

May 6, 2024

Brian Bridgeman
Commissioner of Planning and Economic Development
Planning and Economic Development
Regional Municipality of Durham
Brian.Bridgeman@durham.ca

Dear Brian Bridgeman:

The review of the adopted Durham Region Official Plan by Ministry staff (including input from partner ministries) is now complete. The enclosed draft decision with proposed modifications is based on an analysis of the adopted official plan for consistency with the 2020 Provincial Policy Statement, conformity with Provincial Plans, and the requirements of the *Planning Act*.

A rationale for each proposed modification is included in an appendix to this letter, with references to the relevant provincial policies or legislation.

Please note, that certain proposed modifications will impact the Region's adopted growth management policy framework, most notably in the City of Pickering. These modifications are related to the removal of land in the 2051 Urban Expansion Area that overlap with Minister's Zoning Order 102/72 (Pickering Airport). As a result, Ministry staff are seeking the Region's input with respect to any further modifications that are required to facilitate these changes.

Please contact Ministry staff to arrange a meeting to discuss the proposed modifications, including the matter noted above, at your earliest convenience. If you have any other questions or would like to request any other minor changes to the proposed modifications, please let us know by **June 5, 2024**. Ministry staff would be pleased to meet virtually with you to discuss further.

For further information, please contact Maya Harris, Manager, Community Planning & Development (East), Municipal Services Office Central at Maya.Harris@ontario.ca or 437-776-8447.

Sincerely,


Laurie Miller, Regional Director
Municipal Services Official – Central

c. Elaine Baxter-Trahair, CAO, Regional Municipality of Durham

Appendix

Rationale for Proposed Modifications to the Region of Durham Official Plan

Modifications 1, 2 - To ensure that provincial non-agricultural use policies are implemented appropriately for proposed municipal facilities and cemeteries. The modifications would revise the subject policies to be consistent with the Provincial Policy Statement, 2020.

Modifications 3, 4, 5, 6, 7, 14, 72, 76 - To ensure archeological resources, built heritage resources, cultural heritage landscapes and heritage properties are protected from development in accordance with provincial policy and to ensure the language used in the Official Plan aligns with the provincial definitions. The modifications would revise the subject policies to be consistent with the Provincial Policy Statement, 2020.

Modifications 8, 9, 36 - To ensure policies reflect the requirements to reduce stormwater runoff and pollution from major development and existing settlement areas, and to ensure the provision of future settlement area expansions are considered in the context of all applicable provincial plans. The modifications would revise the subject policies to conform with applicable Source Protection Plans and the Lake Simcoe Protection Plan.

Modification 10 - To ensure that growth and intensification is not directed or expected to be accommodated within local Special Policy Areas which are subject to flood risk (as approved by the Province). The modification revises the subject policy to be consistent with the Provincial Policy Statement, 2020, and to conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Modifications 12, 17, 19, 22 - To identify the Oshawa GO/VIA station as a Protected Major Transit Station Area in the Official Plan, reflect land use constraints, and establish the lower minimum density target as requested from the Region. The modifications would revise the subject policies to conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Modifications 13, 14, 16, 18, 20, 23, 24 - To improve clarity in policy language to ensure alignment with A Place to Grow with respect to setting out minimum density targets and other development standards within strategic growth areas, including their boundaries, and to ensure lower tier plans will be updated to reflect new growth boundaries set out in the Regional Official Plan. The modifications would revise the subject policies to conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Modifications 21, 45, 74 - To highlight MTO requirements for proposals within their legislated permit control areas (i.e. Highway 401) early in the development review process, and to ensure official plan policies do not create undue expectations or demands on the timing and/or funding of future provincial infrastructure improvements.

The modifications would revise the subject policies to be consistent with the Provincial Policy Statement, 2020 and implement the requirements of the Public Transportation and Highway Improvement Act, 1990.

Modifications 25, 52, 60, 61, 62, 63 - To recognize that the planning and development of certain lands is premature until such time as federal and provincial constraints related to the planning for a future potential Airport in Pickering have been removed. The modifications would revise the subject policies and remove new Urban Areas that overlap with Minister's Zoning Order 102/72.

Modifications 26, 30, 34, 55, 73 – To recognize appropriate dates in provincial plans, changes in legislation regarding Conservation Authorities, and reflect provincial administrative processes. The modifications would revise the subject policies to ensure conformity with provincial plans, align with legislation, and provide clarity.

Modifications 27, 28, 29, 32, 33 – To ensure the Official Plan is not more restrictive than provincial plans and policy with respect to provisions related to mineral aggregate operations. The modification would revise the subject policies to be consistent with the Provincial Policy Statement, 2020, and conform with applicable provincial plans and policies.

Modifications 31, 39, 40 – To ensure that the Official Plan aligns with the current provincial planning framework and does not authorize compensation for the development related destruction of natural heritage features. The modification would revise the subject policy to be consistent with the Provincial Policy Statement, 2020

Modifications 35, 76, 77 - To ensure Regional official plan policies refer to the appropriate hydrologic and natural heritage features, including those identified in the Provincial Policy Statement. The modification would revise the subject policy to be consistent with the Provincial Policy Statement, 2020 and applicable provincial plans and policies.

Modifications 37, 38 - To ensure the Region undertakes its own assessment of wildland fire potential and does not rely on MNRF wildland fire mapping, which is at a coarse scale and is not a definitive representation of wildland fire risk. Further, to ensure wildland fire mitigation measures are not permitted in natural heritage features. The modifications would revise the subject policies to be consistent with the Provincial Policy Statement, 2020.

Modifications 41, 42, 43, 44, 46, 47, 48, 68, 69 - To clarify the relationship between the Region and MTO with regards to transportation matters and to ensure official plan policies do not create undue expectations or demands on the timing and/or funding of future provincial infrastructure improvements. The modifications would revise the subject policies to be consistent with the Provincial Policy Statement, 2020, the Transportation Plan for the GGH and implement the requirements of the Public Transportation and Highway Improvement Act.

Modifications 49, 50 - To ensure official plan policies set out clear objectives to protect and plan for goods movement facilities, specifically airport, rail and marine. The modifications would revise the subject policies to be consistent with the Provincial Policy Statement, 2020.

Modifications 51, 53, 54, 59, 64, 65, 66, 67 - To align the Official Plan with recent changes in legislation to reinstate lands into the Greenbelt Plan and to re-establish the Duffins Rouge Agricultural Preserve Act.

Modifications 56, 57 – In response to requests made by the Region of Durham to incorporate Regional Official Plan Amendments that were adopted after the new Official Plan was adopted by Regional Council on May 17, 2023.

Modification 58 - To remove a non-conforming expansion of an existing rural employment area (Uxville) into the Countryside Area of the Oak Ridges Moraine Conservation Plan in the Township of Uxbridge. The modification would revise the subject policies to conform with the Oak Ridges Moraine Conservation Plan.

Modifications 70, 71, 72 - To support the introduction of new policies into the Official Plan, to ensure the definition of significant woodlands conforms to the criteria established by the Province, and to support the policy language used in the official plan by including associated provincial definitions in the Glossary. The modifications would revise the subject policies to be consistent with the Provincial Policy Statement, 2020, conforms with applicable provincial plans and policies, and aligns with provincial technical guidance.

DECISION

With respect to New Region of Durham Official Plan Subsection 17(34) of the *Planning Act*

I hereby repeal the Region of Durham Official Plan adopted by By-law 103-91 as approved by the Ministry of Municipal Affairs and Housing on November 24, 1993, and subsequent amendments thereto. Furthermore, I hereby approve, as modified, the Region of Durham Official Plan, as adopted by the Region of Durham by By-law 38-2023, subject to the following modifications, with additions in **bold underline** and deletions ~~in bold strikethrough~~:

1. Policy 3.3.24 d) is modified so that it reads:

“d) they do not disrupt the agricultural community **and impacts on the surrounding agricultural operations and lands are mitigated to the extent feasible.**”

2. Policy 3.3.31 is modified so that it reads:

“Consider new cemeteries subject to the following criteria:

a) for Prime Agricultural Areas, **there are no reasonable alternative locations which avoid Prime Agricultural Areas and** the cemetery is located **on lower priority lands in areas of lesser agricultural significance;**

b) there are no adverse impacts on the natural environment, hydrological features and surrounding land uses;

c) impacts from the cemetery on surrounding agricultural operations and lands are mitigated to the extent feasible;

~~de~~) if locating adjacent to an operating landfill, the cemetery is sited in accordance with the Land Use Compatibility Guidelines, and any other guidelines and/or requirements issued by the province; and

~~ed~~) the cemetery is no larger than 40 hectares within the Prime Agricultural Area.

f) Within the Greenbelt Area, cemeteries are not permitted within the Prime Agricultural Areas.”

3. Parts d), e), and f) of policy 3.3.39 are modified so that they read:

“d) guide development, redevelopment, and intensification while protecting and preserving **built heritage resources, buildings, and cultural heritage landscapes, features and functions;**

e) support the restoration and where appropriate, the adaptive reuse of **built heritage resources, buildings;**

f) provide an appropriate interface or transition between new developments and **protected heritage properties, buildings** or heritage conservation districts;”

4. Policy 3.3.41 a) is modified so that it reads:

“adopt policies to protect and enhance cultural heritage resources in their official plans, **including the use of heritage impact assessments where development is proposed adjacent to properties designated under the Ontario Heritage Act, heritage conservation districts and provincial heritage properties.**”

5. Policy 3.3.46 is modified so that it reads:

“Encourage area municipalities to ~~preserve~~**conserve** and protect significant natural and cultural landscapes through the development process, including the Lake Ontario waterfront, the Lake Ontario Waterfront Trail, Lake Scugog, Lake Simcoe and the Rouge National Urban Park views and vistas.”

6. Policy 3.3.50 is modified so that it reads:

“Ensure that, where archaeological resources are found to be of Indigenous, ~~First Nation or Metis origin~~ **affiliation**, the proponent and/or their archaeological consultant are required to:

a) where the finding takes place through a Stage 2 archaeological assessment, provide a copy of the findings to the ~~closest relevant~~ Indigenous, ~~First Nation or Metis affiliation community~~ prior to ~~development proceeding the subsequent stage of archaeological assessment~~; and

b) during the through a Stage 3 archaeological assessment, ~~engage notify~~ the ~~relevant closest~~ Indigenous ~~community affiliation~~ in ~~the formulation of mitigation strategies advance of onsite assessment work.~~”

7. Add a new policy 3.3.52 that reads:

“Encourage area municipalities to prepare archaeological management plans and cultural plans, where appropriate.”

8. Policy 4.1.13 is modified so that it reads:

“Work with area municipalities, conservation authorities and other agencies to ensure stormwater management plans **encourage implementation of a hierarchy of source, lot-level, conveyance and end of pipe controls, to** address the impacts of a changing climate, and impacts from natural hazards, including through improved stormwater management design and the use of innovative technologies and best practices”.

9. Policy 4.1.14 is modified so that it reads:

“Encourage area municipalities to include policies within their official plans to **implement source control programs that** reduce stormwater runoff volume and pollutant loadings within designated Urban Areas in the Lake Simcoe watershed, in accordance with the Lake Simcoe Protection Plan.”

10. Policy 4.1.39 is modified so that it reads:

“Investigate the long-term servicing of Urban Areas identified in Policy 4.1.38. Further expansions to these Urban Areas shall only be considered if there is a long-term plan in place to provide full municipal services **and in accordance with applicable provincial plans. The applicable sewage and water infrastructure policies of the Greenbelt Plan also apply.**”

11. Policy 5.1.14 g) is modified so that it reads:

"g) notwithstanding the intensification policies herein, ~~any~~ new or intensified development **is not directed to within** Floodplain Special Policy Areas, **and** shall be subject to the applicable provisions of the area municipal official plan."

12. Figure 11 – Strategic Growth Area Targets Table is modified by adding an asterisk (*) after the target for Protected Major Transit Station Areas and by adding the following note below the table:

"Notwithstanding the above, the Oshawa GO/VIA Protected Major Transit Station Area will be planned to achieve a minimum density target of 25 people and jobs per gross hectare".

13. Figure 11 – Strategic Growth Area Targets Table is modified by deleting the note below:

~~"Notwithstanding the above Minimum Transit Supportive Density Targets, where a Regional Centre is located along a Rapid Transit Corridor and is also comprised of a historic downtown, an area municipal official plan may establish an alternative density target for the Regional Centre provided the overall target for the area municipality is maintained."~~

14. The preamble of policy 5.2.6 and the associated subsection b) are modified so that they read:

"Require area municipalities **to plan for Strategic Growth Areas by** updateing official plans, secondary plans and zoning by-laws to:

- b) **Set out designate** appropriate:
- i) land use designations;
 - ii) ~~establish minimum~~ residential and employment density targets **in accordance with Figure 11; and**
 - iii) ~~identify permissible~~ built form **standards, including minimum and maximum building heights;**
 - iv) ~~establish minimum and maximum building heights."~~

15. The first sentence of policy 5.2.8 e) is modified so that it reads:

"contributes to, recognizes, ~~preserves and/or~~ conserves ~~applicable built and~~ cultural heritage resources, in accordance with Section 3.3."

16. Add a new policy 5.2.11.1 which reads:

"Notwithstanding policies 5.2.10 and 5.2.11, the further refinement of the boundaries of Urban Growth Centres or Protected Major Transit Station Areas shall only be undertaken in accordance with provincial plans and policy."

17. The preamble of Section 5.2 (after policy 5.2.14) 'Protected Major Transit Station Areas' is modified so that it reads:

"There are ~~seven~~ **eight** Protected Major Transit Station Areas located within southern Durham along the Lakeshore East GO Train line. ~~Three~~ **Four** Protected Major Transit Station Areas surround existing stations in Pickering, Ajax, ~~and~~ Whitby, **and Oshawa,**

and four new stations are being planned along the GO East Extension, two of which are in the City of Oshawa (Thornton's Corners and Central Oshawa) and two of which are in the Municipality of Clarington (Courtice and Bowmanville)."

18. Policy 5.2.17 is modified to add the following new subsection:

"c) any land use that would adversely affect the achievement of the minimum density target."

19. Policy 5.2.18 is modified so that it reads:

"Not permit sensitive land uses, notwithstanding any other policies of this Plan to the contrary, **at the following locations:**

a) on the lands located within the existing Oshawa GO/VIA Protected Major Transit Station Area in the City of Oshawa, due to surrounding industrial uses, railway and highway infrastructure; and,

b) on the lands located within the Courtice Protected Major Transit Station Area, east of Courtice Road and south of Baseline Road in the Municipality of Clarington, due to proximity to the Darlington Generating Station"

20. Policy 5.2.23 i) is modified so that it reads:

"Include plans to accommodate multimodal access to Protected Major Transit Station Areas by accounting for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking) and give priority to local and regional transit, active transportation and passenger pick-up and drop off. Include plans for as well as the protection for future facility expansion when new development on existing GO Station land is proposed;"

21. Add a new policy 5.2.23 m) which reads:

"Require, where development is proposed adjacent or in the vicinity of MTO permit control areas, a traffic impact study be undertaken to determine the impacts of proposed development and intensification on highway interchange nodes within the Ministry's permit control area."

22. Add a new policy 5.2.23.1 which reads:

"Notwithstanding policies 5.2.15 to 5.2.23, the existing Oshawa GO/VIA station is to be planned for Employment Area permitted uses only with a minimum density target of 25 people and jobs per hectare."

23. Insert a new policy 5.4.5.1 that reads:

"Development within the designated greenfield area shall be planned to achieve a minimum density target of not less than 53 [or 60] people and jobs per hectare."

24. The preamble of section 5.7.2 is modified so that it reads:

~~“Require Area Municipalities to update Consider support for amendments to an area municipal their official plans to designate a supply of land for development up to the time frame of this Plan, including Settlement Area Boundary Expansions to the extent of the Region’s Urban Area Boundary as shown on Map 1, provided that the amendment:”~~

25. Policy 5.7.8 b) is deleted in its entirety:

~~“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 5.5.36.”~~

26. Subsection c) of policies 6.4.5 and 6.4.6 are modified so that they read:

~~“within the Protected Countryside of the Greenbelt Plan Area, the dwelling was in existence in accordance with the date set out in the applicable provincial plans of December 16, 2004;”~~

27. Policy 6.7.4 is modified so that it reads:

“Ensure that the development of mineral aggregate operations and wayside pits shall, where applicable, conform with ~~the provincial plans and policies Oak Ridges-Moraine Conservation Plan and the Greenbelt Plan~~, where applicable, in addition to the policies of this Plan.”

28. Add a new policy which reads:

“6.7.24 Ensure the rehabilitation of mineral aggregate extraction sites in Prime Agricultural Areas is undertaken in accordance with applicable provincial plans and policy.”

29. Policy 7.1.11 b) is modified so that it reads:

“demonstrate that the use is appropriate for location in the Major Open Space Area and, apart from recreational uses, cemeteries, and mineral aggregate extraction, is small in scale and serves the resource and agricultural sectors;”

30. The preamble of policy 7.4.15 is modified so that it reads:

“Require that any proposal for development or site alteration in proximity to key natural heritage features or key hydrologic features include an environmental impact study as part of a complete application. The Region, in consultation with the area municipality, the conservation authority having jurisdiction if a conservation authority permit will be required and the Lake Simcoe Region Conservation Authority where applicable conservation authority and applicant, may select and retain a qualified

environmental consultant to peer review the study at the applicant's expense. Such a study shall apply to the area to be developed, or may be expanded to include additional lands, as may be deemed necessary by the Region, in consultation with the area municipality, **the Lake Simcoe Region Conservation Authority where applicable conservation authority** and any other appropriate agency, and it shall address the following:

31. Policy 7.4.1.5 j) is deleted in its entirety:

~~“j) the need for ecosystem compensation, as directed by the area municipality, if avoidance and mitigation are not possible, in accordance with Section 7.7;”~~

32. Policy 7.4.22 is modified so that it reads:

“Prohibit development and site alteration within significant woodlands, as verified by an appropriate site-specific study, such as an environment impact study. **Notwithstanding, mineral aggregate operations may be permitted within significant woodlands provided the applicable policy requirements of Provincial Plans and policies are satisfied.**”

33. Policy 7.4.27 is modified so that it reads:

“Prohibit development and site alteration within provincially significant wetlands, **significant coastal wetlands** and wetlands within provincial natural heritage system areas, in accordance with Policies 7.4.10 to 7.4.18. **Notwithstanding, mineral aggregate operations may be permitted within non-significant wetlands, provided the applicable policy requirements of Provincial Plans and policies are satisfied.**”

34. Policy 7.5.8 is modified so that it reads:

“Discourage alterations to watercourses and permanent and/or intermittent streams. Minor adjustments to watercourses and permanent and/or intermittent streams may be considered by the conservation authority having jurisdiction **in accordance with regulations under the Conservation Authorities Act where evidence can be provided that such alterations will not have an adverse effect on the functions of the watercourse or permanent and/or intermittent stream, including aquatic habitat.**”

35. Policy 7.5.13 is modified so that it reads:

“Require that area municipalities include policies and appropriate designations within their official plans, informed by watershed planning, that provide for the long-term protection of **key hydrologic features**, key hydrologic areas, **and their functions**”.

36. Policies 7.5.33, 7.5.34 and 7.5.35 are modified to replace the words “the Beaverton intake protection zone - 1” with the words **“any intake protection zone – 1”**.

37. Policy 7.6.11 is modified so that it reads:

“Require area municipalities to ensure hazardous forest types for wildland fire are considered through an environmental impact study when development is proposed in or

adjacent to areas at risk for wildland fire, ~~as identified by Ministry of Northern Development, Mines, Natural Resources and Forestry mapping, or local refinements where available.~~

38. Add new policies 7.6.12.1 and 7.6.12.2 which read:

“7.6.12.1 Wildland fire mitigation measures shall not be permitted in significant wetlands and significant coastal wetlands.

7.6.12.2 Wildland fire mitigation measures shall not be permitted in significant woodlands, significant valleylands, significant wildlife habitat, significant areas of natural and scientific interest, coastal wetlands and fish habitat as well as adjacent lands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

39. Objective iii) in Section 7.7 is deleted in its entirety and iv) to iii) are renumbered:

~~“iii) Promote the use of ecosystem compensation when avoidance and mitigation of natural features is not possible.”~~

40. The Ecosystem Compensation Section, including the preamble and policies 7.7.11, 7.7.12 and 7.7.13, are deleted in their entirety

41. Policy 8.1.9 is modified so that it reads:

“Encourage and work with Metrolinx, provincial, **municipal** and federal governments to **realize plan for** improved inter-regional transit connections, including Freeway Transit and Other Transit Connections designated on Map 3a.”

42. Policy 8.3.7 is modified so that it reads:

~~“Request that the province continue to~~ **Work with the province to investigate the feasibility of** implementing dedicated commuter parking lots along Highways 407, 412 and 418 as identified through section 8.1.2, and along other provincial highways, to support carpooling and inter-regional transit use.”

43. Policy 8.4.8 is modified so that it reads:

“Recognize the importance of the **current and planned expansions to the** provincial **freeway** highway system, ~~including Highways 401 404, 407, 412, 418 and 115, in~~ **fostering planning for** continued economic development, supporting goods movement, and accommodating **Freeway Highway** transit ~~and reducing the burden of long distance travel on the Region’s arterial road network.~~”

44. Policy 8.4.9 is modified so that it reads:

i), Modifying the first sentence to read:“Support improvements to the provincial **freeway and** highway network ~~by encouraging the accelerated implementation of~~ **such as:**”, and

ii) deleting subsection d) in its entirety:

~~“d) modifications to the alignment of the Highway 7/12 intersection at Thickson Road, subject to further study by the Town of Whitby and MTO, that may be updated without amendment to this Plan.”~~

45. Add new policy 8.4.10.1 that reads:

“Ensure MTO is consulted on all proposed development that is adjacent to or in the vicinity of provincial highways within MTOs permit control area under the Public Transportation and Highway Improvement Act.”

46. Policy 8.4.11 is deleted in its entirety:

~~“Encourage MTO to construct the Highway 407 interchanges at Westney Road, Salem Road and Thornton Road, Highway 412 interchange at Rossland Road, and complete the Highway 401/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction.”~~

47. Policy 8.4.12 is deleted in its entirety:

~~“Encourage MTO to construct an interchange on Highway 401 at Lambs Road and close the adjacent Bennett Road interchange, and investigate the ultimate role of Highway 35/115 between Highway 401 and Highway 407, including potential upgrades to a provincial freeway facility.”~~

48. Policy 8.4.13 a) is modified so that it reads:

“a) Advocating the importance of inter-regional transportation improvements such as the widening of Steels Avenue (west of Beare Road) and Highway 7 (west of Brock Road), ~~including advocating the provincial government to take a leadership role in their implementation;~~ and”

49. Objective iii) in policy 8.5 is modified so that it reads:

“Ensure the long-term operation and economic role of air, rail facilities, and marine facilities for goods movement is protected.”

50. A new Objective iv) is added to policy 8.5 modified which reads:

“Ensure that goods movement facilities and sensitive lands uses are appropriately designed, buffered and/or separated from each other to mitigate noise and vibration impacts to adjacent land uses.”

51. Policy 9.1.2 e) is deleted in its entirety:

~~“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.~~

52. Policy 9.1.2 is modified by adding a new subsection a.1) that reads:

“Special Study Area 1A applies to lands in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister’s Zoning Order 102/72. These lands may be reconsidered for urban development through a future amendment to this Plan, or in the absence of a Regional Official Plan, an amendment to the Official Plan of the City of Pickering, undertaken in accordance with Section 26 of the Planning Act and any applicable provincial plans and policy, provided that the Minister of Municipal Affairs and Housing amends or revokes Minister’s Zoning Order 102/72 to permit such development.”

53. The subtitle after policy 9.2.1 is modified so that it reads:

“Specific Policy Area A – Seaton Urban Area **& Duffins Rouge Agricultural Preserve**”.

54. Policies 9.2.6 through 9.2.10 are renumbered 9.2.7 through 9.2.11 respectively, and a new policy 9.2.6 is inserted (after policy 9.2.5) that reads:

“In addition to the applicable policies of the Greenbelt Plan and the implementing policy framework set out in this Plan, lands within the Duffins Rouge Agricultural Preserve are also subject to the Duffins Rouge Agricultural Preserve Act, 2023.”

55. Policy 10.2.5 c) is modified so that it reads:

“submission of a signed Record of Site Condition (RSC) to the Ministry of the Environment, Conservation and Parks (MECP) for the subject lands. The RSC must be to the satisfaction of the Region, and the Municipality of Clarington, **and including an Acknowledgement of Receipt of the RSC by the** MECP; and”

56. Policy 10.4.20 is modified by adding the following new subsections that reads:

“10.4.20 fff) A surplus farm dwelling rendered surplus from the parcel identified as Assessment No. 18-39-010-003-14300 located in Part of Lot 6, Concession 5, former Township of Thorah, in the Township of Brock, subject to the inclusion of the provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel in accordance with the Provincial and Regional policies, no further severance of the property is permitted.;

10.4.20 ggg) A surplus farm dwelling is severed from the parcel identified as Assessment No. 18-39-050-005-28300 located in Part of Lots 17 & 18, Concession 7 in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel. In accordance with Provincial and Regional policies no further severance of property is permitted.;

57. Insert a new policy, 10.5.9, which reads:

“Permit, notwithstanding any other provision of this Plan, ancillary uses to the existing major recreational use including a 4 – 5 storey hotel and expanded parking area are permitted on lands located on the south side of Elgin Park Drive west of Concession 7, east of Howard Williams Court, identified as Assessment 18-29-040-009-00500 in Part of Lot 27 Concession 6, in the Township of Uxbridge. The uses shall be subject to the fulfillment of the following conditions to the satisfaction of the approval authorities:

a) the establishment of a site-specific baseline and surveillance monitoring program funded by the proponent to the satisfaction of the Region of Durham, the Township of Uxbridge and the Lake Simcoe Region Conservation Authority. The baseline program should be established before the site is used for soil treatment purposes and both water levels and water quality samples should be collected that reflect the contaminants of concern to be treated. The surveillance monitoring and reporting program should include surface water from the two on-site drainage ponds, groundwater, and 2-year stormwater event runoff, water quality sampling and water level measurement analysis, be prepared by a Qualified Person and begin before the soil remediation use begins and continue for the duration of the soil remediation operations on the site; and

b) the locations of all of the storage and processing facilities for the proposed use be checked in the field to verify that they are outside of the 10-year time of travel of the Wellhead Protection Area as identified on Map 2f of this Plan.”

58. Map 1 – Regional Structure – Urban and Rural Systems is modified by delineating the boundary of Rural Employment Area No. 2 as shown on Map 1 – Regional Structure – Urban and Rural System, in the 1993 Regional Official Plan, as amended.

59. Map 1 of the Official Plan is modified by:

a) removing Special Study Area #6 from lands in the City of Pickering and Town of Ajax and redesignating them as Agricultural Area; and

b) removing Special Study Area #6 from lands in the Municipality of Clarington and redesignating them as Major Open Space Area.

60. Map 1 of the Official Plan is modified by deleting the Community Areas, Employment Areas, and Regional Centres land use designation from lands located in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister’s Zoning Order 102/72, and replacing them with **“Special Study Area #1A”**.

61. Map 1 of the Official Plan is modified by adjusting the Urban Area Boundary to exclude

the lands located in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister's Zoning Order 102/72.

62. Maps 1, 2a), 3a) to 3d), and 4 of the Official Plan are modified by deleting the 2051 Urban Expansion Areas overlay from lands that are located in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister's Zoning Order 102/72.
63. Maps 2a), 3a) to 3d), and 4 of the Official Plan are modified by deleting the Urban Area designation from lands that are located in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister's Zoning Order 102/72.
64. Map 2a of the Official Plan are modified by removing 'Special Study Area #6' and its associated boundaries in the City of Pickering, Town of Ajax, and Municipality of Clarington
65. Map 2b of the Official Plan is modified by identifying the lands, formerly identified as "Special Study Area #6" in the City of Pickering and Municipality of Clarington, as Greenbelt Natural Heritage System, as the system is depicted on Schedule 4 of the Greenbelt Plan.
66. Maps 2b, 2c, and 4 of the Official Plan are modified by identifying the lands, formerly identified as "Special Study Area #6" in the City of Pickering, Town of Ajax and Municipality of Clarington, as Protected Countryside.
67. Maps 1, 3a, 3b, 3c, 3d, and 3e of the Official Plan are modified by adjusting the boundary of Specific Policy Area A, in the City of Pickering to add the lands identified in Schedule 1 to the Duffins Rouge Agricultural Preserve Act, 2023.
68. Map 3b, Road Network, is modified by:
 - i) deleting the words "Existing Interchange to be Removed" from the legend and replacing the associated symbol on the map with the 'Existing Interchange' symbol, and
 - ii) replacing the words, "Future Interchange" in the legend with the words, "**Conceptual Future Interchange**".
69. Map 3c, Strategic Goods Movement Network, is modified by identifying the following road segments as part of the Strategic Goods Movement Network:
 - King St, between Bowmanville Avenue and Highway 418
 - King Avenue / Regional Highway 2, between Highway 35/115 to the region's eastern municipal boundary
 - Ganaraska Rd, between Highway 35/115 to the region's eastern municipal boundary.
70. Add a new definition, "Agricultural Condition" to the Glossary that reads:

"Agricultural Condition: in regard to prime agricultural land, a condition in which substantially the same areas and same average soil capability for agriculture are

restored.”

71. Modify the definition of Significant Woodlands so that it reads:

“Significant Woodlands: at the regional scale are identified as:

- a) any woodland occurring within the Urban or Whitebelt Area which is two hectares in size or larger; or
- b) any woodland occurring within the Rural Area, which is 10 hectares in size or larger;
- c) any woodland occurring within the Urban or Whitebelt Area which is one hectare in size or larger or any woodland occurring within the Rural Area, which is four hectares in size or larger; and
 - i) occurs within 30 metres of significant natural heritage feature, **unevaluated any** wetland greater than 0.5 hectares in size, or fish habitat; or
 - ii) occurs wholly within an identified linkage area; or
- d) any woodland occurring within the Urban or Whitebelt Area which is one hectare in size or larger or any woodland occurring within the Rural Area, which is four hectares in size or larger; and **supports includes:**
 - i) a vegetation community with a provincial ranking of S1, S2, or S3 as designated by the Natural Heritage Information Centre;
 - ii) rare, uncommon species or species with a restricted habitat preference; or
 - iii) characteristics of older woodlands, including:
 - i. woodlands having 10 or more trees per hectare greater than 100 years old; or
 - ii. woodlands having 10 or more trees per hectare at least 50 centimetres in diameter, or a basal area of eight or more square metres in trees that are at least 40 centimetres in diameter

e) Notwithstanding, for woodlands occurring within the Oak Ridges Moraine or the Greenbelt Natural Heritage System, significant woodlands are based on the provincial criteria developed for the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.“

72. Add the following new terms to the Glossary:

“Areas of archaeological potential: means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist.

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant

planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

Protected heritage property: means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

73. The third paragraph of 'Environmental Impact Study' under the Application/ Development Scenario column in Table 1 is modified so that it reads:

"Prior to the submission of any application, applicants shall confirm the scope of any potential environmental study requirements with the Region, ~~and~~ area municipality ~~and the conservation authority~~ to determine whether the study will be prepared by a consultant retained by the Region, or by the applicant. In those instances where the study is prepared by the Region, an application shall not be deemed to be a 'complete application' until such a time the study has been completed."

74. Table 1 is modified to include the following new study as part of a complete application:

"Traffic Impact Study (TIS):

A Traffic Impact Study may be required by the Ministry of Transportation as part of the permit application process. The TIS is used to determine the extent to which highway improvements are required as a direct result of proposed construction or development within the MTO permit control area and adjacent to a provincial highway. The requirement for the study shall be determined on a case-by-case basis, in consultation with the Ministry of Transportation.

75. Table 1 is modified to include the following new study (after Fiscal Impact Study) as part of a complete application:

"Heritage Impact Assessment: A Heritage Impact Assessment will be required for development on properties adjacent to protected heritage properties and for development on properties included in an area municipality's Heritage Register."

76. The 'Area of Natural and Scientific Interest' row in Table 7 is modified by replacing "(earth science)" with "(life science)" where it appears in the Greenbelt and Oak Ridges Moraine Conservation Plan columns.

77. Table 7 is modified by adding a new column titled, "Provincial Policy Statement" and adding indicator dots in the following rows: Habitat of Endangered and Threatened Species, Fish Habitat, Areas of Natural and Scientific Interest, Significant Valleylands, Significant Woodlands, Significant Wildlife Habitat, and Wetlands. Beside the new indicator dot added for wetlands, include the following note: "(significant wetlands, significant coastal wetlands, coastal wetlands)"

DRAFT