning process closely as a stakeholder, an active participant and an interested party, and would like every opportunity to contribute ideas, policy considerations and planning rationale in favour of the future development of our client's properties.

Should you have any questions, please do not hesitate to contact the undersigned.

Thank you for your attention.

Sincerely,

COSMOPOLITAN ASSOCIATES INC.



Cosimo **Casale**, P.Eng, RPP, MCIP, PLE
Principal Associate
cosimo@cosmopolitan.ca

May 13, 2023

EMAILED

Envision Durham c/o The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road East, P.O. Box 623
Whitby, ON, L1N 6A3

**Re: Envision Durham – Request to include 2271 Rundle Road in Settlement Area
Boundary Expansion**

After reviewing the recommended Regional Official Plan, and in particular, Map 1 Regional Structure – Urban & Rural Systems, on behalf of Joe Schwarz Holdings Ltd., (the “Owner”), we are writing to respectfully request that the site known as 2271 Rundle Road in the Municipality of Clarington (the “Site”), be included as a Settlement Area Boundary Expansion (“SABE”) per the Municipal Comprehensive Review for the Region of Durham. A previous letter dated February 28, 2023, was submitted in response to Report #2022-INFO-91 regarding Envision Durham – Growth Management Study, Phase 2: Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations, dated November 10, 2022.

The Site is approximately 31.6 acres located just south of Highway 2 on the east side of Rundle Road (see Attachment 1). The Site is vacant, with a portion of it Draft Plan approved for 1-acre estate lots fronting Rundle Road. Clarington, and in particular Bowmanville, continues to experience growth as it anchors itself within Durham Region as a place to grow with an abundance of opportunity to support the regional forecasts for population and employment. The Site is within the ‘whitebelt’ lands with the urban boundary a short distance to the east and west, including proposed SABEs as shown on Attachment 1. The extension of the SABE between Highway 2 and Bloor Street would be a logical expansion of the Urban Boundary complementing the Region’s planning for growth in a sustainable, progressive, and responsible manner.

Further, following the approval of a MZO, a Site Plan application for a new Home Hardware store, just north of the Site, at 2423 Rundle Road, was received by Clarington for review. As this area begins to change, further residential and employment uses on the Site will further support the vision of a complete community.

We believe that the inclusion of this Site supports the Region’s population and employment forecasts to 2051 and further reflects the vision of Bill 23: The More Homes Built Faster Act. A Site of this size, located outside of the Greenbelt Plan area and Oak Ridges Moraine Conservation Plan, provides an opportunity to supply much needed housing and employment GFA within Durham region.

The Site can also reasonably meet the criteria used when evaluating locations for a SABE, for which further information can be provided. Of particular importance, the extent of wetland mapped on the Site has been evaluated by Riverstone Environmental Solutions Inc. and has been determined to be over-estimated. This is a common occurrence with both provincial unevaluated wetland layers and wetland mapping administered by Conservation Authorities.

There is considerable variation throughout the Site, with broad transition zones between observed upland areas and those areas with clear and obvious wetland conditions. Should the Site be included within the SABE, through consultation with applicable authorities, residential and employment uses could be supported from an environmental perspective.

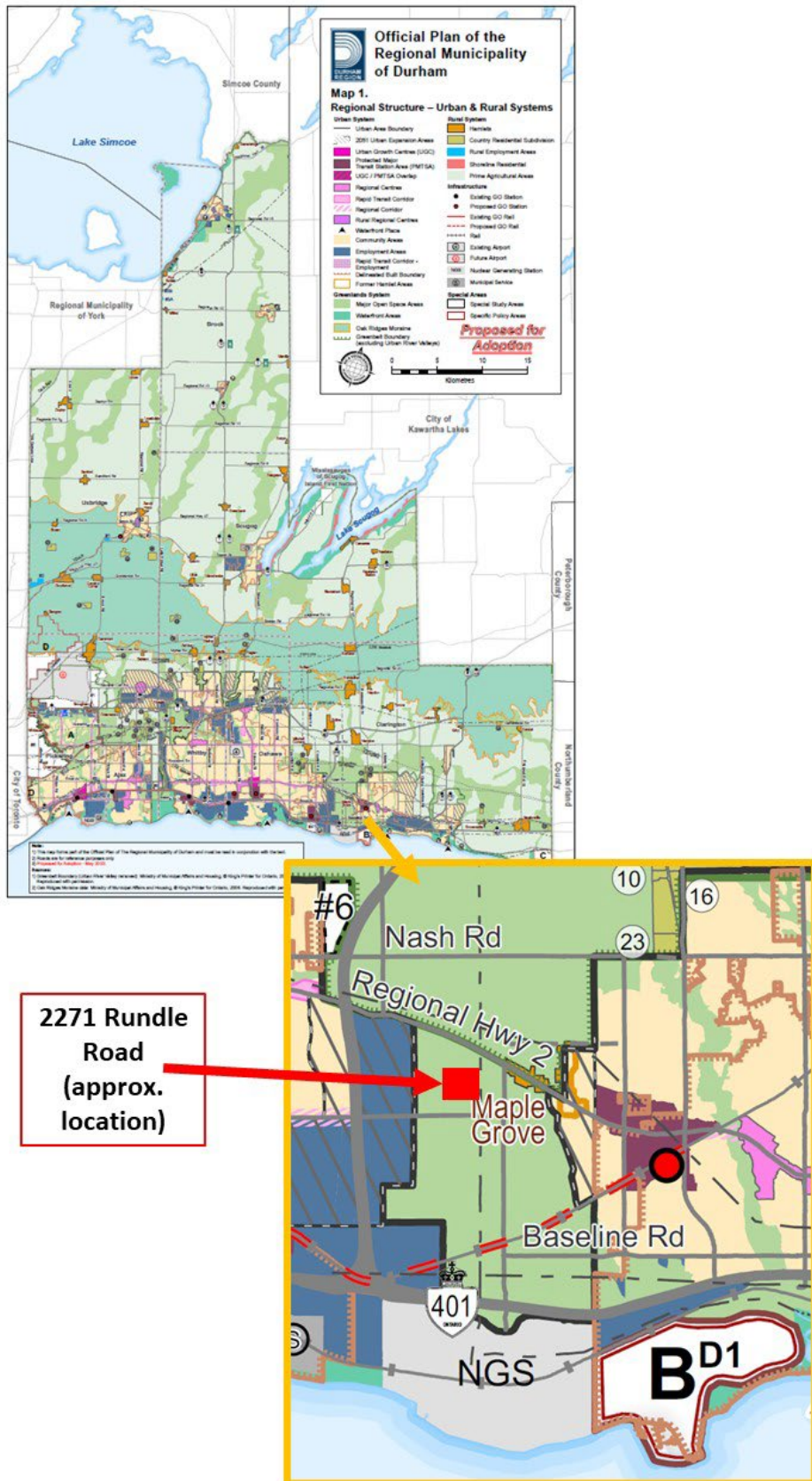
We would appreciate the consideration of this request and look forward to the opportunity to work with staff. Should there be any questions, please contact the undersigned.

Sincerely,

Jayson Schwarz

Jayson Schwarz
Schwarz Law Partners LLP

ATTACHMENT 1



Grant Morris Associates Ltd.

TOWN PLANNING • ARBITRATION • LAND MANAGEMENT • INDUSTRIAL DEVELOPMENT

CANADA*CARIBBEAN

GST N° R1304-7754

File No. LW.15

May 5, 2023

Brad Anderson, MCIP, RPP
Principal Planner
Region of Durham Planning Department
605 Rossland Road E., Level 4
P.O. Box 623, Whitby, ON L1N 6A3
Via email: brad.anderson@durham.ca

Re: Appeal of the Blanket Natural Heritage System in the Comprehensive Review of the Regional Official Plan at 3580 Audley Road, affecting a 5-Unit Estate Plan of Subdivision, Hamlet of Kinsale, City of Pickering

Dear Brad:

Thank you for your response, dated April 11, 2023, relative to the above. While we accept the designation of Urban Area for the subject property in the Comprehensive Review of the New Regional Official Plan, we are concerned with the blanket Natural Heritage System Overlay on the property. Your position is that the Region is leaving it up to the local municipality to refine the Natural Heritage System on the property at the time of a development proposal.

As you are aware, we are in the process of engaging the City of Pickering with a pre-consultation meeting involving a 5-unit estate subdivision. In this respect, we have also provided the Region with a number of studies, including a survey of the existing trees on the property, an extensive Arborist Report, and an EIS, all of which show the Natural Heritage System at the front of the property along Audley Road and a well treed area within the Green Belt area of the site.

Given this, it is our position that the proposed blanket Natural Heritage System on the entire site is not in keeping with the findings of the above reports which opine the location of the Natural Heritage System on the property.

SPECIALIZED PLANNING & DEVELOPMENT CONSULTING SERVICES

397 Sheppard Avenue, Pickering, ON, Canada L1V 1E6 • Tel: Office (905) 420-3990; Cell 647-505-3182

Email: grant.morris@rogers.com

Page 226 of 400

As a result of the Region's position, my client will be required to go through the unnecessary step of removing the Natural Heritage System Overlay from most of the property, particularly since the Province, via Bill 23, is seeking to streamline the Planning and Development process.

Formal Appeal:

It is therefore for the above reasons that we hereby formally appeal the blanket Natural Heritage System Overlay on the subject property to protect my client's interest.

Respectfully,



Dr. Grant Morris
Dip. Eng. Tech., B.A., M. Ed., Hon. LLD
Planning & Development Consultant
Grant Morris Associates Ltd.
Tel: 905-420-3990 (O); 647-505-3182 (C)

Attachment

c.c. Lamont Wiltshire, via email: Lamont@wiltshirehomes.com
Dave Cunningham, via email: cea@cogeco.ca

VIA EMAIL

May 15, 2023

Commissioner of Planning and Economic Development
c/o Envision Durham
Regional Municipality of Durham
605 Rossland Road East, PO Box 623
Whitby, ON L1N 6A3

Attention: Mr. Brian Bridgeman, Commissioner of Planning and Economic Development

**Re: Council Meeting on May 17, 2023, Item 7.1
Draft Regional Official Plan (May 2023), File: D12-01
Region of Durham Official Plan Review – Envision Durham
Comments on Behalf of Belmont Equity (Rossland Landing) Ajax Ltd.
Request for Conversion of Employment Lands CNR-14
1, 3, 5 and 7 Rossland Road East and 901 Harwood Avenue North
Ajax, Ontario**

Our File: BEP/AJX/19-01

For the Region of Durham Official Plan Review and the associated Municipal Comprehensive Review (MCR), we are the planning consultants for Belmont Equity (Rossland Landing) Ajax Ltd. (“Belmont”), which is the owner of the approximately 3.9 ha (9.5 ac) lands in the Town of Ajax known municipally as 1, 3, 5 and 7 Rossland Road East and 901 Harwood Avenue North (the “Belmont Lands”). A request for conversion (CNR-14) was submitted on behalf of Belmont on September 21, 2020 as noted in the context of Region of Durham Staff Report #2020-P-11. On June 9, 2021, Belmont revised the conversion request to the undeveloped 0.6 ha (1.4 ac) portion of the Belmont Lands (the “Belmont Conversion Request Lands”). On September 17, 2021, we provided comments for the Housing Intensification Technical Report and on October 22, 2021, we provided the comments for the Employment Strategy Technical Report. Lastly, on March 31, 2023, we provided the enclosed comments for the Draft Regional Official Plan dated February 2023.

It is our understanding from Region of Durham Staff Report 2023-P-15 dated May 17, 2023 that as part of the Region’s Official Plan Review and MCR, that the Draft Regional Official Plan dated May 2023 (“Draft ROP”) is recommended for adoption. Based upon our review of Staff Report 2023-P-15 and the Draft ROP, on behalf of Belmont we have preliminary comments as outlined below. We will continue to review the documents in more detail and may provide further comments as required.

REQUEST FOR CONVERSION AND STAFF RESPONSE

In our preliminary comments dated March 31, 2023 for the Draft Regional Official Plan dated February 2023, we reiterated the request for conversion for the Belmont Conversion

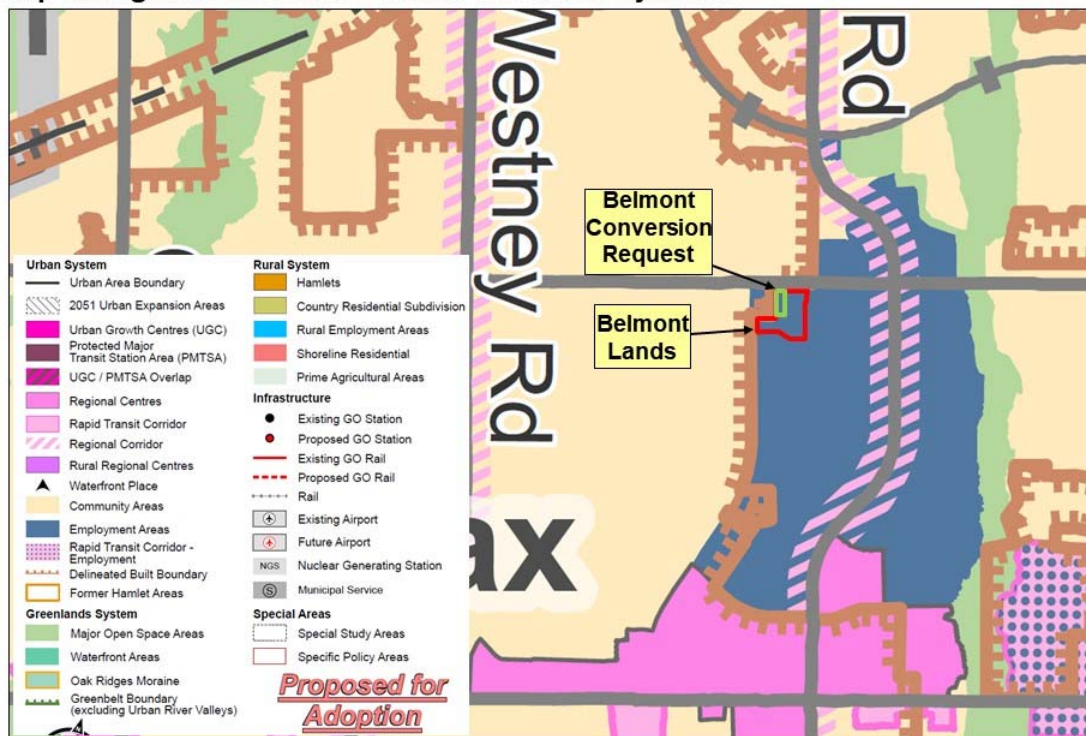
Request Lands. Under the original request and subsequent submissions, we set out the planning rationale for the conversion of the undeveloped 0.6 ha (1.4 ac) portion of the Belmont Lands for Community Area uses, including that the Belmont Conversion Request Lands if developed with high-density residential uses would add to the diversity of housing types in a neighbourhood node well served by public transportation and within walking distance to the mix of retail and community-based employment businesses, schools, the woodlot to the south and community uses.

In the response to our preliminary comments found in Report 2023-P-15, Staff stated “Staff’s position remains unchanged; regarding the requested conversion for CNR-14, also known as the Belmont lands. The Town of Ajax did not support the conversion request. Rossland Road East is a logical boundary between Employment Areas and Living Areas in this location. Existing permitted uses provide an appropriate transition between the Employment Areas to the south and Community Areas to the north. See Report #2021-P-25 regarding Employment Conversion Requests.”

DRAFT REGIONAL OFFICIAL PLAN (MAY 2023)

According to the Draft ROP, on Draft Map 1 Regional Structure – Urban & Rural Systems, the Belmont Lands are shown as Employment Areas and outside of the Built Boundary (see Figure 1). Accordingly, the Belmont Conversion Request has not been accommodated under a Community Areas designation for the Belmont Conversion Request Lands.

Draft Regional Official Plan (May 2023)
Map 1. Regional Structure – Urban and Rural Systems



Note: Boundary and location are approximate

BILL 97 AND THE DRAFT PROVINCIAL PLANNING STATEMENT

As noted in Staff Report 2023-INFO-29 dated April 21, 2023, the Province released a draft Provincial Planning Statement dated April 6, 2023 (“Draft PPS”), which corresponds with changes that are proposed to the *Planning Act* under Bill 97, which relate to the Provincial goal of achieving the construction of 1.5 million new homes by 2031. The Draft PPS represents a significant departure as it relates to Provincial Employment Areas policies.

The Draft PPS Staff Report 2023-INFO-29 states that “From an economic development and servicing perspective, *Employment Areas would be identified as areas that would be set aside principally for manufacturing, warehousing and goods movement. Major office, retail, and other population-serving uses would be excluded from these more focussed Employment Areas.* [emphasis added] Employment Areas would still be protected and preserved, but conversions would be allowed outside a municipal comprehensive review process” (p. 4).

According to the Draft PPS related to Employment Areas:

- Draft Policy 2.8.2.2 states “Planning authorities shall designate, protect and plan for all employment areas in settlement areas by: a) *planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities* [emphasis added]; b) *prohibiting residential uses, commercial uses, public service facilities and other institutional uses* [emphasis added]; c) *prohibiting retail and office uses that are not associated with the primary employment use*; d) prohibiting other sensitive land uses that are not ancillary to the primary employment use; and [emphasis added] e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility.”
- Draft Policy 2.8.2.3 states “3. Planning authorities shall assess and update employment areas identified in official plans to ensure that this designation is appropriate to the planned function of employment areas.”
- The Employment Areas definition is proposed to be changed to mean “those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. *Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.* [emphasis added]”

According to the Proposed Approach to Implementation of the Proposed Provincial Planning Statement dated April 6, 2023 (“Proposed Implementation Approach”), the “Ministry is proposing to release the final policies for a short period of time before they take effect (targeting fall 2023). Any decision on a planning matter made on or after the effective date of the new policy document would be subject to the new policies”. As to Areas of Employment, the Proposed Implementation Approach states that Bill 97 “will, if passed, *change the definition in the Planning Act of “area of employment” to scope them to only those uses that cannot locate in mixed-use areas and require protection against conversion (e.g., heavy industry, manufacturing, large-scale warehousing, etc.)* [emphasis

added]. This change is proposed to take effect on proclamation, to facilitate alignment with the new policy document. *As many municipalities' existing employment areas currently allow a range of uses, including a mix of office, retail, industrial, warehousing, and other uses, time-sensitive official plan updates will be needed to align with the new definition. Once the proposed legislative and policy changes (if approved) take effect, areas that do not meet the definition would no longer be subject to policy requirements for "conversions" to non-employment uses [emphasis added].* To maintain the integrity of employment areas that are intended to remain protected over the long-term, municipalities should update their official plans to explicitly authorize the site-specific permission of any existing uses that do not align with the new definition."

CONCLUSION

The Draft PPS represents a significant change to Provincial Employment Areas policies, including the direction that a municipality's definition of Employment Areas must be consistent with the PPS (and not be more restrictive), including that commercial, retail and office uses would be prohibited from Employment Areas.

Under Bill 97 and the Draft PPS, the Belmont Lands that are developed with existing retail and office commercial uses (and not manufacturing and warehousing, and uses accessory or associated with such uses) would no longer fall under the definition of Employment Areas. Due to their size and configuration, as well as surrounding land uses and a location removed from proximity to major transportation corridors and/or goods movement infrastructure, the Belmont Lands are not appropriate for land extensive industrial uses such as manufacturing and warehousing, which is the intention of the Employment Areas designation. **In our submission, within the context of the emerging Provincial Policy and the planning rationale provided for the conversion request, a Community Areas designation permitting the existing uses along with residential uses would be appropriate for the Belmont Lands. Accordingly, we reiterate the request for conversion for the Belmont Conversion Request Lands to a Community Areas designation.**

Please kindly ensure that the undersigned is notified of any further meetings with respect to this matter as well as notice of the adoption of the Official Plan Amendment.

Should you have any questions, or require further information, please do not hesitate to call.

Sincerely,

ZELINKA PRIAMO LTD.



Jonathan Rodger, MScPl, MCIP, RPP
Principal Planner

cc. Belmont Equity (Rossland Landing) Ajax Ltd. (via email)
Envision Durham (via email)

APPENDIX A

Comments dated March 31, 2023

VIA EMAIL

March 31, 2023

Envision Durham
Planning and Economic Development
Regional Municipality of Durham
605 Rossland Road East, PO Box 623
Whitby, ON L1N 6A3

Attention: Envision Durham C/O Planning and Economic Development Department

**Re: Draft Regional Official Plan (February 2023), File: D12-01
Region of Durham Official Plan Review – Envision Durham
Comments on Behalf of Belmont Equity (Rossland Landing) Ajax Ltd.
Request for Conversion of Employment Lands CNR-14
1, 3, 5 and 7 Rossland Road East and 901 Harwood Avenue North
Ajax, Ontario**

Our File: BEP/AJX/19-01

For the Region of Durham Official Plan Review and the associated Municipal Comprehensive Review (MCR), we are the planning consultants for Belmont Equity (Rossland Landing) Ajax Ltd. (“Belmont”), which is the owner of the approximately 3.9 ha (9.5 ac) lands in the Town of Ajax known municipally as 1, 3, 5 and 7 Rossland Road East and 901 Harwood Avenue North (the “Belmont Lands”). A request for conversion (CNR-14) was submitted on behalf of Belmont on September 21, 2020 as noted in the context of Region of Durham Staff Report #2020-P-11. On June 9, 2021, Belmont revised the conversion request to the undeveloped 0.6 ha (1.4 ac) portion of the Belmont Lands (the “Belmont Conversion Request Lands”). On September 17, 2021, we provided comments for the Housing Intensification Technical Report and on October 22, 2021, we provided the enclosed comments for the Employment Strategy Technical Report.

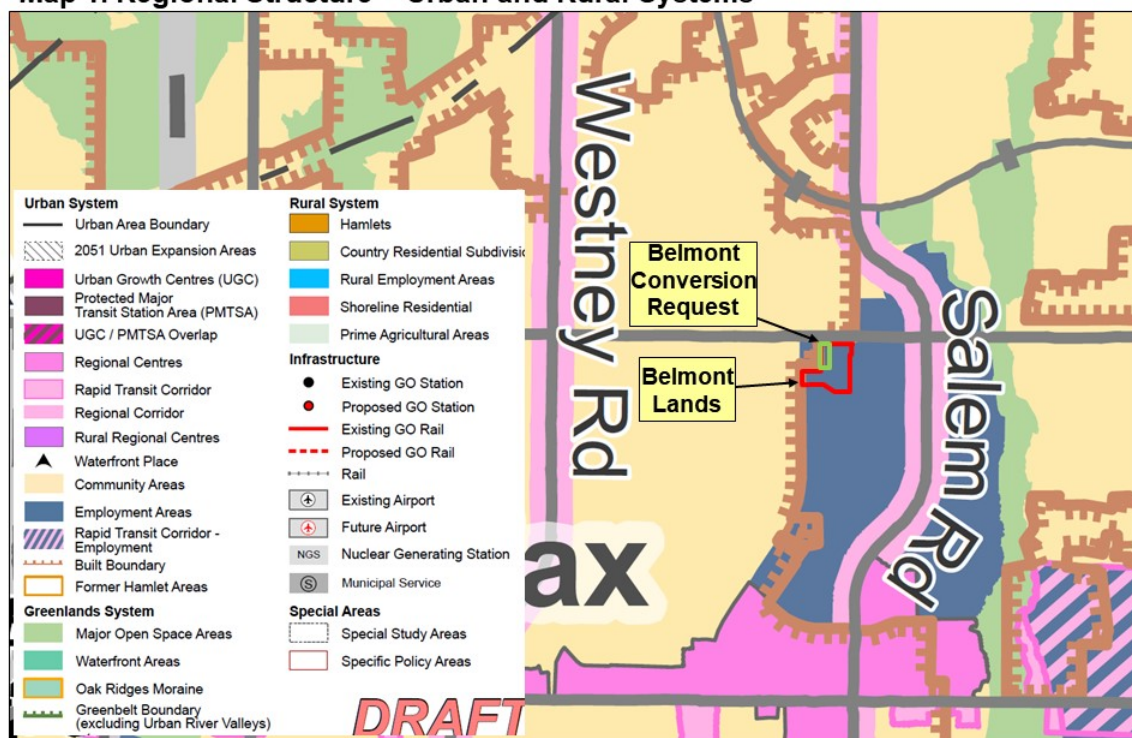
It is our understanding from Region of Durham Staff Report 2023-P-6 dated March 7, 2023 that as part of the Region’s Official Plan Review and MCR, that all submissions received on the Draft Regional Official Plan dated February 2023 will be referred to the Planning Division for consideration. Based upon our review of Staff Report 2023-P-6 and the Draft Regional Official Plan (“Draft ROP”), on behalf of Belmont we have preliminary comments as outlined below. We will continue to review the documents in more detail and may provide further comments as required.

According to the Draft ROP:

- On Draft Map 1 Regional Structure – Urban & Rural Systems, the Belmont Lands are shown as Employment Areas and outside of the Built Boundary (see Figure 1);
- On Draft Map 3a Transit Priority Network, Rossland Road along the frontage of the Belmont Lands is shown as High Frequency Transit Network;

- On Draft Map 3b Road Network, Rossland Road is shown as a Type B Arterial Road and Harwood is shown as a Type C Arterial Road;
- On Draft Map 3c Strategic Goods Movement Network, neither Rossland Road or Harwood form part of the Strategic Goods Movement Network; and
- On Draft Map 3d Active Transportation Network, Rossland Road along the frontage of the Belmont Lands is shown as Existing Primary Cycling Network (PCN) Facility.

Figure 1
Draft Regional Official Plan (February 2023)
Map 1. Regional Structure – Urban and Rural Systems



Note: Boundary and location are approximate

At this time, our preliminary comments for the Draft ROP are as follows:

- In the enclosed submission to the Region dated October 22, 2021, we requested that Staff reconsider their evaluation of CNR-14 in the context and justification for the Additional Area 2 - North Harwood Avenue Cluster (Ajax) located immediately to the north of the Belmont Lands, which according to Figure 1 are shown as Community Areas lands under the Draft ROP. We reiterate the request for conversion for the Belmont Conversion Request Lands. Under the original request and subsequent submissions, we set out the planning rationale for the conversion of the undeveloped 0.6 ha (1.4 ac) portion of the Belmont Lands for Community Area uses;
- The Belmont Conversion Request Lands represent an opportunity to achieve intensification in a suitable location that will achieve the Region of Durham

objectives under the in-effect Regional Official Plan and in the context of the Draft ROP. Under existing Policy 8C.3.2 (and corresponding Draft ROP Policy 10.3.9), the existing major retail uses on the Belmont Lands are permitted and effectively represent a de facto conversion of employment lands, although not for residential uses. Unlike other employment uses such as manufacturing and warehouse uses, major retail uses do not require separation from residential uses. Through the proposed conversion of the Belmont Conversion Request Lands to a Community Areas designation under the Draft ROP on Map 1, the Belmont Lands would effectively represent a “Mixed Use Employment Area” where the employment function and jobs would be maintained on the employment areas portion of Belmont Lands, while a residential component would be accommodated on the 0.6 ha (1.4 ac) undeveloped portion within a Community Areas designation;

- The Belmont Conversion Request Lands if developed with high-density residential uses would add to the diversity of housing types in a neighbourhood node well served by public transportation and within walking distance to the mix of retail and community-based employment businesses, schools, the woodlot to the south and community uses;
- The Draft ROP reflects the conversion of all of the Additional Area 2 - North Harwood Cluster lands to Community Area. In our submission, it does not make sense to convert this Additional Area 2, while leaving the Belmont Lands at the south-east corner of the intersection as the only remaining employment area at Rossland Road and Harwood Avenue. As the Belmont Lands are located at the western edge of the Employment Area and are separated from the Employment Area by the adjacent woodlot, stormwater management pond and wetland to the south and west, the Belmont lands are an isolated parcel of Employment Areas lands under the Draft ROP;
- Due to their size at 0.6 ha and configuration, as well as surrounding land uses and a location removed from proximity to major transportation corridors and/or goods movement infrastructure, the Belmont Conversion Request Lands are not appropriate for land extensive industrial uses such as manufacturing and warehousing, which is the intention of the Employment Areas designation;
- We reiterate that the Belmont Conversion Request Lands satisfy the criteria for conversion under Policy 2.2.5.9 of the Growth Plan (2019):

- Criteria a) “there is a need for the conversion”

The Region’s Land Needs Assessment concluded that there is a shortfall of Community Area lands. In our submission, the Belmont Conversion Request Lands can help fulfill the need for additional Community Area lands while maintaining retail and prestige employment uses at grade and provide for additional prestige employment uses on the second floor with residential above as components of a mixed-use building.

- Criteria b): “the lands are not required over the horizon of this Plan for the employment purposes for which they are designated”

The Belmont Conversion Request Lands are shown as "Built" under the Region’s Employment Lands Inventory (2018). Therefore, their conversion will

not have an impact on the supply of underutilized or vacant Employment Area lands and the Region’s ability to achieve the employment forecasts. The total job yield on the entirety of the Belmont Lands will be maintained with the conversion, as the existing commercial uses will remain, while the Belmont Conversion Request Lands will maintain retail and prestige employment uses at grade and provide for additional prestige employment uses on the second floor with residential above as components of a mixed-use building.

- Criteria c) “the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan”

In our submission, the 0.6 ha Belmont Conversion Request Lands that are considered "Built" under the Region's Employment Lands Inventory (2018) are insignificant in the context of the 1,171 ha of land within Urban Employment Areas needed to accommodate anticipated job growth to 2051 (based on the Durham Region Growth Management Study (G.M.S.) – Phase 2 dated October 17, 2022). The 0.6 ha Belmont Conversion Request Lands are unlikely to develop for industrial or office uses.

- Criteria d) “the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan”

The Belmont Conversion Request Lands are separated from the main body of the Employment Area to the south and east due to the existing mixed-use commercial development on the Belmont Lands as well as the woodlot, stormwater management pond and wetland. The lands to the north are shown as Community Areas under the Draft OP. While located in the Designated Growth Area and not the Built-up Area, the Belmont Conversion Request Lands will still help to fulfill a market need to provide a diverse range of housing options.

- Criteria e) “there are existing or planned infrastructure and public service facilities to accommodate the proposed uses”

Any enhancements for existing and planned infrastructure needed for the 0.6 ha Belmont Conversion Request Lands would be in the context of enhancements required for new development within the approximately 40 h adjacent Additional Area 2 - North Harwood Avenue Cluster (Ajax) lands to the north that are shown as Community Areas under the Draft ROP.

- The conversion request is supported in the context of the existing Regional Official Plan. In our submission, the conversion request is supported by the Draft ROP policies as well, including as follows:
 - In general, the goals and policies of the Draft ROP focus on providing a wide range of diverse housing options with additional residential units on vacant or underdeveloped lands such as the Belmont Conversion Request Lands and planning for complete communities that improve the quality of life for residents including through encouragement of the creation of residential units above commercial uses. According to Section 3.3, the Region is committed to building

- complete communities that are walkable, well-connected, age-friendly and have a mix of housing options that foster community safety and well-being;
- Draft ROP Policy 3.3.1 supports the development of healthy, sustainable and complete communities that incorporate a mix of housing options, employment opportunities and community hubs (a clustering of community uses, services, facilities, and shopping), which would be represented by the Belmont Lands with the addition of residential uses on the Belmont Conversion Request Lands;
 - The addition of residential uses on the Belmont Conversion Request Lands would make efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities by representing development on a Local Corridor along Rossland Road (Draft ROP Policy 5.1.8 states “Strive to ensure development within Urban Areas makes efficient use of land, and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities, by prioritizing and promoting intensification, redevelopment and growth within:… b) … Local Corridors”);
 - The addition of residential uses on the Belmont Conversion Request Lands would contribute to the creation of a complete community that would include a mix and diversity of uses and amenities on the Belmont Lands, where the vacant portion of the Belmont Lands are underutilized (Draft ROP Policy 5.1.15 states “Support the planning and development of Urban Areas as complete communities … Development within Urban Areas will be supported on the basis of the following principles: … b) logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas … c) a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public service facilities; … f) existing underutilized shopping centres and plazas are encouraged to redevelop at higher densities with a mix of uses including residential uses, incorporating transit supportive and pedestrian-oriented built form, particularly within Strategic Growth Areas); and
 - The Belmont Conversion Request Lands are located on a Local Corridor and are an appropriate location for higher density residential uses (Draft ROP Policy 5.3.14 states “Promote Local Centres as locations for higher density residential uses, concentrations of commercial and retail uses, and public service uses and other community-based uses and amenities, at scale suitable to their surrounding communities”).

In addition, we have preliminary comments for specific draft policies of the Draft ROP as follows:

- Draft ROP Policy 5.5.19 states “Permit, on a limited basis, standalone uses that support and serve the overall function of the Employment Area including but not limited to restaurants, personal service and retail uses. Such uses shall be limited in size and scale in area municipal official plans and zoning by-laws to ensure they only form a minor component of the overall Employment Area (e.g. 10% of the

gross floor area), with individual uses not exceeding 500 square metres”, which represents revised language based upon existing Policy 8C.2.12 that states “Limited personal service and retail uses, serving the immediate designated Employment Area may be permitted as a minor component (e.g. 10%) of the aggregate gross floor area of the uses in the designated Employment Area, subject to the inclusion of appropriate provisions in the area municipal official plan and/or zoning by-law. In any case, a single use shall not exceed 500 m2.”

We request clarification as to the intention for the inclusion of the “stand alone” language, and if it is intended to differentiate uses that are not associated with an employment use as opposed to reflecting a built form where a use would only be permitted in a stand alone building; and

- Draft ROP Policy 5.5.20 states “Permit, notwithstanding Policy 5.5.19, standalone uses that support the overall function of the Employment Area up to a maximum of 2,000 square metres by amendment to an area municipal plan and zoning by-laws, subject to the following conditions: ...”. As Draft ROP Policy 5.5.20 is not found within the current ROP, and in order to provide for clarity, the site specific Draft ROP Policy 10.3.9 for the Belmont lands should be updated so as to notwithstanding Draft ROP Policy 5.5.20 (i.e., the text should be updated to “Permit, notwithstanding Policies 5.5.11, ~~and~~ 5.5.19 **and 5.5.20** or any other policies of this Plan to the contrary, the retailing of goods and services and personal service uses, including single uses in excess of 500 square metres, and major retail uses may also be permitted ...” from “Permit, notwithstanding Policies 5.5.11 and 5.5.19 or any other policies of this Plan to the contrary, the retailing of goods and services and personal service uses, including single uses in excess of 500 square metres, and major retail uses may also be permitted...”).

We would welcome the opportunity to meet with Staff to discuss our comments further.

Please kindly ensure that the undersigned is notified of any further meetings with respect to this matter as well as notice of the adoption of the Official Plan Amendment.

Should you have any questions, or require further information, please do not hesitate to call.

Sincerely,

ZELINKA PRIAMO LTD.



Jonathan Rodger, MScPI, MCIP, RPP
Principal Planner

cc. Belmont Equity (Rossland Landing) Ajax Ltd. (via email)

APPENDIX A

Comments for the Employment Strategy Technical Report dated October 22, 2021



VIA EMAIL

October 22, 2021

Envision Durham
Planning and Economic Development
Regional Municipality of Durham
605 Rossland Road East, PO Box 623
Whitby, ON
L1N 6A3

Attention: Envision Durham C/O Planning and Economic Development Department

**Re: Employment Strategy Technical Report (File D12-01)
Region of Durham Official Plan Review – Envision Durham
Comments on Behalf of Belmont Equity (Rossland Landing) Ajax Ltd.
Request for Conversion of Employment Lands CNR-14
1, 3, 5 and 7 Rossland Road East and 901 Harwood Avenue North
Ajax, Ontario**

Our File: BEP/AJX/19-01

For the Region of Durham Official Plan Review and the associated Municipal Comprehensive Review (MCR), we are the planning consultants for Belmont Equity (Rossland Landing) Ajax Ltd. ("Belmont"), which is the owner of the approximately 3.9 ha (9.5 ac) lands in the Town of Ajax known municipally as 1, 3, 5 and 7 Rossland Road East and 901 Harwood Avenue North (the "Belmont Lands"). A request for conversion (CNR-14) was submitted on behalf of Belmont on September 21, 2020 as noted in the context of Region of Durham Staff Report #2020-P-11. On June 9, 2021, Belmont revised the conversion request to the undeveloped 0.6 ha (1.4 ac) portion of the Belmont Lands (the "Belmont Conversion Request Lands"). On September 17, 2021, we provided comments for the Housing Intensification Technical Report.

It is our understanding from the Region of Durham Staff Report 2021-INFO-97 dated September 24, 2021 that as part of the Region's Official Plan Review and MCR, the Employment Strategy Technical Report ("Employment Strategy"), which is the third of four technical reports prepared in support of the Land Needs Assessment (LNA), was released for agency and public comment, while the complete LNA with all supporting technical reports will be brought forward to Committee in the fall of 2021. Based upon our review of Staff Report 2021-INFO-97 and the Employment Strategy, on behalf of Belmont we have preliminary comments as outlined below, including in particular that we respectfully request that Staff reconsider their evaluation of CNR-14 in the context and justification for the Additional Area 2 - North Harwood Avenue Cluster (Ajax) located immediately to the north of the Belmont Lands. We will continue to review the documents in more detail and may provide further comments as required.

At this time, our preliminary comments for the Employment Strategy and recommendations for CNR-14 are outlined below.

Commercial Market Considerations

- The Employment Strategy states “As the regional economy continues to evolve, there are increasing needs and pressures for Employment Areas to accommodate commercial, service, retail and community/institutional uses. To varying degrees, ancillary uses, such as restaurants, entertainment facilities and personal services (e.g. dry cleaners and service or repair shops) are permitted in Employment Areas with the intention that these uses support and/or complement employment uses.” (p. 26)
- In our submission, the existing development on the Belmont Lands provides for commercial uses, while the preliminary Concept Design Package that was prepared as part of the conversion request to confirm development feasibility for a 14-storey residential building to be located on the Belmont Conversion Request Lands will maintain retail and prestige employment uses at grade and provide for additional prestige employment uses on the second floor with residential above as components of a mixed-use building.

Industrial Market Considerations

- The Employment Strategy states “Over the past decade, industrial development in the GTHA has been largely oriented to large-scale industrial buildings housing wholesale trade, transportation/warehousing and multi-tenant industrial condominiums, accommodating a range of industrial and non-industrial uses ... Location factors play a key role in the distribution of the dominant business clusters visible across the Region today, such as manufacturing, transportation/logistics, utilities, wholesale trade, and construction ... access to transportation infrastructure is critical, including direct or unencumbered access to major highways, proximity to intermodal facilities and other regional transportation infrastructure such as regional airports.” (pp. 36-37)
- In our submission, due to their size at 0.6 ha and configuration, as well as surrounding land uses and a location removed from proximity to major transportation corridors and/or goods movement infrastructure, the Belmont Conversion Request Lands are not appropriate for land extensive industrial uses.

Office Market Considerations

- The Employment Strategy states “Office development and the employment sectors they typically accommodate have certain site-specific requirements, including: access to skilled labour; proximity to related industry clusters (companies and public institutions such as universities); access to high-order public transit and major highways; and access to on-site amenities/services and proximity to off-site services.” (pp. 38-39)
- In addition, the Employment Strategy states “Looking forward, market demand for stand-alone office space is anticipated to strengthen over the long term within mixed-use environments, such as within Durham’s proposed MTSA’s, which will be transit-supportive, pedestrian-oriented and will offer proximity/access to amenities,

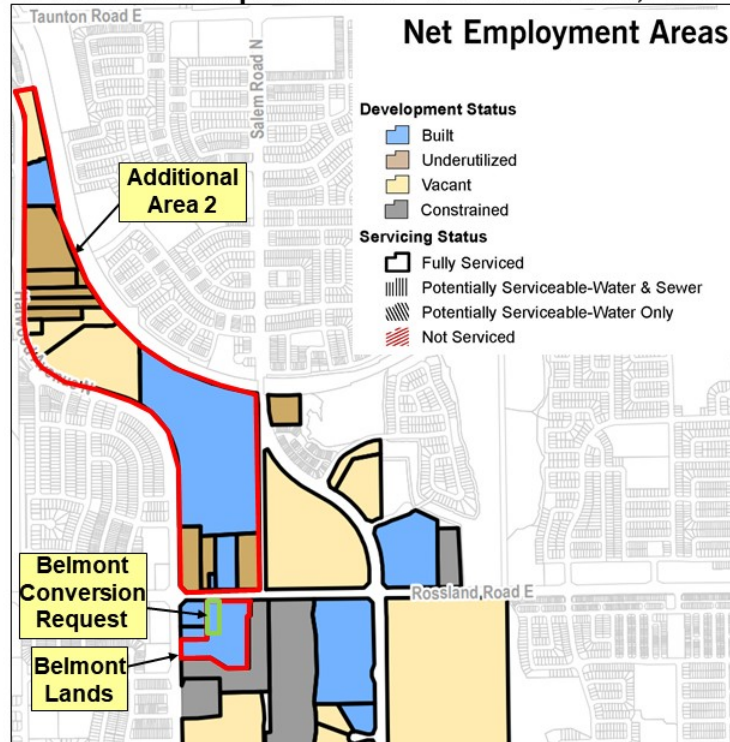
entertainment, cultural activities, and public spaces. There is also likely to be a growing trend for office development within mixed-use developments featuring residential and retail components.” (p. 39)

- The Employment Strategy goes on to state “It is anticipated that the long-term market for office-based employment within Durham will be largely focused within the Region’s mixed-use areas and Employment Areas that are characterized and potentially designated as “Prestige Employment” or “Business Park” in area municipal Official Plans.” (p. 67)
- Lastly, the Employment Strategy states “Office Development Potential Outweighs Demand – In planning for MTSAs, the Region and its area municipalities should be realistic about the amount of office growth that might be attracted to these areas over the planning horizon. While OPs have provisions in place to encourage office development, the reality is that potential supply outweighs demand.” (p. 80)
- In our submission, the Belmont Lands have limited market potential for larger office uses due to lack of on-site parking (since providing structured parking to support an office development in this market is not financially viable) and limited access to major transit and major highways.

Employment Land Supply

- The Employment Strategy states “Durham Region has approximately 2,550 gross ha (6,300 gross acres) of developed urban employment land ... The Region has a designated vacant urban employment land supply of 2,389 gross ha (5,903 gross acres).” (p. 43)
- In addition, the Employment Strategy states “Based on a 15% intensification target and an overall target employment density of 26 jobs per gross ha, the Region will require a total of 3,130 gross ha of land within Urban Employment Areas to accommodate anticipated job growth to 2051, which will require the addition of 1,164 ha of land designated as Employment Areas in the Regional Official Plan.” (p. 96)
- The Belmont Conversion Request Lands are shown as "Built" under the Region's Employment Lands Inventory (2018) (see Figure 1). The 0.6 ha Belmont Conversion Request Lands are insignificant in the context of the Region's employment land supply and in the context of the 3,130 gross ha of land within Urban Employment Areas needed to accommodate anticipated job growth to 2051. Therefore, their conversion will not have an impact on the supply of underutilized or vacant Employment Area lands and the Region's ability to achieve the employment forecasts.

Figure 1
Region of Durham – Employment Lands Inventory (2018) and the Belmont
Lands, Region of Durham Report #2020-P-11 dated June 2, 2020 – Attachment #8



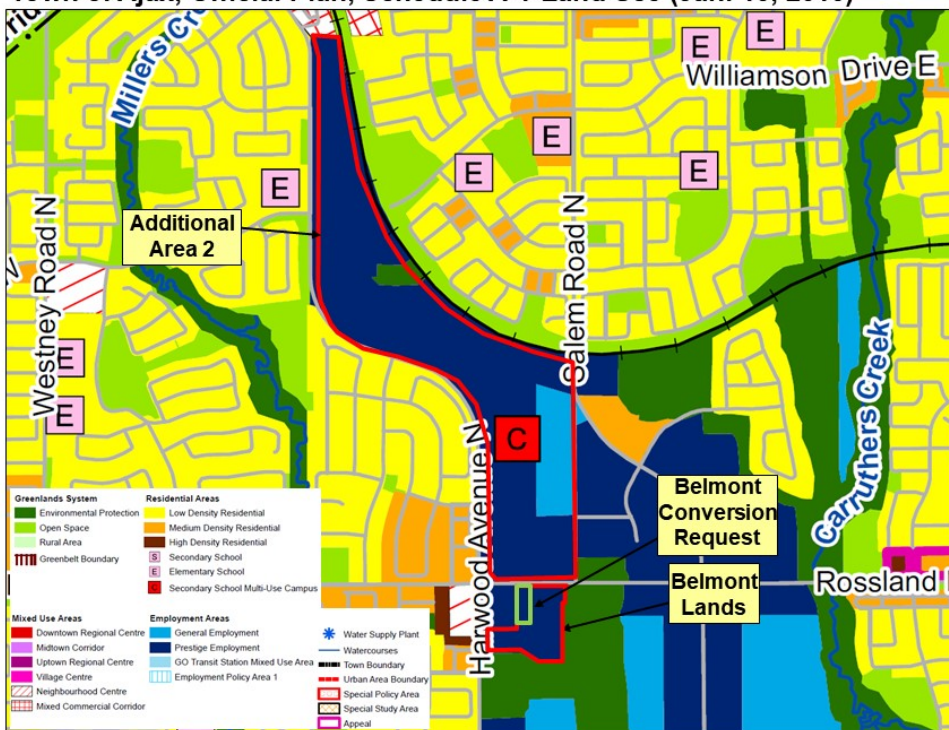
Employment Land Density

- The Employment Strategy states “Reflective of anticipated trends in employment growth and employment density by sub-sector, as previously discussed, it is anticipated that forecast employment growth within Employment Areas over the 2019 to 2051 period will average 32 jobs/net ha (13 jobs/net acre). Comparatively, forecast employment densities are anticipated to be significantly higher than employment density levels recently achieved across Durham Region’s Employment Areas over the 2011 to 2019 period.” (p. 72)
- In addition, the Employment Strategy states “It is recommended that the Region of Durham plan for a minimum average density target of 26 employees per hectare for all Urban Employment Areas in Durham Region by 2051.” (p. 86)
- In our submission, with a mixed-use building (retail and prestige employment uses at grade, additional prestige employment uses on the second floor and residential uses above) on the Belmont Conversion Request Lands, the total job yield on the entirety of the Belmont Lands can be maintained and improved well in excess of the overall Regional target employment density of 26 jobs per ha by 2051 as recommended in the Employment Strategy.

Location and Sensitive Uses

- The Employment Strategy states “Employment uses in Employment Areas ... primarily accommodate industries that require adequate separation from sensitive land uses (e.g. residential uses, education and health care facilities, day care centres). Designating new Employment Areas in a municipality becomes challenging without adequate consideration for the requirements that support their success. For these reasons, it becomes increasingly important to protect existing Employment Areas because they provide the opportunity to accommodate employment uses that cannot be easily accommodated in other areas of the Region.” (p. 93)
- “Urban Employment Areas require ... separation from sensitive land uses (i.e. residential uses). They also benefit from locating within proximity to similar employment uses.” (p. 43)
- In our submission, the Belmont Conversion Request Lands are compatible with surrounding land use permissions and potential land use conflicts can be mitigated. The Belmont Conversion Request Lands are located in close proximity to existing sensitive uses, including residential uses to the west, schools immediately to the north and a day care on-site. The Additional Area 2 - North Harwood Avenue Cluster (Ajax) located immediately to the north of the Belmont Lands that is recommended for conversion and the adjacent lands to the south and east designated Environmental Protection provide for separation for employment lands located to the south and east (see Figures 2 and 3).

**Figure 2
Town of Ajax, Official Plan, Schedule A-1 Land Use (Jan. 15, 2016)**



Note: Boundary and location are approximate

Figure 3
The Belmont Lands, Conversion Request CNR-14 (Approx. 0.6 ha) and
Additional Area 2 – North Harwood Avenue Cluster

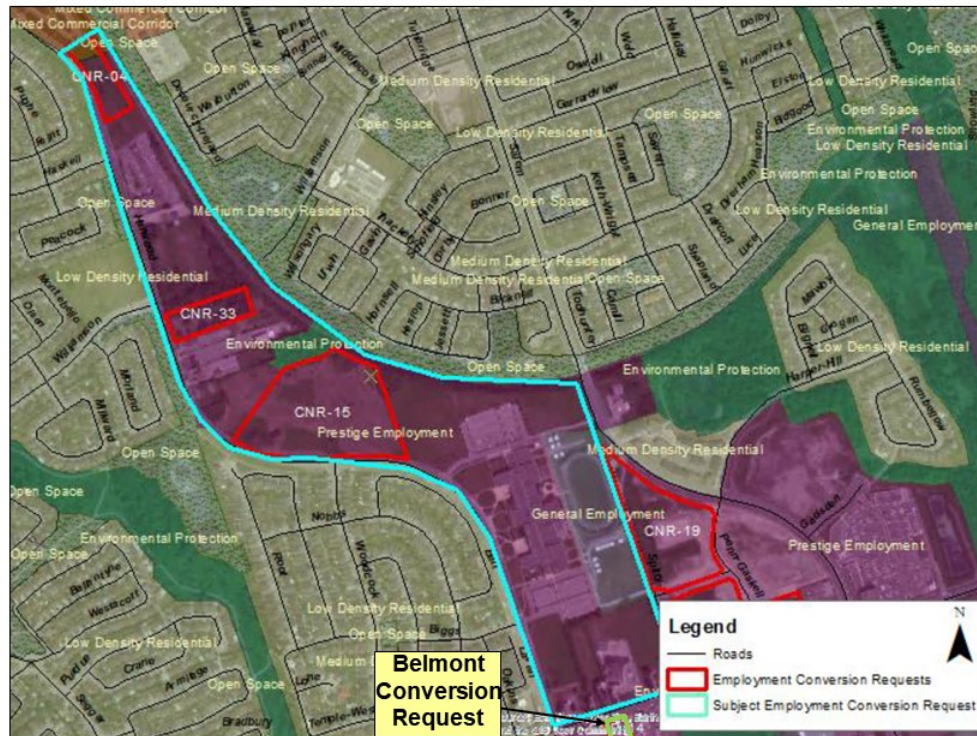


Conversion Requests

- The Employment Strategy states “Regional staff and the Consultant Team has undertaken a site-by-site review of each of the 45 active proposed Employment Area conversion sites ... to determine if a conversion to a non-employment use is appropriate and justified from a planning, economic/market demand and long-term urban land needs perspective. Additional sites that were not subject to a private request, but merited consideration for conversion due to strategic location, constraint for employment use, and other factors were also considered. This exercise was completed under the provincial policy framework as set out in the PPS and the Growth Plan.” (p. 57)
- In addition, the Employment Strategy states the “Employment Area lands north of Rosland Road, west of the CP Rail Corridor, which can be described as a sliver of employment area lands generally surrounded by residential development [(see Figure 4)], have been designated for employment purposes since the early 1990s, but includes detached dwellings as well as a host of community-oriented uses including two secondary schools, places of worship, service commercial uses, as well as recreational uses which are incompatible with employment type uses. Many of the uses are sensitive in nature, such as schools and a long-term care facility which is being developed as a part of a recently approved MZO (O. Reg 438/20). The total area of the site is approximately 49 ha which includes the Employment

Area parcels under request for conversion: CNR-04, CNR-15 and CNR-33. The Employment Area, excluding the lands under separate conversion requests previously noted, is approximately 40 ha.” (p. 59)

Figure 4
Region of Durham – Employment Strategy Technical Report
Appendix D: Additional Area 2 – North Harwood Avenue Cluster (Ajax)

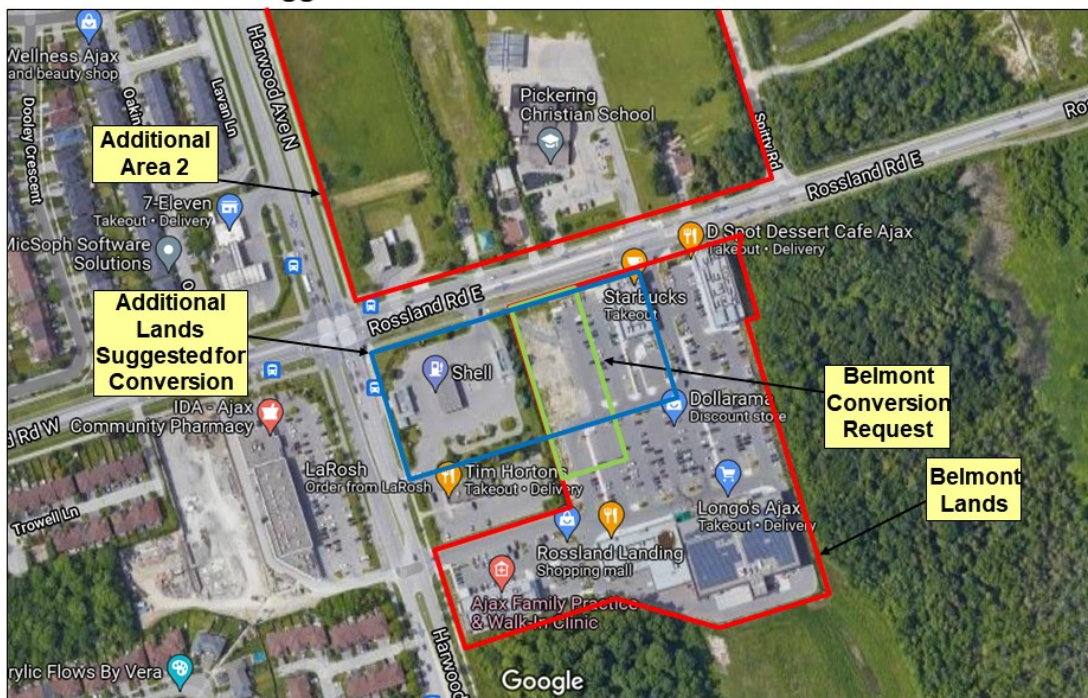


Note: Boundary and location are approximate

- Based upon our review of the Employment Strategy evaluation of the Belmont Conversion request CNR-14, we have provided responses to the commentary based on the Regional Conversion Criteria (see Appendix A). In general, it appears that the evaluation of CNR-14 in the Employment Strategy was prepared in the absence of the context of the Additional Area 2 - North Harwood Avenue Cluster (Ajax) located immediately to the north of the Belmont Lands that is recommended for conversion. Based upon our review and responses to the Employment Strategy evaluation, the only criteria for conversion that are not met are that the conversion request CNR-14 is not within an MTSA and the conversion request was not supported by the Town of Ajax Council. We respectfully request that Staff reconsider their evaluation of CNR-14 in the context and justification for the Additional Area 2 - North Harwood Avenue Cluster (Ajax) located immediately to the north of the Belmont Lands.
- In the context of Regional Planning Staff having, on their own initiative, recommended conversion of all the Additional Area 2 - North Harwood Cluster as far south as Rossland Road, Belmont would be receptive to considering a similar initiative by Staff to mirror the proposed conversion of the north frontage of Rossland, on the south side of the road (see Figure 5). The urban design and

planning context would be stronger with both sides of Rossland at this location featuring the same kind of development. This approach could create an intensification opportunity at this node, creating a walkable complete community with access to public transportation. It does not make sense to convert this Additional Area 2, while leaving the Belmont Lands at the south-east corner of the intersection as the ONLY remaining employment area at this node.

Figure 5
Region of Durham – Employment Strategy Technical Report
Appendix D: Additional Area 2 – North Harwood Avenue Cluster (Ajax)
Additional Lands Suggested for Conversion



We would welcome the opportunity to meet with Staff to discuss our comments further. Please kindly ensure that the undersigned is notified of any further meetings with respect to this matter as well as notice of the adoption of the Official Plan Amendment.

Should you have any questions, or require further information, please do not hesitate to call.

Sincerely,

ZELINKA PRIAMO LTD.

JR

Jonathan Rodger, MScPI, MCIP, RPP
 Senior Associate

cc. Belmont Equity (Rossland Landing) Ajax Ltd. (via email)

APPENDIX A

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
PPS (a)	1.3.2.4 – Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.	As per the draft LNA, there is a shortfall of Community Lands, therefore a need for additional Community Area lands.	Noted.
PPS (b)		Results of draft LNA have identified that the lands are required for employment purposes over the long term.	The Belmont Conversion Request Lands are shown as "Built" under the Region's Employment Lands Inventory (2018) (see Figure 1). Therefore, their conversion will not have an impact on the supply of underutilized or vacant Employment Area lands and the Region's ability to achieve the employment forecasts. In contrast, the 40 ha Additional Area 2 - North Harwood Avenue Cluster (Ajax) that is recommended for conversion under the Employment Strategy and located immediately to the north of the Belmont Lands (not including 9 ha under request for conversion: CNR-04, CNR-15 and CNR-33) includes parcels that form part of the Region's vacant and underutilized land supply. Lastly, the total job yield on the entirety of the Belmont Lands will be maintained with the conversion, as the existing commercial uses will remain, while the Belmont Conversion Request Lands will maintain retail and prestige employment uses at grade and provide for additional prestige employment uses on the second floor with residential above as components of a mixed-use building.

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
Growth Plan Policy 2.2.5.9	The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:		
Growth Plan (a)	There is a need for the conversion;	As per the draft LNA, there is a shortfall of Community Lands, therefore a need for additional Community Area lands.	Noted. The Belmont Conversion Request Lands can help fulfill the need for additional Community Area lands while maintaining retail and prestige employment uses at grade and provide for additional prestige employment uses on the second floor with residential above as components of a mixed-use building.
Growth Plan (b)	The lands are not required over the horizon of this Plan for the employment purposes for which they are designated;	Results of draft LNA have identified that the lands are required for employment purposes for which they are designated.	The Belmont Conversion Request Lands are shown as "Built" under the Region's Employment Lands Inventory (2018) (see Figure 1). Therefore, their conversion will not have an impact on the supply of underutilized or vacant Employment Area lands and the Region's ability to achieve the employment forecasts. In contrast, the 40 ha Additional Area 2 - North Harwood Avenue Cluster (Ajax) that is recommended for conversion under the Employment Strategy and located immediately to the north of the Belmont Lands includes parcels that form part of the Region's vacant and underutilized land supply. Lastly, the total job yield on the entirety of the Belmont Lands will be maintained with the conversion, as the existing commercial uses will remain, while the Belmont Conversion Request Lands will maintain retail and prestige employment uses at grade and provide for additional prestige employment uses on the second floor with residential above as components of a mixed-use building.

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
Growth Plan (c)	The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;	Since there is an anticipated shortfall of employment lands to 2051, the Municipality will not be able to maintain sufficient employment lands to accommodate forecast growth over the plan horizon.	The 0.6 ha Belmont Conversion Request Lands that are considered "Built" under the Region's Employment Lands Inventory (2018) are insignificant in the context of the 3,130 gross ha of land within Urban Employment Areas needed to accommodate anticipated job growth to 2051 (based on the Employment Strategy). The 0.6 ha Belmont Conversion Request Lands are unlikely to develop for industrial or office uses. The evaluation for the 40 ha Additional Area 2 - North Harwood Avenue Cluster (Ajax) that is recommended for conversion under the Employment Strategy and located immediately to the north of the Belmont Lands featured the identical comment for Growth Plan (c).
Growth Plan (d)	The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and	The conversion of the site will adversely impact the overall viability of the employment area.	The Belmont Conversion Request Lands are separated from the main body of the Employment Area to the south and east due to the existing mixed-use commercial development on the Belmont Lands as well as the woodlot, stormwater management pond and wetland. In addition, the 40 ha Additional Area 2 - North Harwood Avenue Cluster (Ajax) that is recommended for conversion under the Employment Strategy is located immediately to the north of the Belmont Lands, for which the Employment Strategy notes that "The conversion of the [40 ha] site will not adversely impact the overall viability of the remainder of the broader Carruthers Creek Employment Area."

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
		The site is located within the DGA. The proposed conversion will not contribute to Region and Area Municipality's ability to achieve the intensification targets set forth in the Growth Plan.	While located in the Designated Growth Area and not the Built-up Area, the Belmont Conversion Request Lands will still help to fulfill a market need to provide a diverse range of housing options. For the Additional Area 2 - North Harwood Avenue Cluster (Ajax) to the north that is recommended by Staff for conversion, Staff note that "The majority of the site is located within the BUA", whereby being within the Built-up Area is not a pre-condition for conversion.
		Based on the draft LNA conducted, the Region can achieve the density targets without conversion of the site.	In our submission, the Belmont Conversion Request Lands will help to fulfill a market need to provide a diverse range of housing options.
Growth Plan (e)	There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.	Proposed conversion will result in a need for enhancing infrastructure or public service facilities.	For the Additional Area 2 - North Harwood Avenue Cluster (Ajax) that is recommended for conversion, the Employment Strategy states "Proposed conversion may result in a need for enhancing infrastructure or public service facilities." Accordingly, any enhancements for existing and planned infrastructure needed for the 0.6 ha Belmont Conversion Request would be in the context of enhancements required for new development within the adjacent Additional Area 2 - North Harwood Avenue Cluster (Ajax) lands.

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
Location	The site is not located in proximity to major transportation corridors (e.g. highways, goods movement network, cross-jurisdictional connections) and goods movement infrastructure (e.g. airports, intermodal yards, and rail).	The site is located on Arterial Road B (Rossland Ave) and is about 4 km from Highway 401.	As stated in the 2021 Employment Strategy "Urban Employment Areas require access to transportation infrastructure (including goods movement infrastructure)" (p. 43) and "Employment uses in Employment Areas (e.g. manufacturing, warehousing and logistics) typically require large tracts of land with good access to trade corridors near major highway interchanges and other major transportation facilities, such as ports, rail yards, intermodal facilities and airports" (p. 93). In our submission, the Belmont Conversion Request Lands do not offer direct access to major transportation corridors and/or goods movement infrastructure, including Highways 401 and 412, airports, harbours/ports or railways. For the Additional Area 2 - North Harwood Avenue Cluster (Ajax) to the north that is recommended for conversion, the Employment Strategy states that the "Site is in proximity to Arterial Road A (Taunton Rd) and Highway 412." The Belmont Lands do have direct access to Rossland Road East (Type B Arterial Road) and Harwood Avenue North (Type C Arterial Road) as shown under the Region of Durham Official Plan, however these roads are not situated, designed or promoted as major transportation corridors and/or goods movement infrastructure.

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
Access	The site does not offer direct access to major transportation corridors (e.g. highways, goods movement network, cross-jurisdictional connections) and goods movement infrastructure (e.g. airports, intermodal yards, and rail).	The site has direct access from an arterial road, which is also a major transportation corridor.	The Belmont Conversion Request Lands do not offer direct access to major transportation corridors and/or goods movement infrastructure, including Highways 401 and 412, airports, harbours/ports or railways. In contrast, for the Additional Area 2 - North Harwood Avenue Cluster (Ajax) to the north that is recommended for conversion, the Employment Strategy states "Site does not have direct access to a Highway or the strategic goods movement network." The size of the Belmont Conversion Request Lands at 0.6 ha is not sufficiently large accommodate warehouse or manufacturing uses that benefit from access to a strategic goods movement network and the market for office uses on the Lands is limited.

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
Employment Area Configuration	The site is located outside or on the fringe of an assembly of Employment Areas.	The site is located towards the western end of the Carruthers Creek Business Park and is part of the broader contiguous Employment Area. Conversion of the site has the potential to result in encroachment / erosion of the broader Employment Area.	The Belmont Lands currently form part of a community hub that includes retail and commercial uses (including a supermarket), gas stations, schools and a daycare. The Belmont Conversion Request Lands are located on the fringe of the Carruthers Creek Business Area and are separated from the broader contiguous Employment Area to the south and east due to the existing mixed-use commercial development on the Belmont Lands as well as the woodlot, stormwater management pond and wetland, while the Additional Area 2 - North Harwood Avenue Cluster (Ajax) lands located immediately to the north of the Belmont Lands are recommended for conversion under the Employment Strategy (see Figure 3). The evaluation for the Additional Area 2 - North Harwood Avenue Cluster (Ajax) lands does raise any concerns with encroachment / erosion of the broader Employment Area. Accordingly, there is limited potential for the Belmont Conversion Request Lands to result in encroachment / erosion of the broader Employment Area.
Site Configuration	The site offers limited market supply potential for Employment Areas development due to size, configuration, access, physical conditions, servicing constraints, etc.	The site is large, irregular shaped, with a gross area of 3.9 ha. The revised conversion request applies to a 0.6 hectare portion of the site. The majority of the site functions as a commercial plaza.	Noted. The Belmont Conversion Request Lands are shown as "Built" under the Region's Employment Lands Inventory (2018) (see Figure 1). Therefore, their conversion will not have an impact on the supply of underutilized or vacant Employment Area lands and the Region's ability to achieve the employment forecasts.

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
Land Use	The proposed conversion to non-employment uses is compatible with surrounding land use permissions and potential land use conflicts could be mitigated.	The site is within the Carruthers Creek Business Park. The proposed conversion has the potential to erode and undermine the broader planned function of the Carruthers Creek Business Park Employment Area.	<p>Mixed-uses (including Residential) for the Belmont Conversion Request Lands are compatible with surrounding land uses and potential land use conflicts can be mitigated. The Belmont Conversion Request Lands are located in close proximity to existing sensitive uses, including residential uses to the west, schools immediately to the north (J. Clarke Richardson Collegiate, Notre Dame Catholic Secondary School and the Pickering Christian School) and a day care (located on the Belmont Lands). A mixed-use building on the Belmont Conversion Request Lands would be complementary and consistent with the existing commercial uses on the Belmont Lands. There is limited potential to erode and undermine the broader planned function of the Carruthers Creek Business Park Employment Area considering that the Additional Area 2 - North Harwood Avenue Cluster (Ajax) lands that are recommended for conversion under the Employment Strategy are located immediately to the north of the Belmont Lands, while the lands immediately to the west of the Belmont Conversion Request Lands are developed with a gas station and drive-through restaurant.</p> <p>The Belmont Conversion Request Lands are separated from the main body of the Employment Area to the south and east due to the existing woodlot, stormwater management pond and wetland (see Figure 3).</p>

Review of Belmont Conversion Request CNR-14 in the Context of Employment Strategy (2021) Evaluation of Sites Against Conversion Criteria

2021-10-22

Parameter	Regional Conversion Criteria	Notes	Response
Supply	The conversion of the proposed site to non-employment uses would not compromise the overall supply of large Employment Area sites at both the Regional and local level.	Site is approximately 4 Ha in size, with the revised conversion request applying to a 0.6 hectare portion of the site. Conversion of the site will not compromise the overall supply of large Employment Area sites at the local and Regional level.	Noted. At only 0.6 ha the Belmont Conversion Request Lands are not considered a “large” Employment Area site in Ajax or Durham Region (the 2021 Employment Strategy classifies medium- and large-scale sites as over 5 ha (p. 89)), while the lands are considered "Built" under the Region's Employment Lands Inventory (2018) (see Figure 1). Therefore, their conversion will not have an impact on the supply of underutilized or vacant Employment Area lands and the Region's ability to achieve the employment forecasts.
Jobs	The conversion request demonstrates total job yield of the site can be maintained or improved.	As per planning rationale section 3.3, the existing job density will be maintained.	Noted. With conversion, the total job yield on the Belmont Lands can be maintained and improved well in excess of the overall Regional target employment density of 26 jobs per ha by 2051 as recommended in the Employment Strategy.
Major Transit Station Area	The conversion request is within a Major Transit Station Area.	The site is not within a proposed MTSA boundary.	Noted. The Additional Area 2 - North Harwood Avenue Cluster (Ajax) lands that are recommended for conversion under the Employment Strategy are also not in a proposed MTSA Boundary.
Municipal Interests and Policy	The conversion request is supported by Area Municipal Councils	Municipality does not support the conversion.	Noted.
Municipal Interests and Policy	The conversion request does not conflict with municipal interests and policies.	No cross-jurisdiction issues or impacts are anticipated	Noted.
Recommendation	The conversion of the site would not present negative cross-jurisdiction impacts that could not be overcome.	Not recommended for conversion.	Based on the review above and as outlined in our various submissions, the 0.6 ha Belmont Conversion Request Lands are an appropriate candidate for conversion.

May 15, 2023

Brian Bridgeman
Commissioner of Planning and Economic Development
Region of Durham
605 Rossland Road East Whitby
Ontario Canada L1N8Y9

Re: Whitebelt lands between Hwy 7, Sideline 16, Sideline 14 and Concession Rd 7

Dear Mr. Bridgeman

We, the undersigned, are owners of properties located in the above block of land in Northeast Pickering, which is approximately 350 acres in area.

In their new draft official plan, the Durham Region has stated it wants to keep our lands in limbo "until such time that a final federal decision to build an airport is made". Since it's been 51 years already, it is possible it could be any arbitrary number of additional years or decades before the federal government finally decides one way or another. We cannot rebuild our homes, invest in our lands or do anything meaningful that requires planning. It is very unfair that the region has singled out our lands in such a capricious way. As per region's official plan in both the draft and current versions, the area that's officially supposed to stay in limbo for an airport is defined as "Special Study Area 1" (SSA1). Our lands are not located within the boundaries of this area. The airport lands proper start to the West of Brock Rd North of Hwy 7, and the gov-owned block of land between Brock Rd to the West and Sideline 16 to the East was meant as a buffer zone and thus designated as the SSA1. The SSA1's Eastern boundary is Sideline 16, though the region is treating it as though it's Sideline 14, thus unofficially lumping our lands into the SSA1. The SSA1 lands were expropriated to serve their purpose, but our lands weren't. If the federal government had thought our lands were of consequential significance to an airport, they would have expropriated them when they did all the other lands they needed.

In comparison, over 8000 acres of lands in the nearby area known as "Veraine" are slated to enter the urban boundary, a fair portion of it into employment. Our lands have just as much or better access to services as those and have better transportation access since those lands do not have direct ramps to Hwy 407 and ours do. We are also immediately accessible by a 6-way interchange of Hwys 1, 7 and 407. Furthermore, immediately South of Hwy 407, we are witnessing the building of residential homes right up to the edge of the highway. How is it that "sensitive uses" can be situated as close to the airport site as those, but even non-sensitive uses would not be allowed in our block, which is not much closer to the airport lands? The runways for a possible airport have changed direction paths several times with no certainty as of this moment in time.


Interestingly just in the last month, the Pickering City Council voted for the city not to be host for an airport and a private group of farm tenants, i.e. "Land over Landings" and several other environmental groups continue staunchly fighting the idea of an airport. Additionally, the federal minister of transportation recently stated the government has no plans to build a Pickering airport in the short term, and he added perhaps not even in the long term, while announcing another years-long study into aviation in Southern Ontario. With climate change now a central issue for the federal government, it is quite possible and very likely that the study will produce the same conclusion as previous studies which was essentially

indeterminate resulting in no action. We feel unnecessarily sandwiched between the region interested in an airport and these opposing forces against an airport.

Most of the residents in this block are not engaging in growing crops or agriculture as defined by Agricornp which is under the Ontario Ministry of Agriculture, Food and Rural Affairs. Our lands are in the Whitebelt and not under control of the conservation authority. These lands also are more strategically situated, and closer to Toronto, with arguably better transportation access than all the other lands the region is bringing into the "employment" designation. Almost all Whitebelt lands in Pickering are already in the urban boundary or slated to enter it in the new draft plan, except this block. We believe these lands as employment would be of much greater benefit to the rapidly growing population of the Seaton area, the larger Pickering area, users of the highways, and the entire GTA. Further, if an airport eventually does come, these uses would be compatible or easily convertible at that time. If the lands are supposed to sit in limbo, why can't they sit in limbo with some uses that are actually more compatible with an airport than the current ones? Lastly, at under 350 acres, this is not a very large area if the position of the region is that they have reached the allotted amount for inclusion into the urban boundary. With the very recent laws announced by the Ontario gov, it appears that the provincial gov now allows more power to municipal and regional governments for including land into the urban boundary. Given that these lands are in the whitebelt and close to Toronto, it would seem unlikely for Queens Park to object to inclusion of these lands for transportation-related uses.

On May 17th, the Regional council is voting on the new draft plan. We herein state our strong objection to this draft new plan as it pertains to our lands. We intend to avail ourselves of all further procedural and legal options as we believe this matter has not been fairly handed. We request that these subject lands be brought into the urban boundary with the designation of employment.

Sincerely;



Karen Simpson.

Property Address:
3835 Sideline 16.
Conc 6 N PTLT 16.
01-03-0-009-07300-0000
-04



Murray Carson.

Property Address:
2035 Seventh Conc. Rd.
Conc 6 N PT LT 15.
(1978301 Ontario Inc.)
Roll# 01-03-0-009-06100-0000
-09


Paul Carson

May 15, 2023

MGP File: 23-3261

Envision Durham
The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: Trinipark Development (BT) Corp. Response to Envision Durham –
Draft New Durham Region Official Plan (May 2023)**

Malone Given Parsons Ltd. (“MGP”) is the planning and land economic consultant for Trinipark Development (BT) Corp., (“Trinipark”), the owner of the lands municipally known as 4100 Sideline 2 in North-East Pickering (the “Subject Lands”). Trinipark is a participating landowner and member of the North-East Pickering Landowners Group (“NEPLOG”), who have filed numerous submissions to the Region with respect to the Envision Durham Process.

Trinipark fully supports the comments submitted by the NEPLOG regarding the Region’s proposed settlement area boundary expansions (“SABE”) and the refinement of the natural heritage system (“NHS”) mapping. We write further to those submissions specifically on behalf of Trinipark to reiterate comments dated April 3, 2023 (attached hereto for reference as Attachment 1) submitted by Trinipark through the Envision Durham process that the NHS mapping on the Subject Lands be removed in the Region’s SABE mapping.

We have reviewed Report #2023-P-15, Recommendations on the new Regional Official Plan (“Draft ROP”), File: D12-01, released on May 3, 2023 and scheduled for adoption at the Regional Special Council meeting on May 17, 2023. The NHS mapping in the Draft ROP continues to show the Subject Lands designated entirely as NHS. For the reasons identified in Trinipark’s previous submissions, we request that the proposed NHS be removed from the Subject Lands and the wooded and planted areas on the Subject Lands be more thoroughly evaluated through the City’s Secondary Plan process.

As detailed in our letter dated April 3, 2023 on the Region’s proposed SABEs, we request that the NEPLOG’s detailed NHS mapping (GIS shapefiles provided under separate cover) be utilized in the delineation of the NHS within North-East Pickering in the Draft ROP for the reasons contained in Attachment 1, and in particular given that they are the result of detailed environmental study and a NHS recommended by the NEPLOG environmental consultant, GeoProcess Research Associates, which proposes a NHS which provides the appropriate protection for significant natural heritage features and hydrologic features.

While Trinipark believes that its NHS mapping (prepared by GeoProcess Research Associates and provided previously to Envision Durham) should be used as a basis for the NHS on Map 2 of the Draft ROP because it has been the subject of detailed environmental study, Trinipark does appreciate and agree with the modifications to the latest version of the Draft ROP in which Policy 7.4.2 acknowledges that refinements to the regional NHS outside of provincial NHS areas are permitted through both secondary planning processes and/or approved planning applications without an amendment to the Draft ROP.

We thank you again for the opportunity to provide input into the Region's MCR process and look forward to continuing to work with the Region in the development of lands within North-East Pickering.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

Principal, Planner, Land Economist, Project Manager

cc. *Client*

April 3, 2023

MGP File: 20-2918

Envision Durham
The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: Trinipark Development (BT) Corp. Response to Envision Durham –
Draft New Durham Region Official Plan**

Malone Given Parsons Ltd. (“MGP”) is the planning and land economic consultant for Trinipark Development (BT) Corp., (“Trinipark”), the owner of the lands municipally known as 4100 Sideline 2 in North-East Pickering (the “Subject Lands”). Trinipark is a participating landowner and member of the North-East Pickering Landowners Group (“NEPLOG”), who have filed numerous submissions to the Region with respect to the Envision Durham Process.

Trinipark fully supports the comments submitted by the NEPLOG regarding the Region’s proposed settlement area boundary expansions (“SABE”) and the refinement of the natural heritage system (“NHS”) mapping. We write further to those submissions specifically on behalf of Trinipark to reiterate comments dated April 29, 2022 and January 18, 2023 (attached hereto for reference as Attachment 1) submitted by Trinipark through the Envision Durham process that the NHS mapping on the Subject Lands be removed in the Region’s SABE mapping.

We have reviewed Report #2023-P-6, Release of the Draft New Regional Official Plan (“Draft ROP”), released on February 10, 2023 and the Draft ROP policies and mapping. The NHS mapping in the Draft ROP continues to show the Subject Lands designated entirely as NHS. For the reasons identified in Trinipark’s previous submissions, we request that the proposed NHS be removed from the Subject Lands and the wooded and planted areas on the Subject Lands be more thoroughly evaluated through the City’s Secondary Plan process.

As detailed in our letter dated January 18, 2023 on the Region’s proposed SABEs, we request that the NEPLOG’s detailed NHS mapping (GIS shapefiles provided under separate cover) be utilized in the delineation of the NHS within North-East Pickering in the Draft ROP for the reasons contained in Attachment 1, and in particular given that they are the result of detailed environmental study and a NHS recommended by the NEPLOG environmental consultant, GeoProcess Research Associates, which proposes a NHS which provides the appropriate protection for significant natural heritage features and hydrologic features.

Further, we request that proposed Policy 7.4.2 be clarified to include lower-tier secondary plans as well as planning applications as vehicles for amending the regional NHS without the need for amendment to the ROP. The ability to achieve refinements should be possible with each more detailed stage of planning, which inevitably provides more detailed information and fieldwork to appropriately define the NHS.

We also request that Policies 7.4.2 and 7.4.4 be modified to reference both provincial plans and policy statements to ensure that development/site alteration continues to be permitted in a manner consistent with the Provincial Policy Statement (“PPS”) (generally outside of significant features), which could include portions of stormwater management facilities, grading areas, trails, and other public uses.

We thank you again for the opportunity to provide input into the Region’s MCR process and look forward to continuing to work with the Region in the development of lands within North-East Pickering.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

Principal, Planner, Land Economist, Project Manager

cc. *Client*

January 18, 2023

MGP File: 20-2918

Envision Durham
The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: Trinipark Development (BT) Corp. Response to Envision Durham –
Comments on the Draft Settlement Area Boundary Expansions**

Malone Given Parsons Ltd. (“MGP”) is the planning and land economic consultant for Trinipark Development (BT) Corp., (“Trinipark”), the owner of the lands municipally known as 4100 Sideline 2 in North-East Pickering (the “Subject Lands”). Trinipark is a participating landowner and member of the North-East Pickering Landowners Group (“NEPLOG”), who have filed numerous submissions to the Region with respect to the Envision Durham Process.

Trinipark fully supports the comments submitted by the NEPLOG regarding the Region’s proposed settlement area boundary expansions (“SABE”) and the refinement of the natural heritage system (“NHS”) mapping. We write further to those submissions specifically on behalf of Trinipark to reiterate comments dated April 29, 2022 (attached hereto for reference) submitted by Trinipark through the Envision Durham process that the NHS mapping on the Subject Lands be removed in the Region’s SABE mapping.

As discussed in the April 29, 2022 submission and in the NEPLOG submission dated January 18, 2023, GeoProcess Research Associates (“GeoProcess”), the NEPLOG and Trinipark environmental consultant, has undertaken detailed environmental work to delineate the boundaries of the NHS that informs the NEPLOG’s proposed SABE and NHS area calculations.

We recognize that wooded areas do exist on a portion of the Subject Lands; however, the proposed NHS should not arbitrarily designate the entirety of the Subject Land as NHS. The wooded areas on the Subject Land include planted trees (hedgerows and plantation trees) and need to be more appropriately evaluated through a future Secondary Plan process.

We thank you again for the opportunity to provide input into the Region’s MCR process and looks forward to continuing to work with the Region in the development of the North-East Pickering lands.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.

A handwritten signature in blue ink, appearing to read 'Matthew Cory', enclosed within a blue oval scribble.

Matthew Cory, MCIP, RPP, PLE, PMP

Principal, Planner, Land Economist, Project Manager

cc. Client



April 29, 2022

Envision Durham
c/o The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road East, PO Box 623
Whitby, ON L1N 6A3

**RE: Envision Durham – Identifying a Regional Natural Heritage System, File D12-01
Comments from Trinipark Development (BT) Corp.**

Trinipark Development (BT) Corp. (“Trinipark”) owns the lands located at 4100 Sideline 2 in the City of Pickering (the “Subject Land”). The Subject Land is located in Northeast Pickering, and Trinipark is a participating member of the North East Pickering Landowners Group (“NEPLOG”). GeoProcess Research Associates Inc. has made a separate submission on behalf of the NEPLOG which Trinipark fully supports.

Given that Trinipark is also directly impacted, we, on behalf of Trinipark, have reviewed Durham Region’s proposed Natural Heritage System (“NHS”) Mapping as it relates to the Subject Land specifically.

The entirety of the Subject Land is proposed to be put into the Region’s NHS. Trinipark strongly objects to this proposed designation over the entirety of its land for the following reasons:

- 1) The 2020 Durham Regional Official Plan which is currently in effect does not consider any part of the Subject Land as part of its NHS area, and more specifically on Schedule A Regional Structure, the Subject Land is located within the Future Urban Area Boundary Expansion of North East Pickering with a site specific policy reference to Policy 7.3.11p).

This Policy states that:

where a comprehensive review of this Plan includes consideration of lands for Urban Area expansion within the City of Pickering east of the Pickering Airport lands, outside of the Greenbelt Plan, the following additional matters will be assessed and evaluated at that time:

- i) the amount and rate of development that has occurred in the Seaton Community; and*
- ii) the preparation and completion of a watershed plan update for the East Duffin and Carruthers Creek watersheds.*

The policy does not require additional lands to be put into the NHS without proper justification. Therefore, the wooded areas that exist on the Subject Land should be appropriately evaluated at the Secondary Plan level.

- 2) The City of Pickering Official Plan Edition 8 which is currently in effect designates the Subject Land as Prime Agricultural Area with only a small portion along the western boundary as Natural Area, as shown on Schedule I. There are no significant features identified on the Subject Land.
- 3) The proposed City of Pickering Official Plan NHS Mapping does not consider the Subject Land to be part of the NHS.
- 4) The Subject Land is located outside of the Central Lake Ontario Conservation Authority (“CLOCA”) Regulated Area.
- 5) The former owner of the Subject Land planted trees in order to obtain a tax credit from the province. Therefore, the majority of trees that currently exist on the Subject Land are not natural features but rather anthropogenic, as confirmed by our ecologists.

It is our opinion that the Region’s proposed NHS designation on the Subject Land is inappropriate and inconsistent. The Subject Land does not include naturally regulated features as defined by the Provincial Policy Statement (2020). The wooded areas on the Subject Land need to be more appropriately evaluated through a future Secondary Plan process. We recognize that wooded areas do exist on the Subject Land; however, the proposed NHS should not arbitrarily designate the entirety of the Subject Land as NHS as there are areas that are open both outside of and within the wooded areas.

Respectfully Submitted,

TRINIPARK DEVELOPMENT (BT) CORP.



Per: Lisa La Civita
Development Manager
Armland Group

May 16th, 2023

GSAI File: 482-003

Durham Region - Planning Division
The Regional Municipality of Durham
65 Rossland Road East
Whitby, Ontario,
L1N 6A3

Attention: Brian Bridgemen, MCIP, RPP
Commissioner of Planning and Economic Development

**Re: Support Letter – Envision Durham
Recommendations on the new Regional Official Plan
Durham Region Draft Official Plan (ROP)**

Glen Schnarr & Associates Inc. are the planning consultants representing a group of landowners (the ‘Owners’) who own property in the City of Pickering (the ‘Subject Lands’). The Subject Lands are generally shown as “Special Study Area #6” on Figure 1 – Regional Structure – Urban & Rural Systems and are commonly referred to as the ‘Cherrywood Area Lands’. The Cherrywood Area Lands are generally located South of Highway 407, West of West Duffin’s Creek, East of the York Durham Townline Road and North of the CP Belleville rail line.

We had submitted formal comments previously in support of the draft Regional Official Plan documents which were circulated for public review on February 10th, 2023. Specifically, the original comment letter provided support for Section. 9.1.2.e) of the draft Official Plan. This section of the draft Official Plan spoke to the future inclusion of the Special Study Area 6 lands into the Region’s Urban Area Boundary (refer to the Special Study Area 6 lands outlined on Figure 1). We acknowledge that these provisions remain unchanged and are still included within the draft Official Plan document that is being recommended for approval. In light of this, we would like to submit this letter formally supporting the Region of Durham’s recommended draft Official Plan.

Comments:

The Province of Ontario has recently taken action to address the housing shortage by setting a goal of building 1.5 million new homes by 2031. These actions have been focused on building more homes, helping home buyers enter the market, reducing construction costs, and streamlining the development approval process. To support the delivery of these new housing goals, the Provincial government has removed the Cherrywood Area Lands (along with various other lands in the Greater Golden Horseshoe) from the Greenbelt Plan on December 22nd, 2023 (refer to Environmental Registry of Ontario (ERO) #019-6216).

We recognize that the Province’s announcement to remove lands from the Greenbelt Plan occurred while the Region was actively undertaking the Municipal Comprehensive Review of its Official

Plan. In response, it appears that there has been a policy section included in the draft Official Plan to address these new Provincial directives. Specifically, Section 9.1.2.e) of the draft Official Plan states the following:

“e) Special Study Area 6 applies to the lands removed from the Greenbelt Plan Area by the Province of Ontario within the City of Pickering, Town of Ajax and Municipality of Clarington. In accordance with the province, the following conditions must be addressed to the satisfaction of the province, or it will initiate the process to return the lands back to the Greenbelt Plan Area:

- i) significant progress on approvals is to be achieved by the end of 2023;*
- ii) construction of new homes is to begin on these lands by no later than 2025; and*
- iii) proponents will fully fund the necessary infrastructure upfront.*

If these conditions are addressed to the satisfaction of the province, the lands may be included within the Urban Area Boundary, and the population, household and employment forecasts may be revised to reflect the provision of additional housing supply in these areas.”

In response to the above-noted policies outlined in the draft Official Plan, we would like to advise that the Owners of the Subject Lands are committed to advancing the necessary development approvals in a timely fashion, to meet the provincial target dates, and we look forward to working with the Region towards this important goal. Moreover, the Owners are committed to ensuring that there is sufficient infrastructure in place to accommodate future development of the Subject Lands.

In summary, we would like to provide our support for the Region’s draft Official Plan in its current form, specifically with regard to the Special Policy Areas dealing with the lands recently removed from the Greenbelt Plan (Section 9.1.2.e). Our client’s are committed to having these lands included within the regional Urban Area Boundary to reflect the province’s recent decision. Thank you for your consideration. Please do not hesitate to contact the undersigned should you wish to discuss this further.

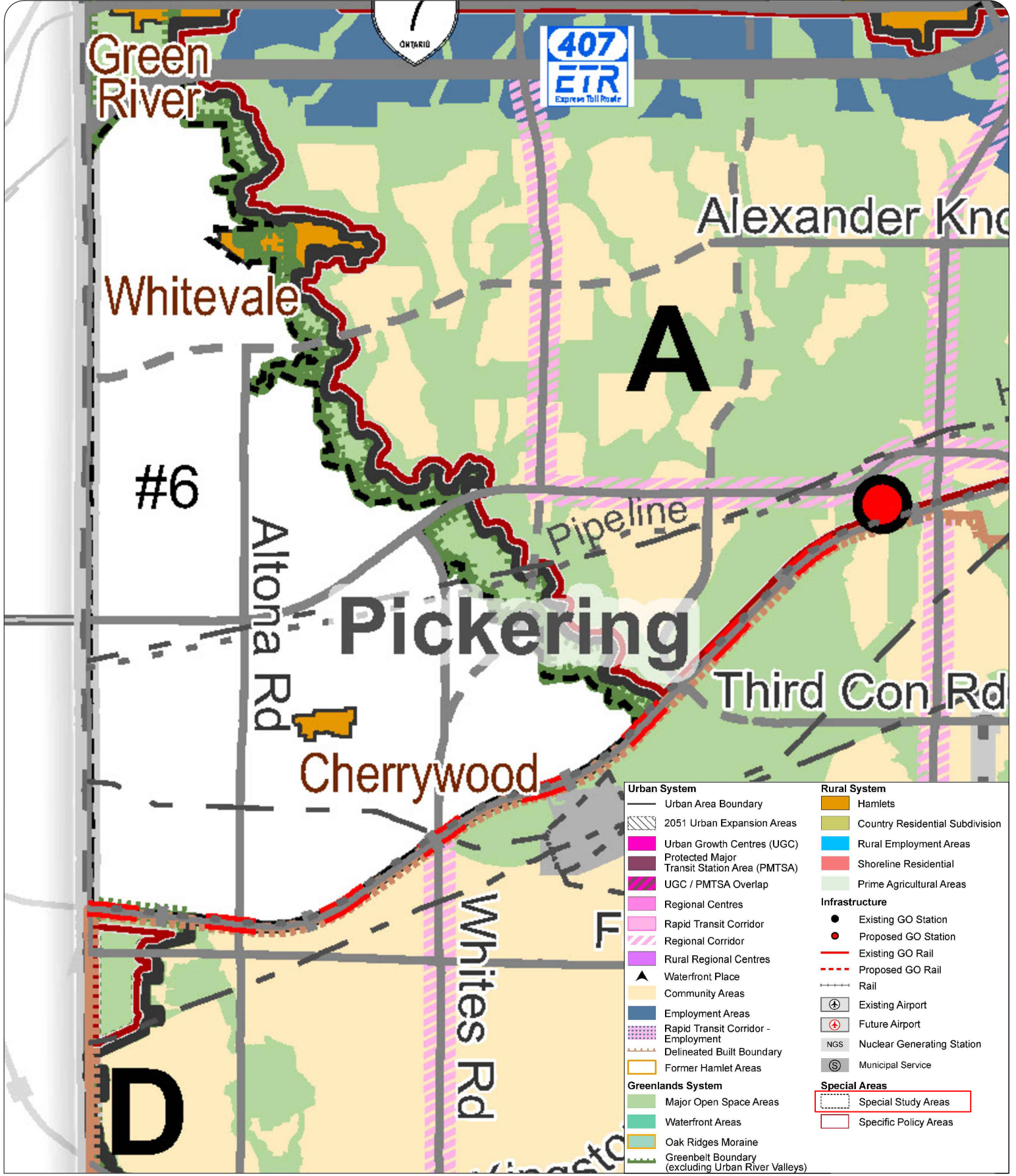
Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Glen Broll, MCIP, RPP
Managing Partner

CC:
John Henry, Regional Chair
Kevin Ashe, Mayor City of Pickering



Urban System	Rural System
Urban Area Boundary	Hamlets
2051 Urban Expansion Areas	Country Residential Subdivision
Urban Growth Centres (UGC)	Rural Employment Areas
Protected Major Transit Station Area (PMTSA)	Shoreline Residential
UGC / PMTSA Overlap	Prime Agricultural Areas
Regional Centres	Infrastructure
Rapid Transit Corridor	Existing GO Station
Regional Corridor	Proposed GO Station
Rural Regional Centres	Existing GO Rail
Waterfront Place	Proposed GO Rail
Community Areas	Rail
Employment Areas	Existing Airport
Rapid Transit Corridor - Employment	Future Airport
Delineated Built Boundary	NGS Nuclear Generating Station
Former Hamlet Areas	Municipal Service
Greenlands System	Special Areas
Major Open Space Areas	Special Study Areas
Waterfront Areas	Specific Policy Areas
Oak Ridges Moraine	
Greenbelt Boundary (excluding Urban River Valleys)	

FIGURE 1 REGION OF DURHAM OFFICIAL PLAN REGIONAL STRUCTURE - URBAN & RURAL SYSTEMS

CHERRYWOOD
CITY OF PICKERING
REGIONAL MUNICIPALITY OF DURHAM

SCALE NTS
MAY 10, 2023

LEGEND
Special Study Area #6



May 16, 2023

MGP File: 17-2666

Envision Durham
The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: Brooklin North Landowners Group Response to Envision Durham –
Comments on the Recommended Regional Official Plan (May 2023)**

Malone Given Parsons Ltd. (“MGP”) is the planning consultant for Brooklin North Landowners Group (“BNLG”), who own multiple properties in the Brooklin Community Secondary Plan Area. The purpose of this letter is to respond to Special Meeting Decision Report #2023-P-15, Recommendations on the new Regional Official Plan (“Recommended ROP”), File: D12-01, released on May 3, 2023 and to be presented to Council at its Special Meeting on May 17, 2023. We are writing on behalf of BNLG to provide comments on the Recommended ROP for Council’s consideration prior to adoption of the Recommended ROP.

1.0 General Comments

1.1 Policy Requirements are Too Onerous

While we appreciate the efforts to provide guidance for land use planning in lower-tier municipalities, we believe that many of the policies in the Recommended ROP are overly prescriptive, which may impede the implementation of the Recommended ROP at a local level. We suggest that the Recommended ROP adopt a more general tone that provides flexible guidance on land use and development matters.

In this regard, numerous policies within the Recommended OP are excessively onerous or prescriptive, particularly in relation to reports or studies that are required for the development approvals process. Given the recent changes to the planning framework in Ontario brought about by Bills 23 and 97, we urge the Region to reconsider the Recommended OP policies that identify hard requirements through the use of the words “shall”, “will”, or “require”, and replace them with “should”, “may”, and “encourage”, together with “where appropriate”. Such changes would enable greater flexibility and better align with the new provincial priorities and directions being undertaken, including through the initial release of the 2023 Provincial Planning Statement, which a draft is currently available for public consultation.

As the lower-tier municipalities will ultimately be responsible for the implementation of the Recommended ROP, we note that where required, such policies may be re-assessed at the time of implementation into the lower-tier municipality's planning policy framework, and be more restrictive, as necessary, for each municipality.

Furthermore, a number of policies in the Recommended ROP identify requirements to be completed "prior to development" (e.g. Policies 3.3.47, 3.3.50, 5.7.8). We request that all references to this language be replaced with "during the development approvals process".

It is inappropriate to require any studies, background work, or consultation prior to any development (which is defined generally as any lot creation, change in land use, or construction of buildings and structures, any of which requires approval under the Planning Act). Rather, good planning intends that any required studies, background work, or consultation be conducted as part of the development approvals process, and the regional policy framework should reflect this process.

Policy 3.3.50 also requires development proponents to provide a copy of the Stage 2 archaeological assessment where archaeological resources are found to the First Nation or Metis and "receive a response" prior to development proceeding. We believe that it is not appropriate to require a response in all instances and that receiving a response is not a policy requirement under any proponent's duty to consult. It may not be possible to receive a response in a timely manner, or a lack of response may indicate there is no concern, all of which should not delay the development approvals process. We request that the words "and receive a response from" be deleted from Policies 3.3.50 a) and b).

1.2 A Balanced Approach to Growth

A number of policies in the Draft ROP appear to prioritize one type of growth, or one location of growth, over another. For example:

Objective iii (Section 3.1):

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

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

It is inappropriate to prioritize the intensification of existing residential areas or Strategic Growth Areas as the sole focus of residential growth in the Region. Balanced region-wide growth can only be achieved through a combination of intensification, new designated greenfield area ("DGA") growth, and rural settlements. Prioritizing only intensification may lead to an imbalance in growth patterns, resulting in strain on existing infrastructure and services in those areas. Encouraging a mix of different types of growth, including development within the DGAs, will assist in creating a balanced community. The current housing crisis

necessitates a variety of housing options for residents. Prioritizing only intensification may limit the availability of these options, whereas different types of growth can meet the diverse needs of the community, including market-based housing in the DGA.

2.0 Other Comments

In addition to the comments above, we have identified several miscellaneous comments and revisions for the Region's consideration:

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

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

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

- a) a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1;*
- b) employment opportunities in accordance with Policy 2.1.13;*

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

- ~~d) parking management policies and standards in accordance with Policy 8.3.4, including:~~*
 - ~~i) minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;~~*
 - ~~ii) shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time of day, weekday/weekend and monthly basis;~~*
 - ~~iii) on-street parking requirements;~~*

We request that the Region delete subsection D of this policy as Regions should not be requiring a parking management plan. To put parking requirements in a Regional Official Plan is inappropriate and should be delegated to local official plans and zoning by-laws.

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

We believe that Policy 4.1.36 should be modified to simplify its language and ensure consistency with the D5 guidelines regardless of whether draft plans have been approved or

not. These modifications will help to ensure that the policy is clear and consistent.

5.4.9 Require development within Community Areas on lands that are greater than approximately ~~20~~ 200 hectares to proceed through secondary planning exercises that include the following elements:

3.0 Conclusion

We thank you again for the opportunity to provide comments on the Recommended OP. We ask that you please adopt the modifications suggested herein, prior to the adoption of the Official Plan.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

Principal, Planner, Land Economist, Project Manager

cc. Brooklin North Landowners Group

May 16, 2023

MGP File: 20-2918

Envision Durham
The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: North-East Pickering Landowners Group Response to Envision Durham –
Comments on the Draft New Durham Region Official Plan (May 2023)**

Malone Given Parsons Ltd. (“MGP”) is the planning and land economic consultant for the North-East Pickering Landowners Group (“NEPLOG”), who own multiple properties in North-East Pickering. The purpose of this letter is to respond to Report #2023-P-15, Recommendations on the new Regional Official Plan (“Draft ROP”), File: D12-01, released on May 3, 2023 and scheduled for adoption at the Regional Special Council meeting on May 17, 2023.

We are writing on behalf of the NEPLOG to provide comments on the Draft ROP and re-iterate our previous comments on the Region’s Growth Management Strategy and the identification of a proposed Settlement Area Boundary Expansion (“SABE”) on the NEPLOG lands for Council’s consideration prior to adoption of the Draft ROP. While staff have provided responses to most of our previous comments, some were not addressed, or the responses in our opinion, did not provide the necessary justification for the change or lack of change in the Draft ROP.

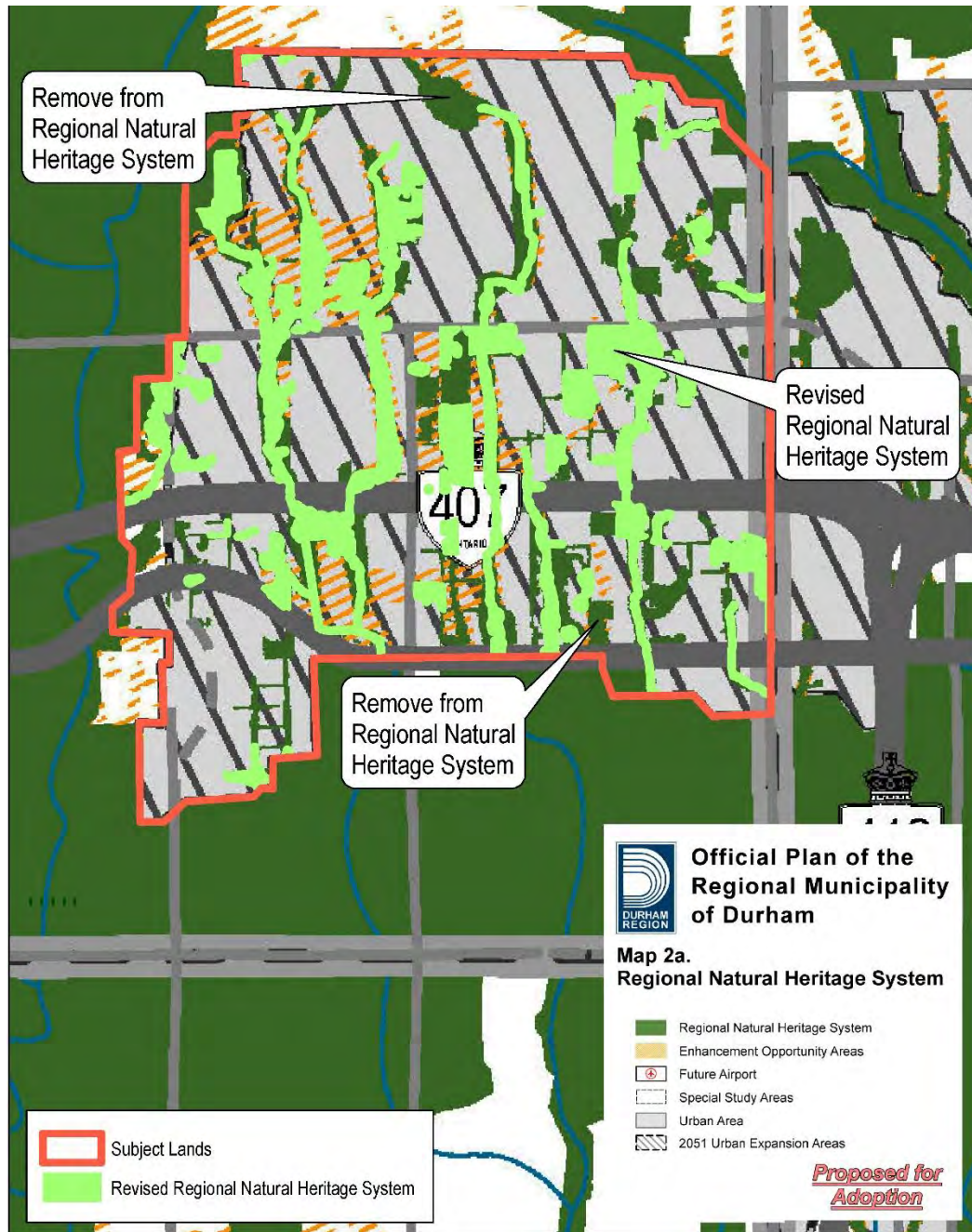
**1.0 North-East Pickering SABE Area and Balance of Community and
Employment Areas**

As detailed in our letters dated January 18, 2023 and April 3, 2023 (Attachment A to this letter) on the Region’s proposed SABEs, we request that the Region amend the North-East Pickering SABE areas in the Draft ROP to be consistent with the mapping and calculations prepared by MGP on behalf of the NEPLOG to correct discrepancies in area and mapping calculations for land area exclusions, avoid irregular and awkward shaped parcels, establish logical boundaries for Community and Employment Areas, respect the updated boundaries of the Natural Heritage System (“NHS”), and avoid non-developable lands used for infrastructure.

While the NEPLOG believes that its NHS mapping (prepared by GeoProcess Research Associates and provided previously to Envision Durham) should be used as a basis for the

NHS on Map 2 of the Draft ROP because it has been the subject of detailed environmental study, the NEPLOG does appreciate and agree with the modifications to the latest version of the Draft ROP in which Policy 7.4.2 acknowledges that refinements to the regional NHS outside of provincial NHS areas are permitted through both secondary planning processes and/or approved planning applications without an amendment to the Draft ROP. It remains our opinion that the delineation of the NHS within North-East Pickering on Map 2a of the Draft ROP should be consistent with that of GeoProcess Research Associates' environmental fieldwork, as shown in Figure 1 below.

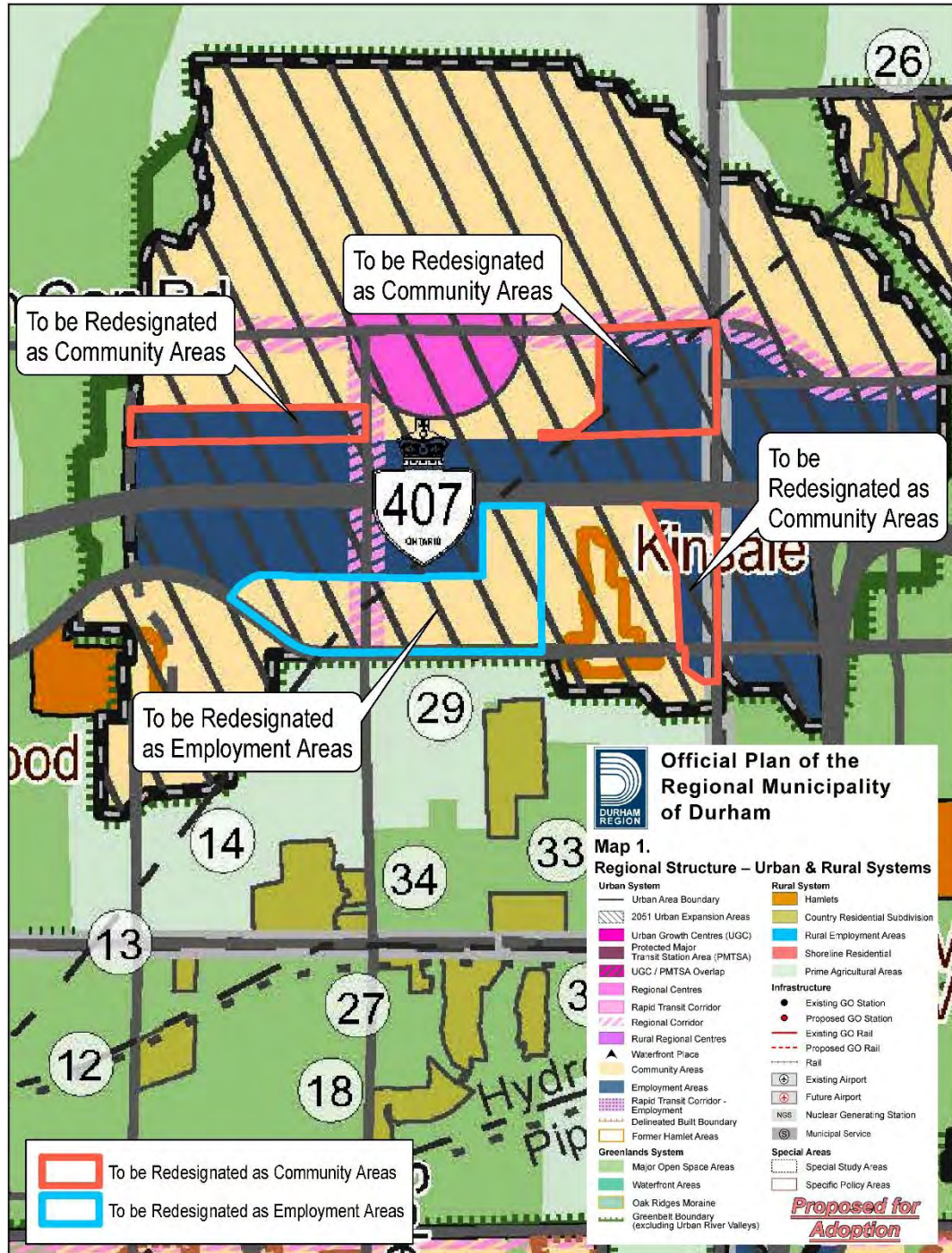
Figure 1 NEPLOG Proposed Amendments to Map 2a, Regional Natural Heritage System



Source: MGP (2023)

As outlined in our submission in Attachment 1 and the associated SABE map, we requested that the delineation of Community and Employment Areas in North-East Pickering in the Draft ROP be amended to reflect a more appropriate balance of land uses appropriate for the context in this part of the Region, as shown on Figure 2 below.

Figure 2 NEPLOG Proposed Amendments to Map 1, Regional Structure

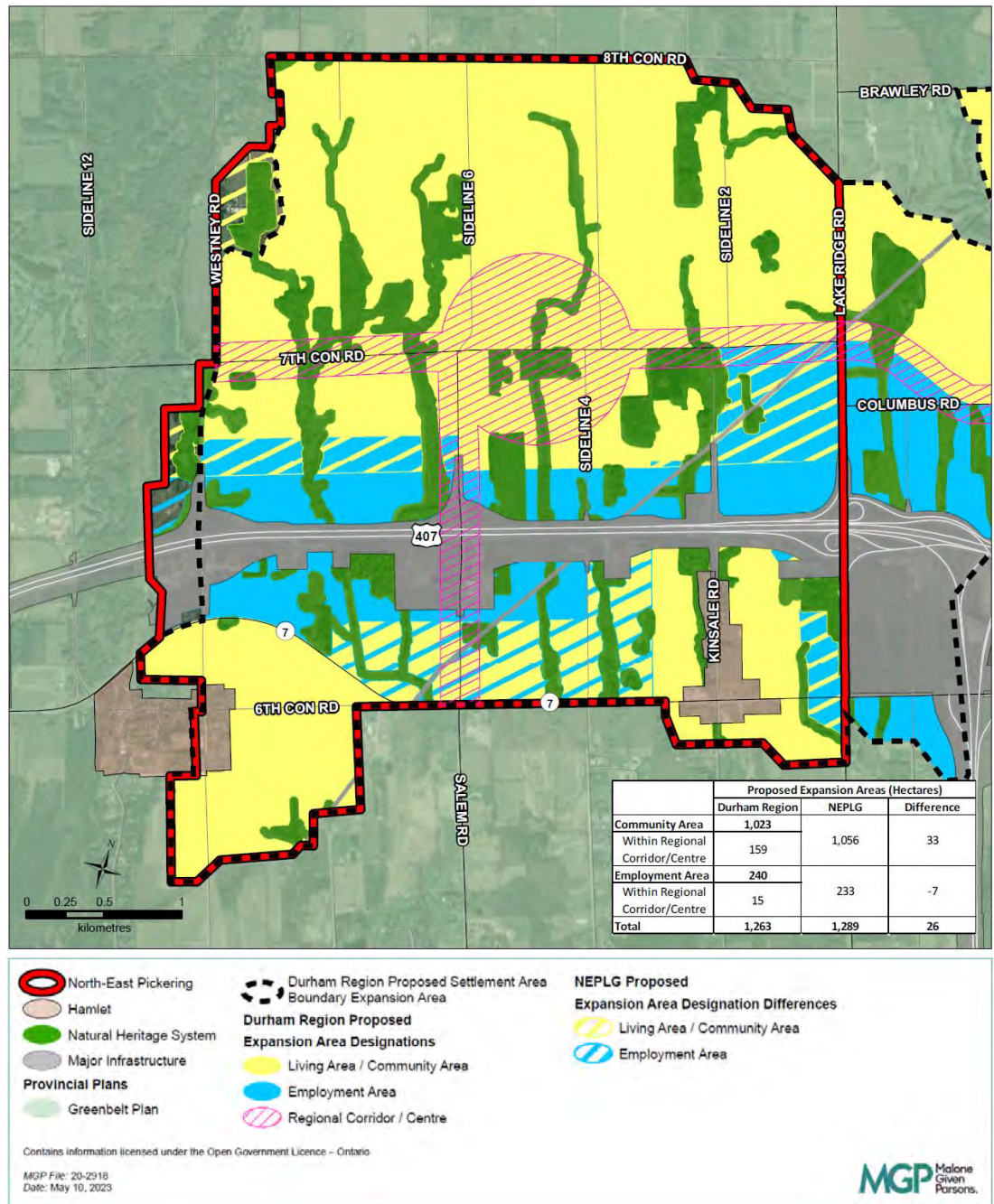


Source: MGP (2023)

We note that the Region has revised its draft Map 1, Regional Structure, since our last submission, with the staff report indicating that “Regional staff continue to support the distribution of proposed Employment Areas in northeast Pickering as shown in the recommended ROP, except however that a small portion of employment area between Sideline 4 and Kinsale Rd to the south of Hwy. 407 has been shifted. The lands north of Hwy. 407 are particularly well suited for employment use, given they are large, contiguous, and relatively free of environmental constraints.”

While the new draft Map 1 is a positive step in the right direction, with a small portion of lands north of Hwy 407 being re-designated to Community Areas, we believe that the Employment Area on the north side of Hwy 407 west of Salem Road can also be reduced in width to allow a depth of employment uses separated by an east-west service road parallel to Hwy 407 in the approximate location as the northerly extent of Employment Lands between Salem Road and Sideline 4 to serve as a physical separator and boundary to the employment uses from the proposed Community Area to the north. We continue to believe that the proposed NEPLOG boundaries of the proposed designations on Map 1 are more appropriate, generating a larger Employment Area south of Hwy 407 to establish a full range of employment uses with visibility and convenient access to the highway system. An updated comparison map of the NEPLOG proposed designations with the Region’s proposed designations is found in Figure 3 below.

Figure 3 NEPLOG Comparison Map – Map 1, Regional Structure



Source: MGP (2023)

The proposed reconfiguration of employment lands better implements provincial, regional, and local planning policies to protect and integrate employment areas with planned or existing infrastructure corridors and major goods movement facilities. Further, the NEPLOG-proposed breakdown maximizes the potential for community building around future potential transit along Seventh Concession Road that can be realized in North-East Pickering to establish a new residential and mixed-use community in this part of the Region. In this regard,

limiting the direct interface of employment areas and mixed-use communities can prevent compatibility issues and concerns which allows both areas to best achieve their planned function.

Planning new employment areas in a corridor approach north of Highway 407 provides employment adjacent to the highway, but limits the extent of this area, which can facilitate the Secondary Plan process planning for these areas as business parks and with compatible uses to the Community Areas to the north. If the area was larger, it would support the planning and location of larger and potentially more noxious uses, which is not desirable next to a future transit corridor and related transit-oriented, mixed use development. A corridor approach to employment will also enable the provision of commercial and institutional uses in the Community Areas near to interchanges at Westney, Salem and Lakeridge Roads.

A larger and consolidated employment area south of Highway 407 provides for an area of concentrated and more intensive employment uses within limited exposure to surrounding residential communities. Proposed Community Area lands surrounding the villages of Greenwood and Kinsale will provide an appropriate interface between the employment uses and existing communities.

2.0 General Comments

2.1 Policy Requirements are Too Onerous

While we appreciate the efforts to provide guidance for land use planning in lower-tier municipalities, we believe that many of the policies in the Draft ROP are overly prescriptive, which may impede the implementation of the Draft ROP at a local level. We suggest that the Recommended ROP adopt a more general tone that provides flexible guidance on land use and development matters.

In this regard, numerous policies within the Recommended OP are excessively onerous or prescriptive, particularly in relation to reports or studies that are required for the development approvals process. Given the recent changes to the planning framework in Ontario brought about by Bills 23 and 97, we urge the Region to reconsider the Recommended OP policies that identify hard requirements through the use of the words “shall”, “will”, or “require”, and replace them with “should”, “may”, and “encourage” together with “where appropriate”. Such changes would enable greater flexibility and better align with the new provincial priorities and directions being undertaken, including through the initial release of the 2023 Provincial Planning Statement, which draft is currently available for public consultation.

As the lower-tier municipalities will be ultimately responsible for the implementation of the Draft ROP, we note that where required, such policies may be re-assessed at the time of implementation into the lower-tier municipality’s planning policy framework, and be more restrictive, as necessary, for each municipality.

Furthermore, a number of policies in the Draft ROP identify requirements to be completed “prior to development” (e.g. Policies 3.3.47, 3.3.50, 5.7.8). We request that all references to this language be replaced with “during the development approvals process”.

It is inappropriate to require any studies, background work, or consultation prior to any development (which is defined generally as any lot creation, change in land use, or construction of buildings and structures, any of which requires approval under the Planning Act). Rather, good planning intends that any required studies, background work, or consultation be conducted as part of the development approvals process, and the regional policy framework should reflect this process.

Policy 3.3.50 also requires development proponents to provide a copy of the Stage 2 archaeological assessment where archaeological resources are found to the First Nation or Metis and “receive a response” prior to development proceeding. We believe that it is not appropriate to require a response in all instances and that receiving a response is not a policy requirement under any proponent’s duty to consult. It may not be possible to receive a response in a timely manner, or a lack of response may indicate there is no concern, all of which should not delay the development approvals process. We request that the words “and receive a response from” be deleted from Policies 3.3.50 a) and b).

Policies 3.3.2 and 3.3.4 identify the requirements for local and secondary plans. As stated above, we believe that these policies should be softened from “require” to “encourage” so that local municipalities have the flexibility to decide what policies to include in their local and secondary plans, based on the context and location of each. For example, the ongoing City of Pickering secondary plan study was commenced prior to the release of the Draft ROP and may not conform with the Region’s standards. Further, we believe that Policy 3.3.4.d) should be deleted in its entirety as parking standards are not within the Region’s purview and should be delegated to local official plans and zoning by-laws.

2.2 A Balanced Approach to Growth

A number of policies in the Draft ROP appear to prioritize one type of growth, or one location of growth, over another. For example:

Objective iii (Section 3.1):

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

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

It is inappropriate to prioritize the intensification of existing residential areas or Strategic Growth Areas as the sole focus of residential growth in the Region. Balanced region-wide growth can only be achieved through a combination of intensification, new designated greenfield area (“DGA”) growth, and rural settlements. Prioritizing only intensification may lead to an imbalance in growth patterns, resulting in strain on existing infrastructure and services in those areas. Encouraging a mix of different types of growth, including development within the DGAs, will assist in creating a balanced community. The current housing crisis

necessitates a variety of housing options for residents. Prioritizing only intensification may limit the availability of these options, whereas different types of growth can meet the diverse needs of the community, including market-based housing in the DGA.

2.3 Servicing Supply and Capacity

There are a number of policies in the Draft ROP regarding the provision of servicing supply and capacity. While we understand that the intent of these policies is to ensure that the Region is able to provide adequate servicing to all urban development, we believe that these policies can be simplified to require compliance with the Provincial D5 guidelines, which are an established set of guidelines and regulations that would need to be applied and adhered to regardless of any Regional Official Plan policy. The additional requirements and language regarding servicing capacity in Policies 4.1.8 and 4.1.36, such as whether draft plan approval or “other Regional conditions” have been satisfied are vague and inconsistent with the Provincial D5 guidelines.

3.0 Repeated Comments Not Addressed in Draft ROP

A number of the NEPLOG comments made previously were not addressed in the staff report, nor in the Staff Response table in Attachment 5 of the staff report. Please refer to our previous submission dated April 3, 2023 for a full list of comments. These include NEPLOG-proposed modifications to Sections 5.7.3, 5.7.7, 5.7.8, and 5.7.9 regarding secondary plan requirements for the Pickering 2051 SABE, Section 5.5.10 regarding employment area conversions, the proposed regional transit priority along Columbus Road, and Section 5.4.9 regarding the minimum size threshold of 20 hectares for a secondary plan exercise.

We continue to request that lands south of the Oak Ridges Moraine Conservation Plan and outside of settlement areas be designated as Rural Lands, given that a rural land use designation provides more appropriate land uses in and around new settlement areas. This also would provide a designated Rural Area, that continues to permit agricultural uses, but also provides for a recreational and rural interface between the Region’s urban area and the prime agricultural and environmental areas to the north. As a result of the proposed SABE in North-East Pickering and anticipated and imminent future development within the NEPLOG lands for urban uses, impacts on the existing agricultural areas within and adjacent to the North-East Pickering SABE are likely unavoidable. In particular, the lands to the immediate north and south of the NEPLOG lands are no longer continuous, interrupted by several County Rural Subdivisions, and sandwiched between existing and proposed urban development, which renders these lands unlikely candidates for continued agricultural uses. As such, we recommend that these areas surrounding the North-East Pickering SABE be re-evaluated under the Draft ROP and re-designated as Rural Lands, which will continue to permit agricultural uses in addition to other rural uses in accordance with proposed Policy 7.1.6.

The Region should create a rural land use designation, given that the PPS and Provincial Plans anticipate having either a Prime Agricultural Area or Rural Lands designation outside of settlement areas as the primary land use designations. The Region’s use of the Major Open Space Area designation as a surrogate for Rural and Environmental lands generally results in too little Rural lands being planned for in the Region, and the permissions of the Major Open

Space Area designation do not align with the Rural Lands policies of the PPS and Provincial Plans.

As such, we request that the Region create a Rural land use designation or expand both the geographic extent and permissions in the Major Open Space Area designation to plan for sufficient Rural lands with a full range of rural land use permissions in the Region.

4.0 Conclusion

We thank you again for the opportunity for continued participation and to provide input into the Region's MCR process. The NEPLOG continues to study and plan for the development of the NEPLOG lands in cooperation with the City of Pickering. We believe that the NEPLOG lands are a logical location to expand the urban area boundary to meet the Region's Community Area and Employment Area land needs and growth forecasts to 2051 and the Region's Draft ROP, with the modifications suggested herein, should be adopted expeditiously to advance planning for these lands.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

Principal, Planner, Land Economist, Project Manager

cc. Myron Pestaluky, Group Manager, NEPLOG
Catherine Rose, City of Pickering
Brian Bridgeman, Durham Region

Attachments: North-East Pickering Comments Letter dated April 3, 2023

April 3, 2023

MGP File: 20-2918

Envision Durham
The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: North-East Pickering Landowners Group Response to Envision Durham –
Comments on the Draft New Durham Region Official Plan (February 2023)**

Malone Given Parsons Ltd. (“MGP”) is the planning and land economic consultant for the North-East Pickering Landowners Group (“NEPLOG”), who own multiple properties in North-East Pickering. The purpose of this letter is to respond to Report #2023-P-6, Release of the Draft New Regional Official Plan (“Draft ROP”), released on February 10, 2023 and presented at a public meeting on March 7, 2023.

Further to our deputation at the public meeting, we are writing on behalf of the NEPLOG to provide comments on the Draft ROP and re-iterate our previous comments on the Region’s Growth Management Strategy and the identification of a proposed Settlement Area Boundary Expansion (“SABE”) on the NEPLOG lands.

We would like to take this opportunity to stress the importance of expeditiously completing the Region’s Official Plan review, to formally bring the identified SABEs into the urban boundary and continue the comprehensive planning for the North-East Pickering lands so that housing can be built as soon as possible. The NEPLOG has completed extensive background work and the City of Pickering is advancing the secondary planning of the North-East Pickering lands in this area; adoption of the new Durham Region Official Plan, including the NEPLOG lands within the settlement area, is essential to continue advancing the planning of this area under the appropriate policy guidance from the Region.

The balance of this letter contains our comments on the proposed Draft ROP for the Region’s consideration.

1.0 North-East Pickering SABE Area Calculations and Natural Heritage System

As detailed in our letter dated January 18, 2023 on the Region’s proposed SABEs, we request that the Region amend the North-East Pickering SABE areas in the Draft ROP to be consistent with the calculations prepared by MGP on behalf of the NEPLOG to correct discrepancies in

area and mapping calculations for land area exclusions, avoid irregular and awkward shaped parcels, establish logical boundaries, respect the updated boundaries of the Natural Heritage System (“NHS”), and avoid non-developable lands used for infrastructure.

The detailed reasons for refining the NHS mapping are described in our letter dated January 18, 2023 and its attachments, all as attached hereto as Attachment 1. We request that the NEPLOG’s detailed NHS mapping (GIS shapefiles provided under separate cover) be utilized in the delineation of the NHS within North-East Pickering in the Draft ROP for the reasons contained in Attachment 1, and in particular given that they are the result of detailed environmental study and a NHS recommended by the NEPLOG environmental consultant, GeoProcess Research Associates, which proposes a NHS which provides the appropriate protection for significant natural heritage features and hydrologic features.

Further, we request that proposed Policy 7.4.2 be clarified to include lower-tier secondary plans as well as planning applications as vehicles for amending the regional NHS without the need for amendment to the ROP. The ability to achieve refinements should be possible with each more detailed stage of planning, which inevitably provides more detailed information and fieldwork to appropriately define the NHS.

We also request that Policies 7.4.2 and 7.4.4 be modified to reference both provincial plans and policy statements to ensure that development/site alteration continues to be permitted in a manner consistent with the Provincial Policy Statement (“PPS”) (generally outside of significant features), which could include portions of stormwater management facilities, grading areas, trails, and other public uses.

2.0 Balance of Community and Employment Areas in North-East Pickering

As outlined in our submission in Attachment 1 and the associated SABE map, we request that the delineation of Community and Employment Areas in North-East Pickering in the Draft ROP be amended to reflect a more appropriate balance of land uses appropriate for the context in this part of the Region.

The NEPLOG SABE map identifies NEPLOG’s community land area of 1,056 hectares and an employment land area of 233 hectares, compared to the Region’s community land area of 1,010 hectares and employment land area of 253 hectares, consolidated and centred around the Highway 407 corridor, which we believe is the most appropriate location for employment.

The shift in employment areas from north to south of Highway 407 generates a larger and more appropriately sized area to establish a full range of employment uses with visibility and convenient access to the highway system. The proposed reconfiguration of employment lands better implements provincial, regional, and local planning policies to protect and integrate employment areas with planned or existing infrastructure corridors and major goods movement facilities. Further, the NEPLOG-proposed breakdown maximizes the potential for community building around future potential transit along Seventh Concession Road that can be realized in North-East Pickering to establish a new residential and mixed-use community in this part of the Region. In this regard, limiting the direct interface of employment areas and

mixed-use communities can prevent compatibility issues and concerns which allows both areas to best achieve their planned function.

Planning new employment areas in a corridor approach north of Highway 407 provides employment adjacent to the highway, but limits the extent of this area, which can facilitate the Secondary Plan process planning for these areas as business parks and with compatible uses to the Community Areas to the north. If the area was larger, it would support the planning and location of larger and potentially more noxious uses, which is not desirable next to a future transit corridor and related transit-oriented, mixed use development. A corridor approach to employment will also enable the provision of commercial and institutional uses in the Community Areas near to interchanges at Westney, Salem and Lakeridge Roads.

A larger and consolidated employment area south of Highway 407 provides for an area of concentrated and more intensive employment uses within limited exposure to surrounding residential communities. Proposed Community Area lands surrounding the villages of Greenwood and Kinsale will provide an appropriate interface between the employment uses and existing communities.

The other reasons for our requests regarding refined Community and Employment Areas in North-East Pickering are described in our previous letter found in Attachment 1. We request that the Draft ROP be amended to reflect the NEPLOG's Community and Employment Areas, which will provide a more complete community in North-East Pickering.

3.0 Requirements for Preparation of Secondary Plans

Sections 5.7.3, 5.7.7, and 5.7.8 of the Draft ROP establish policy requirements with respect to the preparation of secondary plans for lands within the 2051 SABEs, including site-specific policies for the North-East Pickering SABE. It is our opinion that the Draft ROP should provide a list of potential requirements for any secondary plan process and study; however, the final determination of required studies will vary depending on the size, location and nature of the secondary plan. There may be opportunities to expedite a secondary plan process to create a high-level land use or structure plan with detailed studies to follow through the development approvals process. Therefore, the final requirements for a secondary plan are best determined by area municipalities when commencing a secondary plan process.

In this respect, Policy 5.7.3 should encourage, not mandate, certain studies, and should be amended as follows:

*“5.7.3 Support detailed planning by the area municipalities for lands within the 2051 Urban Expansion Areas, primarily through the preparation of secondary plans that ~~meets and goes beyond~~ **address** the requirements of Policies 5.4.9 to 5.4.16, and includes the following, **where appropriate**.”*

In addition, it is our experience that the minimum size for a secondary plan is closer to the area of a concession-lot block, and generally ranges from 200-400 hectares. This minimum area is appropriate given that such an area will likely include more complicated planning considerations that span multiple owners and planning considerations. As such, we request that the size threshold in Policy 5.4.9 be increased to at least 100 hectares, and ideally 200 hectares for development to proceed through a secondary planning exercise.

The Draft ROP contains two policies with respect to the secondary plan process for the SABE in Pickering (being the North-East Pickering lands): Policy 5.7.7 which applies generally to the SABEs in Pickering, Whitby, Oshawa, and Clarington, and Policy 5.7.8, which applies only to the SABE in Pickering. Policy 5.7.7.e) does not appear to be applicable to the other SABEs, and so it is duplicative in conjunction with Policy 5.7.8.a), which applies specifically to North-East Pickering. Moreover, the policy requires that a secondary plan process identify funding models and commitments, including the parties for funding, cost sharing and implementation, which we believe are not appropriate requirements for a secondary plan process. Lastly, it is not clear that this policy would only pertain to the secondary plan area itself; at the very least the policy should be clarified to apply to flood mitigation solutions with the applicable secondary plan area. Therefore, we suggest that Policy 5.7.7.e) be deleted in its entirety.

Policy 5.7.8.a) should be revised as follows to provide the appropriate level of regional policy guidance for future secondary plan studies relating to flooding concerns and the Carruthers Creek Watershed Plan. Policy 5.7.8 b) be deleted as the Minister’s Zoning Order and Airport Site Order and Zoning Regulations will be applicable or not irrespective of the policies of the ROP:

“5.7.8 Apply, in addition to Policy 5.7.7, the following ~~additional~~ requirements as part of a secondary plan process and subwatershed study for lands located within the Pickering 2051 Urban Expansion Area:

*a) **Require the secondary plan to include a policy that ensures that**, prior to ~~the approval of a secondary plan~~ **development approvals**, ~~ensure that all other applicable policies of the Carruthers Creek Watershed Plan have been addressed, including those directed to area municipalities related to existing~~ **and future natural hazards/downstream water flows;** ~~and~~*

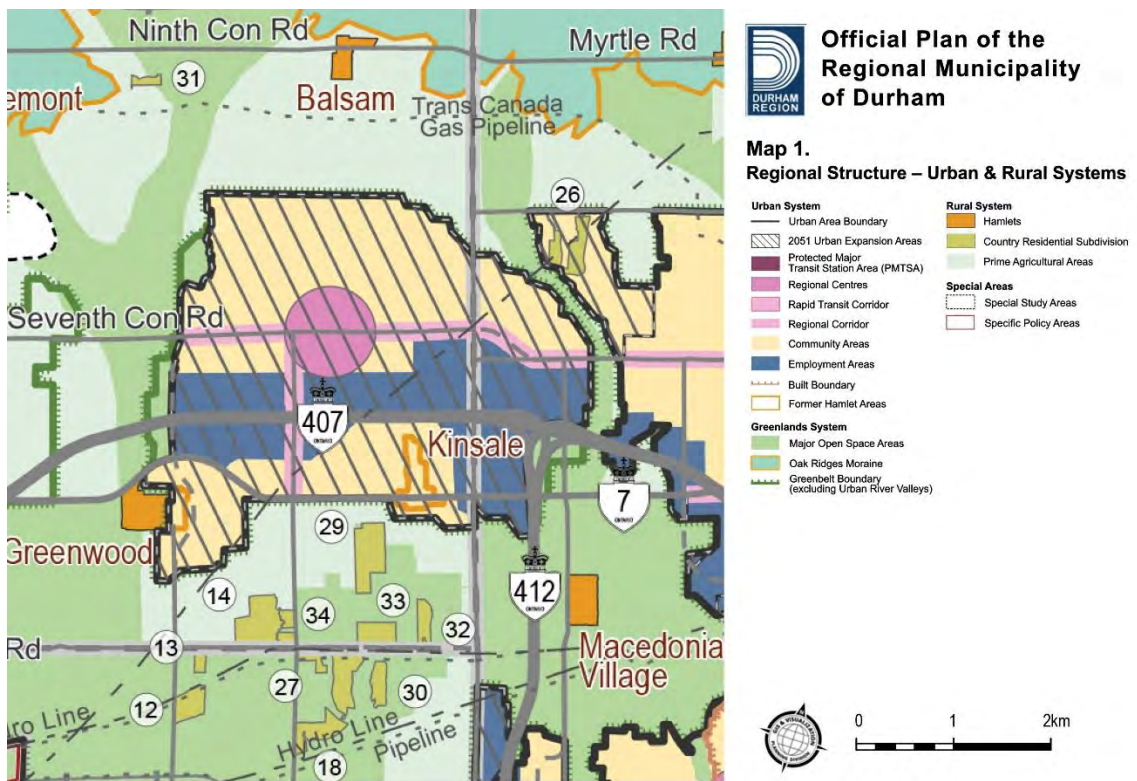
b) ~~assess the impacts of existing Minister’s Zoning Orders and Airport Site Order and Zoning Regulations which currently restricts the development of these lands as a result of the potential for a future airport to the west. Development shall not proceed until such time it has been demonstrated that the relevant requirements, including those related to noise and building height restrictions have been met. Satisfying the requirements of this policy may be dependent on future actions first being undertaken by provincial and federal levels of government, as described in Policy 5.5.34.~~

We also request that Policy 5.7.9 be deleted in its entirety. This policy is not required as appropriate consultation with the public, stakeholders, and other commenting agencies will be determined through the planning processes for each secondary plan and development application, and the mandatory consultation on some of the items in Policy 5.7.7 is not required with all the parties listed in this policy, and certainly not required in parts of the Whitby, Clarington and Oshawa 2051 expansion areas.

4.0 Proposed Prime Agricultural Area Designation on Surrounding Lands

Lands abutting the proposed North-East Pickering SABE are proposed to be designated Prime Agricultural Area or Greenlands, Major Open Space Areas on Map 1, Urban Structure, of the Draft ROP, as shown in Figure 1 below.

Figure 1: Draft ROP Map 1 Extract



Source: Durham Region (2023)

The PPS defines Prime Agricultural Areas in the following manner:

“Prime agricultural area: means areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A prime agricultural area may also be identified through an alternative agricultural land evaluation system approved by the Province.”

Further, the PPS states that planning authorities shall designate prime agricultural areas in accordance with guidelines developed by the Province (Policy 2.3.2).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (“Growth Plan”)

provides a similar policy which states that prime agricultural lands will be designated in accordance with mapping provided by the Province (Section 4.2.6.2). Section 4.2.6.9 of the Growth Plan provides that municipalities may conduct further refinement of provincial mapping of the agricultural land base based on implementation guidance issued by the Province.

The most current Provincial guideline regarding the implementation procedures of refining agricultural land mapping is the ‘Implementation Procedures for the Agricultural System in Ontario’s Greater Golden Horseshoe’ (“Provincial Implementation Procedures”) issued by OMAFRA dated March 2020. Section 3.3.2.1 of the Provincial Implementation Procedures provides that the municipality may refine Prime Agricultural Areas under specific circumstances, including, but not limited to, the following:

- To make minor technical adjustments;
- To account for settlement area boundaries and additional refinements to settlement area boundaries in effect as of July 1, 2017.

We recognize that in accordance with the policies of the PPS, Growth Plan and the Provincial Implementation Procedures, the Region conducted agricultural studies as background studies for the preparation of the Draft ROP; however, these were conducted prior to the finalization of the SABEs. Further agricultural analysis should be completed to account for the Prime Agricultural Areas that are now fragmented and have direct interface with lands proposed to be included in the settlement area boundaries and designated for urban land uses.

As such, we request that lands south of the Oak Ridges Moraine Conservation Plan and outside of settlement areas be designated as Rural Lands, given that a rural land use designation provides more appropriate land uses in and around new settlement areas. This also would provide a designated Rural Area, that continues to permit agricultural uses, but also provides for a recreational and rural interface between the Region’s urban area and the prime agricultural and environmental areas to the north. As a result of the proposed SABE in North-East Pickering and anticipated and imminent future development within the NEPLOG lands for urban uses, impacts on the existing agricultural areas within and adjacent to the North-East Pickering SABE are likely unavoidable. In particular, the lands to the immediate north and south of the NEPLOG lands are no longer continuous, interrupted by several County Rural Subdivisions, and sandwiched between existing and proposed urban development, which renders these lands unlikely candidates for continued agricultural uses. As such, we recommend that these areas surrounding the North-East Pickering SABE be re-evaluated under the Draft ROP and re-designated as Rural Lands, which will continue to permit agricultural uses in addition to other rural uses in accordance with proposed Policy 7.1.6.

The Region should create a rural land use designation, given that the PPS and Provincial Plans anticipate having either a Prime Agricultural Area or Rural Lands designation outside of settlement areas as the primary land use designations. The Region’s use of the Major Open Space Area designation as a surrogate for Rural and Environmental lands generally results in too little Rural lands being planned for in the Region, and the permissions of the Major Open Space Area designation do not align with the Rural Lands policies of the PPS and Provincial Plans.

As such, we request that the Region create a Rural land use designation or expand both the geographic extent and permissions in the Major Open Space Area designation to plan for sufficient Rural lands with a full range of rural land use permissions in the Region.

5.0 Other Comments

Based on our review of the Draft ROP, we have other miscellaneous comments for the Region's consideration:

- Please clarify that the population and employment projections in Figure 1 are minimums;
- Policy 5.5.10 should be amended to permit the conversion of lands within Employment Areas to non-employment uses outside of or before the next municipal comprehensive review, in conformity with Growth Plan Policy 2.2.5.10 and PPS Policy 1.3.2.5, which establish the criteria under which those conversions may be permitted; and
- Policy 4.1.8 should be replaced with a policy that denotes that the supply of water or sewage to a development will only occur in accordance with Provincial policies and guidelines, including the D5 series of guidelines.
- The Draft ROP should recognize the role and function of Columbus Road/Concession Road 7 as a major east-west arterial that has the potential for regional transit service. In particular, Columbus Road/Concession Road 7 has the potential to connect with 16th Avenue or Major Mackenzie Drive in the City of Markham and as far east to Harmony Road in the City of Oshawa and provide interregional transit connections between these municipalities. The Regional Corridor identified on the NEPLOG lands should be extended to the east and west and identified as a future rapid transit corridor.

6.0 Conclusion

We thank you again for the opportunity for continued participation and to provide input into the Region's MCR process. The NEPLOG continues to study and plan for the development of the NEPLOG lands in cooperation with the City of Pickering. We believe that the NEPLOG lands are a logical location to expand the urban area boundary to meet the Region's Community Area and Employment Area land needs and growth forecasts to 2051 and the Region's Draft ROP, with the modifications suggested herein, should be adopted expeditiously to advance planning for these lands.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

Principal, Planner, Land Economist, Project Manager

cc. Myron Pestaluky, Group Manager, NEPLOG
Catherine Rose, City of Pickering
Brian Bridgeman, Durham Region

Attachments: North-East Pickering Comments Letter dated January 18, 2023

January 18, 2023

MGP File: 20-2918

Envision Durham
The Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: North-East Pickering Landowners Group Response to Envision Durham –
Comments on the Draft Settlement Area Boundary Expansions**

Malone Given Parsons Ltd. (“MGP”) is the planning and land economic consultant for the North-East Pickering Landowners Group (“NEPLOG”), who own multiple properties in North-East Pickering. The purpose of this letter is to respond to Report #2022-INFO-91, the Envision Durham Growth Management Study, Phase 2: Draft Settlement Area Boundary Expansions (“SABE”) and Area Municipal Growth Allocations, File D 12-01 released on November 10, 2022.

The NEPLOG supports the findings of the Region’s report #2022-INFO-91, which identifies an additional land need for the Region of approximately 3,671 hectares of community and employment lands, in line with the Council-endorsed scenarios (including community land need Scenario #2A) for land needs from May 2022 and directs Pickering’s allocation of that growth to a SABE in North-East Pickering.

We would like to take this opportunity to stress the importance of expeditiously completing the Region’s official plan review, to formally bring these identified SABEs into the urban boundary and continue the comprehensive planning for the North-East Pickering lands so that housing can be built as soon as possible. The NEPLOG is ready to advance the planning of the North-East Pickering lands and has completed extensive work to date to support this required land need in Pickering and assist the City through its secondary plan study process which has already commenced and background studies have been issued.

The balance of this letter contains our comments on the proposed SABE in North-East Pickering for staff consideration.

1.0 Non-Developable and Natural Heritage System Land Areas

The Region identifies 1,195 hectares of additional land need in Pickering, with 947 hectares of community area and 248 hectares of employment area, described in Appendix #2 and illustrated in a map in Attachment #2 to report #2022-INFO-91.

Based on our detailed mapping and calculations, there are discrepancies between what has been numerically proposed as new community and employment area, and what has been mapped, as illustrated in the table below.

North East Pickering SABE	Report #2022 INFO 91	Attachment #2 Map (MGP Calculation)	NEPLOG Proposed Areas (MGP Calculation)
Community Land Area	947 ha	1,010 ha	1,056 ha
Employment Land Area	248 ha	253 ha	233 ha
Total Land Area	1,195 ha	1,263 ha	1,289 ha

By our calculation, the Region is proposing a SABE in North-East Pickering of 1,261 hectares of additional land (66 hectares more than the Region’s 1,195 hectares described in report #2022-INFO-91) and have been unable to create the 1,195 hectares identified by the Region.

It is unclear which areas the Region included as developable community and employment area however we believe that refinements are necessary to reflect the developability of these lands. By our calculations, the North-East Pickering lands contain a total of 1,289 hectares of developable lands, a 26-hectare difference to the 1,263 hectares shown on the Region’s proposed SABE map.

As shown on the map attached to this letter, our calculations and map exclude all Natural Heritage System (“NHS”) lands and areas encumbered by highway and utility infrastructure. The NEPLOG consultants have undertaken detailed environmental work to delineate the boundaries of the NHS that informs our land area exclusions.

In this regard, the NEPLOG’s environmental consultant, GeoProcess Research Associates (“GeoProcess”), provided an earlier submission to the Region through the Envision Durham process dated May 2, 2022 that outlines the NEPLOG’s concerns with the Region’s mapping of the NHS. We reiterate the concerns outlined in that earlier submission (attached here for reference) and provide the GIS shapefiles prepared by GeoProcess that identifies the NEPLOG’s proposed NHS mapping following fieldwork and ground-truthing, as well as a detailed review of proposed Natural Heritage System mapping from the Region, City, and conservation authorities. We request that GeoProcess’ mapping be utilized in the delineation of the NHS within North-East Pickering in the proposed Regional Official Plan.

Similar to what the Region has done for the Council-endorsed employment areas, we request that the Region amend the North-East Pickering SABE areas to be consistent with the calculations prepared by the MGP on behalf of the NEPLOG, avoid irregular and awkward shaped parcels, establish logical boundaries, respect the updated boundaries of the NHS, and avoid non-developable lands used for infrastructure.

2.0 Balance of Community and Employment Areas in North-East Pickering

We request that the delineation of community and employment areas in North-East Pickering should be amended to reflect a better balance of land uses appropriate for the context in this part of the Region.

We have prepared a map showing the requested NEPLOG breakdown and location of community and employment areas, attached to this letter. The map identifies NEPLOG's community land area of 1,056 hectares and an employment land area of 233 hectares, compared to the Region's community land area of 1,010 hectares and employment land area of 253 hectares.

The NEPLOG breakdown includes less total area of employment lands, however the proposed employment lands are proposed to be consolidated and centred around the Highway 407 corridor, which we believe is the most appropriate location for employment. The shift in employment areas from north to south of Highway 407 generates a larger and appropriately sized area to establish a full range of employment uses with visibility and convenience access to the highway system. The proposed reconfiguration of employment lands makes best use of provincial, regional, and local planning policies to protect and integrate employment areas with planned or existing infrastructure corridors and major goods movement facilities.

Small pockets of employment areas that are disconnected from the larger employment area by existing communities, the NHS, or community land areas have been removed (in particular, in the southeast corner of North-East Pickering) or are now proposed as community land areas. In our opinion, employment areas are better planned in large, connected employment areas than in isolated pockets and reduces potential land use compatibility concerns with adjacent community land uses.

Further, the NEPLOG-proposed breakdown maximizes the community uses that can be built in North-East Pickering to establish a new residential and mixed-use community in this part of the Region. The community area lands will provide for increased residential and population-related employment in this area.

In our opinion, the NEPLOG-proposed breakdown and location of community and employment land areas is appropriate and provides a complete community in North-East Pickering. We note that these changes will result in the need for adjustments to the land area breakdowns in other identified SABEs however there is a sufficient diversity of areas within the Region to accommodate both employment and community uses.

3.0 Conclusion

We thank you again for the opportunity for continued participation and to provide input into the Region's MCR process. The NEPLOG continues to study and plan for the development of these lands in cooperation with the City of Pickering. We believe that the NEPLOG lands are a logical location to expand the urban boundary area to meet the Region's Community Area land needs and growth forecasts to 2051 and the Region's proposed SABEs, with the modifications suggested herein, should be approved expeditiously to advance planning for these lands.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



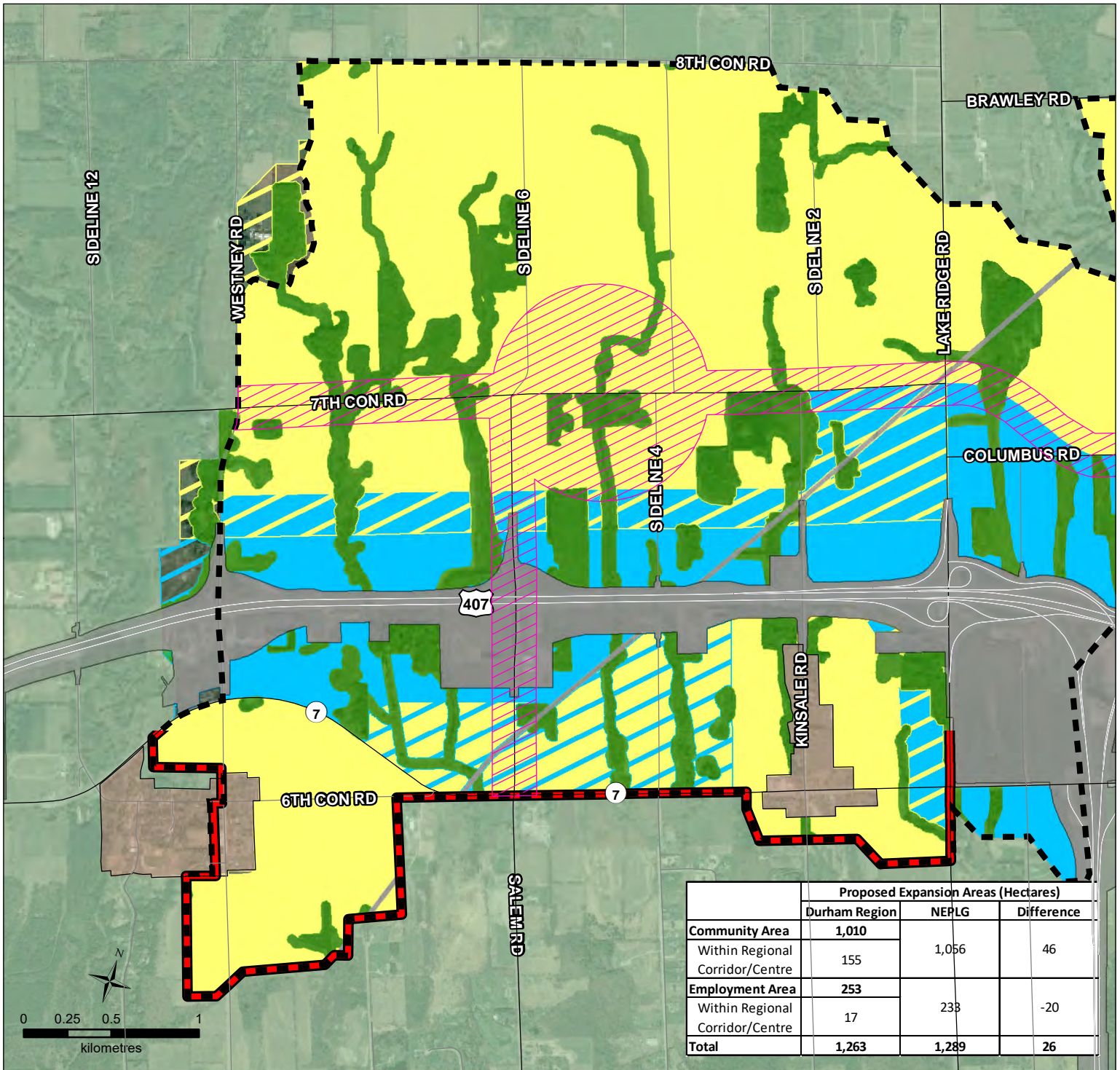
Matthew Cory, MCIP, RPP, PLE, PMP

Principal, Planner, Land Economist, Project Manager

cc. Myron Pestaluky, Group Manager, NEPLOG
Catherine Rose, City of Pickering
Brian Bridgeman, Durham Region

Attachments: North-East Pickering Proposed SABE Comparison Map
GeoProcess GIS Data Shapefiles for the North-East Pickering NHS
GeoProcess Submission to Envision Durham dated May 2, 2022

NORTH-EAST PICKERING PROPOSED SETTLEMENT AREA BOUNDARY EXPANSION



	Proposed Expansion Areas (Hectares)		
	Durham Region	NEPLG	Difference
Community Area	1,010		
Within Regional Corridor/Centre	155	1,056	46
Employment Area	253		
Within Regional Corridor/Centre	17	233	-20
Total	1,263	1,289	26

- North-East Pickering
- Hamlet
- Natural Heritage System
- Major Infrastructure
- Provincial Plans**
- Greenbelt Plan
- Durham Region Proposed Settlement Area Boundary Expansion Area
- Durham Region Proposed Expansion Area Designations**
- Living Area / Community Area
- Employment Area
- Regional Corridor / Centre
- NEPLG Proposed Expansion Area Designation Differences**
- Living Area / Community Area
- Employment Area

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May 2, 2022

Envision Durham, c/o The Regional Municipality of Durham,
Planning and Economic Development Department,
605 Rossland Road East, PO Box 623,
Whitby, Ontario, L1N 6A3

Re: Proposed Natural Heritage System

Envision Durham,

This letter has been prepared on behalf of the Northeast Pickering Landowners Group. We have reviewed the proposed Natural Heritage System prepared for the area identified as Northeast Pickering (boundary shown on attached Map). We note that the Provincial Policy Statement (2020) requires that "*Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*" Additionally, the PPS defines Natural Heritage Systems as "*a system made up of natural heritage features and areas, maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying natural heritage systems, but municipal approaches that achieve or exceed the same objective may also be used.*"

We believe that the proposed Natural Heritage System has four areas of concern as it relates to the area shown:

- 1) The inclusion of tile drains and drainage features that were confirmed to be absent in the field;
- 2) The inclusion of hedgerows throughout the plan;
- 3) The inclusion of areas of plantation and thicket that are not significant woodlands; and,
- 4) The inclusion of riparian corridor widths in excess of the regulated area and wildlife corridor requirements.

The attached Map 1 shows the areas of concern in yellow and additional information is provided below for each area. The limits of the NHS are generic and based on the best available information at the time of writing. Delineated boundaries may be refined further via ground truthing in the field.

1.1. Tile Drain and Drainage Features

We have completed detailed headwater drainage feature assessments for the Northeast Pickering Lands. During this review, we have prepared mapping of the headwater drainage features and their categorization according to the TRCA Headwater Drainage Assessment Protocol (appended to this letter). We have attached a map with these results and note that the proposed Durham Region Natural Heritage System includes several areas of tile drain or drainage assessed to be 'No Management Required'. To meet the designation of 'No Management Required', a headwater drainage feature must have the following: Limited Hydrology Input, no Recharge Hydrology, not be a Wetland, nor have contributing Terrestrial Ecology value. An example of this is shown on Map 1 in the area identified as Area A. The photo below shows the infield site condition from the Headwater Drainage Feature Assessment for this area of proposed Natural Heritage System. See Map 2 for the delineated and classified headwater drainage features that have been surveyed to date in Northeast Pickering.



Photo A: Photo showing the No Management Required HDF on the property located at 7001 Lake Ridge Road.



Excerpt from the Headwater Drainage Feature Assessment

1.2. Inclusion of Hedgerows

Our assessment of the proposed Durham Region Natural Heritage System notes that hedgerows have been included in the Northeast Pickering Lands. The process for the identification of Significant Woodlands in the Natural Heritage Reference Manual notes the following: *Minimum patch width: This width is intended to exclude relatively narrow linear treed areas such as hedgerows. The minimum average width for significance can be related to the woodland size threshold being applied. For example, a minimum 40 metre average width where the size threshold is 4 hectares or less can be increased to a 60 metre width where the size threshold is 10 hectares or more.*

It is clear in the Natural Heritage Reference Manual that hedgerows are not intended to be designated as woodlands, or Significant Woodlands. This is consistent with the proposed Regional Natural Heritage System throughout most of Durham Region but was not applied to the Northeast Pickering Lands as shown below. An example is highlighted below for Area B on Map 1.



Excerpt from the Envision Durham interactive viewer for a portion of Northeast Pickering with multiple hedgerows included in the proposed NHS.



Area approximately 3 km east of Northeast Pickering with numerous hedgerows not included in the proposed NHS consistent with the Natural Heritage Reference Manual.

1.3. Inclusion of Areas of Plantation and Thicket

We have completed Ecological Land Classification for the Northeast Pickering Lands and have identified the areas of wetland, woodland, meadow, thicket and plantation. We note that several areas of the proposed Durham Region Natural Heritage System are found on non-significant features such as thicket, plantation and meadow. Areas of Thicket, Meadow and Plantation are more appropriately dealt with on a Secondary Plan level where the specific attributes of these, often marginal, features can be evaluated. The City of Pickering is actively undergoing a Secondary Plan Process for the Northeast Pickering Lands and as such, the identification of these features as NHS should follow that process rather than the high-level Region Wide process.

Area C on Map 1 shows an example of a sparsely planted plantation which are not included in the City of Pickering NHS that have been proposed for the Durham Region NHS. This is an example of areas where detailed study will better determine if the plantation has sufficient density, ecological function, wildlife habitat and species diversity to warrant inclusion in an NHS. Notable plantation areas that would be better assessed via a secondary plan have also been highlighted in Map 1 due to their size and relation to nearby thickets and plantations.



Airphoto of the sparse plantation and thicket area proposed for inclusion in the Durham Region NHS (Area C, Map 1).

1.4. Inclusion of Extended Riparian Corridors

As with the thickets, meadows and plantations, the identification of appropriate riparian corridors is best done at the Secondary Plan level. The riparian corridors identified in the Envision Durham NHS vary widely. For the identification of vegetated corridors adjacent to streams, the Natural Heritage Reference Manual recommends a buffer of 30m. The Natural Heritage Reference Manual also notes the following: *Planning authorities may consider the need for greater distances for natural cover for the reasons such as the following: a water feature is highly stressed; an endangered or threatened aquatic species is present; enhancement of functions including detrital input, bank stabilization, pollutant removal and wildlife habitat/corridors are identified as further objectives; another feature or area that has ecosystem-based planning importance (e.g., natural heritage system, floodplain or significant valleyland) is present.* These concerns would be best identified on a case-by-case basis at the Secondary Plan Level. The riparian corridors proposed in the Durham Region NHS that extend beyond the width of the TRCA regulated area represent restoration plans for future corridors. Many of the proposed NHS systems today are in active agriculture with limited to absent tree cover. Area D below is an example of currently farmed lands that is proposed to be NHS. The widths of the future linkage corridors should be based on considerations such as flooding, the type and nature of the core areas being linked, the presence of Regional connections and the expected wildlife usage of the linkages.



Photo showing the watercourse and existing conditions (Area D, Map 1).

2. Alternative Natural Heritage Systems and Core Areas

Delineation of the NHS in the context of the Ontario Natural Heritage Reference Manual (2010), the Ontario Provincial Policy Statement (2005), and the Regional Natural Heritage System for the Growth of the Greater Golden Horseshoe Criteria Methods (2018) should include the following natural features and their associated buffers:

Hydrological Features

Hydrological functions are protected under multiple levels of policy. Wetlands, Valleylands, watercourses, seeps, riparian zones, and headwater drainage features (HDFs) are the primary parameters for hydrological NHS features. Additionally, areas of high infiltration, if identified may require additional study to maintain natural infiltration rates.

Wetlands were identified using data from the Toronto Region Conservation Authority (TRCA) and Central Lake Ontario Conservation Authority (CLOCA). As part of the Secondary Plan process, additional ground truthing will occur for wetlands and a 30-metre setbacks should applied to wetlands and watercourses.

Woodlands:

Woodlands were identified as any forested area that was one (1) hectare in size or greater. As per the Natural Heritage Reference Manual (2010), all woodlands should be provided with a 10 metre setback from the dripline edge.

Species at Risk Habitat

Field work completed in 2021 identified areas with confirmed Species at Risk (SAR) habitat, including Eastern Meadowlark, Bobolink, Barn Swallows, and Eastern Wood-pewee. These habitats should be taken into consideration when developing the design for the NHS limits and linkage locations.

Significant Wildlife Habitat

Significant Wildlife Habitat (SWH) screening was completed as part of the preliminary assessment to designing the NHS criteria limits. Areas that provided potential SWH should be considered in the design of the NHS limits and linkage locations.

Linkages/Corridors:

Linkages are important aspects of any NHS and are necessary in maintaining NHS integrity and function. As per the Natural Heritage Reference Manual (2010), a linkage is defined as *a linear area intended to provide connectivity to the Regional or site level, supporting a range of community and ecosystem processes, enabling plants and animals to move between core areas and other larger areas of habitat over a period of generations.* These are areas that would improve or restore a link between existing Natural Heritage features both within and outside of the Veraine lands. The Ontario Natural Heritage Reference Manual recommends linkages to be formed between patches of habitat and/or within patches of land with restoration potential to maintain ecological functions at a landscape level. It is also recommended that blocks of habitat be arranged close together to limit further habitat fragmentation.

Linkage areas should consider the following factors:

- Length and width of the linkage
- Composition
- Orientation
- Configuration
- Habitat
- Shape

Other primary considerations include maintaining regional ecological integrity and selecting corridors with the potential to provide multiple linkages. Regional connections are valuable in maintaining and restoring the overall biodiversity and ecological functions over the long-term and should be large enough to encompass a wide range of species, habitats, and ecological functions. The proposed system should connect to the Regional NHS at multiple locations and contain the following corridors:

- multiple north-south corridors;
- multiple east-west corridors and;
- supporting corridors that connect the north-south and east-west corridors.

Main corridors that are equal to or greater than 100 m wide will support regional connectivity for flora and fauna. These corridors function as ecological connections between the Duffins Creek, Carruthers Creek, and Lynde Creek watersheds. In addition, smaller local riparian corridors will provide connection to the Area of Natural and Scientific Interest (ANSI) located immediately west of the Veraine Lands in the Duffins Creek Valley.

3. Working Landscape Areas

Working landscape areas are areas that could be developed to contribute to the ecological and/or hydrological function of the surrounding areas. This can include passive parks and green-surface infrastructure such as swales, rain gardens, and green roofs. Working landscape areas can also operate as linkages in the NHS and can be used to form a portion of the larger corridors.

4. Restoration and Enhancement Areas

Areas that could be restored to a natural state to enhance the local ecological, hydrological, and linkage functions should be identified and selected in the proposed NHS criteria.

In fragmented landscapes, core areas that contain groups of habitat patches can provide opportunities for rehabilitation, habitat enhancement, and restoration. In turn, this proposes a much more robust and resilient NHS. Gap enhancement areas should be integrated within the existing NHS in locations such as riparian zones, wetlands, and woodlands, and in areas where the NHS will form narrow pinch points or otherwise inaccessible gaps. Most opportunities for habitat enhancement may be found within the buffer setbacks from these features.

5. Existing Infrastructure

Some areas that may be selected for linkages or habitat restoration as a part of an NHS include areas that are not developable due to the presence of existing infrastructure, but also provide habitat. This primarily includes meadows beneath regional powerlines that form natural corridors. These hydro-corridors may be included as linkages where it was deemed appropriate.

6. Closing

Having reviewed the proposed Durham Region NHS in northeast Pickering, it includes a number of the important parts of an NHS as defined in the PPS 2020. With corrections of the areas of improperly mapped features (No Management Required HDF's and Hedgerows) and refinement through the Secondary Plan process of the marginal vegetation communities and riparian corridors, the NHS will serve as the backbone of any proposed land use changes in this area. Under the current agricultural use, approximately 10% of the site is in natural vegetation. The future NHS and restoration activities present the opportunity to more than double the amount of natural vegetation while improving hydrologic conditions in the watercourses in northeast Pickering.

Extensive ground-truthing work has been done to verify the existence and extents of natural heritage features on the lands owned by the Northeast Pickering Landowners group. This work has provided strong evidence that the extents of the natural heritage system should be modified according to the principles outlined in this letter and as seen in Map 1 (blue), and the NHS in the Envision Durham official plan should not exceed these limits.

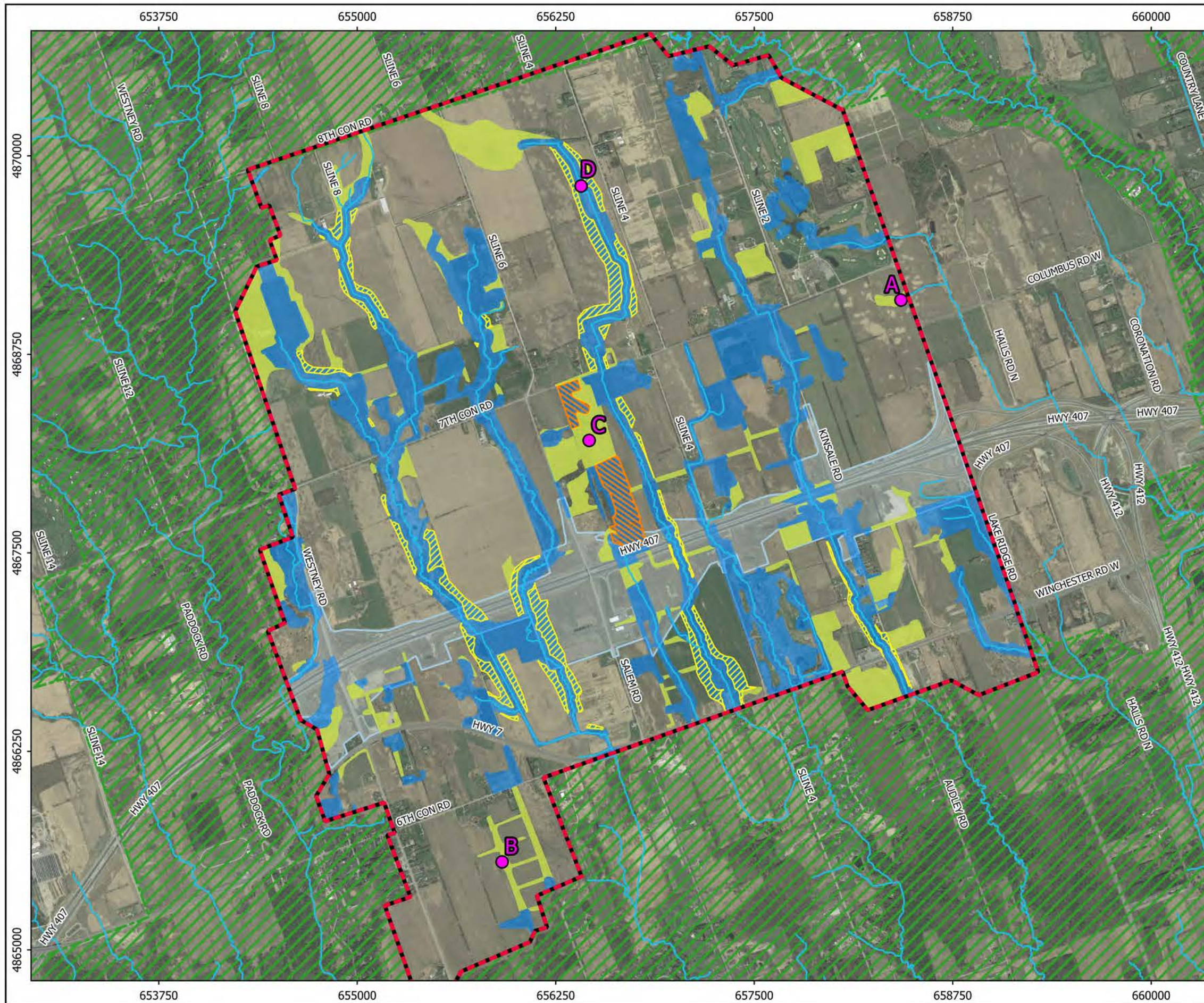
Regards,

GEOPROCESS RESEARCH ASSOCIATES INC.

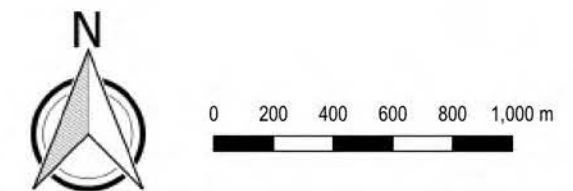
A handwritten signature in black ink, appearing to read "Ian Roul". The signature is fluid and cursive, with the first name "Ian" and the last name "Roul" clearly distinguishable.

Ian Roul, MSc.
Senior Ecologist





- Legend**
- Subject Property
 - Watercourses
 - Greenbelt Area
 - MTO Easement
 - Envision Durham Proposed Modified NHS: Informed by GRA analysis and ground truthing
 - Envision Durham NHS Areas of Concern
 - Watercourse Buffer Over-extension Areas
 - Notable Plantation Areas
 - Photo Areas

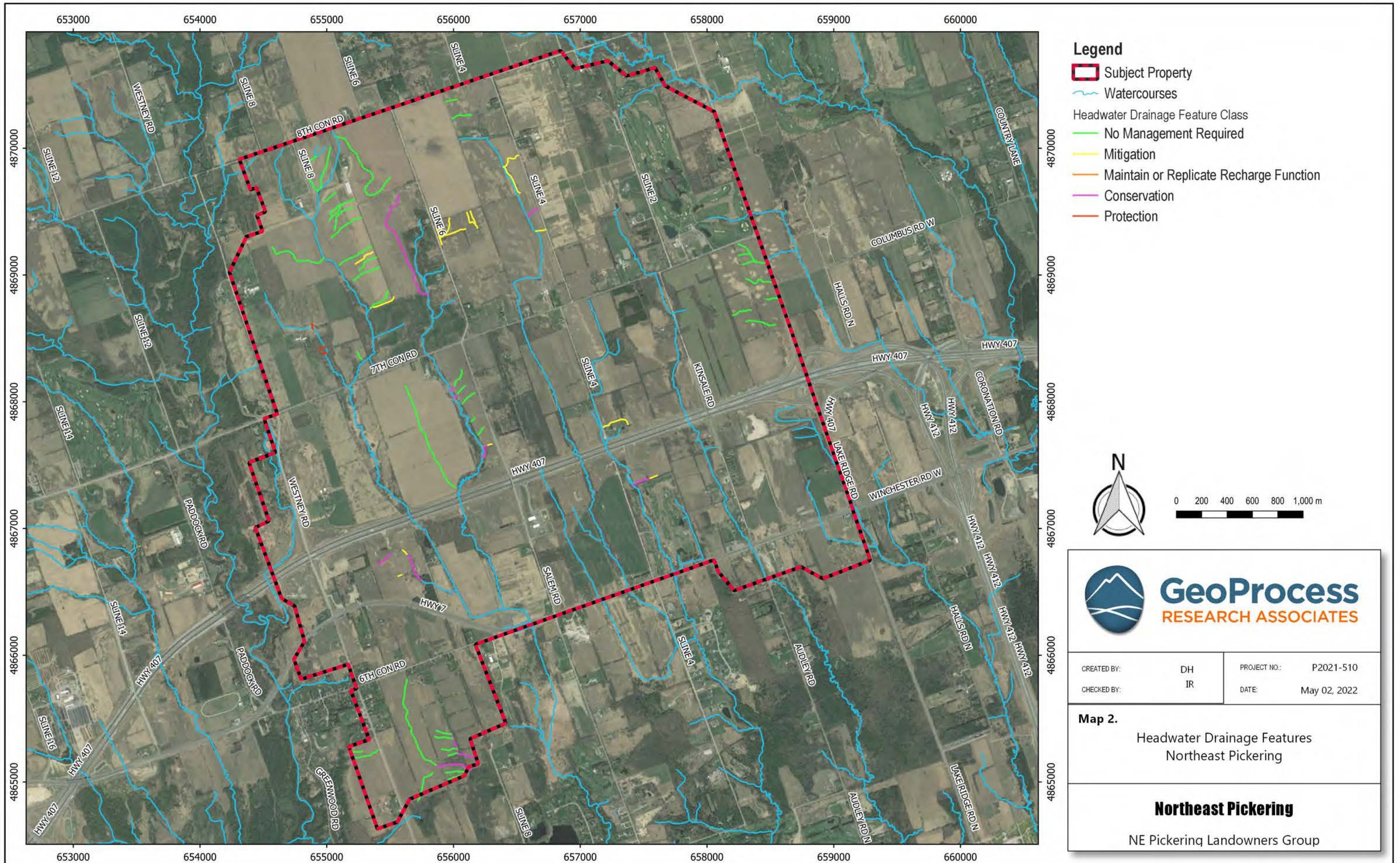


GeoProcess
RESEARCH ASSOCIATES

CREATED BY:	DH	PROJECT NO.:	P2021-510
CHECKED BY:	IR	DATE:	May 02, 2022

Map 1.
Envision Durham:
Proposed Natural Heritage System

Northeast Pickering
NE Pickering Landowners Group



May 16, 2023

MGP File: 21-2954

Planning and Economic Development
605 Rossland Road East
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: Employment Conversion Request for 6483 and 6523 Country Lane, Town of Whitby
Envision Durham – Recommendations on the new Regional Official Plan (Report #2023-P-15)**


Malone Given Parsons Ltd. (“MGP”) are the planning consultants for 6523 Country Lane Developments Limited and 6483 Country Lane Developments Limited (the “Client”), the owner of the lands located north of Highway 407 and east of Country Lane, municipally known as 6483 and 6523 Country Lane in the Town of Whitby (the “Subject Lands”), and as shown in Figure 1 and legally described in Table 1.

Table 1: Legal Description

Owner Name	Municipal Address	Legal Description
6483 COUNTRY LANE DEVELOPMENTS LIMITED	6483 Country Lane	PT LT 30 CON 6 TOWNSHIP OF WHITBY AS IN D505336; WHITBY
6523 COUNTRY LANE DEVELOPMENTS LIMITED	6523 Country Lane	PT LT 30 CON 6 TOWNSHIP OF WHITBY AS IN D307003; WHITBY

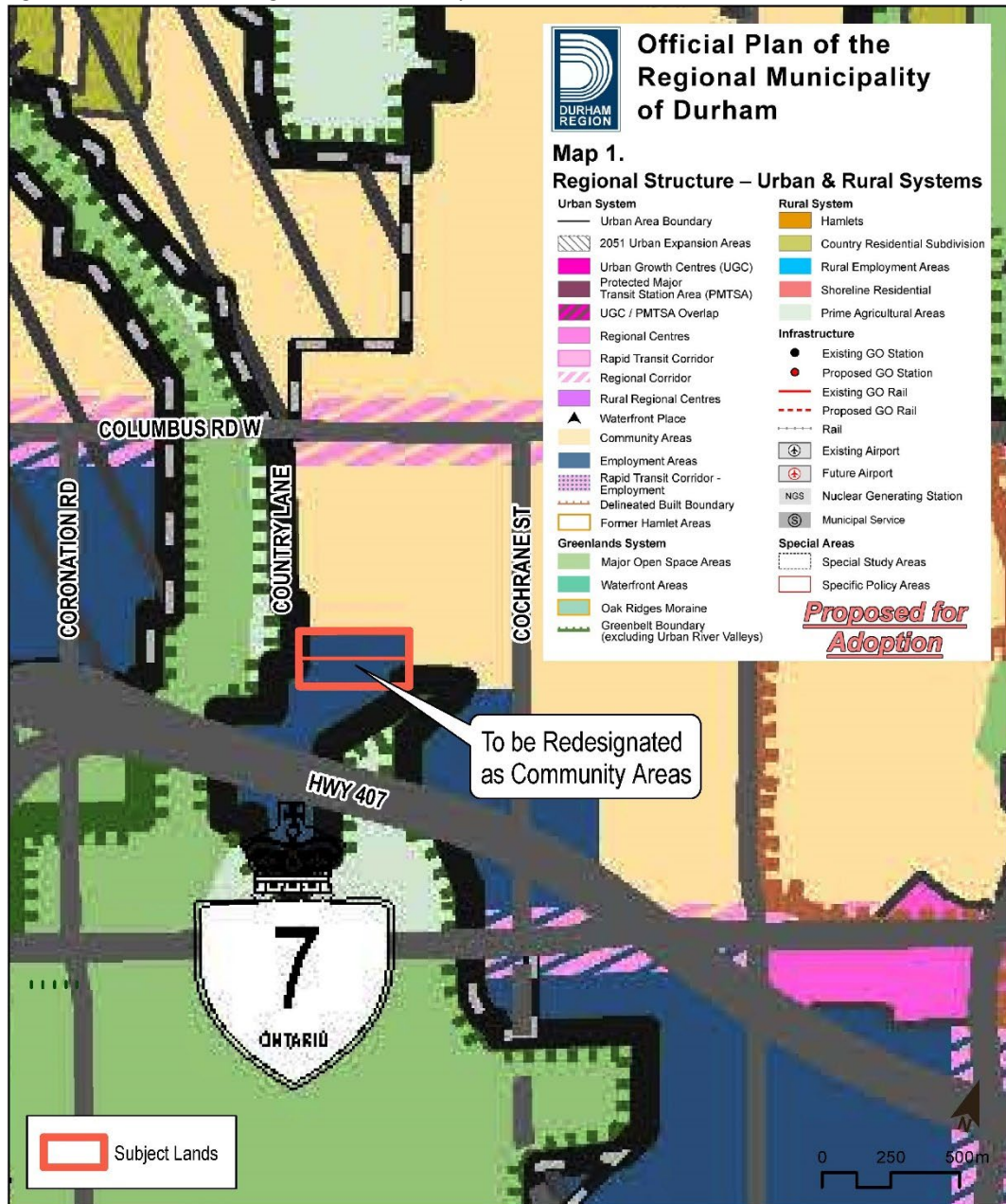
Figure 1: Subject Lands



 Subject Lands - 6483 to 6523 Country Lane

We previously submitted a request for these lands, along with the other previously deferred Employment Lands north of Highway 407, to be included in the Settlement Area Boundary as Living Areas as part of the consultation process for Settlement Area Boundary Expansion Requests on May 31, 2021 and as comment on the Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations Report (#2022-INFO-91). We have reviewed the Recommended Regional Official Plan and the responses from staff regarding our request, however, we continue to request that the Subject Lands, in addition to the adjacent lands north of Highway 407, be re-designated as Community Areas, as shown on Figure 2.

Figure 2: Lands to be Re-designated to Community Areas



It is our opinion that employment uses in this area are incompatible with the surrounding uses and it would be more appropriate to designate the lands as “Community Areas” prior to Council’s adoption of the Recommended Durham Region Official Plan. The Subject Lands are adjacent to a Draft Plan of Subdivision and Zoning By-law Amendment application submitted by the Client and currently under review by the Town of Whitby (DEV-30-22).

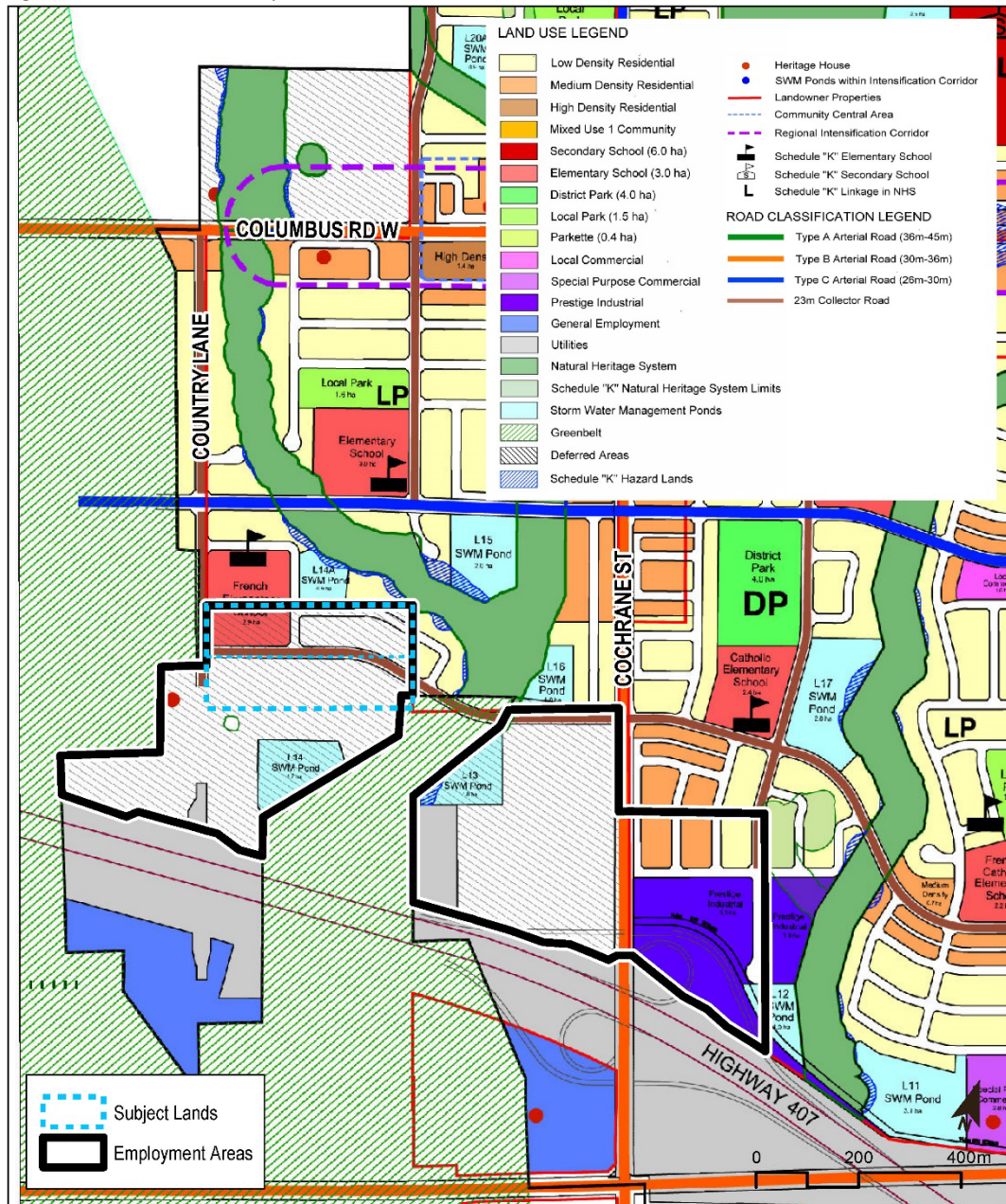
The uses contemplated immediately to the north of the Subject Lands include an Elementary School and low density residential uses, in accordance with the approved Brooklin Community Secondary Plan and Council adopted North Brooklin Comprehensive Block Plan. Given its adjacency to the planned residential community to the north and the Natural Heritage System

to the east and west, the Subject Lands should not be utilized for such industrial uses that require heavy truck or strategic goods movement. Should the Subject Lands be designated as Community Area, they would provide a logical extension to the planned residential uses to accommodate the projected Durham population to 2051.

The properties do not have optimal access to transportation corridors such as Highway 407 and will have a lack of visibility for employment users from the highway. Although there is a proposed interchange at Highway 407 and Cochrane Street, as shown on Figure 3 below, this proposed interchange does not provide direct access to the employment area and would require trucks and goods movement to use the street network through the planned residential neighbourhood to the north to access the employment lands. Moreover, Highway 407 is below the grade of the properties such that any employment users will have limited visibility from the highway.

Furthermore, these Employment Areas are isolated from one another and are inadequately sized for traditional employment uses, which impacts the functionality of the lands for employment uses. The province has released a proposed Provincial Planning Statement and changes to the *Planning Act* which define Employment Areas as “areas designated in an official plan for clusters of business and economic activities including, manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.” Should these lands be contemplated for the uses described in the Employment Areas definition of the PPS, these lands are not suitably sized or located for such heavy industrial uses, given its proximity to sensitive land uses including residential and school uses. Other employment uses such as retail and office uses do not meet the proposed definition for Employment Area under the proposed PPS and should not be designated as such in the Regional Official Plan.

Figure 3: Brooklin North Comprehensive Block Plan



It is our opinion that these Employment Areas north of Highway 407 are inappropriately located and sized which impacts the functionality of the lands for employment uses. There are more appropriate opportunities to bring Employment Areas into the settlement area boundary in Durham Region. These Employment Areas are not compatible with the interface of Community Area, with respect to our client's lands. As such, these Employment Areas would be more appropriately designated as Community Areas.

Should you have any additional questions regarding our request, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

cc. *Russel White, client*

Roger Saunders, Commissioner of Planning, Town of Whitby

Submission to Regional Council Special Meeting, May 17, 2023

The version of the Durham Region Official Plan before Council this week is a critically flawed plan that fails to effectively promote the worthy goals expressed in the Envision Durham process.

Council should decline to approve this document and should send it back to the planning department for substantial changes.

The issue of overriding importance is that this plan greenlights the continuing conversion of large tracts of farmland into mid- and low-density sprawl.

It is easy to understand why the big developer lobby supports a major expansion of urban boundaries by Regional Council, just as it is easy to understand why the big developer lobby supports the attack on the Greenbelt by Premier Ford. This continuation of business-as-usual plays to the strengths and interests of big development corporations: the conversion of greenfield land into edge-area subdivisions of hundreds of cookie-cutter homes at a time.

But what is good for big developers is not good for the citizens of Durham Region. This model of development is a proven failure at providing affordable housing. This model fails to create communities where public transit can be provided efficiently and with sufficient frequency. This model fails to provide communities where people can safely access many jobs and services by walking or cycling. Instead, this model provides very expensive housing, in which average families must stretch their budgets to own two or more cars.

This model fails to safeguard the precious farmland which is becoming more important every year for our communities' food security. This model fails to safeguard our wetlands, woodlands, and the biodiversity which we should be protecting for our children and their children.

Rather than promoting climate resiliency, this plan will have the opposite effect. Far-flung, car-dependent neighbourhoods will make it more challenging to rapidly reduce carbon emissions. The increase in paved area will add to the urban heat island effect when the weather is hot, and will worsen the rapid runoff of rainfall, flushing pollution into our waterways and increasing flood risks.

The model fails, too, on the grounds of fiscal sustainability. With continuing sprawl, municipal budgets will need to expand year by year to cover the expanding maintenance costs and eventually the replacement costs of more infrastructure. Taxpayers are waking up to shocks of climbing taxes attributable to Bill 23, but that is just a taste of things to come as the bills for continued sprawl come due.

There are many worthy goals expressed in this version of the Official Plan. Those goals include:

- “• Meeting our shared obligations to address the impacts of a changing climate and protect the natural environment;
- Satisfying a growing demand for sustainable alternatives to the personal vehicle for mobility, such as active transportation and public transit options;
- Using land efficiently, optimizing services and infrastructure, and focusing efforts on intensification within existing communities;
- Taking strides to further support the agricultural sector” (page 10)

I would like to believe, as I’m sure you would too, that our planning process in coming years will effectively support the realization of those goals. As it stands now, however, this plan effectively sabotages its own worthy goals through an expansionary land allocation.

For the sake of affordable housing, for the sake of our environment, for the sake of the health and wellbeing of the next generations, I ask you to say no to the version of the Official Plan that is before you this week.

– Bart Hawkins Kreps, Clarington

From: Kirk Kemp

Subject: Fwd: Rundle Rd / Hwy 401 , 26 acre site to be included in the Urban Boundary for Employment Lands

Dear Regional Chair Henry

Clarington council is supporting a resolution to include 26 acres of land north of Hwy 401 and east of Rundle Rd and just west of Holt Rd (just east of the large RV Centre on Hwy 401) to be included in the urban boundary for employment lands The east boundary of these lands go right up to the hydro line corridor which provides a natural buffer between employment lands and some open green space.

We as owners of the land have a purchaser that would like to construct a 110000 sq ft automated component plant for the booming housing industry. This business would build roof trusses, preformed walls and other types of wooded framed structures. This plant requires only dry regional services (no water or sewer) and will provide Clarington with between 125 and 200 year round good paying jobs! Preforming structures for the housing industry inside a plant not only provides a more consistent and stronger wall it also reduces lumber waste and is more economical which will help hold down the cost of future homes.

This building is being constructed not only for a large home builder (who will own part of the building) it will provide building components for many builders in the Durham Region. This project is ready to start as soon as permits allow and will be a welcome economic boost to Clarington. This project will be on the north side of the property still leaving a parcel of land abutting HWY 401 and a parcel fronting Rundle Rd.

The owners of the land have several interested parties who would like to erect some prestigious employment driven businesses that would add more full time good paying jobs that also only require dry services from Durham Region, no water or sewer services. We respectfully request you support this initiative that will create a great economic boost to the Durham Region.

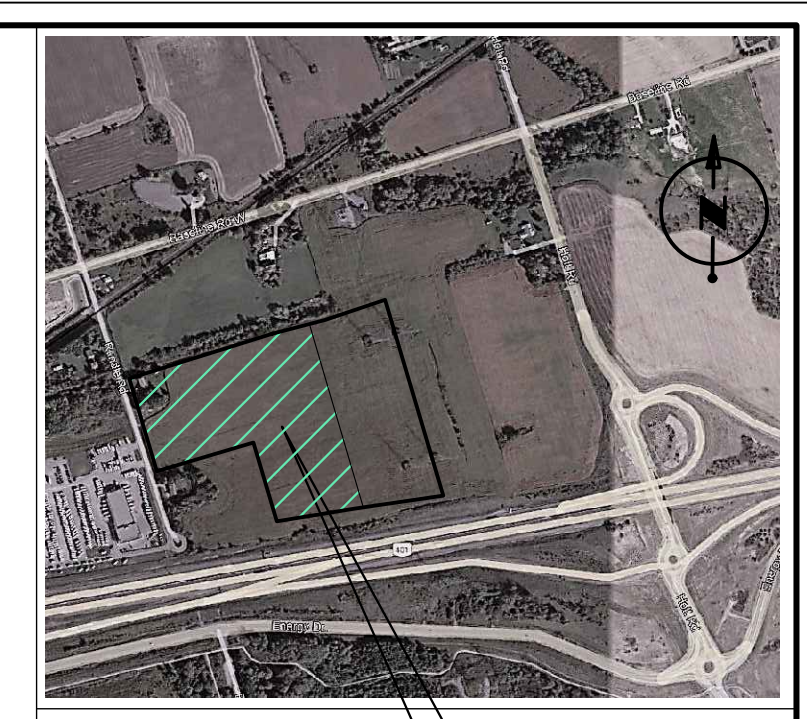
Kind regards

Kirk Kemp

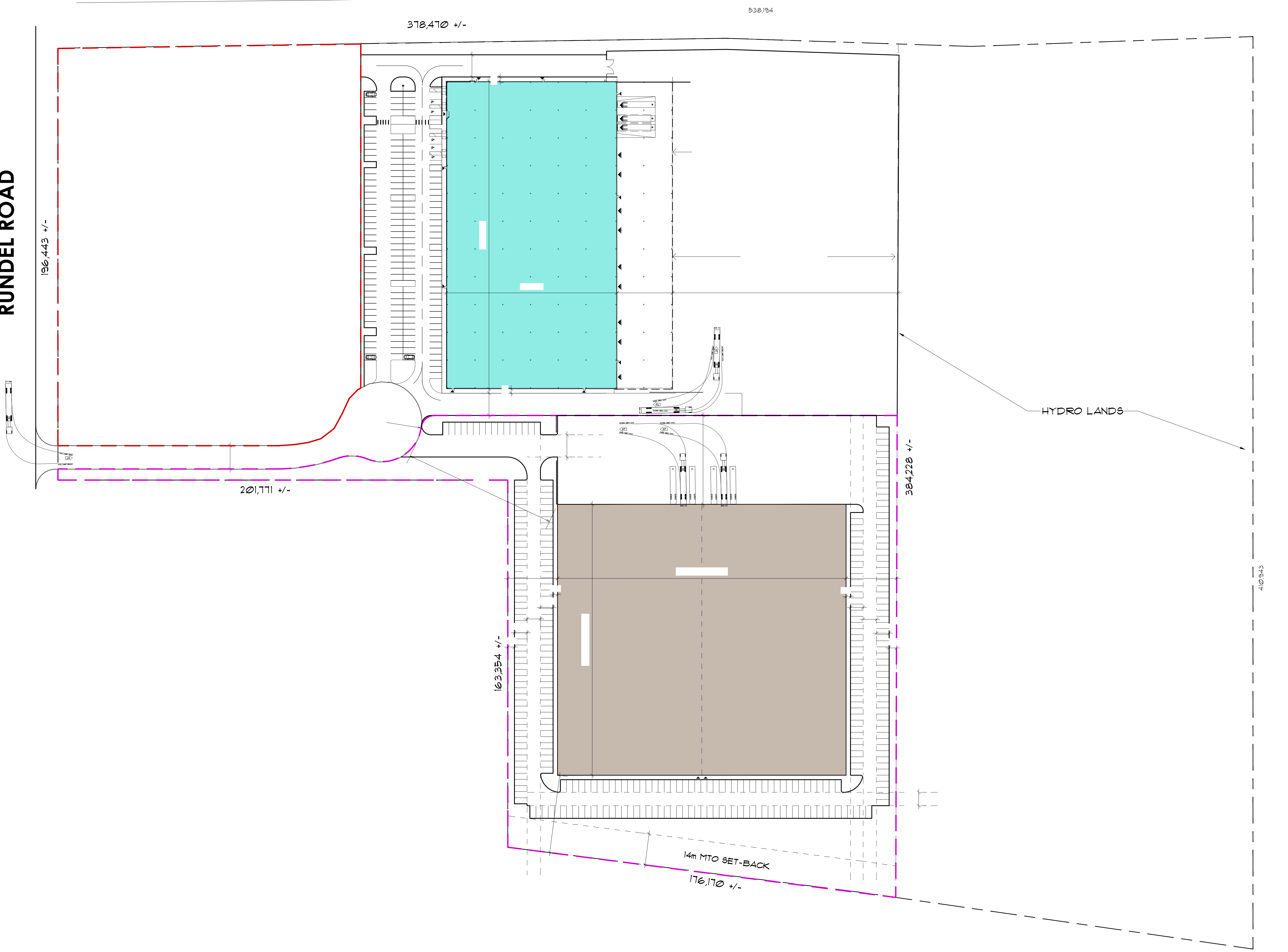
Subject Lands – Location Map



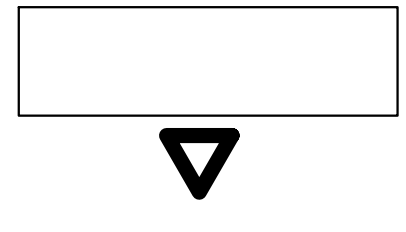
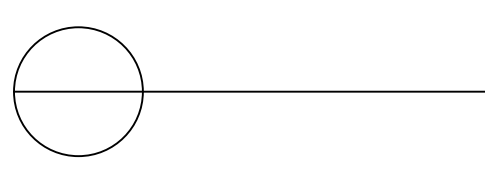
**SUBJECT
LANDS**

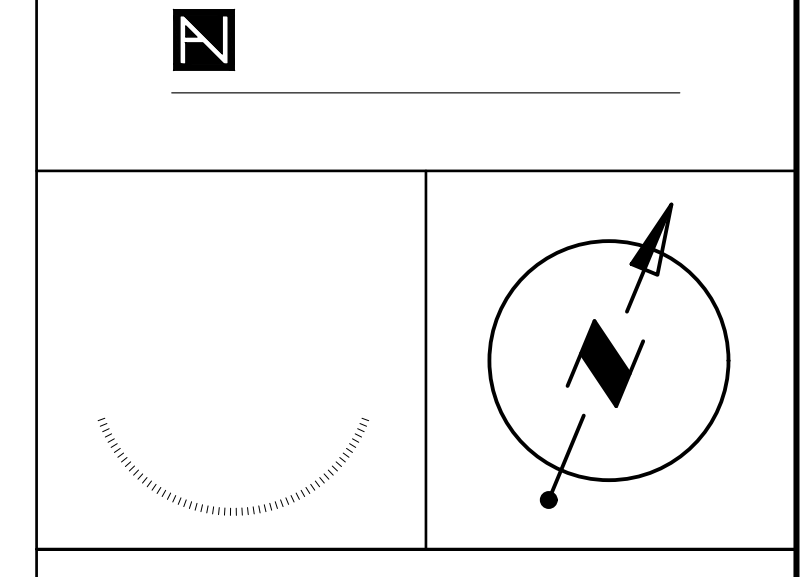


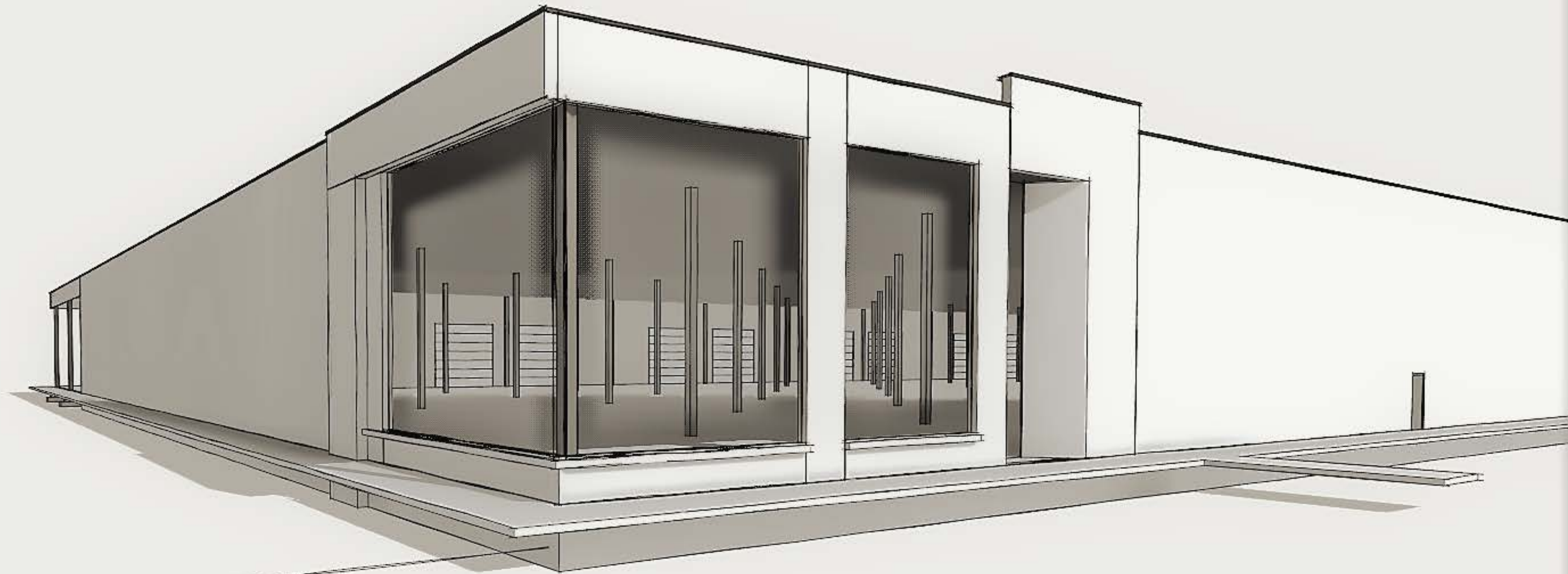
RUNDEL ROAD

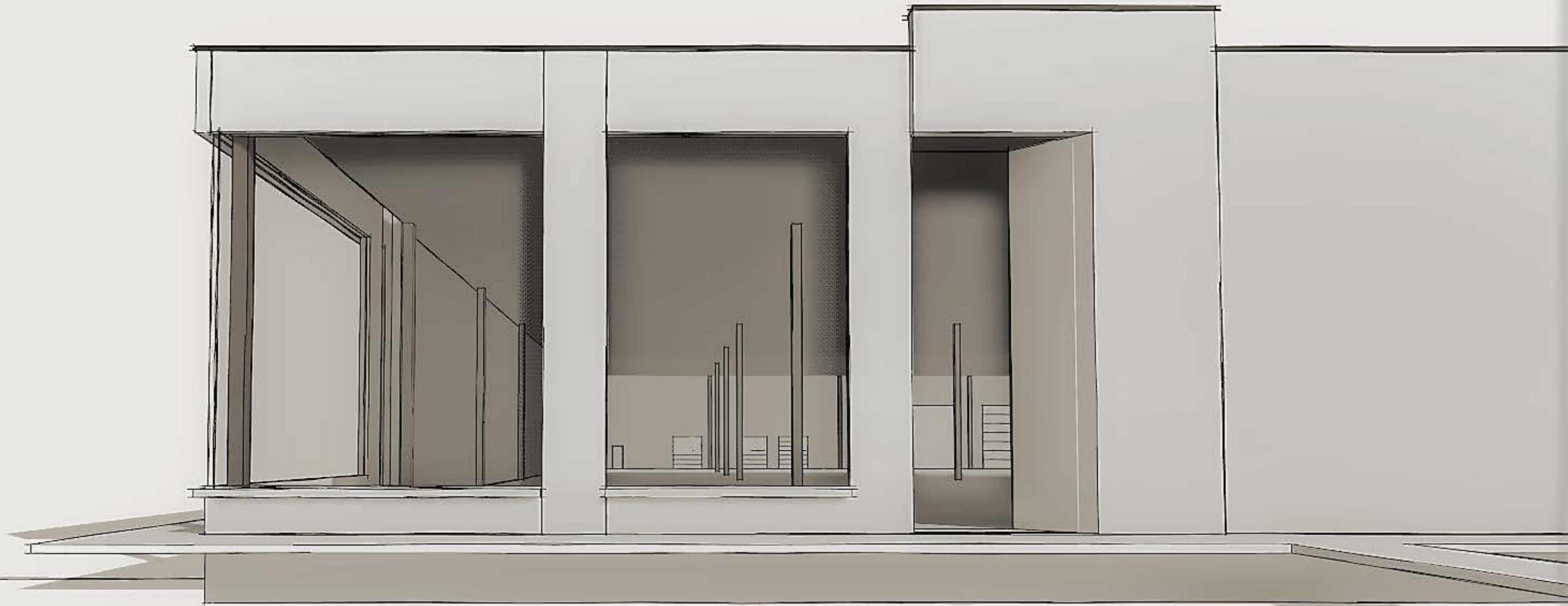


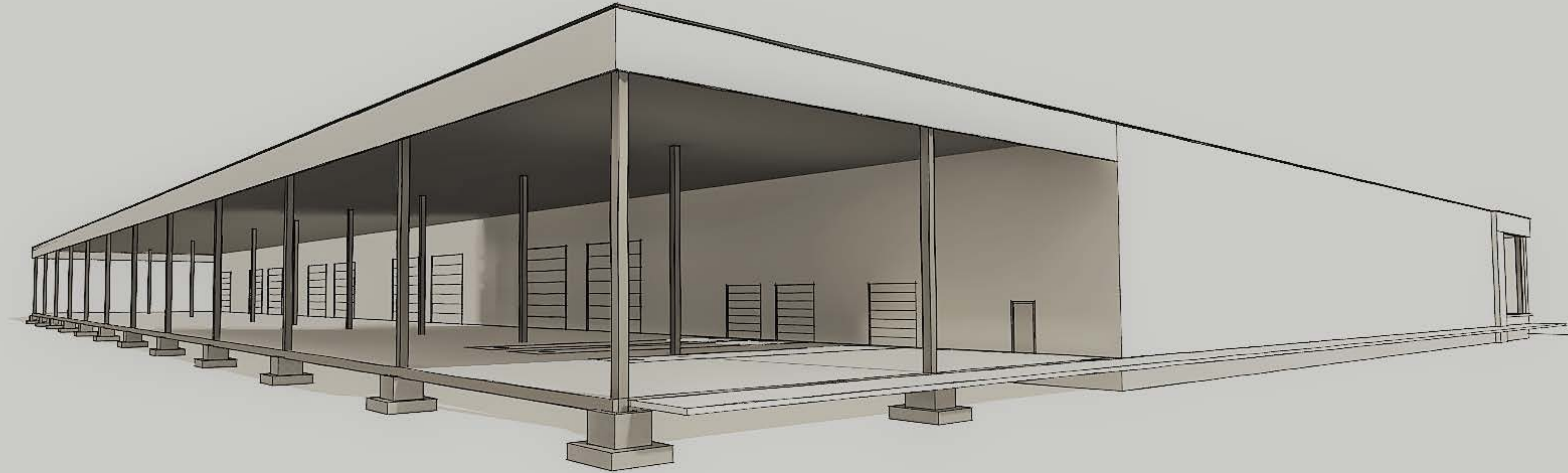
HYDRO LANDS













May 16, 2023

Regional Municipality of Durham
Planning and Economic Development Department
605 Rossland Road East
Whitby, Ontario
L1N 6A3

Attn: Ms. Colleen Goodchild, Manager, Policy Planning & Special Studies

Dear Ms. Goodchild,

Re: Comments in Response to Recommended Official Plan
935 & 945 Taunton Road East, 3557 and "0" Garrard Road
Icon Taunton Limited

Evans Planning acts on behalf of Icon Taunton Limited, the Owner of the lands municipally known as 935 and 945 Taunton Road East, 3557 Garrard Road and an adjacent unaddressed property, in the Town of Whitby (collectively, the 'subject property'). The subject property is located at the southwest corner of the intersection of Taunton Road East and Sebastian Street and possesses a frontage of approximately 95 metres along Taunton Road East, 109 metres along Sebastian Street, and 48 metres along Garrard Road (refer to Appendix 1).

We write to you today with our client's concerns and issues related to the New Durham Region Official Plan (the 'DROP'). At the conclusion of this letter, we have outlined suggested approaches to addressing those concerns.

Background

An initial pre-application consultation submission was provided to Town Staff and circulated for review in June 2021. Comments and a submission requirements checklist outlining materials required to constitute a 'complete' application were received from Staff on July 26th, 2021. It was determined that applications for Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, and Site Plan Control were required to permit the proposed development, contemplated to consist of 129 stacked townhouse dwellings, 32 traditional townhouse dwellings, and 330 square metres of non-residential floor area.

On the basis of the checklist provided, our Client commenced the preparation of the requisite materials to constitute a complete submission for all applications but Site Plan Control, which was to be deferred to a later stage.

Subsequently, a revised pre-consultation submission was provided to the Town in July 2022 at Staff's request. Comments on this revised submission were received in September 2022, along with an updated submission requirement checklist. The required applications to facilitate the development were not changed.

Applicable fees were confirmed with Town Staff on November 23rd, 2023 in anticipation of a submission prior to the end of 2022. Town Staff were advised of the intended submission on December 14th in order to confirm the appropriate protocol for delivery which was to have occurred on December 16th, 2022.

However, on the eve of the submission of the application, after receiving written notice that our Client would be submitting its application pursuant to the pre-application meeting memorandum, the Town of Whitby confirmed that it had, without notifying our Client, implemented a new, multi-stage pre-submission process in response to the new requirement to refund application fees (the "New Whitby Protocol") which were to take effect on January 1, 2023.

The revised Protocol requires that materials in support of an application be provided to the Town for review and circulation by internal departments and external agencies, including the Region of Durham, prior to the submission of a formal application.

On December 23, 2022 our Client provided a submission package for the 2nd stage of review required as part of the New Whitby Protocol. As noted, our Client had prepared, and had intended to submit, the formal applications for Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium (common element) on December 16, 2022. It is our belief that should our Client have been permitted to submit the application package per the checklist provided by the Town the application would have met the requirements of a complete application.

Since submission of the 2nd stage review, our Client received substantive comments between February and March 2023. In particular, the Region of Durham provided comments as part of this process from both Planning and Public Works departments on February 8, and February 7, respectively.

New Durham Region Official Plan - Issues

At present, our Client is in the process of revising the supporting materials to address comments received through the 2nd pre-submission review, including those applicable to the submitted Environmental Impact Study (EIS). The EIS was primarily provided to review the impact of the development on any natural features present on or adjacent to the subject property, with terms of reference reviewed and approved in advance of submission of the EIS, *following* a site visit undertaken in conjunction with Staff from the Central Lake Ontario Conservation Authority (CLOCA) and Town of Whitby.

We note that the recommended DROP contains a new definition of 'Significant Woodlands'. Notwithstanding that the current draft of the DROP does not identify the subject property as being within, adjacent to, or containing any portion of the Region's Natural Heritage System or that the Environmental Impact Statement prepared for the application does not identify any natural features of significance on the subject lands, our Client is assessing the impact of the new definition for 'Significant Woodlands' on the proposed development.

Recommended Solutions

In reviewing the recommended form of the DROP, we note there are no transition provisions. This presents an issue as it leaves the questions open as to how the DROP will apply to our client's application. On a substantive basis, it is not known if the new policies and definitions will have a substantive impact on the application. On a process basis, the lack of transition policies raise the question of whether – and what form of – the DROP should be addressed in application materials.

As Council is aware, the DROP will only come into force and effect when the Minister approves the instrument and there will be no right of appeal. With that said, we have observed that the official plans and amendments recently approved by the Minister typically include transition provisions to increase both the transparency and fairness of the application of new policies.

In our Client's case, but for the desire to work with the Town of Whitby and its new, multi-stage pre-application process, said application would have been submitted and no transition clause would have been required. While we are sympathetic to the intent of the Town vis-à-vis its new pre-submission policy, it was introduced without advance notice to any party or applicant – including those who had been working for months on preparing applications based on the Town's previous written confirmation as to what would constitute a complete application.

Accordingly, in the interest of certainty, fairness, transparency and natural justice, we suggest the recommended DROP should include a transition protocol, and have prepared the following suggestions:

Option 1

Include a transition provision limiting what part or parts of the DROP will be applicable to applications that were made subject to the Town's new pre-submission process and subsequently were prevented from submitting applications that otherwise comply with the requirements of the *Planning Act* provided that a complete application pursuant to the *Planning Act* is submitted prior to approval by the Minister. In that respect, we suggest the following:

“The policies of this Plan shall not apply to any application made pursuant to the Planning Act where the proponent has requested a pre-application consultation review/meeting, received comments and a requirements checklist from the Municipality, and has made at least one further submission of materials for review as part of a multi-stage pre-submission process, before the day this Plan is adopted by Council for Region of Durham.”

Option 2

In light of the specific timing applicable to our client's application, the Region could simply include a site-specific transition protocol that confirms policies contained in Section 7.4 do not apply to the subject property. For this option, we recommend the following:

“The policies of this Plan shall not apply to any application made pursuant to the Planning Act in respect of the lands known municipally known in 2023 as 935 and 945 Taunton Road East, 3557 Garrard Road and the adjacent unaddressed property, in the Town of Whitby.”



We request to be informed of any future activities, meetings, reports, notices and/or decisions on this matter.

Should you have any other questions regarding this submission, please do not hesitate to contact the undersigned.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Adam Layton', written in a cursive style.

Adam Layton RPP, MCIP

cc. Icon Taunton Limited
Aaron Platt, Loopstra Nixon LLP

Delegation Text

Region of Durham Recommended Official Plan – May 17 2023

In the section on **Active Transportation**, Envision Durham claims its objective is to “ensure a **safe** network of active transportation facilities.” Its stated policy is “to construct a **safe**, direct, comfortable, attractive and convenient active transportation network “(8.2.3.)

The image presented on P. 195 should reflect this vision and should illustrate exemplary safe, comfortable infrastructure. Ironically, the photo of the young people riding on Lake Driveway in Ajax depicts infrastructure that is **low comfort** and **unsafe**:

1. a key principle of safe, high comfort cycling infrastructure is that cyclists be separated from vehicular traffic – in the picture young cyclists are forced to “share the road”, not only with cars, but also with trucks and buses;
2. in neighbourhoods with low automobile volume, sharing may occur, but cyclist safety standards indicate at speeds of less than 30 kph. Lake Driveway's speed is 40 kph.

Most young people don't ride on Lake Driveway – they use the Waterfront Trail.

By the way, the photographer could have taken the shot around the corner on Harwood Blvd. which has much safer, more comfortable infrastructure. Many cyclists of all ages use it.

So this is a request to replace the image on Page 195 of the document to accurately portray Envision Durham's own objectives and policies. The image chosen should reflect current Canadian design standards of cycling infrastructure - especially relating to safety and comfort of use. I am using the **CAN-BICS**¹ as basis of this request.

Generally, the Region's vision for cycling infrastructure is progressively aspirational. However, the specifics of implementation: timetable, design standards, and priority for completing gaps in the cycling network are absent from the text. So I doubt any of the objectives will be achieved at the regional level in the near future. Prospects are much brighter, however, at the level of my municipality.

Respectfully submitted
Winston Emery

A

¹ Meghan Winters, PhD (1); Moreno Zanotto, MSc (1); Gregory Butler, MSc (2). *The Canadian Bikeway Comfort and Safety (Can-BICS) Classification System: a common naming convention for cycling infrastructure*: <https://doi.org/10.20495/hpcdp.40.9.04>

GRACISON DEVELOPMENTS INCORPORATED

Planning and Project Management

Brian Bridgeman, MCIP, RPP, PLE
Commissioner of Planning and Economic Development
c/o Envision Durham
605 Rossland Road East
Box 623
Whitby, Ontario
L1N 6A3

Tuesday May 16, 2023

Dear Mr. Brian Bridgeman,

**RE: Envision Durham – Recommendations on the new Regional Official Plan
Regional File: D12-01
Decision Report #2023-P-15**

This letter is on behalf of our client, The Noor Family, regarding three parcel holdings that are unaddressed but legally described below within the Beaverton area of the Township of Brock and are subject to the Region's Municipal Comprehensive Review (MCR):

- Concession 6, North Part Lot 12 – "Parcel 1"
- Concession 6, South Part Lot 12 – "Parcel 2"
- Concession 5, North Part Lot 12 – "Parcel 3"

Attached to this letter is a map identifying the location of all three parcels.

Background Information

As noted above, the there are the family owns three parcels that are of interest to the current MCR process. Two of these (Parcels 2 and 3) are the subject of previous requests submitted by M. A. Noor through the MCR process for the following:

- An employment conversion request for Parcel 3 to allow for residential uses dated December 7, 2020; and,
- A Settlement Boundary expansion request for Parcel 2 to include the lands within the Urban Area Boundary with permission for residential uses was submitted in June, 2022.

A response to the first request was issued by the Township of Brock in their Report 2021-CO-02 dated January 18, 2021 refusing the employment conversion request for Parcel 3. The report indicated the Township wanted to preserve the existing employment area designation.

Region of Durham Report #2022-INFO-91 dated November 10, 2022 included a response to the Settlement Boundary expansion request submitted in June, 2022 for Parcel 2 which is referenced as "BER-78". In the Report, BER-78 was granted a partial Settlement Boundary expansion but was limited by the Growth Plan to a 10ha maximum due to the lands being within the Protected Countryside in the Greenbelt Plan. However, the Region recommended these lands be proposed as Employment Area instead of residential as requested. There was no discussion between Mr. M.A Noor and the Region of Durham regarding this request prior to the November 2022 report. In speaking to Regional staff, it is our understanding that there was no outreach from the Region to discuss the request and the typical process

is to inform applicants through the process and report only. Unfortunately, Mr. M.A. Noor was not aware of the report as he had health issues during the fall of 2022 and subsequently passed in February 2023. Consequently, this letter is being submitted formally to outline their intentions for the subject properties.

SUBMISSION WITH RESPECT TO THE THREE PARCELS

Parcel 1

This parcel is approximately 94 acres and is situated at the southeast corner of Regional Road No. 23 and Concession 7B. It is designated as Prime Agricultural land in the Regional Official Plan (ROP), outside of the Urban Area as an Assessment Parcel in the Town's Official Plan and zoned RU (Rural), with EP (Environmental Protection) area at the south end of the property, in the Town's Zoning By-law No. 287-78-PL.

This site is not currently proposed to be included (in whole or in part) in the urban area although it is appropriate to consider it a long-term prospect for the same as it presents potential as a future employment area given its proximity to Regional Road No. 12 (Trans-Canada Highway).

Parcel 2

This parcel is approximately 39 acres and is situated south of Parcel 1, on the north side of Main Street East. It is designated as Prime Agricultural land in the ROP, outside of the Urban Area as an Assessment Parcel in the Town's Official Plan and zoned RB (Rural Buffer), with EP (Environmental Protection) area at the north end of the property, in the Town's Zoning By-law No. 287-78-PL. To the immediate east and west of Parcel 2 are residential lands. The lands south (across Main Street) include Parcel 3, as well as residential lands to the southwest.

As previously mentioned, the proposed ROP recommends a partial Settlement Boundary expansion on Parcel 3 for employment uses extending northerly from Main Street East at the south end of the property. While the intention of the private request was to extend the Settlement Boundary to the full extent of the property, or at least to the EP zone, we recognize the restriction of the Growth Plan on this property given its designation as Protected Countryside in the Greenbelt Plan and support the partial expansion at this time.

The original request was also to allow for residential uses which related contextually given the existing residential uses on either side of this property, and the potential compatibility issues with introducing employment area in proximity to adjacent sensitive land uses (i. e. residential).

Evolving provincial policy increases these potential compatibility concerns given the restricted definition of employment that has been proposed in Bill 97 and the proposed Provincial Planning Statement. As a result of these proposed changes, and Ontario's ongoing housing supply issues, we suggest there may be merit in considering whether the Land Needs Assessment by Watson & Associates Economists Ltd. should be reconsidered to account for the reduced variety of uses that would be permitted in employment areas should Bill 97 and the new draft Provincial Planning Statement come into effect, and the impact of this change on the amount of employment land required for the planning horizon.

Parcel 3

This parcel is approximately 38.5 acres and is situated south of Parcel 2 on the south side of Main Street East. It is designated as Employment Area and within the Urban Area Boundary in both the ROP and Township of Brock Official Plan, and zoned RB (Rural Buffer) in the Town's Zoning By-law No. 287-78-PL. Immediately to the west of Parcel 3 are lands designated as residential.

As previously mentioned, an Employment Conversion request was submitted for this property to allow for residential uses. This request was denied by the municipality to preserve the employment area given potential road connections to the site but the report did acknowledge the conversion would be compatible with adjacent residential and natural heritage lands uses. It is our understanding that the road connections referenced in that report have not materialized. Also, as a reference, this property borders Community Areas in the ROP and Residential Area in the Town's OP and a Draft Plan of Subdivision application was approved to the west of the site. Consequently, the potential of this property as employment area would also be limited by the existence of surrounding sensitive land uses such as the residential uses. The same evolving policy context and housing issues identified with respect to Parcel 2 would also apply to Parcel 3.

This property is unique from Parcels 1 and 2 given it is already located within the Urban Boundary and therefore represents an opportunity to provide a natural extension of Community Area given the existing context.

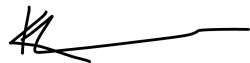
Conclusion

We recognize that extensive work has been undertaken through the MCR process and appreciate this opportunity to comment on the proposed ROP. However, it is important to realize that this work has been completed during a time of significant change in the planning policy regime with further changes being considered by the Provincial government. It is uncertain whether any of these changes will affect the Land Needs Assessment, in particular the reduced variety of uses that would be permitted in employment areas should Bill 97 and the new Provincial Planning Statement come into effect, and the impact of this change on the amount of employment land required for the planning horizon.

Parcels 2 and 3 are both bordered by existing residential uses and could provide a proactive opportunity to supplying residential and/or institutional uses to Beaverton that is contextually appropriate.

In summary, we support the partial Settlement Boundary expansion on Parcel 2 at this time and suggest reconsideration of the request for Parcels 2 and 3 as Community Area.

Thanking you in advance for your consideration,



Kim Harrison-McMillan, MCIP, RPP
President

Copy: Andrew Jeanrie, Bennett Jones LLP
Colin Meharchand
Jennifer McGlashan

- Residential
- Commercial
- Farm
- Industrial
- Institutional
- Vacant
- Others



North 1/2 Lot 12, Con 6

Parcel 1

440R-14222
40R-11438

Parcel 2

/South 1/2 Lot 12, Con 6

Plan 675

40R-30743

40R-2992

Thorah Central
Public School

By Instrument #

Parcel 3

Beaverton

Holy Family
Catholic School

May 16, 2023

Regional Council Members

Re: Durham Region's Draft Official Plan

I feel like I'm in a Batman Movie and the Joker is winning with no hope in sight – and the joker here is the development industry and those who are so deep in their pockets that they cannot see the ruin that will be created if the Draft Durham Region Official Plan is approved as it is presented today.

With the last-minute hurling of the BILD Scenario 2A (a LNA scenario that was not designed by or vetted by the Envision Team, nor part of the public engagement process) into what was to be a transparent, public and democratic process there is no way to deny development Industry sabotage of our tax payer funded Municipal / Regional LNA process. Where is the democracy in that?

Rather than Durham Region being a model for Best Practice Urban planning, this plan as it is presented today will condemn roughly 14,000 acres of prime Class I farmland, and the Carruthers Creek Watershed to be destroyed forever – guaranteeing GHG spewing urban sprawl beyond our wildest belief – all at a time we need to hold the urban boundaries allowing us to achieve Net Zero GHG, protect the rare and nonrenewable Class I farmland that will feed generations ahead while also protecting the sensitive watershed that ensures clean water, protects us from flooding and supports biodiversity - all of which will help protect us from the harms of climate change.

Instead – if approved as presented today – you will be condemning yourself, your family and your constituents to the harsh impacts of Climate Change – wildfires, floods, tornadoes, heat domes, food insecurity and ever-increasing rate payer rates, property taxes and levies that will in turn lead to more homelessness, poor physical and mental health to just name a few.

Lobbyists for the building and development industry are at the front of the line asking for a HUGE SLICE OF CAKE, and their haste to secure it will disadvantage all of us. Durham Region can offer them the smallest possible slice first and then only offer more when the shared consequences are better understood, and builders can tangibly demonstrate the benefits of securing more “cake” to everyone, not just those at the VIP table.

As such I ask that you please vote against this draft and work to reduce the amount of land proposed for growth areas. Maximize the land that we already have allocated and allow inching outwards only when no other option remains. I urge you not to cave to pressure from the development industry. Put the needs of your constituents - present and future - first.

Helen Brenner

Pickering Resident

16 May 2023

Envision Durham
Planning and Economic Development
605 Rossland Road East
Whitby, ON
L1N 6A3

Attention: Brian Bridgeman, Commissioner of Planning and Economic Development

Dear Sir,

**RE: Envision Durham
Recommended Regional Official Plan
5200 Ashburn Road, Town of Whitby
WND File: 15.545**

WND Associates are the planning consultants for Rambura (the “Owner”), the registered owner of the property located at 5200 Ashburn Road (the “Subject Property”) in the Town of Whitby. On behalf of the Owner, a formal request for settlement area boundary expansion was submitted by Davies Howe LLP with files from WND on May 28, 2021, to request that the Subject Property be included within the urban area through the Envision Durham Municipal Comprehensive Review (“MCR”) of the Regional Official Plan.

We have reviewed the proposed mapping from the recommended new Regional Official Plan (“recommended ROP”), published for public review on May 3, 2023 and wish to offer our overall support for the draft revisions.

The Subject Property is identified on the updated maps of the draft ROP as follows:

- Map 1 – Regional Structure – Urban & Rural Systems: Designated **Employment Areas** and identified as within the **Urban Area Boundary** and **2051 Urban Expansion**
- Map 2a – Regional Natural Heritage System: Located within the **Urban Area Boundary** and **2051 Urban Expansion**

The above-noted draft changes to the new recommended ROP mapping reflect the recommendation for settlement area boundary expansion which was detailed by Staff in the Information Report #2022-INFO-91, dated November 10, 2022, and pursuant to our request for settlement area boundary expansion (Boundary Expansion Request – 49).

We acknowledge the recommended ROP mapping for its consistency with the recommendations of the Information Report and look forward to continuing our engagement in the Envision Durham process as the draft new ROP is advanced to a Special Meeting of Durham Regional Council on May 17, 2023.

Should you have any questions or require additional information, please do not hesitate to contact the undersigned or Mike Bennett of our offices.

Yours very truly,

WND associates
planning + urban design

A handwritten signature in black ink, appearing to read "A Ferancik". The signature is fluid and cursive, with a large initial "A" and a stylized "F".

Andrew Ferancik, MCIP, RPP
Principal

May 16, 2023

MGP File: 20-2901

Planning and Economic Development
605 Rossland Road East
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham and Regional Council

**RE: Request for Employment Conversion
1520, 1540 and 1580 Reach Street
Township of Scugog, Port Perry
Recommended Region of Durham Official Plan**

Malone Given Parsons Ltd. (“MGP”) is the planning consultant for Rick Wannop Developments, Wannop Family Farms and Daniel and Robin Luchka; the owners of approximately 64 hectares (~157 acres) of land municipally known as 1520, 1540 and 1580 Reach Street, in the Township of Scugog - Port Perry (“Subject Lands” or “Wannop Lands”), as shown in **Figure 1**. I have made several submissions (the latest being March 31, 2023) and deputations regarding the employment conversion of a portion of the Wannop Lands and continue to reiterate why this conversion is good planning and should be approved.

This conversion request is identified by Staff as **CNR-17** and represents approximately 40 hectares of 64 hectares of land for conversion. The Recommended Regional Official Plan (“Recommended ROP”), released on May 3, 2023, continues to designate the Subject Lands as “Employment Area”, as supported by Report 2023-P-15 (May 17, 2023) 6.5.h page 10.

I again recommend Council approve this conversion request and support the conversion of a portion of the Subject Lands to “Community Areas” to facilitate the servicing of the remaining vacant employment land in the Port Perry Business Park and the development of a mixed-use community comprising of a long-term care facility, senior’s housing, and medical services as part of an ‘integrated care model’, in addition to low-density housing.

This conversion request has consistently received unwavering support from the Township of Scugog Council throughout this process. Their consistent backing further underscores the merit and importance of this conversion request, notably through the December 21, 2020, Council resolution. In addition, Regional Council has previously supported an MZO for the Long-Term Care facility on the Subject Lands (Resolution #2021-P-14 – May 26, 2021).

Suitability of the Site

The staff report states that the property should not be converted on the basis that the site is large, regularly shaped and suitable for employment uses. I continue to disagree that the eastern half of this property is suitable for employment uses. The size and shape of the Subject Lands should not preclude from the consideration of mixed uses and should not be the only consideration when determining the best use for the lands. The suitability of the site depends on various factors such as topography, serviceability, market demand for both housing and employment, and the availability of other suitable sites for employment uses in the area. With a significant elevation change of 20.0 metres and costly servicing constraints, it is difficult to accommodate employment uses on the Subject Lands without major financial investment. Furthermore, only 40 of the 64 hectares are subject to the conversion request, with the remaining portion to remain for employment uses as well as the large amount of additional vacant employment land in this area of Port Perry. Taking these factors into account, the Subject Lands are not currently suitable to house employment uses across the entirety of the site.

Servicing Constraints and Costly Investment

Contrary to the Staff Report, there are currently no concrete plans or funding allocated to service the land. Regional Staff state that the Subject Lands are a “*candidate for Regional pre-servicing of employment lands initiative intended to expedite employment area uses to the area*” and raises concerns that the conversion could undermine these initiatives. However, I understand based on Regional Report 2020-COW-23 (Regional Pre-servicing of Designated Employment Areas), the Return on Investment for servicing costs to potential employment yield is too low (39 jobs per \$1M for the Port Perry Employment Area) to make it a desirable investment by the Region.

In correspondence with Aaron Christie of the Region’s Works Department, it has been confirmed that the Subject Lands can be connected to the existing sewer system through a gravity sewer along Reach Street. The western part of the Subject Lands can be reserved for industrial purposes, and the sanitary sewage can be pumped to the east and north to connect to the existing sewer lines or directly to the Nonquon Wastewater Pollution Control Plant. This arrangement will enable other land in the current industrial area to be connected to the sewer system, allowing for more intensive employment activities and a greater number of job opportunities. Due to costly infrastructure investments, this can only proceed if the conversion is approved.

Housing and Community Needs in Scugog

Regional Staff and their consultants recognize that there is an oversupply of employment land (by approximately 122 hectares) in Scugog, and I believe that any additional employment land needs for the future can be met elsewhere.

The Staff Report and the GMS confirms that there is only a demand for 38 hectares of employment land in Scugog to 2051 and there is a shortage of land for housing. While I acknowledge that employment land needs as identified through this process are minimums, I do not believe it is good planning to hold the lands for an envisioned use that may never come to fruition.

According to Figure 9 of the Recommended ROP, Scugog is expected to allocate 2,890 homes at a rate of intensification of 53%, or approximately 1,360 low density residential dwelling units by 2051. According to the Township of Scugog Development Services Annual Report for 2022, dated April 2023, 646 potential units are in various stages of the development approvals process, leaving a shortfall of approximately 900 units to meet the minimum housing allocations for 2051.

Furthermore, the GMS identifies a need for Settlement Area Boundary Expansions to accommodate population-related growth to 2051. Port Perry, the largest settlement area of Scugog, is confined by the Greenbelt boundary and thus does not present ample opportunities to accommodate settlement expansions that can provide the sufficient amount of community area needed to accommodate the allocated low-density housing for Scugog. Consistent with the Province's efforts to increase land supply for housing, the conversion will not limit opportunities for industrial uses and will instead open up the opportunity for more intensive use of the remaining vacant employment land in Port Perry.

The preliminary concept plan for the Subject Lands anticipates a yield of 650-800 residential units, in addition to the long-term care facility, senior's housing, and medical services that overall would facilitate the development of a complete, mixed-use community.

Precedent Concerns

It has been and continues to be my opinion that the Subject Lands are more appropriate for residential development, including a LTC facility, associated medical offices, and low-density residential housing. Due to topographical and servicing constraints, it is not economically feasible to develop these lands entirely for employment uses. The requested conversion will improve the total job yield and provide jobs associated with the LTC and 'integrated care model' and will not compromise the supply of employment lands and job targets for the Township or Region.

The conversion of these Employment Lands aligns with the objectives set forth by Bills 23 and 97, which underscore the pressing need to address housing shortages. By approving the proposed conversion, we would be actively contributing to the fulfillment of these objectives, while ensuring that Scugog and Port Perry residents have access to much-needed housing in a timely manner.

I ask Council to approve the conversion of the Subject Lands (CNR-17) from Employment Area to Community Areas.

The conversion will provide additional land for much needed market-based housing in the Township of Scugog, Port Perry and the Region without the need to expand the current urban boundary and encroach into the Greenbelt Plan Area. Development of these lands as Community Areas will assist in funding the costly servicing infrastructure required to open the remaining vacant employment lands in the area. Without this conversion, the employment lands will remain vacant and the municipality will have limited supply of land for housing. Local Council has asked multiple times for this conversion and I ask the Region to respect their decision and approve the conversion.

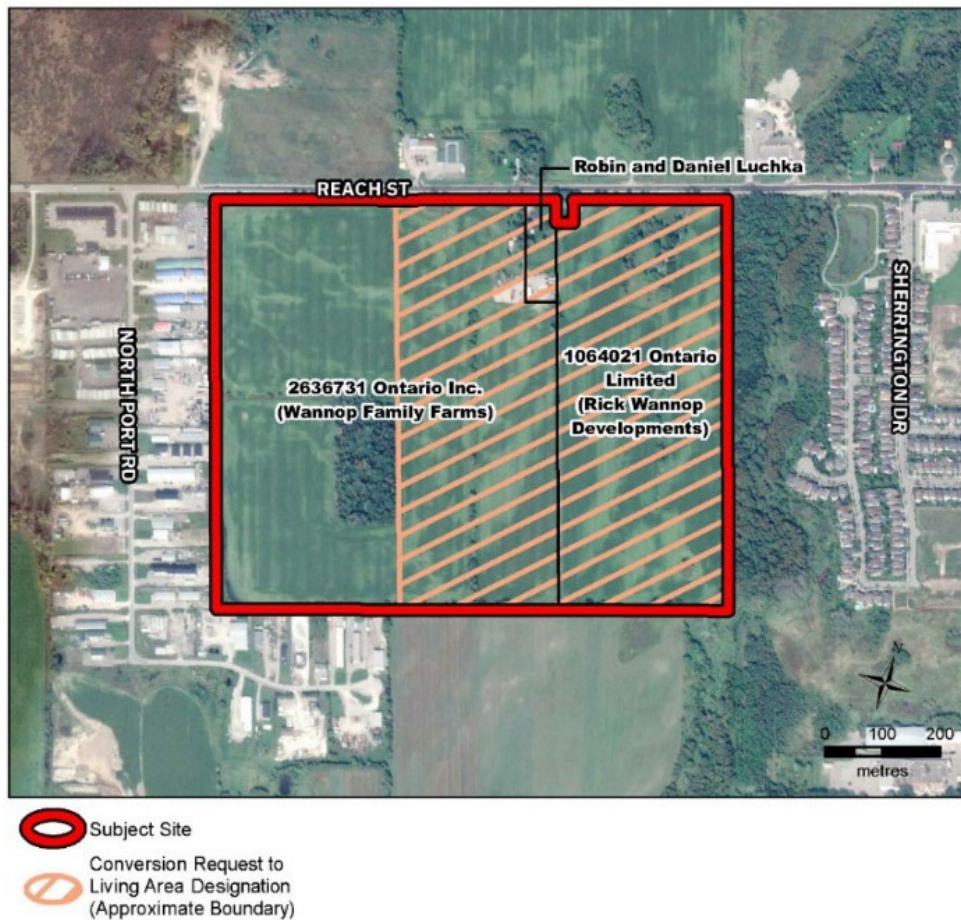
I appreciate the opportunity to provide comments on the Recommended Durham Official Plan. Should you have any questions with respect to this request, please do not hesitate to contact me.

Yours very truly,
Malone Given Parsons Ltd.


Don Given, MCIP, RPP

CC: Township of Scugog Council circulated via Town Clerk, (clerks@scugog.ca)
Minister of Long-Term Care, Hon. Paul Calandra, (Paul.Calandra@pc.ola.org)
Minister of Municipal Affairs and Housing, (Steve.Clark@pc.ola.org)
MPP Todd McCarthy, MPP Durham, (Todd.McCarthy@pc.ola.org)
Richard Wannop, (rickwannopdevelopments@gmail.com)

Figure 1: Subject Lands



March 31, 2023

MGP File: 20-2901

Planning and Economic Development
605 Rossland Road East
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham and Regional Council

**RE: Request for Reconsideration of Employment Conversion
1520, 1540 and 1580 Reach Street
Township of Scugog, Port Perry
Draft Region of Durham Official Plan**

Malone Given Parsons Ltd. (“MGP”) is the planning consultant for Rick Wannop Developments, Wannop Family Farms, and Daniel and Robin Luchka, the owners of approximately 64 hectares (~157 acres) of land municipally known as 1520, 1540 and 1580 Reach Street, in the Township of Scugog - Port Perry (“Subject Lands or Wannop Lands”), as shown in **Figure 1**. We are writing this letter to request the reconsideration of our employment conversion request for a portion of the Subject Lands.

We have previously submitted numerous letters regarding our request for the conversion of a portion of these lands from “Employment Area” to “Living Area” as part of the Envision Durham Municipal Comprehensive Review, the latest being on January 18th, 2023 (See Attachments). This conversion request had been previously identified by Staff as CNR-17 and represents approximately 40 hectares of land for conversion.

We note that the Draft Region Official Plan (“Draft OP”), released on February 10, 2023 designates the Subject Lands as “Employment Area”. **We are requesting that Committee and Council reconsider our request and support the conversion of a portion of the Subject Lands to “Community Areas” in order to facilitate the development of a mixed-use community comprising of a long-term care facility, senior’s housing, and medical services as part of an ‘integrated care model’, in addition to low-density housing.**

This conversion request was unanimously supported by the Township of Scugog Council on December 21, 2020 (Resolution CR-2020-157) (Criteria 11 – Municipal Interest). In addition, an MZO for the Long-Term Care facility on these lands was supported by Regional Council on May 26, 2021 (#2021-P-14).

The *Growth Management Study, Phase 2: Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations Staff Report* released on November 10, 2022 (#2022-INFO-91) references the *Durham Region Growth Management Strategy Phase 2: Area*

Municipal Growth Allocations and Land Needs prepared by Watson and Associates dated October 17, 2022, which identifies a surplus of approximately 122 hectares of Employment Area land in Scugog.

Furthermore, these reports confirm that there is only a demand for 38 hectares of employment land to 2051 in Scugog and recognizes that Employment Lands in Scugog are currently vacant and underutilized. This surplus well exceeds the land needed within the planning horizon, contrary to Growth Plan policy direction 2.2.8.2(b). The *2022-INFO-91* Report recognizes that Scugog has a sufficient land supply within the existing Urban Area Boundary to accommodate forecasted employment growth, however it identifies a need for Settlement Area Boundary Expansions to accommodate population-related growth to 2051.

The lands subject to the conversion request are not appropriate to accommodate the low density, land consumptive employment uses typical for this area of Scugog given the sites difficult topographical characteristics. A 20.0 m change in elevation makes it difficult to accommodate large scale employment uses, and thus would be more appropriately used for community or residential uses.

The requested conversion is for approximately 40 out of 64 hectares of land, leaving 24 hectares of land to remain as Employment Areas which is proposed to be separated by the existing woodlot and proposed neighbourhood and linear parks traversing north-south to act as a natural buffer between the Community and Employment Areas. The Subject Lands are adjacent to natural heritage lands and residential areas to the east and provide an opportunity to transition from employment to residential and community uses.

Scugog no longer has enough land for Community uses, and the Subject Lands represent a logical location to accommodate residential development in addition to the proposed LTC uses whilst respecting the envisioned employment uses for the western portion of the site. Durham Region, and specifically Scugog, have a need for additional long term care beds, and there is no longer vacant land within the Township that can accommodate the use. The Subject Lands present an opportunity for the Township and Region to bring much needed beds and homes into the community. The proposed LTC facility would act as the focal point of the neighborhood with residential uses surrounding the primary use.

The Subject Lands are within 1.0 km of the Lakeridge Health Port Perry Hospital, where the proposed integrated care model could produce the same (if not exceed) the expected number of jobs as if they were to remain as Employment Areas. Policy 5.5.25 of the Draft OP prohibits residential uses, nursing and retirement homes, and schools from locating within Employment Areas, and therefore necessitates the need for an employment conversion to facilitate the development of the LTC facility and complementary residential development to provide for numerous opportunities to “age in place”.

Our client has been working with Aaron Christie of the Region's Works Department to confirm potential water and sanitary servicing solutions for these lands and potential development scenarios. Based on the works completed and discussions with the Region, they are confident that:

1. The proposed residential land can be serviced by a gravity sewer along Reach Street connecting to the existing system to the east;
2. The water tower proposed for this area can be located on the Wannop Lands;
3. The western portion of the Wannop Lands can be held for industrial uses with sanitary sewage being pumped to the east and north to connect to the existing forcemains or directly to the Nonquon WPCP. This will allow other land in the existing industrial area to be serviced with sewers which will allow for more intensive employment uses and a higher yield of jobs.

Due to costly infrastructure investments, this can only proceed if the conversion is approved.

According to the Draft OP, Scugog is forecasted to achieve a population of 29,310 residents and 12,350 jobs by 2051 (Figure 1 of the Draft OP) and is expected to accommodate the second highest rate of intensification at an unprecedented 53% (Figure 8 of the Draft OP) in the Region. The Draft OP forecasts an increase of approximately 1,400 low density residential dwelling units between 2021-2051. Currently, approximately 900 units are at various stages of approval in Scugog. There is a remaining 600 units that are still required to meet the housing forecasts expected for the Township. Port Perry is confined by the Greenbelt boundary and thus does not present ample opportunities for settlement expansions to accommodate low-density development.

The conversion would support the implementation of complete communities in Scugog. It is estimated at full build out, the preliminary concept plan anticipates a yield of 650-800 residential units and would not significantly alter the Region's forecasted population and density.

As such, we assert that the Subject Lands are more appropriate for residential development, including a LTC facility, associated medical offices, and low-density residential housing. Due to topographical and servicing constraints, it is not economically feasible to develop these lands entirely for employment uses. The requested conversion will improve the total job yield and provide jobs associated with the LTC and 'integrated care model' and will not compromise the supply of employment lands and job targets for the Township or Region.

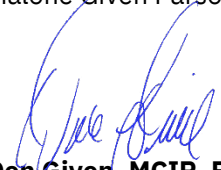
The Subject Lands should be converted to "Community Areas" prior to Regional Council's adoption of the Durham Region Official Plan. The conversion will provide additional land for much needed market-based housing in the Township of Scugog, Port Perry and the Region without the need to expand the current urban boundary and encroach into the Greenbelt Plan Area. Development of these lands as Community Areas will assist in funding the costly servicing infrastructure required to open the remaining vacant employment lands in the area.

We ask Council to reconsider the conversion of the Subject Lands (CNR-17) from Employment Area to Community Areas.

Without this conversion, the employment lands will remain vacant, and the municipality will have limited supply of land for housing.

I appreciate the opportunity to provide comments on the Draft Durham Official Plan. Should you have any questions with respect to this request, please do not hesitate to contact me.

Yours very truly,
Malone Given Parsons Ltd.





Don Given, MCIP, RPP

CC: Township of Scugog Council circulated via Town Clerk, (clerks@scugog.ca)
Minister of Long-Term Care, Hon. Paul Calandra, (Paul.Calandra@pc.ola.org)
MPP Todd McCarthy, MPP Durham, (Todd.McCarthy@pc.ola.org)
Aaron Christie, (aaron.christie@durham.ca)
Richard Wannop, (rickwannopdevelopments@gmail.com)

Figure 1: Subject Lands



-  Subject Site
-  Conversion Request to Living Area Designation (Approximate Boundary)

January 18, 2023

MGP File: 20-2901

Planning and Economic Development
605 Rossland Road East
Whitby, ON L1N 6A3

via email: EnvisionDurham@durham.ca

Attention: Envision Durham

**RE: Employment Conversion Request for 1520, 1540 and 1580 Reach Street
Township of Scugog, Port Perry
Draft Growth Allocations and Settlement Area Boundary Expansions (Report
#2022-INFO-91)**

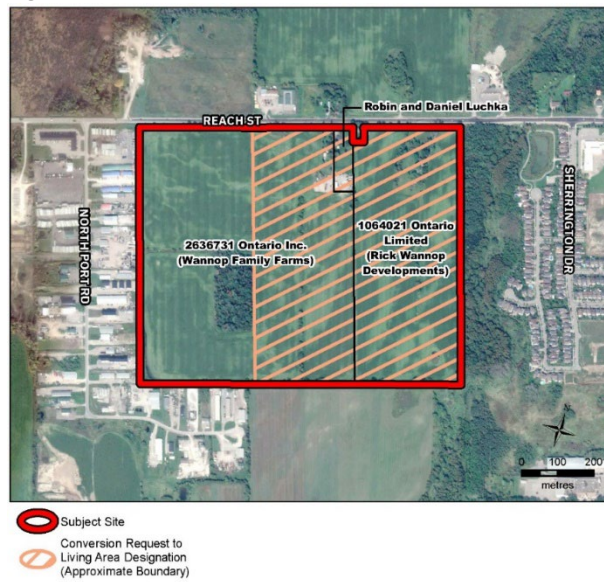
Malone Given Parsons Ltd. (“MGP”) are the planning consultants for Rick Wannop Developments, Wannop Family Farms and Daniel and Robin Luchka, the owners of approximately 64 hectares (~157 acres) of land municipally known as 1520, 1540 and 1580 Reach Street, in the Township of Scugog - Port Perry (“subject lands”), as shown in **Figure 1**.

We have previously submitted multiple requests for a portion of these lands to be converted from “Employment Area” to “Living Area” as part of the Envision Durham Municipal Comprehensive Review (**See Attachments**). This conversion request had been identified by Durham Region as CNR-17 and represents approximately 40 hectares of land for conversion.

We have reviewed the *Growth Management Study, Phase 2: Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations* Staff Report released on November 10, 2022 (#2022-INFO-91) and we continue to disagree with the staff recommendation that these lands are needed for employment uses (page 25). As clearly illustrated in this staff report (Page 25) and confirmed through the *Durham Region Growth Management Study (G.M.S.) – Phase 2 prepared by Watson & Associates Economists Ltd.* (October 17, 2022), the Township of Scugog has a surplus of VACANT Employment Area land in the magnitude of 122 hectares. The Watson report confirms that there is only a demand for 38 hectares of Employment land to 2051 (Figure 4-2, Page 4-4), yet there is a supply of 159 hectares of VACANT employment land in Scugog. This surplus well exceeds the land needed within the planning horizon, contrary to Growth Plan policy (2.2.8.2 b).

Furthermore, as we have stated in our previous correspondence, this land is constrained for employment uses given the costly servicing infrastructure required to bring it to market combined with the insufficient market demand for vacant employment land in Port Perry. As a result, this employment land has remained vacant for over 20 years.

Figure 1: Subject Lands



On the contrary, the Watson Report and associated Staff Report (#2022-INFO-91) are clear in that there is a demand for more Community Area land in the Township of Scugog. As illustrated in Figure 2-4 of Watson's report, Scugog is anticipated to add 100 additional housing units annually over the 2021 to 2051 period. This is an increase in the annual population growth rate of 1% from an historic average of 0.4%. However, the employment growth rate is projected to decrease from 1.9% to 0.8%.

Furthermore, the Township of Scugog is forecasted to have the highest rate of intensification at 53% in the Region, even though it is the most isolated and disconnected urban settlement area in the Region. As illustrated in Table 3-1, over 1,500 housing units are to be accommodated within the Built-Up areas of Scugog and only 1,000 in Designated Greenfield Areas to 2051. This level of intensification is historically unprecedented in Port Perry and even within the most urban of places in the Region. Nonetheless, even with the increased population growth anticipated for Port Perry, only 10 hectares of additional Community Area are proposed to be added to the Settlement Area. At a density of 34 people and jobs per hectare this only equates to 340 people and jobs over the next 20 years. Furthermore, any additional urban expansions are constrained by the Greenbelt Plan area.

It is clear from the lands need assessments by the Region and its consultants that there is a demand for Community Area lands in the Township of Scugog and there is a gross over supply of Employment Area lands. It is difficult to anticipate take up of these vacant employment lands or increase economic activity in Scugog if there is no significant population growth.

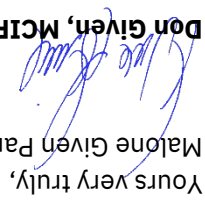
As such, we continue to reiterate that employment uses on the Subject Lands is not appropriate given the forecasted employment demand, costly servicing constraints, and poor market competitiveness for employment lands in Scugog. Furthermore, the Subject Lands can not viably accommodate large, land intensive, low density employment uses typically found in the Port Perry Employment Area given the constraints of the dramatic topography.

Thus, it would be more appropriate to designate the lands as "Living Areas" prior to Council's adoption of the Draft Durham Region Official Plan. The conversion will provide additional land for much needed market-based housing in the Township of Scugog, Port Perry and the Region without the need to encroach into the Greenbelt Plan Area. Development of these lands as Living Area will assist in funding the costly servicing infrastructure required to open the remaining vacant employment lands in the area. Given its adjacency to the residential community to the east, the Subject Lands should not be utilized for such industrial uses that require heavy truck or strategic goods movement. The Subject Lands are adjacent to natural heritage lands and residential areas to the east and provide an opportunity to transition from employment to residential and community uses.

The mix of uses contemplated for the Subject Lands includes residential, retail and service commercial, a long-term care facility, associated seniors housing, and medical services, with the intention of creating an "integrated care model" with childcare options and other related jobs. The proposed mix of uses for the Subject Property, specifically Long-Term Care, would result in at least the same number of jobs as anticipated should it remain Employment Area. It is our opinion that the "Employment Areas" designation on the Subject Lands is inappropriate given the characteristics outlined above. There are more appropriate opportunities to add additional Employment Areas into the settlement area boundary elsewhere in Durham Region that would be more desirable and market competitive.

We ask Council to reconsider the conversion of the Subject Property (CNR-17) from Employment Area to Living Area.

This conversion request was unanimously supported by the Township of Scugog Council at the Council Meeting held on December 21, 2020 (Resolution CR-2020-157) (Criteria 11 – Municipal Interest), and a MZO in support of a Long-Term Care Facility on these lands was supported by Regional Council on May 26, 2021 (#2021-P-14). I request Durham Council's support for the approval of conversion CNR-17 for the eastern portion of the Subject Lands to Living Areas. Without this conversion, the employment lands will not be serviced, and the municipality will have limited supply of land for housing. I appreciate the opportunity to participate in the Envision Durham MCR process and provide site-specific insights on #2022-INFO-91. Should you have any questions with respect to this request, please do not hesitate to contact me.

Yours very truly,
Malone Given Parsons Ltd.

Don Given, MCIP, RPP

CC: Township of Scugog Council circulated via Town Clerk, (clerks@scugog.ca)
Minister of Long-Term Care, Hon. Paul Calandra, (Paul.Calandra@pc.ola.org)
Minister of Municipal Affairs and Housing, (Steve.Clark@pc.ola.org)
MPP Todd McCarthy, MPP Durham, (Todd.McCarthy@pc.ola.org)
Richard Wannop, (rickwannondevelopments@gmail.com)

December 16, 2021

MGP File: 20-2901

Region of Durham - Envision Durham

ATTENTION: Chairman John Henry and Members of Durham Regional Council

605 Rossland Road East

Whitby, ON L1N 6A3

via email: John.Henry@durham.ca, clerks@durham.ca and envisiondurham@durham.ca

Dear Chairman Henry and the Members of Regional Council:

**RE: December 22, 2021, Regional Council
Durham Region MCR / Envision Durham
Employment Conversion Request
1520, 1540 and 1580 Reach Street, Township of Scugog**

Malone Given Parsons Ltd. (MGP) is the planning consultant for Rick Wannop Developments, Wannop Family Farms and Daniel and Robin Luchka, the owners of approximately 64 hectares (~157 acres) of land municipally known as 1520, 1540 and 1580 Reach Street, in the Township of Scugog - Port Perry (“subject lands”).

This letter follows the motion to support the recommendation to approve the requested employment conversion for the eastern portion of the above noted lands (~41 hectares) (“requested conversion” see Figure 1), contained in Report #2021-P-25 to the Planning and Economic Development Committee (December 7, 2021 – Item 7.2 A).

As this matter moves to Council for approval of the Committee’s decision on December 22, 2021, we maintain our position that there is a need for the requested conversion and the conversion conforms to and is consistent with the requirements of the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) Durham Region Official Plan and Township of Scugog Official Plan (2010).

Approval of the requested conversion represents a cooperative approach to the servicing and development of the eastern portion of the subject lands for employment uses and at the same time providing much needed market-based housing to the Township of Scugog and Port Perry. This would be a “win-win” for Township of Scugog, Region of Durham and the property owners. The alternative is that the lands remain not serviceable and vacant for another 40 years or more.

The opportunity to create this conversion only comes around every 10 years and pursuing it now is essential in order to provide Scugog with much needed market-based housing and create a feasible servicing approach for the remaining vacant employment lands. This will be of benefit to the both the Region of Durham and Township of Scugog.

There is a need for grade-related, market-based housing in the Region, specifically Township of Scugog – Port Perry. Port Perry does not currently have a supply of greenfield housing opportunities. Future expansion of Port Perry is constrained by adjacent Greenbelt lands, limiting housing opportunities to intensification or through conversion. Per the GGH Growth Forecasts to 2051 by Hemson Consulting for MMH (August 26, 2020), between 2016-2051 the Region of Durham is forecasted to need a market-based supply of singles and semis that represent 55% of the total anticipate unit growth (~128,800 units). Port Perry is an attractive and affordable location for families looking for housing that is close to city but provides small town living. Additionally, we have learned through the pandemic a growing number of homeowners are “working-from-home” on a more permanent basis and this has expanded the demand for more affordable housing outside the major urban areas. As such, additional grade related housing opportunities should be provided for in Port Perry.

The conversion will also provide an opportunity for a much-needed Long-Term Care Facility, associated seniors housing, and medical services as part of a complete community through an “integrated care model” as well as childcare options for employee and other population related jobs. This includes community and retail/commercial services such as medical offices, health service providers, pharmacy, learning/training centers, and daycare to promote a continuity of care and healthy aging in place. This requested conversion represents potential jobs that could occur in the east residential lands to support a Long-Term Care Facility and Retirement home in a village setting that will open lands for grade-related market-based housing.

This conversion request was unanimously supported by the Township of Scugog Council at the Council Meeting held on December 21, 2020 (Resolution CR-2020-157) (Criteria 11 – Municipal Interest). The Region of Durham supported the MZO for the assisted living facility, and the Planning and Economic Development Committee supports this request. This conversion is the sole request being made for the Town of Scugog and represents a limited opportunity through this current MCR process to provide much needed market-based housing in Scugog and “open-up” the long-time vacant employment lands through a financially viable servicing approach that works cooperatively with the Region and landowner. Without the conversion, the employment lands will continue to remain vacant and not serviced for the foreseeable future.

Based on the above, we continue to stress the need for the conversion and request the Region to approve the conversion of the eastern portion of the Subject Lands to *Living Areas*.

On behalf of our clients, we appreciate the opportunity to provide our comments and input and we welcome further opportunity to meet with staff to discuss the request. Please see the attached previous submissions we have made to support our request. Should you have any questions with respect to this request, please do not hesitate to contact me.

Figure 3: Preliminary Development Concept for the Subject Lands

Figure 2: Topographical Model for the Subject Lands

Attachments: Figure 1: Subject Lands



cc'd: Mr. Brian Bridgeman, Commissioner of Planning and Economic Development,
 (brian.bridgeman@durham.ca)
 Simon Gill, Director of Economic Development and Tourism (simon.gill@durham.ca)
 Stacey Jibb, Economic Development, Region of Durham (Stacey.jibb@durham.ca)
 Township of Scugog Council via Town Clerk, Becky Jamieson (bjamieson@scugog.ca)
 Mayor Drew (bdrew@scugog.ca)
 Wilma Wotten, Regional Councillor Scugog (wwotten@scugog.ca)
 Kevin Heritage, Director of Development Services, Township of Scugog (kheritage@scugog.ca)
 Brent Puckrin, Economic Development Advisory Committee for the Township of Scugog (bpuckrin@antecappraial.com)
 Richard Wannop (rickwannopdevelopments@gmail.com)

**Principal
Don Given, MCIP, RPP**

Yours very truly,
Malone Given Parsons Ltd.

Figure 1: Lands Subject to Conversion Request



-  Subject Site
-  Conversion Request to Living Area Designation (Approximate Boundary)

December 3, 2021

MGP File: 20-2901

Region of Durham - Envision Durham

**ATTENTION: Chairman David Ryan and
Members of the Planning and Economic Development Committee**

605 Rossland Road East

Whitby, ON L1N 6A3

via email: mayor@pickering.ca, clerks@durham.ca and envisiondurham@durham.ca

Dear Chairman Ryan and the Members of the Planning and Economic Development Committee:

**RE: Item 7.2A - Regional Report #2021-P-25
December 7, 2021 Planning and Economic Development Committee
Durham Region MCR / Envision Durham
Employment Conversion Request
1520, 1540 and 1580 Reach Street, Township of Scugog**

Malone Given Parsons Ltd. (MGP) is the planning consultant for Rick Wannop Developments, Wannop Family Farms and Daniel and Robin Luchka, the owners of approximately 64 hectares (~157 acres) of land municipally known as 1520, 1540 and 1580 Reach Street, in the Township of Scugog - Port Perry ("subject lands").

This letter addresses the recommendation contained in Report #2021-P-25 to the Planning and Economic Development Committee (December 7, 2021 – Item 7.2 A) to not approve the requested employment conversion for the eastern portion of the above noted lands (~41 hectares) ("requested conversion" see Figure 1). Further to our detailed letter submitted to the Region (October 22, 2021), we maintain our position that there is a need for the requested conversion and the conversion conforms to and is consistent with the requirements of the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) Durham Region Official Plan and Township of Scugog Official Plan (2010).

Approval of the requested conversion represents a cooperative approach to the servicing and development of the eastern portion of the subject lands for employment uses and at the same time providing much needed market-based housing to the Township of Scugog and Port Perry. This would be a "win-win" for Township of Scugog, Region of Durham and the property owners. The alternative is that the lands remain not serviceable and vacant for another 40 years or more.



The opportunity to create this conversion only comes around every 10 years and pursuing it now is essential in order to provide Scugog with much needed market-based housing and create a feasible servicing approach for the remaining vacant employment lands. This will be of benefit to the both the Region of Durham and Township of Scugog.

1. **Further to discussions with Regional Staff on December 1, 2021, the requested conversion will not destabilize the balance of the Port Perry Employment Area to the south and west of the subject lands.** In fact, the exact opposite is true. The requested conversion will open up and make servicing viable for the remaining employment lands by providing financing to extending the servicing through the subject lands. There is over 220 hectares of vacant and underutilized employment land in the Port Perry Employment Area. The vacant employment lands in the south and west of the Port Perry Employment Area are more financially viable from a servicing plan and therefore have been given priority by the Region over the subject lands. The vacant employment lands to the south and west of the subject lands have better access to transportation corridors (Highway 7 / 12) and are more attractive and appropriate for employment uses. The requested conversion will help to bring services to the remaining vacant employment lands in the Port Perry Employment Area without undermining their success.
2. **Furthermore, the subject lands are not suitable for the traditional, large format employment uses given the land’s significant topography, poor access and overall lack of competitiveness to strategic employment lands clustered along the 400 series highways.** The Port Perry Employment Area represents the largest combined amount of employment land in the northern part of the Region. This supply is more than is required within the planning time frame to supply the northern employment land market area. The lands have remained vacant for more than 40 years. It is not reasonable to expect this amount of employment land to be absorbed in the employment market nor expect them to compete with major employment lands in strategic employment areas to the south that can provide better access to urban environments, 400 series highways and a large labour pool.
3. **The subject lands east of the woodlot have extremely complex and steep topography that make them unsuitable or viable for employment uses** (Regional Criteria 6 – Site Configuration). As illustrated in Figure 2 attached, the subject lands have been extensively studied from a grading and servicing perspective. East of the woodlot the topography transitions from a reasonably flat area west of the woodlot to an area with varied slopes ranging from 4% to in some areas well over 10% as the land falls towards the creek. The western portion of the lands are relatively flat and more suitable for employment uses, whereas the eastern portion is more suited for residential uses.
4. **Per Regional Report 2020-COW-23, the subject lands have significant servicing constraints that will require considerable infrastructure investments for a relatively low rate of return on jobs produced.** The Regional resolution therefore only committed funds necessary to complete the Environmental Assessment for the sanitary sewer and made no commitments to the larger capital works. Furthermore, the Region requested commitment from the landowner to construct the local roads and services before funding the larger works. However, servicing of the subject lands is only financially feasible through significant private investment. By working together with the Region, Township and the landowners and permitting a more diverse use of land that includes residential does the infrastructure investments become economically viable and help to “open up” the adjacent employment lands.

5. **There is a need for grade-related, market-based housing in the Region, specifically Township of Scugog – Port Perry.** Port Perry does not currently have a supply of greenfield housing opportunities. Future expansion of Port Perry is constrained by adjacent Greenbelt lands, limiting housing opportunities to intensification or through conversion. Per the GGH Growth Forecasts to 2051 by Hemson Consulting for MMH (August 26, 2020), between 2016-2051 the Region of Durham is forecasted to need a market-based supply of singles and semis that represent 55% of the total anticipate unit growth (~128,800 units). Port Perry is an attractive and affordable location for families looking for housing that is close to city but provides small town living. Additionally, we have learned through the pandemic a growing number of homeowners are “working-from-home” on a more permit basis and this has expanded the demand for more affordable housing outside the major urban areas. As such, additional grade related housing opportunities should be provided for in Port Perry
6. **The Region’s Land Needs Assessment has confirmed that there is a need for additional residential and community land in the Region and Scugog.** The role of a municipal comprehensive review is to consider both employment and housing needs concurrently. Both sides of the equation need to be considered and a balanced approach to growth provided in the context of the entire Region but at the local level.
7. **The subject lands are more suitable and appropriate for a mix of uses that can provide population related employment, housing, retail/commercial and recreational uses in a complete and compact urban form.** The vision includes the continuation of employment uses on the western side west of the woodlot transitioning to a vibrant, mixed use, complete neighbourhood on the eastern side that is complimentary to the existing residential uses to the east. The conceptual plan illustrates that the lands can be developed in a manner that provides for appropriate transition and separation of employment and residential uses and create a compatible interface by using the existing woodlot and proposed parks as separators between the employment and residential uses (see Figure 3).
8. **The conversion will provide an opportunity for a much-needed Long-Term Care Facility, associated seniors housing, and medical services as part of a complete community** through an “integrated care model” as well as childcare options for employee and other population related jobs. This includes community and retail/commercial services such as medical offices, health service providers, pharmacy, learning/training centers, and daycare to promote a continuity of care and healthy aging in place.
9. **The conversion request will improve the total job yield and provide for much needed Population-Related Jobs.** The conversion will not compromise the supply of employment lands and job targets for the Township or Region.
10. The property owner also owns the large parcel on the north side of Reach Street across from the subject lands and has committed to providing an easement for the region to connect their sewer to the lagoon and to providing a connection to the larger regional trail system.

Figure 1: Lands Subject to Conversion Request



-  Subject Site
-  Conversion Request to Living Area Designation (Approximate Boundary)

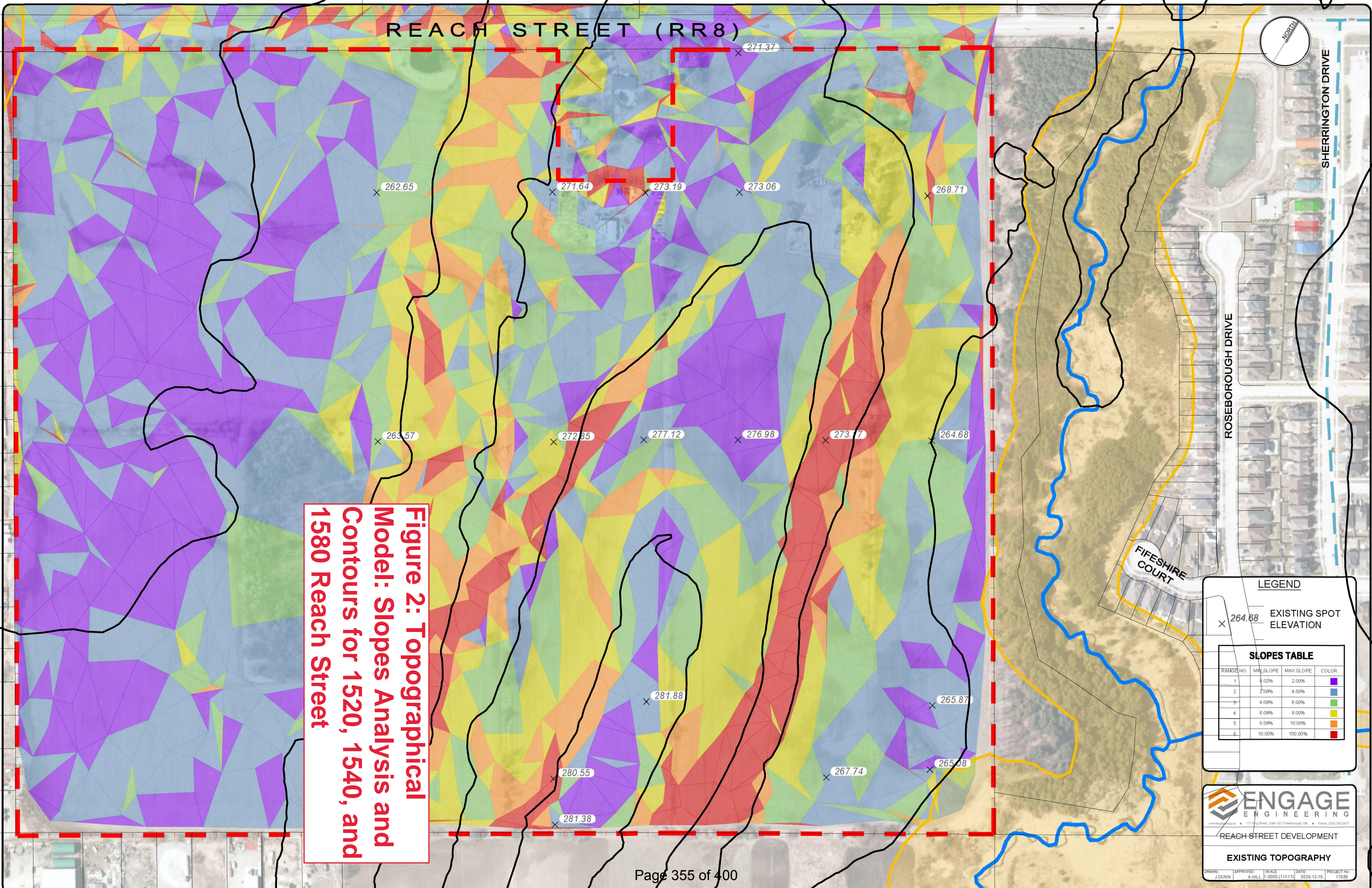


Figure 2: Topographical Model: Slopes Analysis and Contours for 1520, 1540, and 1580 Reach Street

LEGEND

x 264.68 EXISTING SPOT ELEVATION

SLOPES TABLE			
RANGE NO.	MIN SLOPE	MAX SLOPE	COLOR
1	0.02%	2.00%	Blue
2	2.00%	4.00%	Green
3	4.00%	6.00%	Yellow
4	6.00%	8.00%	Orange
5	8.00%	10.00%	Red
6	10.00%	100.00%	Dark Red

ENGAGE ENGINEERING
 171 King Street, Suite 120, Ferrisburgh, ON • Phone: (705) 755-0427

REACH STREET DEVELOPMENT

EXISTING TOPOGRAPHY

DRAWN: J. DUNN | APPROVED: A. HILL | SCALE: 1" = 3000' (1"X17') | DATE: 2020-12-15 | PROJECT NO: 17088

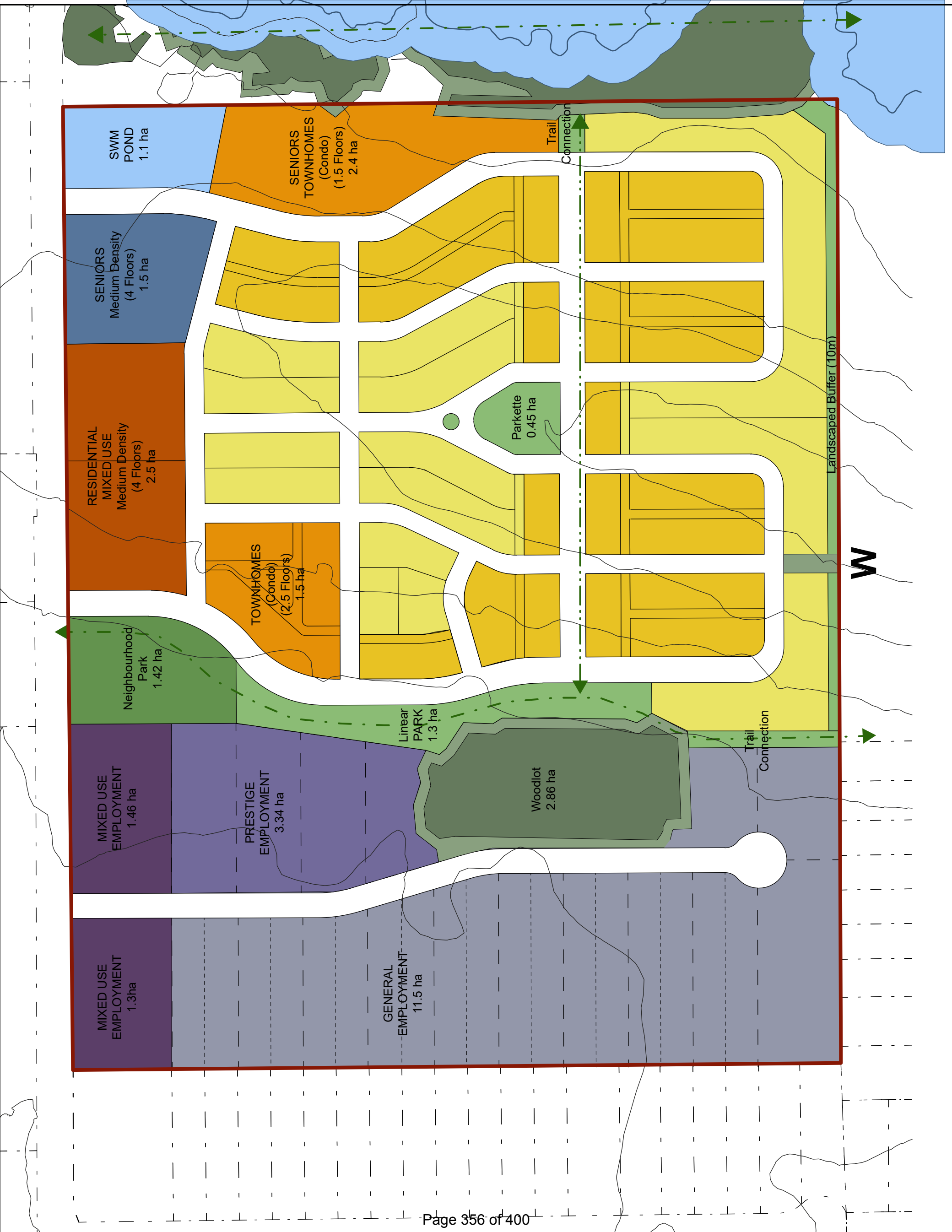
S:\01 - Reach\170001\008 Reach Street Development - Fed Permit\02 Design\Current Drawings\17088 F4.dwg PRINTED: 04-15-2020

PRELIMINARY DESIGN CONCEPT

Reach Street,
Port Perry, Ontario

- Subject Lands (62.8 ha)
- Woodlot
- Woodlot Buffer
- Watercourse Setback
- Neighbourhood Park
- Linear Park Parkette, Trail Connections
- Stormwater Management Pond
- Mixed Use Employment
- Prestige Employment
- General Employment
- Seniors/LTC (4 Floors)
- Residential/Mixed Use (4 Floors)
- Residential Condo
- Laneway Accessed Homes (Singles, Semis, Towns)
- Street Access Homes (Singles, Semis, Towns)
- W** Watertower Conceptual Location
- Possible Trail Connections

Date: November 24, 2020
 Job: 20-2901
 Prepared By: AH
 Prepared For: Richard Wannop Developments



October 22, 2021

MGP File: 20-2901

Region of Durham
605 Rossland Road East
Whitby, ON L1N 6A3

via email: brian.bridgeman@durham.ca and envisiondurham@durham.ca

Attention: Mr. Brian Bridgeman, Commissioner of Planning & Economic Development

Dear Mr. Bridgeman:

**RE: Durham Region MCR - Employment Conversion Request
1520, 1540 and 1580 Reach Street, Township of Scugog**

Malone Given Parsons Ltd. (MGP) is the planning consultant for Rick Wannop Developments, Wannop Family Farms and Daniel and Robin Luchka, the owners of ~64 hectares (~157 acres) of land municipally known as 1520, 1540 and 1580 Reach Street, in the Township of Scugog - Port Perry ("subject lands"). On behalf of the property owners, MGP submitted an employment conversion request for the eastern portion of the subject lands (~41 hectares) (See Figure 1). The preliminary concept plan prepared in support of the conversion anticipates a yield of 650 to 800 residential units (

This letter addresses the Land Needs Assessment Reports (LNA) in regard to the Envision Durham Growth Management Study and Municipal Comprehensive Review (MCR). Specifically the following letter refutes the conclusions of the "*Employment Strategy Technical Report, File D12-01*" (September 24, 2021) which does not recommend the requested conversion of the subject lands (See *Appendix D: Evaluation of Sites Against Conversion Criteria CNR-17* (Scugog)).

Respectfully, we disagree with this conclusion and maintain that there is a need for the conversion, and the conversion conforms to and is consistent with the requirements of the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) Durham Region and Township of Scugog Official Plan (2010).

The conversion request represents good planning, is in the public interest and is needed based on the following:

1. The subject lands are not suitable for the traditional, large format employment uses permitted given land's significant topography, lack of available services, poor access and overall lack of competitiveness to strategic employment lands clustered along the 400 series highways.

2. The subject lands have significant servicing constraints that will require considerable infrastructure investments. Servicing of the subject lands is only financially feasible through significant private investment. A more diverse use of land that includes residential makes the infrastructure investments economically viable and would “open up” the adjacent employment lands.
3. There is a need for more housing opportunities in the Region and Port Perry. Future expansion of Port Perry is constrained by adjacent Greenbelt lands, limiting other greenfield opportunities and new housing relying primarily on intensification.
4. The conversion will provide for a much-needed Long-Term Care Facility and associated seniors housing and medical services as part of a complete community through an “integrated care model”.
5. The subject lands are more suitable and appropriately used for a mix of uses that can provide a mix of employment opportunities, housing, retail/commercial and recreational uses in a complete and compact urban form.
6. The conversion request will improve the total job yield and provide for much needed Population-Related Jobs. The conversion will not compromise the supply of employment lands and job targets for the Township or Region.
7. The Township of Scugog Council supports the conversion and Regional Council supported the MZO for the Long-Term Care Facility.

DETAIL RATIONALE

1. The conversion is needed because the lands are not suitable for employment uses.

The eastern portion of the subject lands have complex and steep grading that make the land unsuitable for employment uses (Criteria 6 – Site Configuration). Whereas the western portion of the lands are relatively flat and therefore more suitable for employment land employment uses.

The subject lands also have poor locational characteristics that render them uncompetitive with other vacant employment lands in the Region. The *Employment Strategy Technical Report* is incorrect in its assessment that the subject lands have direct access to Hwy 7 and Scugog Line 6. The subject lands are not located on or within a major transportation corridor and goods movement infrastructure (Criteria 3 – Location) and therefore do not offer direct access to major transportation corridors and goods movement infrastructure (Criteria 4 – Access).

The subject lands are far (20+ minute drive) from the primary employment areas in Durham Region (Criteria 5 – Employment Area Configuration). Per the *Employment Strategy Technical Report*, the primary opportunity and preferred location for jobs and employment generating uses are on large clusters of lands along the 400 series highway and major transportation corridors. Lands with these characteristics have been identified by the MCR as best suited for employment uses.

The subject lands are not within a strategic employment area and should not be treated or evaluated as though they are. The subject lands are too far north to garner market attraction and compete with serviced employment lands in the south of the Region. The subject lands have a limited access to the regional employee pool, poor access, and longer travel distances and therefore should not be considered within the same market as the strategic employment lands for the Region.

The site-specific characteristics of the subject lands severely limit their market potential and competitiveness adjacent other vacant employment lands in the Region with better access to 400 series Highways. Users of the Port Perry Employment Area have primarily been independent business that need open storage, are small scale, and require little to no labour pool. The realization of employment uses on the subject lands is very challenging (given the site characteristics and location) and have limited market opportunity and as such the lands have remained vacant for an extended period of time.

2. The lands have significant servicing constraints that require considerable infrastructure investments (Regional Report 2020-COW-23). Servicing is only financially feasible through private investment which requires a more diverse use of land including residential to make the investment economically viable.

The Port Perry Employment Area, to which the subject lands are part, has approximately 270 hectares of net developable employment land of which over $\frac{3}{4}$ is currently vacant (172 hectares) or underutilized (45 hectares) (*Port Perry Employment Area Community Improvement Plan* March 2019, by Sierra Planning and Management for the Township of Scugog). The *Port Perry Employment Area Community Improvement Plan (Port Perry CIP)* states that the Port Perry Employment Area represents above only 5% of the regional employment land supply.

Of the vacant and underutilized land in the Port Perry Employment Area, only about $\frac{1}{4}$ (53 hectares) of the land is fully serviced. The remaining 116 hectares are not serviced. An additional 48 hectares are only potentially partially serviceable for water only. These un-serviced lands have been subject to numerous studies to determine how to service the land which have concluded that servicing the subject land is not financially feasible in the near term. Recently, the landowners have retained Engage Engineering to complete a preliminary servicing review. This work has demonstrated that the lands can be serviced by way of a gravity fed sewer line along Reach Road (contrary to the conclusion of the Employment Strategy Technical Report for CNR-17 Scugog which stated enhanced infrastructure will be needed). Once complete this study will be shared and circulated for input.

Regional Report 2020-COW-23 (September 16, 2020) identified a cost estimate of approximately \$18.3 million to service 56 hectares of employment land along Reach Street (the western portion of the subject lands). Per Table 1 of Regional Report 2020-COW-23, this potential investment was evaluated to only attain approximately 39 potential new jobs per \$1million investment – a relatively low rate of return compared to other infrastructure investments for employment lands in the Region.

The resolution from Regional Report 2020—COW -23 therefore only committed funds to complete the necessary Environmental Assessment for the sanitary sewer and made no commitments to the larger capital works. Per the conclusions of that report, the Region has requested a commitment from the landowner/developer to construct the local roads and services before Regional funding the larger works. However, given the employment market conditions previously mentioned, investment in servicing from the landowners is not viable based on employment uses alone.

The only way to servicing the subject lands through private investment and opening a portion up for employment uses is through permissions for a marketable mix of residential and commercial uses. If the eastern portion of the subject lands are used for a mix of uses that includes residential, development can support the extension of the sanitary sewer to the western balance of the lands and provide the internal road structure to support the extension to the planned water tower. This would then allow the western lands to be open up for the employment. As well, if the conversion is allowed to proceed, it would enable the Region to loop the water service from Reach Road to the new water tower site and then out the 6th Line. The landowners have committed to service the employment lands to the west if the conversion was granted (See Appendix A for meeting minutes).

The vacant employment lands in the south and west of the Port Perry Employment Area are therefore more financially viable from a servicing plan and therefore have priority. The subject lands are also less desirable compared to the vacant employment lands to the south and west in the Port Perry Employment Area that have more direct access to local corridors (Highway 7/ and 12).

3. There is a need for more housing opportunities in the Region and Port Perry. Future expansion of Port Perry is constrained by adjacent Greenbelt lands, limiting other greenfield opportunities and new housing relying primarily on intensification.

The MCR Land Needs Assessment concluded that there is a need for additional residential and community land. Port Perry's current urban area is constrained by adjacent Greenbelt lands which constricts the Township's ability to expand its urban boundary. There are no significant land opportunities for housing in Port Perry within the urban area to 2051.

It is estimated that only 17 hectares of land is currently available within Port Perry for residential development. This amount of land will only provide an opportunity for around 300 new housing units to Port Perry by 2051. Therefore, the only feasible and reasonable means to add residential lands to the Town's Urban Area is through conversion of employment lands.

The subject lands are the most appropriately located and configured lands to accommodate residential uses. The subject lands represent a logical extension of existing community and residential areas and can provide for a more appropriate transition to employment uses. The conversion of the subject lands will help to supply additional much needed housing for Port Perry.

4. The subject lands are more suitable for a mix of uses that can provide an opportunity for housing, employment, retail/commercial and recreational uses within a complete and compact urban form.

The subject lands are adjacent to existing residential uses and community amenities at the edge of the Township's western urban area. The subject lands are more appropriate for a mix of use that can provide a compact and complete urban form that integrates employment, commercial and much needed housing and community uses, particularly a new Long Term Care Facility & retirement home.

The vision provides for the continuation of employment uses on the western side of the Subject Lands and then transitions to a vibrant, mixed use, complete neighbourhood on the eastern side that is complimentary to the existing residential uses to the east. The vision includes provisions for retail/commercial service uses along Reach Street, seniors housing and assisted living, a mix of housing opportunities, a large central public park, a series of smaller parkettes, and an extensive open space system, trails and pedestrian pathways.

This type of mixed-use land use supports a more sustainable community model where people can live, work and play in the same neighbourhood. This further reinforces the role that planning plays in supporting the economic resilience, productivity, and success of the regional economy. Designating the entirety of the Subject Lands exclusively for employment does not optimize the use of the land.

5. The conversion will provide for much needed for Long-Term Care and seniors housing and services as part of a complete community.

There is a need for land to accommodate a new Long-Term Care facility in Port Perry. The Province has prioritized the need for new or upgraded LTC facilities to address Ontario's aging population and condition of current LTC facilities. In accordance with the "Age-Friendly Durham Strategy and Action Plan", it is expected that by 2031, 34% of the total population of Durham will be residents aged 55 or older. The need for seniors housing and long term care beds is confirmed and supported by the Land Needs Assessment Technical Reports.

Southbridge, the only Long-Term Care provider in Port Perry (Port Perry Place), has expressed interest in the subject lands as they are the most appropriately configured and strategically located lands in Port Perry for a new Long-Term Care facility. Southbridge urgently requires suitable vacant land in Port Perry to accommodate a new Long Term Care home (up to 200 beds) to maintain their licencing agreements with the Province. The requested conversion would assist in delivering these much-needed LTC beds to the community.

The overall redevelopment vision for the Subject Lands is to plan for and comprehensively integrate a Long-Term Care (LTC) Facility and seniors housing into the overall design of the new neighbourhood so that "fits" into and compliments both employment, residential and retail/service commercial uses envisioned through the conversion. An integrated campus model is envisioned that co-locates learning and health services to meet the changing needs of seniors. This includes community and retail/commercial services such as medical offices, health service providers, pharmacy, learning/training center, and daycare to

promote a continuity of care and healthy aging in place in the same neighbourhood as health needs increase. It also allows for seniors and families with varying needs of independence to live in the same location as the campus can accommodate different levels of care.

6. The conversion request will improve the total job yield and provide for much needed Population-Related Jobs. The conversion will not compromise the supply of employment lands and job targets for the Township or Region.

The economic landscape of the Region is shifting from employment land employment being a large component of job growth. There is a growing concentration of jobs in the knowledge/creative based economies that require flexible and innovative office space solutions. Employers who deliver these jobs increasingly prefer to locate in mixed-use, amenity rich, urban areas, rather than in traditional mono-use employment areas.

Permitting non-employment uses will allow the Subject Lands to adapt to a changing employment market where young, educated workers are prioritizing workplaces that are increasingly accessible and closer to amenities. This type of development can attract a range of residential and non-residential investments which in turn supports the economic resiliency of the Township and Region. A mixed-use development would contribute to the creation of a complete community and offer residents the ability to live, work and play in the same area. Further, it will aid the delivery of shovel-ready employment land on the western portion of the Subject Lands as it would allow the landowner to fund the servicing of these lands.

The basis of this request to allow non-employment uses on the eastern portion of the subject lands will not remove the employment component, but rather provide greater flexibility for higher-densities and mixed-uses. The proposal would re-position the lands from a single-use employment site to a multi-use development.

This request is not intended to eliminate the employment function from the site, but to add permission for residential and population-related servicing jobs. Future development of non-employment uses on the eastern portion of the subject lands would be expected to generate at least 1,500 jobs, (anticipated job estimated if only employment uses were to proceed).

The requested conversion would provide for much needed population-related jobs, which is anticipated to be the largest sector of job growth sector in the Region by the *Employment Strategy Technical Report*. The development of a Long-Term Care Facility on the subject lands that would include assisted living and senior's facilities through an integrated campus care model also generate a significant number of jobs. This facility would be supported by medical offices, health service providers, pharmacy, daycare, and other population service retail/commercial services that would promote a continuity of care and healthy aging in place. The integrated campus care model may also include an innovative training facility or post secondary college outpost for personal service workers that co-locates with the LTC facility to provide integrated, real-life experience learning for personal service workers while providing the LTC an additional level of care and support. The Long-Term Care facility and associated uses will contribute to the overall employment numbers.

cc'd: David Ryan, Chair - Planning and Economic Development Committee, Durham Region
 (mayor@pickering.ca)
 Township of Scugog Council via Town Clerk, Becky Jamieson (bjamieson@scugog.ca)
 Mayor Drew, (bdrew@scugog.ca)
 Wilma Wotten, Regional Councillor Scugog (wwotten@scugog.ca)
 Kevin Heritage, Director of Development Services, Township of Scugog (kheritage@scugog.ca)
 Richard Wannop (rickwannopdevelopments@gmail.com)

Principal
Don Given, MCIP, RPP

Malone Given Parsons Ltd.
 Yours very truly,

It is our opinion that this conversion request represents good planning and is in the public interest. These lands need a balance approach to housing and employment development in order to open them up and make investment in infrastructure feasible. This request will provide for much needed housing and open up currently unserviceable employment lands. On behalf of our clients, we appreciate the opportunity to provide our comments and input and we welcome further opportunity to meet with staff to discuss the request. Should you have any questions with respect to this request, please do not hesitate to contact me.

Based on the above we request the Region reconsider the recommendations of the Employment Strategy Technical Report as they relate to the subject lands and approve the conversion of the eastern portion of the Subject Lands to Living Areas.

This conversion request was supported by the Township of Scugog Council at the Council Meeting held on December 21, 2020 (Resolution CR-2020-157). (Criteria 11 – Municipal Interest). The Region of Durham also supported the MZO for the assisted living facility.

7. The Township of Scugog Council supports the conversion and Regional Council supported the MZO for the Long-Term Care Facility.

Figure 1: Subject Lands and Lands Subject to Conversion Request





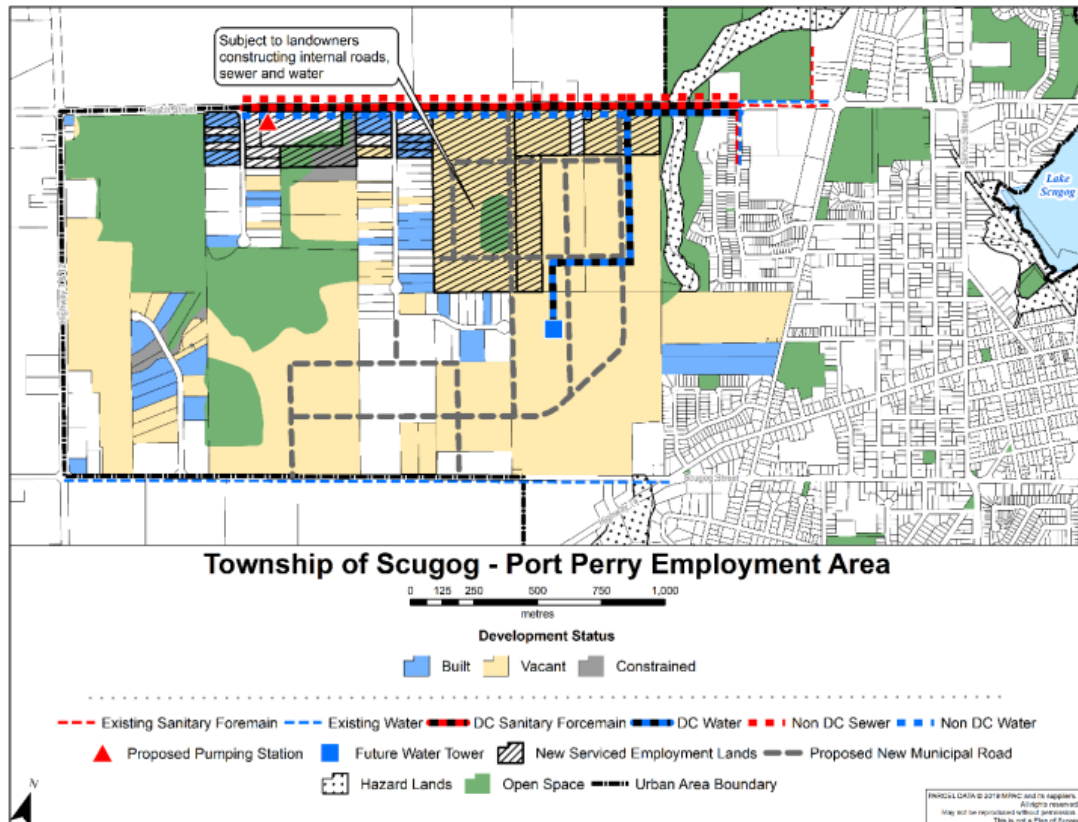
-  Subject Site
-  Conversion Request to Living Area Designation (Approximate Boundary)

Figure 2: Preliminary development concept



Figure 3: Figure 8 from Regional Report 2020-COW-23 – Port Perry Employment Area



From: [Richard Wannop](#)
To: [Don Given](#); [Allyssa Hrynyk](#)
Subject: Fwd: Port Perry Employment Lands Servicing - Meeting re: Wannop Lands Follow-up
Date: October 22, 2021 9:18:27 AM
Attachments: [image003.png](#)

----- Forwarded message -----

From: **Stacey Jibb** <Stacey.Jibb@durham.ca>
Date: Wed, Feb 19, 2020 at 12:13 PM
Subject: Port Perry Employment Lands Servicing - Meeting re: Wannop Lands Follow-up
To: Richard Wannop <rickwannopdevelopments@gmail.com>
Cc: Simon Gill <Simon.Gill@durham.ca>, Gary Muller <Gary.Muller@durham.ca>, pallore@scugog.ca <pallore@scugog.ca>, kheritage@scugog.ca <kheritage@scugog.ca>, Wilma Wotten <wwotten@scugog.ca>, Tobe Otvos <Tobe.Otvos@durham.ca>, Derek Williams <Derek.Williams@durham.ca>

Hello Rick,

As follow up to our meeting in January regarding the Employment Lands Servicing (ELS) Project and your properties located on the south side of Reach St in Port Perry; we have compiled the below meeting notes and action items.

Meeting notes:

- There was discussion regarding how various servicing projects will be prioritized for acceleration.
- The estimated job potential of each employment area would be evaluated against high-level engineering cost estimates, design and process requirements for each proposed servicing project.
- The Region's confidence in each proposed servicing project will be measured by the potential employment yield of each area, and the demonstrated willingness of the owner to actively market and entertain offers to develop or sell the lands for employment uses measured against the above estimated cost, timing and process requirements.
- The sanitary sewer pumping station and associated works is currently projected in the Region's DC Background Study for EA/design in 2025 and construction in 2027. The aim of the Township is to accelerate the timing of the works and to obtain certainty around the timing.
- Some staff and Councillor Wotten made a site visit to the Wannop Lands on the south side of Reach St.
- R. Wannop has committed to, in some manner, 70-75 acres of land for immediate deployment for employment development. He indicated that he would prepare a revised plan delineating the area for immediate employment development.
- The Region's Land Needs Assessment was raised as a topic of discussion, but the Employment Land Servicing project is independent and entirely unrelated to the Land

Needs Assessment process.

Action items:

- Determine potential job-yield for the areas to be serviced versus the estimated dollar of investment required [analysis underway by the Region as part of the ELS Project]
- Inquire about whether the Region is considering expanding uses within the Regional Official Plan Prestige Employment classification to include institutional uses. There is a concern that residential uses (retirement home) is being proposed. The Township would need to advise on the proposed occupancy of the building and whether it would be classified as an institutional use. A determination would then need to be made whether it is compatible with the employment area.
- Confirm status and timing of the proposed new water tower [Tobe, Derek, and Aaron Christie to advise current status of land acquisition and project design]
- The Region proposed for consideration the option of entering into a legal agreement (between the Region and Rick Wannop) concerning the 70-75 acres identified for immediate deployment, with the purpose of providing an effective commitment to immediately deploying these lands for employment type uses. Options proposed included: an Agreement Not to Convert, or granting an Option to Purchase and Direct Title. The Region will follow up shortly to discuss these options further.

Thank you,

Stacey



Stacey Jibb | Manager, Agriculture & Rural Economic Development

Regional Municipality of Durham | Planning and Economic Development Department
605 Rossland Road East, 5th Floor | Whitby, ON L1N 6A3 | 289-404-1765

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Dear Regional Council Members,

I am writing to urge you to act wisely and take action to protect the precious environmental resources in your care – the farmlands, wetlands, and forests we have here in Durham Region and vote to not accept the latest version of the Official Plan before you tomorrow.

Act for the people of our Region and for the future generations of all species to protect our lands and climate from further and permanent destruction and to protect the municipal taxpayers.

Listen to the experts, the science and not to the developers and to the myth that expanding urban boundaries is needed for solving the housing

problem. On the contrary, sprawl will only exacerbate the situation,

destroy our natural resources, add to the climate crisis, drain municipal coffers and add to the homelessness crisis.

I strongly object to the amount of land unnecessarily and irresponsibly being allocated for development by Durham Region. I urge Durham to retreat from and modify the Official Plan to keep these lands protected from development and reduce impact on our environment.

First, we had you – our Durham Regional Council support a devastating 9,000+ acres more (most land likely to be designated in Clarington and

Pickering) of Durham's precious lands for development than the commenting public wanted (the public overwhelmingly wanted no additional community lands approved, as per Land Needs Scenario 5) and also more than Durham Regional staff originally recommended. (Durham staff had recommended Scenario 4, but, Durham Regional Council members, including Mayor Foster, on May 25th, 2022 went with industry's BILD Scenario 2A instead).

Next came Ontario Bill 23 and the appalling assault on the Greenbelt with an additional 5,000 acres of precious irreplaceable lands – lands that were supposed to be protected in perpetuity – taken out of the Greenbelt. So, we have a whopping total of 14,000 acres of land in Durham Region that may be slated, unnecessarily, for development.

What makes this all so egregious is that allocating this land for development is completely unnecessary and at a time when our planet is under existential risk due to climate change and environmental degradation. Premier Ford's own Housing Task Force found that there was enough land in the white belt to accommodate future growth and no new land was needed to be approved for development.

Heed the correspondence you have received from the National Farmers Union – Ontario (NFU-O) and their call to you to abandon the expansion of its urban boundaries as part of its proposed Envision Durham, Regional Official Plan (ROP).

Heed the calls of the many Durham residents who are asking you to retreat from expanding our urban boundaries and to protect our precious lands.

Warning lights are flashing red but the response in Durham is to add fuel to the fire.

Many experts and the public are calling for smart urban growth within existing urban boundaries – livable, vibrant, walkable communities with transit instead of more sprawl and the costs – both financial and environmental – of servicing those lands.

Evidence of the devastating impacts of climate change is already here, and we know that this land development will negatively impact our climate and environment. Recently the UN released their landmark report on climate change with the UN Secretary General António Guterres warning of the urgency to act stating “Our world needs climate action on all fronts — everything, everywhere, all at once.”

A Toronto Star article on the UN report stated: “While Guterres referenced a science fiction movie in his remarks, the solutions to this crisis are both well understood, already in use and, in some cases, almost embarrassingly simple. Protecting intact forests, wetlands and other natural ecosystems would have massive payoffs.”

https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thestar.com%2Fnews%2Fcanada%2F2023%2F03%2F20%2Fthe-un-just-released-a-landmark-climate-change-report-heres-the-timeline-it-gives-us.html%3Fsource%3Dnewsletter%26utm_source%3Dts_nl%26utm_medium%3Demail%26utm_email%3D6E7640A9A2409877EEE51E5D08C44AE8%26utm_campaign%3Dbn_172348&data=05%7C01%7CCheryl.Bandel%40Durham.ca%7Cb9586ba339674d58bcce08db56292050%7C52d7c9c2d54941b69b1f9da198dc3f16%7C0%7C0%7C638198506854415923%7CUnknown%7CTWFpbGZsb3d8eyJWljoijMC4wLjAwMDAiLCJQIjoiv2luMzliLCJBTiil6lk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=O1zXRmVXJxqF0DgzpaysXU8Zhq27I14pGkqHpSk7bug%3D&reserved=0

The embarrassingly simple solution here in Durham is to do just that – preserve and protect our intact farmlands, forests, wetlands, and other natural ecosystems and stand up and say no to approving these additional lands for development. These natural systems are the carbon sinks we desperately need.

Once it’s gone, it’s gone. Development means the destruction of these essential natural systems. Some of the best farmland in Durham is south of the Moraine. At a time of food insecurity, it makes no sense to subtract from our precious farmlands and pave over them.

Speaking as a Clarington resident and its specific impacts, I am sickened to see the unnecessary loss of prime agricultural land and green spaces in Clarington to urban development, including the proposed erosion/destruction of the beautiful separation

between Bowmanville and Newcastle – precious farmland on both sides of Highway 2 and green spaces around Wilmot Creek will be a memory, lost for future generations if this goes ahead.

The loss of habitat and wildlife corridors is heartbreaking and depressing. We CAN build within our current urban boundaries and intensify in built up areas where appropriate.

I urge you to be the leaders our world needs today, to act bravely and abandon the present plan. I urge you to reject further expansion of urban boundaries and instead seek creative solutions for growth within our existing urban boundaries. We need Durham staff and politicians to stand up for the well-being of Durham residents and the planet, not for developers who will always want more. This is especially important for our youth and future generations who will be most impacted.

Thank you for your anticipated consideration of my comments.

Sincerely,

Wendy Bracken

Newcastle



The Corporation of the

**Township
of
Uxbridge**

In The Regional Municipality of Durham

Town Hall
51 Toronto Street South
P.O. Box 190
Uxbridge, ON L9P 1T1
Telephone (905) 852-9181
Facsimile (905) 852-9674
Web www.uxbridge.ca

SENT VIA EMAIL

May 16, 2023

Brian Bridgeman
Commissioner of Planning and Economic Development
Region of Durham
Whitby, Ontario
Brian.Bridgeman@durham.ca

**RE: RECOMMENDED FINAL DRAFT DURHAM REGIONAL OFFICIAL PLAN –
PROPOSED TOWNSHIP OF UXBRIDGE EMPLOYMENT AREAS
DESIGNATION EXTENSION
TOWNSHIP FILE NO. D-00 G**

Please be advised that during the regular meeting of the General Purpose and Administration Committee of May 15, 2023, the following motion was carried:

THAT Report DS-28/2023 of Elizabeth Howson, Macaulay Shiomi Howson regarding recommended Final Draft Durham Regional Official Plan - Proposed Township of Uxbridge Employment Areas Designation Extension be received for information:

AND THAT Committee recommend to the Region of Durham that Map 1 Regional Structure - Urban & Rural Systems of the draft Regional Official Plan, which is to be considered for adoption by Regional Council on May 17, 2023, be modified to extend the Employment Areas designation north of the existing Uxville Employment Area in the Township of Uxbridge easterly to include an additional +/- 26 hectares of land as illustrated on Attachment 1 to this report.

I trust you will find the above to be satisfactory.

Yours truly,

Debbie Leroux
Director of Legislative Services/Clerk
DL/ljr



REPORT

Development Services

TO: Planning and Economic Development Committee

FROM: Elizabeth Howson
Macaulay Shiomi Howson Ltd.

DATE: May 15, 2023

REPORT # DS 28/23 **FILE:** N/A

SUBJECT: Recommended Final Draft Durham Regional Official Plan -
Proposed Township of Uxbridge Employment Areas Designation Extension

BACKGROUND:

The Region of Durham has scheduled a Special Meeting to consider adoption of the recommended final draft of the Regional Official Plan (ROP) on May 17, 2023. The draft ROP addresses a wide variety of strategic land use planning and development matters. A critical issue for the Township throughout the development of the new ROP was the identification of future employment land. However, as noted in Regional Report #2022-INFO-91 November 2022 (RR #2022-INFO-91):

“Identifying as suitable Employment Area SABE in Uxbridge represents challenges associated with defined sanitary servicing constraints, limited suitable locations for employment uses given the predominance of residential uses around the edges of the urban area, and the fact that the Township’s largest existing and most viable location for Employment Area expansion is not within the Urban Area, and is technically a Rural Employment Area.”

After carefully considering all the options, the ROP proposes additional land be added to the Uxville Rural Employment Area. This proposal is in conformity with, as noted in RR #2022-INFO-91:

“Growth Plan Policy 2.2.9.5 provides the expansion is necessary to support the immediate needs of existing businesses and if compatible with surrounding uses. Staff’s interpretation of Policy 2.2.9.5 is that the expansion of the Rural Employment

Area is not caught by the 10 ha cap; rather, the expansion may be of a size necessary to support the immediate needs of existing businesses.

The proposed Uxville Rural Employment Area expansion is shown on Attachment #8. The proposed expansion consists of 12.5 hectares (31 acres), represents a logical extension of the existing Rural Employment Area, and is surrounded by uses that are generally industrial in nature (existing employment uses to the south, aggregate operation to the west, and former aggregate/concrete manufacturing use now being repurposed to a soil remediation facility to the north). The proposed expansion would also encompass an industrial use, known as Stoffville Glass, which currently operates in the rural area on the basis of a temporary use by-law."

REVIEW AND ANALYSIS:

The Region's analysis and recommendation reflects a thoughtful approach to a challenging situation. However, based on the Township's experience with the development of the Uxville Employment Area it is anticipated that there will be a need for additional employment lands beyond those proposed to be designated through to 2051 to support the immediate needs of existing businesses. This reflects:

- the recent pressures for development in the current Uxville Employment Area such that it is almost completely built out;
- the fact that a portion of the 12.5 ha expansion is already developed for an existing industrial operation; and,
- the fact that this area is, based on the Region's assessment, the only suitable area for new industrial development in the Township to provide for local jobs, business retention, and to diversify business opportunities in the municipality.

As such it is recommended that the proposed employment area be extended easterly so that all the land between the existing Uxville Employment Area and the soil remediation facility to the north is designated as "Employment Areas". This additional land is approximately 26 hectares in size.

RECOMMENDATION:

1. THAT the Report DS 28/23 re: Recommended Final Draft Durham Regional Official Plan -Proposed Township of Uxbridge Employment Areas Designation Extension be received;
2. AND THAT Township Council recommend to the Region of Durham that Map 1 Regional Structure – Urban & Rural Systems of the draft Regional Official Plan, which is to be considered for adoption by Regional Council on May 17, 2023, be modified to extend the Employment Areas designation north of the existing Uxville Employment Area in the Township of Uxbridge easterly to include an additional +/- 26 hectares of land as illustrated on Attachment 1 to this report.

Submitted by:

A handwritten signature in black ink, appearing to read 'Elizabeth Howson', written over a horizontal line.

Elizabeth Howson, MCIP, RPP
Macaulay Shiomi Howson Ltd.

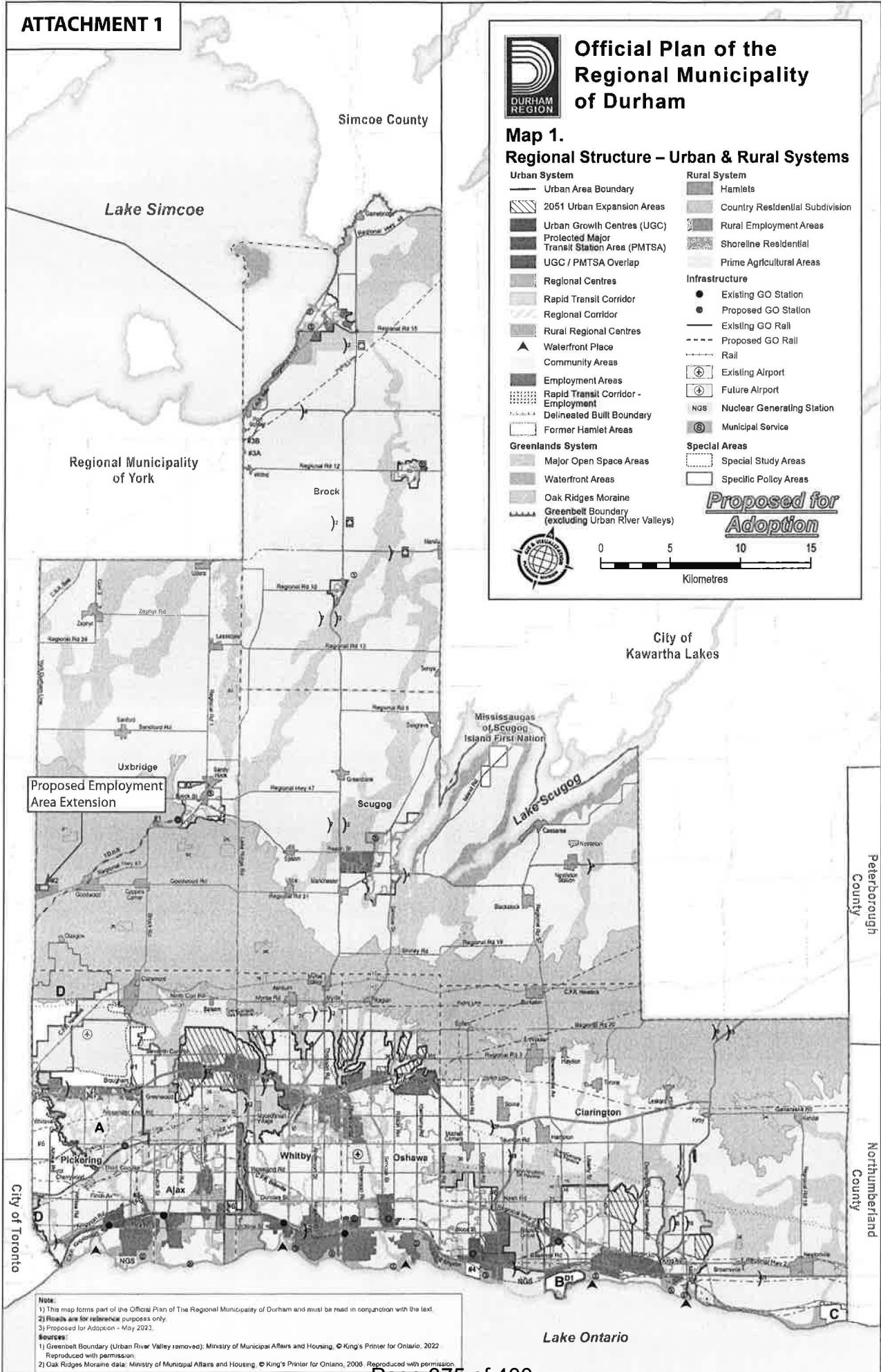


**Official Plan of the
Regional Municipality
of Durham**

**Map 1.
Regional Structure – Urban & Rural Systems**

<p>Urban System</p> <ul style="list-style-type: none"> Urban Area Boundary 2051 Urban Expansion Areas Urban Growth Centres (UGC) Protected Major Transit Station Area (PMTSA) UGC / PMTSA Overlap Regional Centres Rapid Transit Corridor Regional Corridor Rural Regional Centres Waterfront Place Community Areas Employment Areas Rapid Transit Corridor - Employment Delineated Built Boundary Former Hamlet Areas <p>Greenlands System</p> <ul style="list-style-type: none"> Major Open Space Areas Waterfront Areas Oak Ridges Moraine Greenbelt Boundary (excluding Urban River Valleys) 	<p>Rural System</p> <ul style="list-style-type: none"> Hamlets Country Residential Subdivision Rural Employment Areas Shoreline Residential Prime Agricultural Areas <p>Infrastructure</p> <ul style="list-style-type: none"> Existing GO Station Proposed GO Station Existing GO Rail Proposed GO Rail Rail Existing Airport Future Airport NGS Nuclear Generating Station Municipal Service <p>Special Areas</p> <ul style="list-style-type: none"> Special Study Areas Specific Policy Areas
---	--

Proposed for Adoption



Note:
 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) Results are for reference purposes only.
 3) Proposed for Adoption - May 2023.
Sources:
 1) Greenbelt Boundary (Urban River Valley removed): Ministry of Municipal Affairs and Housing, © King's Printer for Ontario, 2022. Reproduced with permission.
 2) Oak Ridges Moraine data: Ministry of Municipal Affairs and Housing, © King's Printer for Ontario, 2008. Reproduced with permission.



The Regional Municipality of Durham Report

To: Regional Council
From: Commissioner of Planning and Economic Development
Report: #2023-P-15
Date: May 17, 2023

Subject:

Decision Meeting Report

Envision Durham – Recommendations on the new Regional Official Plan, File: D12-01

Recommendations:

That Regional Council:

- A) Adopt the new Regional Official Plan as contained in Attachment #1 to Commissioner's Report #2023-P-15 by passing the adopting by-law in Attachment #2;
- B) Declare to the Minister of Municipal Affairs and Housing that the new Regional Official Plan, as adopted, forms Regional Council's long-term strategy for guiding and integrating growth management, development, land use, infrastructure and servicing planning, together with financial and capital investment, and meets the requirements of Subsections 26 (1) (a), (b) and (c) of the Planning Act, RSO 1990, Chapter P.13 as per Section 26 (7) of the Act;
- C) Authorize Regional staff to send a copy of this report and a "Notice of Adoption" to all Envision Durham Interested Parties, Durham's area municipalities, Indigenous communities, conservation authorities having jurisdiction within the Region of Durham, the Durham Agricultural Advisory Committee, Durham Environment and Climate Advisory Committee, the Durham Active Transportation Committee, the Building Industry and Land Development (BILD) – Durham Chapter, Durham Region Home Builders' Association, other agencies and service providers that may have an

- interest in the planning of long-term growth in the region (e.g. school boards, hospitals, utility providers, etc.) as identified in Attachment #3, the Regional Director of the Ministry of Municipal Affairs and Housing Central Municipal Services Office, and all other persons or public bodies who requested notification of this decision;
- D) Authorize Regional staff to undertake any technical housekeeping refinements that may be necessary to perfect Council's adoption of the Regional Official Plan within the statutory 15-day period, prior to submission to the province;
- E) Authorize the Regional Clerk to submit the Council-adopted Regional Official Plan, to the Ministry of Municipal Affairs and Housing for approval, along with the required records of consultation, a Declaration that the statutory requirements for giving Notice and holding of a public meeting and open house have been complied with, statements of conformity and consistency with provincial plans and policies, and a copy of this report and Council's decision;
- F) Direct Regional staff to work with Provincial staff to obtain approval of the new Regional Official Plan, and report to Committee and Council as necessary; and
- G) Request the Province of Ontario through its review and decision-making on the Regional Official Plan and further proclamation of Bill 23 to reaffirm its support for upper tier official plans as an essential part of its commitment to protecting the financial and economic well-being of its municipalities; ensuring coordination of planning activities by public bodies; supporting the orderly development of safe and healthy communities; protecting ecological systems including natural features, functions and areas, as well as other matters of provincial interest provided under section 2 of the Planning Act.
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Report:

1. Purpose

- 1.1 The purpose of this Special Meeting of Durham Regional Council is to consider adoption of the final draft Regional Official Plan ROP (i.e. Decision Meeting). Following adoption by Regional Council, the new ROP will be sent to the Minister of Municipal Affairs and Housing (MMAH) for approval. A special meeting of Council is a specific requirement of the Planning Act in relation to completion of new Official Plans.
- 1.2 Regional municipalities surrounding Toronto were formed in the 1970s in recognition that these areas would be subject to significant growth pressure and that the

efficient provision of various services, such as arterial roads, transit, policing, sewer and water systems, waste disposal, region-wide land-use planning and development and health and social services can be operated more efficiently through this model. Upper-tier official plans have played a significant role in shaping local communities, while enabling coordination of infrastructure and service investments, and creating a climate for economic development while allowing for effective local decision-making. An official plan for Durham Region has been in place since 1976 and has served as an invaluable tool for guiding land use decision making across the region.

- 1.3 In the coming years, the Region is expected to see an accelerated pace of growth. With a provincial forecast that nearly doubles the Region's population and employment to 1.3 million residents and 460,000 jobs by 2051, growth pressures within and surrounding existing communities require consistent policy guidance and coordination so that required Regional services, systems and infrastructure can be planned and delivered in an efficient, cost effective and predictable manner.
- 1.4 The final draft ROP (Attachment #1) signals the magnitude of anticipated change, one that the Municipal Comprehensive Review has examined carefully through detailed study, and extensive public and stakeholder engagement. Envision Durham constitutes the Region's Municipal Comprehensive Review (MCR) as mandated by the province. Given the scope of change and the age of the current ROP, it is intended that the existing ROP will be repealed and replaced with this new more contemporary land use planning document. The final draft ROP reflects the current requirements of the Growth Plan for the Greater Golden Horseshoe (2020), the Provincial Policy Statement (2020), other related provincial policy and legislation, and also considers consultation and engagement conducted by the Region throughout the Envision Durham process.

2. Background

- 2.1 Envision Durham was a multi-year project that was initiated by authorization of Regional Council in May 2018 (see Report [#2018-COW-93](#)). Extensive opportunities for public input and engagement have been provided. Regional staff, with the assistance of consultants, prepared and consulted on a series of discussion papers, proposed policy directions reports, technical studies, and draft mapping throughout the process. A summary can be found on the project web page at www.durham.ca/EnvisionDurham.
- 2.2 The recommended ROP presents policies and strategic directions that will guide decision making on future growth, infrastructure and service delivery, land use

planning, and development related matters during a time of significant growth. Envision Durham ensures that the new ROP conforms with existing Provincial Plans or does not conflict with them; has regard to matters of Provincial interest; and is consistent with the Provincial Policy Statement (2020). Consistent with the provincial Growth Plan, the draft new ROP has a planning horizon of 2051.

- 2.3 The completion of Envision Durham enables the initiation of extensive Regional service and infrastructure planning to support planned levels of growth, while supporting Durham's eight area municipalities as they initiate their own MCRs and conformity exercises.

3. Previous Reports and Decisions

- 3.1 Since 2018, numerous reports on various aspects of the Envision Durham process have been prepared by Regional planning staff, supported by work prepared by the Envision Durham Growth Management Study consultant team. Everything associated with the Envision Durham process has been posted on the Envision Durham website. The process has been highly collaborative and transparent. A list of previous reports and decisions related to the Envision Durham MCR is available on the project web page within the [Document library](#).

4. Notice of Special Meeting

- 4.1 Notification of the meeting time and location of this Special Meeting of Regional Council was sent to all those who requested notification, including the Envision Durham interested parties list, in accordance with Regional Council procedure.
- 4.2 In addition, a "Notice of Special Meeting" regarding Regional Council's consideration of the final draft ROP was advertised in newspapers across the region the week of April 3, and again the week of April 10, 2023.
- 4.3 Once the materials to be considered at this Special Meeting, including the recommended final draft ROP, were available to the public on May 3 at www.durham.ca/EnvisionDurham, additional notification was provided to the interested parties list, as well as through the Region's website, social media channels, and via a public service announcement.
- 4.4 A decision of Durham Regional Council on the final draft ROP is anticipated at this Special Meeting of Council on May 17, 2023.

5. Public Meetings and Submissions

- 5.1 In accordance with the Planning Act, a “Notice of Public Open House” and “Notice of Public Meeting” regarding the release of the draft new ROP was advertised in newspapers across the region the week of February 6, 2023, as well as through the Region’s website, social media channels, via public service announcement, and notification to every person registered on the Envision Durham interested parties list (approximately 790 individuals).
- 5.2 A Public Open House was held in-person on Monday March 6, 2023 from 6:00 pm to 8:00 pm in the main atrium on the first floor of Durham Regional Headquarters (605 Rossland Road East, Whitby). The purpose of the Public Open House was to provide the public with the opportunity to ask questions, discuss the draft new ROP and provide comments and information to staff. Approximately 100 people registered and/or attended this in-person open house. A copy of the poster boards displayed at this event are [accessible here](#).
- 5.3 The statutory Public Meeting was held on Tuesday March 7, 2023 as part of the regularly scheduled Planning and Economic Development Committee meeting in Council Chambers at Durham Regional Headquarters in Whitby. Participants were also able to view the meeting remotely via live stream. The purpose of the Public Meeting was to provide interested parties with an opportunity to make a submission to Durham’s Planning and Economic Development Committee relative to the draft new ROP. Approximately 20 people delegated to Committee during this hybrid public meeting. An archived recording of the public meeting is [accessible here](#).
- 5.4 Eighteen individuals spoke at the Public Meeting following the staff presentation (two individuals withdrew their request to delegate prior to the meeting). Details of their delegations are contained within the Public Meeting Minutes (Attachment #4). In addition, Legislative Service received 10 letters of correspondence in response to the Public Meeting. A summary of the submissions received, and staff’s response, is available at www.durham.ca/DraftROPSubmissions (Attachment #5).

6. Consultation and Key Submissions

- 6.1 In February 2019, the first stage (“Discover”) commenced, with a public launch of the engagement program, including the introduction an online project hub (durham.ca/EnvisionDurham) and a public opinion survey (Report [#2019-P-4](#)), posing a series of questions on a variety of planning and development topics across the region. Over 2019, the second stage (“Discuss”) released six theme-based discussion papers, each of which provided background information and included a

workbook, posing separate questions on specific topics. Additional information on the discussion papers is [accessible here](#).

- 6.2 On March 2, 2021, the Region released Proposed Policy Directions that were developed and informed based on best practice reviews, research, public engagement and feedback received during Stages 1 and 2 of the Envision Durham process, as noted above. The Proposed Policy Directions were intended to respond to submissions received throughout Stage 2, a summary of which can be found at www.durham.ca/EnvisionDurhamSubmissions.
- 6.3 The refinement of proposed policies, and the preparation of the draft new ROP was informed by public and agency feedback received through the Proposed Policy Directions, the Growth Management Study – Phase 1 (Alternative Land Needs Scenarios), the draft Regional Natural Heritage System, and the review of the Provincial Agricultural System consultations. A summary can be found [here](#).
- 6.4 On November 10, 2022, the Region released draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations required to accommodate the Region’s population and employment forecasts to 2051, as directed by Regional Council at its meeting in May 2022. Report [#2022-INFO-91](#) was available for public review and comment until January 18, 2023.
- 6.5 On February 10, 2023, the Region released the draft version of the new ROP for public and agency feedback in advance of the Public Open House and Public Meeting. Comments were requested by April 3, 2023. At the time of preparing this report, the Region had received:
 - a. Approximately 150 written submissions from area municipalities, conservation authorities, public agencies, community organizations, consultants on behalf of property owners, and members of the public;
 - b. 207 similarly worded emails requesting Regional Council to “pause the Envision Durham Official Plan Review now!”;
 - c. 12 similarly worded emails supporting the March 1, 2023 Regional Council Agenda Motion 11.2 on impacts of the release and development of Greenbelt Plan lands;
 - d. 81 similarly worded emails opposing the extension of Rossland Road East in Oshawa and requesting the preservation of the Harmony Valley Conservation Area;

- e. 15 similarly worded emails requesting that Regional Council not approve the draft ROP, citing concerns that an excess land inventory will undermine affordability, safe and efficient transportation and transit, local food systems, and decarbonization goals; and
 - f. 249 comments received through an online public mapping viewer illustrating the Regional Structure (Map 1), wherein 49 of those comments related to opposition to the extension of Rossland Road East in Oshawa and requesting the preservation of the Harmony Valley Conservation Area.
- 6.6 A summary of the submissions received and staff responses, including on the Settlement Area Boundary Expansions and area municipal growth allocations detailed in the Public Meeting Report [#2023-P-6](#), are available at www.durham.ca/DraftROPSubmissions (Attachment #5).

Key Submissions

- 6.7 The submissions on the draft new ROP vary from support to opposition, with many providing suggested policy refinements, including:
- a. Several requests from and on behalf of landowners in Brooklin (Whitby) south of Columbus Rd., west of Ashburn Rd., east of Coronation Rd., and north of Hwy. 407, requesting lands be converted from Employment Area to Community Area citing poor access, smaller lot sizes, compatibility, and need for housing.
 - Staff note that these areas are part of a chain of smaller Employment Area parcels located along Highway 407 in Whitby. A future interchange is shown in the recommended ROP at Cochrane Street, which is nearby, providing access to the highway. Staff's recommendation that these lands be designated Employment Areas remains unchanged.
 - b. Comments from Mark Mitanis, Weston Consulting, on behalf of Rundle Road Corp., owners of 521 and 531 Rundle Rd. in Clarington (related to BER-3) requesting that the subject lands be included in the proposed Settlement Area Boundary Expansion (SABEs) as Employment Areas. In addition, comments received from Jayson B. Schwarz requesting 2271 Rundle Rd. in Clarington be included as a SABE.

- Proposed expansions for Clarington were developed based on logical extensions of existing urban areas while maintaining the integrity of urban separators to the greatest extent possible. Suitable SABE locations have been provided elsewhere in Clarington and no further expansions are required to accommodate the 2051 forecasts.
- c. Comments and delegation from Adam Santos, Weston Consulting, on behalf of the owner of lands referred to as the Beaverton Commons requesting reconsideration of CNR-23 to support an Employment Area conversion request to allow a senior/retirement facility.
- Employment Area conversion requests were considered through Report [#2021-P-25](#). This conversion request was reconsidered in Report [#2022-INFO-91](#) noting that there is a shortage of Employment Areas and surplus of Community Areas for Brock Township.
 - A senior/retirement facility would be isolated/disconnected from the broader community and present potential erosion/conflicts to the broader Employment Area.
 - Staff have not recommended an Employment Area conversion of this site.
- d. Comments from Ajax resident Steve Parish expressing concern that the proposed SABE in northeast Pickering (within the Carruthers Headwaters) will cause significant flooding impacts downstream in the Town of Ajax, with little ability to control or mitigate adverse effects given that the jurisdiction and powers of Conservation Authorities has been restricted by Bill 23.
- New development in the headwaters area of Carruthers Creek require further study and assessment through exercises including a secondary plan and subwatershed study. The Carruthers Creek Watershed Plan will provide guidance in this regard. Development will not be permitted until it can be demonstrated that flood/hazard impacts can be mitigated as outlined in Section 5.7 of the recommended ROP. Conservation Authorities continue to have the authority to review and comment on developments with respect to natural hazards/flooding.

- e. Comments and delegations from Max Lysyk and Joanna Fast, Evans Planning Group on behalf of 1345 Winchester Rd. E. in Oshawa (related to BER-66) requesting that the Employment area designation on the property be reduced to a narrower band and that lands north of the 407 on other lands be redesignated to Employment Areas in exchange.
- Lands in proximity to the Harmony Rd. interchange, south of Hwy. 407, offer the opportunity to accommodate large format employment uses in proximity to a goods movement corridor. The proposed alternative location north of Hwy. 407 is irregularly shaped, more narrowed, and bisected by environmental features. Shallow depth employment blocks are less able to accommodate a broad range of employment users and may therefore become more susceptible to conversion in the future.
 - The proponent has suggested, that in respect of recent provincial initiatives and announcements regarding the need for housing, that more lands are needed for residential purposes. To be clear, there is more than enough land designated in this new OP to meet the Region's residential needs. On balance, it is more important to maintain this large contiguous area for future employment than to add more Community Area lands in this location. Staff continue to recommend that the lands be designated Employment Areas.
- f. Comments and delegation from Matthew Cory, Malone Given Parsons, on behalf of the Northeast Pickering Landowners Group (NEPLOG, related to BER-13) requesting a larger SABE for northeast Pickering (1,289 hectares) than what has been identified by the recommended ROP (1,195 hectares). NEPLOG has also presented their own NHS mapping and requests that it be utilized for the delineation of the NHS in northeast Pickering. NEPLOG also requests a reduced Employment Area of 233 hectares be allocated, with a greater weighting of employment lands on the south side of Hwy. 407 and a reduced strip of employment lands on the north side of Hwy. 407.
- The land area differences between NEPLOG and Regional staff is largely attributed to differences in the environmental datasets. The Regional NHS has been utilized in the Region's work, which is based on a combination of the existing system identified in the Carruthers Creek Watershed Plan and the system found in the City of Pickering Official Plan.

- Regional staff continue to support the distribution of proposed Employment Areas in northeast Pickering as shown in the recommended ROP, except however that a small portion of employment area between Sideline 4 and Kinsale Rd to the south of Hwy. 407 has been shifted. The lands north of Hwy. 407 are particularly well suited for employment use, given they are large, contiguous, and relatively free of environmental constraints.
- g. In addition, Matthew Cory, Malone Given Parsons, on behalf of the Northeast Pickering Landowners Group (NEPLOG) is requested that the Region create a Rural Lands designation. For example, lands south of the Oak Ridges Moraine Conservation Plan and outside of settlement areas be designated as Rural Lands, given that a rural land use designation, in their view, provides more appropriate land uses in and around new settlement areas.
- An assessment of rural lands found that implementation of the Provincial Agricultural System would result in a Rural System that would predominantly be designated as Prime Agricultural Areas with minimal land designated as Rural Lands. The retention of Major Open Space Areas (MOSA) facilitates the maintenance of a land base for rural-type land uses, while also recognizing key environmental features. Policies within the recommended ROP support this intent by permitting the development of non-agricultural uses, or “rural land uses” within MOSA, subject to criteria.
- h. Comments and a delegation from Don Given, Malone Givens Parsons, on behalf of Richard Wannop for 1520, 1540 and 1580 Reach St. in Scugog, requesting reconsideration of CNR-17 to support the conversion of 40 hectares of the subject property from Employment Area to Community Area, citing that Scugog has a surplus of Employment Area and these lands are constrained for employment uses given the costly servicing infrastructure required and that the conversion is now unanimously supported by the Township of Scugog Council.
- Regional staff continue to recommend the lands in this area not be converted on the basis that the site is large, regularly shaped and suitable for employment uses. The site forms part of the largest and most contiguous Employment Area in north Durham and has the potential to satisfy unmet employment needs for all of northern Durham.

- In particular, the Reach Street properties are subject to a pre-servicing of employment lands initiative that will see the advancement of Regional services to the property.
- Regional staff had Watson & Associates review this matter at the request of the Township of Scugog. The following is a summary of Watson's response:
 - (a) While the Township is expected to have a surplus of employment lands within the planning horizon, it is important to emphasize that the employment forecast for Durham Region and Scugog is a minimum.
 - (b) The existing lack of municipal water and wastewater services within the Scugog Employment Area lands has resulted in a narrow range of permitted employment uses which can operate on the Township's employment lands. Historically, this has effectively limited demand for the Employment Area lands within Scugog. However, with municipal services these lands will become more attractive to employment investment.
 - (c) The Region's Growth Management Study assumes that a long-term servicing solution will be developed for the Port Perry Employment Area, which would then result in an increase in the Township's investment attractiveness across a broader range of sectors, and lead to an increase in demand relative to historical patterns.
 - (d) Converting lands within the Port Perry Employment Area would potentially set a precedent for future employment conversion requests, potentially eroding the supply of employment land within Scugog and causing further disruption to existing business operations within this area. In this regard, comments received from Rachelle Larocque, The Biglieri Group Ltd., on behalf of 1501 and 1541 Scugog Line 6 (directly to the south) are requesting that the eastern portion of their lands also be converted from Employment to Community Area.
- i. A series of 207 similarly worded emails request Regional Council to "pause the Envision Durham Official Plan Review now!" A further 15 similarly worded emails request that Regional Council not approve the draft ROP, citing concerns that an excess land inventory will undermine affordability, safe and efficient transportation and transit, local food systems, and decarbonization goals.

- It is important that the Region continue its progress on the draft new ROP. The completion of the MCR this spring will enable the initiation of extensive service and infrastructure planning to support the Region's forecasted levels of growth while supporting Durham's eight area municipalities as they initiate their own MCRs, conformity exercises and housing pledge commitments. The ROP is the culmination of extensive research, mapping, best practices, updated policies and consultation which will benefit all of Durham's municipalities as they commence their detailed planning work to 2051.
 - The final draft ROP represents the Region's provincially mandated exercise to ensure that the ROP conforms with Provincial Plans or does not conflict with them; has regard to matters of provincial interest; and is consistent with the current Provincial Policy Statement.
 - Staff do not support pausing the MCR process.
- j. Comments and delegation from Shahram Emami requesting lands at 1945 Seventh Concession Rd. be included in the SABE for Pickering as Employment Areas (related to BER-12).
- The subject property and other "Whitebelt" lands in proximity to the federal airport lands in Pickering (i.e. Special Study Area #1) are proposed to remain outside of the Urban Area Boundary until such time that a final federal decision to build an airport is made, at which point they could be planned for airport compatible uses. In April 2019, Durham Regional Council confirmed its support for the development of an airport in Pickering; focusing on innovation, investment and employment within a model of sustainable operations. Pickering's Employment Area land need can be met through the allocation of employment lands in northeast Pickering. Mr. Emami contends that with the change in Pickering Council's position to not support a new airport that his lands should therefore be designated now. Sufficient employment lands are designated in this new Plan, including employment lands in northeast Pickering, to meet forecast needs for employment over the long term.
- k. A series of 12 similarly worded emails support the March 1, 2023 Regional Council Agenda Motion 11.2 which pertains to the removal of lands from the Greenbelt I Durham. In addition, Elizabeth Calvin on behalf of the Green Durham Association expressed concerns related to the impacts of development in the Duffins Rouge Agricultural Preserve and the adjacent Rouge National Urban Park.

- Motion 11.2 was defeated at the Regional Council meeting held on March 1, 2023.
 - The Greenbelt lands removed by the province within Pickering (including the recently repealed Duffins Rouge Agricultural Preserve), Ajax and Clarington have been identified as Special Study Areas in the recommended ROP. This approach reflects the province's stated intention to return removed lands back to the Greenbelt if certain milestones are not achieved (i.e. progress on planning approvals by 2023, and homes under construction by 2025). The proposed policies in the recommended ROP mirror the province's requirements for development within these areas. As the province is both the approval authority for the new ROP and the authority to be satisfied as to the progress of development in the Greenbelt Removal Areas, any modifications to the ROP due to Greenbelt removals will form part of a future provincial decision.
- I. Comments and delegations from Bryce Jordan, GHD; and Lucy Stocco, Tribute Communities, requesting the reconsideration of SABE BER-39, north of Newcastle in Clarington.
- The eastward expansion for a Community Area SABE has been proposed for Newcastle. Comments from Municipality of Clarington indicated support of the SABEs as proposed by the Region. The expansion of the Urban Area Boundary to encompass the lands to the north of Newcastle has not been recommended at this time.
- m. Comments and delegation from David Aston, MHBC Planning, requesting the redesignation of a portion of 2765 Townline Rd. in Pickering (located on Third Concession Road, opposite Valley Farm Road) from Major Open Space Area (MOSA) to Community Area.
- These lands are designated as Natural Area, a sub-category of Pickering's Open Space System. Additionally, Policy 12.1.3 within the recommended ROP recognizes that the boundaries and alignments of the components of the Urban System are approximate. Sufficient flexibility is provided to define exact boundaries at such time as area municipal official plans and zoning by-laws come into effect.

- The subject site is also affected by the future Valley Farm Road extension, a Type C Arterial Road in the Pickering Official Plan, that is planned to connect to Palmer's Sawmill Road. The future right-of-way for the road will impact the potential developable area of the site.
- n. A series of 81 similarly worded emails opposing the extension of Rossland Road East in Oshawa and requesting the preservation of the Harmony Valley Conservation Area.
- The Rossland Road Extension is not a new proposal under Envision Durham. The recommended ROP mapping maintains protection for the Rossland Road Extension, which has been designated since the first Regional Official Plan was approved by the province in 1976.
 - In 2005, the Region completed a Class Environmental Assessment (EA) for the Rossland Road Extension from Harmony Road to east of Townline Road to establish the north limit of residential development in the area. The extension addresses a missing east-west link in the transportation network between Taunton Road and Adelaide Avenue and connects residential subdivisions in the eastern urban area of Oshawa. It also provides opportunities for emergency service, transit service and active transportation movement across the Harmony Creek Tributary and forms part of the Regional Cycling Plan.
 - In 2017, the Durham Transportation Master Plan (TMP), confirmed the need for the Rossland Road Extension as part of the future arterial road network.
 - Since more than 10 years have elapsed since completion of the Class EA study and no work on implementation of the project has been completed, a review of the previous study and an EA Addendum will be required before the project can proceed. The EA Addendum will provide another opportunity for public input on the proposed Rossland Road Extension while also reviewing the environmental impacts and mitigating measures from the previous study.
- o. Comments from the Town of Whitby requesting a lower density target of 100-150 persons and jobs per hectare for Regional Centres located along Rapid Transit Corridors, such as historic Downtown Whitby.

- Regional and Town staff met to discuss the minimum density target for Regional Centres located along the Rapid Transit Corridor. Note that the Regional Centre is defined as the downtown Whitby “Intensification Area” for the purposes of this target, and not the entirety of the downtown Whitby Secondary Plan Study Area. The target functions as a minimum overall, long-term target. Policies in Section 5.2 acknowledge certain sites or areas may have heritage/cultural value and should be preserved and that the target is not applied on an individual parcel basis.
 - The Town has flexibility in determining which areas within the Centre should be intensified and which should be maintained or “gently” intensified. A reference to “maximum” building heights in Policy 5.2.6 has been added to reflect existing context. Further, a reference to built heritage, in addition to cultural heritage, was added to Policy 5.2.8 e) as a consideration for development within Strategic Growth Areas. The density target of 150 persons and jobs per hectare can be achieved through ground related dwelling forms and gentle density. The Region’s [Housing Intensification Study](#), prepared in 2021 as part of the Envision Durham Growth Management Study, includes density precedents that demonstrates that density can be achieved with a mix of ground-related and low-rise buildings.
- p. Comments from Mark Jacobs, The Biglieri Group Ltd., requesting an expansion to the boundary of the Hamlet of Caesarea in Scugog (related to BER-30).
- Changes to the hamlet boundaries are not permitted at this time. Current provincial policy does not permit the further rounding out of Hamlets located within the Greenbelt Plan Boundary. Designations within deferral area will remain Prime Agricultural and Waterfront Area in the recommended ROP.
 - Changes to the deferral area of the hamlet boundaries in the draft ROP for Caesarea were the result of a technical mapping error. The deferral area was captured in error and incorporated into the hamlet boundary. This error has been corrected in the enclosed recommended ROP. The hamlet boundary illustrated in the recommended ROP does not include the deferral area.

- q. Comments from Grant Morris, Grant Morris Associates Ltd., requesting to permit residential development at three locations within the region, including: 3580 Audley Rd. in Kinsale (Pickering); 1037 and 1067 Arthur St. in Newcastle (Clarington); and, 1854 and 1858 Liverpool Rd. in Pickering.
- Staff offer the following clarification to the various properties noted within this submission:
 - (a) The Urban Area Boundary in the vicinity of Kinsale is proposed to extend to the Greenbelt Plan Boundary including portions of 3580 Audley Rd. as a Community Area designation which would permit residential development, if designated by the City of Pickering through their secondary plan;
 - (b) The Urban Area Boundary is proposed to extend east of Arthur St. and south of Concession Rd. 3 in Newcastle and include 1037 and 1067 Arthur St. as Community Areas, which could include permissions for residential development;
 - (c) 1854 and 1858 Liverpool Rd. are already within the current ROP's Urban Area Boundary. 1854 Liverpool Rd. is within the Urban Growth Centre delineation. The regional Natural Heritage System (NHS) overlay within the recommended ROP is comprised of the provincial NHS and approved area municipal NHSs. Policy 7.4.2 of the recommended ROP permits refinement of the regional NHS, outside of provincial NHS areas, through the secondary planning process and/ or approved development applications.
- r. Comments from Mark Flowers, Davies Howe LLP, on behalf of Bridgebrook Corp. pertaining to servicing policies that could apply to development within the Uxbridge Urban Area.
- Policy 4.1.8 of the recommended ROP has been revised to remove reference to the Municipal Act;
 - Policy 4.1.26 a) allows for the consideration of communal systems, therefore there is not a need to revise this policy;
 - No change is proposed to Policy 4.1.27; and
 - Policy 9.1.2. b) has not been revised as the phrase provides additional detail regarding the conditions of the Special Study Area.

- s. Comments from Ryan Guetter, Weston Consulting, expressing general support for policy directions related to 113 Down Rd. in the Courtice Waterfront Area (Clarington). Mr. Guetter requests that the new ROP and Special Study Area #4 remove the requirement for a future amendment to the ROP before development can proceed, given that the Secondary Plan will also address other priorities of Clarington, including the identification of a potential future waterfront park;
 - Regional staff maintain that a ROP Amendment (ROPA) will be required to remove the Special Study Area from the lands, given the proximity of nearby Regional facilities once the conditions are satisfied. A change in land use would be applied at that time of a Regional Council approved ROPA.

Engagement with Indigenous Communities

- 6.8 Envision Durham's communications plan was developed to proactively create opportunities to meet and share information on this project with our Indigenous communities. The region spans a portion of the territories covered by the Williams Treaties of 1923. Therefore, outreach was focused on the traditional territories of the seven First Nations included in the Williams Treaties, including:
 - a. The Mississaugas of Scugog Island, Alderville, Curve Lake, and Hiawatha; and
 - b. The Chippewas of Beausoleil, Georgina Island and Rama.
 - c. Additional outreach included service organizations such as the Assembly of First Nations, Métis Nation of Ontario and Oshawa and Durham Métis Council.
 - d. At the suggestion of the province, the draft ROP was also shared with the:
 - Mississaugas of the Credit First Nation;
 - Huron-Wendat First Nation; and
 - Kawartha Nishnawbe First Nation community.
- 6.9 Upon launching Envision Durham, Regional staff sent letters to the Chiefs and staff of the above communities and organizations to introduce the project and to arrange to meet to share information and seek insights early in 2019.
- 6.10 Regional staff followed up on these written letters with a series of phone calls and emails to various parties that resulted in an in-person meeting with the Curve Lake First Nation (July 19, 2019), which included staff from the CAO's Office engaged in consulting on the Strategic Plan at the time.

6.11 Regional staff have been circulating materials since the initiation of the project and have hosted five touch-point meetings with consultation staff on behalf of the Mississaugas of Scugog Island First Nation (MSIFN) since 2022 to share information related to the project, and to receive and discuss comments on various matters of interest to the MSIFN.

6.12 The following highlights the MSIFN's comments submitted on the draft ROP:

- a. Suggestions for creating a more meaningful Traditional Territorial Acknowledgement;
- b. Refinements to the Prologue that recognize the MSIFN community members who continue to live within Durham today;
- c. Strengthen general economic development policies to recognize Indigenous economic reconciliation;
- d. Balancing the demand for housing with the need for protecting natural heritage lands;
- e. Strengthening policies to require green infrastructure and resilient development, where possible;
- f. Requesting policies that highlight the importance of maintaining existing wetlands and other known carbon sinks, including the need for area municipalities to develop wetland strategies to ensure stewardship and monitoring of wetland loss;
- g. Requesting refinements and additions to the built and cultural heritage policies;
- h. Requesting review and potential refinement to a range of draft policies within the Greenlands System Chapter, namely related to permitted uses within key natural heritage features, Greenbelt Urban River Valleys, the Regional NHS, woodlands and wetlands, and the Water Resources System;
- i. Requesting consideration of OCAP principles (i.e. ownership, control, access, and possession) that establish how First Nations data should be collected, protected, used, and/or shared in relation to the use of Traditional Ecological Knowledge, and update draft policies accordingly; and
- j. Requesting that draft Policy 7.7.6 incorporate the development of invasive species management plans.

6.13 As part of Regional staff's regularly scheduled MCR check-in meetings with MSIFN engagement staff, extensive discussions have taken place regarding these comments. In addition to providing clarification, a round of reviews of proposed staff responses and/or proposed policy revisions has also taken place. As a result of these discussions, revisions have been addressed in large part directly within the recommended ROP, as follows:

- a. Revised Traditional Territory Acknowledgement to recognize all seven Williams Treaty First Nations, as well as including a map of the area covered by the Williams Treaties;
- b. Updated description within the Prologue to recognize that this territory remains home to the MSIFN to this day;
- c. Revisions to draft Policy 2.1.5 to encourage and recognize economic reconciliation for Indigenous communities;
- d. Addition of a Nature-based Climate Solutions preamble to recognize the role of wetlands in carbon sequestration;
- e. Series of revisions to policies within the Built & Cultural Heritage section related to archaeological practices;
- f. New objective for Complete Communities that complements Built & Cultural Heritage section to recognize the connection to land and the built environment through Indigenous cultures and traditions;
- g. New policy to maintain and enhance wetland coverage through stewardship and restoration, where possible;
- h. Updated draft Policy 7.5.8 to include aquatic habitat;
- i. New policy to guide implementation of traditional ecological knowledge sharing through adherence to ownership, control, access and possession (OCAP) principles; and
- j. Updated draft Policy 7.7.6 to incorporate assistance in the development of invasive species management plans, where applicable.

6.14 In addition to the above comments, MSIFN are opposed to Council's decision to endorse Land Need Scenario 2a and opposed to the northeast Pickering SABE. MSIFN propose that the northeast Pickering SABE be relocated to Clarington's "Whitebelt" areas. They request that an Opportunity and Cost Study on losing ecosystem services in northeast Pickering, and a Cumulative Effects Assessment on the impact of northeast Pickering SABE on Williams Treaties First Nations harvesting rights, be completed.

- a. Extensive study has been undertaken through the Carruthers Creek Watershed Plan (CCWP) which was endorsed by Regional Council in June 2021, and the TRCA Board of Directors in September 2021. A series of Land Use Management Recommendations form part of the CCWP provide guidance regarding how development can be accommodated within the headwaters while also improving ecological conditions. On July 20, 2021, TRCA stated in a public letter: "The draft CCWP does not state that development in the headwaters of Carruthers Creek should not proceed. Instead, it identifies potential impacts of development and proposes a series of mitigation

measures to manage those impacts should development be considered within the headwaters.”

- b. The proposed SABEs within the recommended ROP are outside of the Greenbelt Plan Area. High level designations are provided through the ROP, but detailed land uses and facilities, and the examination of impact from development on features and functions will form part of the City’s secondary plan process currently underway. Regional staff have already connected MSIFN and their consultation team with staff at the City of Pickering that are leading the secondary plan process.
- c. The recommended ROP has followed the criteria under the Growth Plan and the Provincial Land Needs Assessment Methodology. Although the policies have not been amended to also require the conduct of the requested Cumulative Effects Assessment and Opportunity/Cost Study, any further study could form part of future development review processes. Regional staff would like to continue the conversation with MSIFN, the City, the province and other interested parties related to cumulative effects and the value of ecosystem services.
- d. In addition, it should be noted that Municipality of Clarington is not supportive of further expansion into the Clarington “Whitebelt” beyond what is currently proposed.

6.15 The Huron-Wendat First Nation submitted comments on the draft ROP with respect to engaging Indigenous communities, land acknowledgement, archaeological resources, environmental resources, and public art honouring cultural resources. As a result, the recommended ROP was revised as follows:

- a. Traditional Territory Acknowledgement expanded to include reference to other Indigenous communities, in addition to the Mississaugas of Scugog Island First Nation.
- b. Built environment policies addressing area municipal official plan and secondary plan requirements related to providing for a vibrant and attractive public realm incorporating art, culture and heritage have been expanded to include engaging with Indigenous communities and incorporating Indigenous history and art commissioning, where appropriate, with a focus on cultural heritage.

- c. A new policy was added to engage with the appropriate Indigenous community to identify interpretive and commemorative opportunities to ensure the long-term protection of any archeological resources, in the case where the preservation of a site containing archaeological resources of Indigenous, First Nation or Metis origin is not possible.

7. Overview of Key Changes in the Recommended ROP

- 7.1 The draft ROP as presented within Section 4 of the Public Meeting Report [#2023-P-6](#) is predominantly reflected in the recommended ROP, with updates to policies and mapping that have occurred to address comments and undertake technical/housekeeping updates. To assist in Council and members of the public's review of the recommended ROP, Attachment #6 provides an overview of key changes made to the recommended ROP as a result of the feedback received during the above noted consultation exercise.

8. Declaration that the new Official Plan meets the requirements of the Planning Act

- 8.1 Section 26 (7) of the Planning Act states that Council by resolution shall declare to the approval authority that the Official Plan meets the requirements of subclauses 26 (1) (a), (b) and (c) of the Planning Act. Pursuant to section 26, the adopted official plan is to:
 - a. conform with provincial plans such as the Growth Plan, Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Lake Simcoe Protection Plan, or not conflict with them;
 - b. have regard to the matters of provincial interest listed in Section 2 of the Planning Act. Section 2 details matters of provincial interest such as:
 - the protection of ecological systems, including natural areas, features and functions;
 - the protection of the agricultural resources;
 - the conservation and management of natural resources and the mineral resource base;
 - the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
 - the supply, efficient use and conservation of energy and water;

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
 - the minimization of waste;
 - the orderly development of safe and healthy communities including accessibility, the adequate provision and distribution of educational, health, social, cultural and recreational facilities, and, provision of a full range of housing, including affordable housing;
 - the adequate provision of employment opportunities;
 - the protection of the financial and economic well-being of the province and its municipalities;
 - the co-ordination of planning activities of public bodies;
 - the resolution of planning conflicts involving public and private interests;
 - the protection of public health and safety;
 - the appropriate location of growth and development;
 - the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
 - the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
 - the mitigation of greenhouse gas emissions and adaptation to a changing climate;
- c. be consistent with policy statements issued under subsection 3 (1). 2015, c. 26, s. 24 (1), such as the Provincial Policy Statement.

8.2 It is recommended that Council declare that the new Regional Official Plan, as adopted, forms Regional Council's long-term strategy for guiding and integrating growth management, development, land use, infrastructure and servicing planning and meets the requirements of Section 26 (1), (a), (b) and (c) of the Planning Act.

9. Implications of Bill 23

9.1 Should certain components of the More Homes Built Faster Act (i.e. Bill 23) be proclaimed as proposed, the Region would be defined as an upper-tier municipality without planning responsibility, with approval authority on development planning matters being assumed by the lower tier municipalities, (much of which has already been delegated to Durham's area municipalities). A specific proclamation date is not known at this time; however, the province has advised that it does not expect to proclaim those aspects of Bill 23 that affect upper-tier planning responsibilities until

the winter 2024, at the earliest. Under Bill 23, future updated or new area municipal official plans and amendments will require Ministerial approval, (not Regional approval as is currently the case). Ministerial decisions on planning matters cannot be appealed by the Region.

- 9.2 If those aspects of Bill 23 are ultimately proclaimed such that the Region ceases to have an official plan under the Planning Act, staff recommend that Council continue to recognize and rely on this new Regional Official Plan to inform decisions pertaining to the delivery and coordination of regional infrastructure and services.

10. Proposed 2023 Provincial Planning Statement

- 10.1 On April 6, 2023, the province released a proposed new Provincial Planning Statement (2023 PPS), which is intended to replace the current Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe (both were last updated by the province in 2020). Comments on the newly proposed legislative and policy changes are required by June 5, and the province has advised that it expects the new PPS to come into force in the fall of 2023. As noted in Report [#2023-INFO-29](#), staff are in the midst of preparing a Regional position that will come forward to Regional Planning and Economic Development Committee on June 6th. Regional staff will work with Provincial staff through the approval process to consider any modifications that may be required to the ROP if the 2023 PPS comes into force prior to the new ROP's approval.

11. Relationship to Strategic Plan

- 11.1 This report aligns with/addresses all the strategic goals and priorities in the Durham Region Strategic Plan. The new Official Plan reflects Council's land use vision for the Region to 2051 and is Council's principal guiding document with respect to the delivery of regional infrastructure and services.

12. Conclusion

- 12.1 Envision Durham, the Region's MCR has been a highly consultative process since its formal public launch in 2019. The adoption of the new ROP as a data driven, future focused guiding document for the growth and development of the Region is the final deliverable of the process so that it may be considered by the Minister of Municipal Affairs and Housing.

- 12.2 Envision Durham and the new ROP highlights how planning for land use, infrastructure, services, transportation, natural and rural systems are intrinsically interconnected. The ROP and the role of Regional planning is vital in ensuring that these components are coordinated. The future proclamation of Bill 23 as it relates to the role of upper-tier planning and the ROP will pose distinct challenges to planning, as well as coordinating services and infrastructure as Durham strives to meet its future growth demands.
- 12.3 It is recommended that Regional Council adopt the final draft ROP (Attachment #1) and direct staff to forward the new ROP to the province for approval. The new ROP will be forwarded to the Minister in a package, along with a form and submission checklist as required by MMAH, which includes but is not limited to: records of consultation; declaration that requirements for giving notice and holding a public meeting and open house have been complied with; and, statements of conformity and consistency with provincial plans and policies. Prior to the submission to the province, it is recommended that Regional staff be authorized to undertake any technical housekeeping on the Regional Official Plan as may be necessary following adoption.
- 12.4 It is also recommended that, following the Special Meeting, a copy of this report and a “Notice of Adoption” be sent to all Envision Durham Interested Parties, Durham’s area municipalities, Indigenous communities, conservation authorities having jurisdiction in the Region of Durham, the Durham Agricultural Advisory Committee, Durham Environment and Climate Advisory Committee, the Durham Active Transportation Committee, the Building Industry and Land Development (BILD) – Durham Chapter, Durham Region Home Builders’ Association, other agencies and service providers that may have an interest in the planning of long-term growth in the region (e.g. school boards, hospitals, utility providers, etc.), and all other persons or public bodies who requested notification of this decision.

13. Attachments

- Attachment #1: [Final draft Regional Official Plan \(www.durham.ca/newROP\)](http://www.durham.ca/newROP)
- Attachment #2: [New Regional Official Plan By-law](#)
- Attachment #3: [Agencies and Service Providers for Circulation](#)
- Attachment #4: [Public Meeting Minutes – March 7, 2023](#)
- Attachment #5: [Submissions Table \(www.durham.ca/DraftROPSubmissions\)](http://www.durham.ca/DraftROPSubmissions)

Attachment #6: [Key Changes from Draft ROP \(February 10, 2023\) to Final Draft ROP \(May 3, 2023\)](#)

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP, PLE
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer