



The Regional Municipality of Durham

Planning & Economic Development Committee Agenda

Council Chambers
Regional Headquarters Building
605 Rossland Road East, Whitby

Tuesday, June 2, 2020

9:30 AM

Please note: In an effort to help mitigate the spread of COVID-19, and to generally comply with the direction from the Government of Ontario whereby all organized public events of more than five people are prohibited, it is requested in the strongest terms that Members participate in the meeting electronically. Regional Headquarters is closed to the public, all members of the public may [view the Committee meeting](#) via live streaming, instead of attending the meeting in person. If you wish to register as a delegate regarding an agenda item, you may register in advance of the meeting by noon on the day prior to the meeting by emailing delegations@durham.ca and will be provided with the details to delegate electronically.

1. Roll Call

2. Declarations of Interest

3. Adoption of Minutes

- A) Planning & Economic Development Committee meeting
– March 3, 2020

Pages 4 - 11

4. Statutory Public Meetings

- 4.1 Application to amend the Durham Regional Official Plan, submitted by Darmar Farms Inc. to permit the severance of a dwelling rendered surplus to a farming operation as a result of the consolidation of non-abutting farm parcels, in the Township of Brock, File: OPA 2020-001 (2020-P-7)

12 - 18

A) Presentation

1. Lori Riviere-Doersam, Principal Planner

B) Public Input

C) Report

- 4.2 Application to amend the Durham Regional Official Plan, submitted by D.S. & B. Farms Inc. to permit a severance of a dwelling rendered surplus to a farming operation as a result of a consolidation of non-abutting farm parcels, in the Township of Brock, File: OPA 2020-002 (2020-P-8)

19 - 25

A) Presentation

1. Valerie Hendry, Project Planner

B) Public Input

C) Report

- 4.3 Proposed Amendment to the Durham Regional Official Plan for lands in the Municipality of Clarington, File: OPA 2020-003 (2020-P-9)

26 - 31

A) Presentation

1. Heather Finlay, Senior Planner

B) Public Input

C) Report

5. Delegations

- 5.1 Rob Alexander, Chair, Durham Region Farm Fresh Marketing Association, re: Durham Farm Fresh Marketing Association 2019 Review and 2020 Workplan (2020-EDT-4) [Item 8.2 A)]

6. Presentations

There are no presentations

7. Planning

- 7.1 Correspondence

- A) Correspondence from Alexander Harras, Manager of Legislative Services/Deputy Clerk, Town of Ajax, re: Ministerial Rezoning Order to Permit a new Long-Term Care (LTC) Facility in the Town of Ajax, Region of Durham

32 - 33

Recommendation: For Consideration

7.2 Reports

- A) Smart Commute Program Transition and Execution of a Memorandum of Understanding between the Region of Durham and other GTHA Regional Partners (2020-P-10) 34 - 37
- B) Proposed Employment Area Conversion Criteria and Submission Review Process (2020-P-11) 38 - 80

8. Economic Development

8.1 Correspondence

8.2 Reports

- A) Durham Farm Fresh Marketing Association 2020 Workplan (2020-EDT-4) 81 - 85
- B) Bill 156, Security from Trespass and Protecting Food Safety Act, 2019 (2020-EDT-5) 86 - 90

9. Advisory Committee Resolutions

There are no advisory committee resolutions to be considered

10. Confidential Matters

There are no confidential matters to be considered

11. Other Business

11.1 Introduction of New Staff

12. Date of Next Meeting

Tuesday, July 7, 2020 at 9:30 AM

13. Adjournment

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The Regional Municipality of Durham

MINUTES

PLANNING & ECONOMIC DEVELOPMENT COMMITTEE

Tuesday, March 3, 2020

A regular meeting of the Planning & Economic Development Committee was held on Tuesday, March 3, 2020 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:30 AM

Present: Councillor Joe Neal, Vice-Chair
Councillor Hight
Councillor Kerr
Councillor Lee
Councillor Yamada attended the meeting at 9:32 AM
Regional Chair Henry

Also

Present: Councillor John Neal

Absent: Councillor Bath-Hadden was absent on municipal business
Councillor Ryan, Chair, was absent due to illness

Staff

Present: E. Baxter-Trahair, Chief Administrative Officer
B. Bridgeman, Commissioner of Planning and Economic Development
A. Caruso, Senior Planner
S. Gill, Director, Economic Development and Tourism
C. Goodchild, Manager, Policy Planning & Special Studies
R. Inacio, Systems Support Specialist, Corporate Services – IT
S. Jibb, Manager, Economic Development, Agriculture and Rural Affairs
T. Laverty, Manager, Corporate Communications
A. Luqman, Project Planner
G. Muller, Director of Planning
G. Pereira, Manager, Transportation Planning
B. Pickard, Manager, Tourism
K. Ryan, Senior Solicitor, Corporate Services – Legal Services
S. Salomone, Manager, Economic Development, Business Development and Investment
J. Severs, Manager, Economic Development, Marketing and Cluster Development
L. Trombino, Manager, Plan Implementation
T. Fraser, Committee Clerk, Corporate Services – Legislative Services

Councillor Joe Neal, Vice-Chair, chaired the meeting in the absence of Councillor Ryan, Chair.

1. Declarations of Interest

There were no declarations of interest.

2. Adoption of Minutes

Moved by Councillor Lee, Seconded by Councillor Kerr,
(14) That the minutes of the following meetings be adopted:

- Regular Planning & Economic Development Committee meeting held on February 4, 2020;
- Special Planning & Economic Development Committee meeting held on February 26, 2020; and
- Closed Planning & Economic Development Committee meeting held on February 26, 2020.

CARRIED

Councillor John Neal referenced the second last paragraph on page 4 of the February 4, 2020 Planning & Economic Development Committee minutes and he asked staff to clarify who has jurisdiction for well water testing and the Region's well interference policy. B. Bridgeman clarified that the lower-tier municipalities have jurisdiction related to site alteration by-laws, and the Ministry of the Environment and Regional Health Department have jurisdiction related to testing of wells depending on the circumstances. This item was also discussed later in the meeting, refer to page 8 of these minutes.

3. Statutory Public Meetings

There were no statutory public meetings.

4. Delegations

4.1 Zac Cohoon, Chair, Durham Agricultural Advisory Committee, re: Durham Agricultural Advisory Committee 2019 Annual Report and 2020 Workplan (2020-P-5)

Z. Cohoon, Chair, Durham Agricultural Advisory Committee (DAAC), appeared before the Committee with respect to the DAAC 2019 Annual Report and 2020 Workplan. He highlighted the various activities of DAAC in 2019.

Moved by Regional Chair Henry, Seconded by Councillor Lee,
(15) That the Rules of Procedure be suspended in order to permit Mr. Cohoon to finish his delegation.

CARRIED on a 2/3rds Vote

Z. Cohoon also outlined some of the proposed activities in the 2020 Workplan, including:

- policy development and implementation by providing advice on the formulation and implementation of land use planning policies;
- communication, outreach and education, including the 2020 DAAC Farm Tour;
- economic development and tourism to assist Durham's agricultural sector; and
- issues of interest that are significant to DAAC and may require future consideration.

Z. Cohoon advised that the 2020 DAAC Farm Tour will be held on September 17, 2020 at Goodyear Farms in the Township of Brock.

Z. Cohoon responded to questions from the Committee.

With the consensus of the Committee, the order of the agenda was altered to consider Report #2020-P-5 at this time.

6.2 Reports

C) Durham Agricultural Advisory Committee 2019 Annual Report and 2020 Workplan (2020-P-5)

Report #2020-P-5 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Councillor Joe Neal advised that an amendment is required to the wording in section 9.1 of the proposed terms of reference to leave in the words "Regional Planning and Economic Development Department" and to remove the second reference to the word "speak".

Moved by Councillor Lee, Seconded by Councillor Yamada,
(16) That we recommend to Council:

- A) That Report #2020-P-5 of the Commissioner of Planning and Economic Development be received as the Durham Agricultural Advisory Committee's 2019 Annual Report;
- B) That the Durham Agricultural Advisory Committee's 2020 Workplan be approved, as outlined in Attachment #1 to Report #2020-P-5;
- C) That the changes to the Durham Agricultural Advisory Committee's Terms of Reference be approved, as outlined in Attachment #2 to Report #2020-P-5 and as amended in the following Part D);

- D) That the proposed Terms of Reference for the Durham Agricultural Advisory Committee be amended in section 9.1 by removing the strike through from the words “Regional Planning and Economic Development Department” and by deleting the second reference to the word “speak” at the end of the first sentence; and
- E) That a copy of Report #2020-P-5 be forwarded to the Durham Agricultural Advisory Committee, the Durham Federation of Agriculture, the Golden Horseshoe Food and Farming Alliance and the Area Municipalities.

CARRIED

4. Delegations

4.2 Geoff Carpentier, Chair, Durham Environmental Advisory Committee, re: Durham Environmental Advisory Committee 2019 Annual Report and 2020 Workplan (2020-P-3)

G. Carpentier, Chair, Durham Environmental Advisory Committee (DEAC), appeared before the Committee with respect to the DEAC 2019 Annual Report and 2020 Workplan. He highlighted the various activities DEAC was involved with during 2019.

Moved by Regional Chair Henry, Seconded by Councillor Kerr,
(17) That the Rules of Procedure be suspended in order to permit Mr. Carpentier to finish his delegation.

CARRIED on a 2/3rds Vote

G. Carpentier also outlined some of the proposed activities in the 2020 Workplan, including:

- providing input and advice on proposed amendments to the Regional Official Plan, and advice on the municipal comprehensive review through Envision Durham;
- supporting community environmental awareness by continuing development on a residents’ guide to climate change, and refreshing the Environmental Achievement Awards Program to hold an awards program in the fall of 2020; and
- continuing to provide representation on public and stakeholder advisory groups.

G. Carpentier responded to questions from the Committee.

With the consensus of the Committee, the order of the agenda was altered to consider Report #2020-P-3 at this time.

6.2 Reports

A) Durham Environmental Advisory Committee 2019 Annual Report and 2020 Workplan (2020-P-3)

Report #2020-P-3 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Councillor Joe Neal advised that an amendment is required to the wording in section 9.1 of the proposed terms of reference to leave in the words “Regional Planning and Economic Development Department” and to remove the second reference to the word “speak”.

Moved by Regional Chair Henry, Seconded by Councillor Yamada,
(18) That we recommend to Council:

- A) That Report #2020-P-3 of the Commissioner of Planning and Economic Development be received as the Durham Environmental Advisory Committee’s 2019 Annual Report;
- B) That the Durham Environmental Advisory Committee’s 2020 Workplan be approved, as outlined in Attachment #1 to Report #2020-P-3;
- C) That the changes to the Durham Environmental Advisory Committee’s Terms of Reference be approved, as outlined in Attachment #2 to Report #2020-P-3 and as amended in the following Part D);
- D) That the proposed Terms of Reference for the Durham Environmental Advisory Committee be amended in section 9.1 by removing the strike through from the words “Regional Planning and Economic Development Department” and by deleting the second reference to the word “speak” at the end of the first sentence; and
- E) That a copy of Report #2020-P-3 be forwarded to the Durham Environmental Advisory Committee and the Area Municipalities.

CARRIED

4. Delegations

4.3 Ron Lalonde, Chair, Durham Active Transportation Committee, re: Durham Active Transportation Committee 2019 Annual Report and DATC 2020 Workplan (2020-P-4)

R. Lalonde, Chair, Durham Active Transportation Committee (DATC), appeared before the Committee with respect to the DATC 2019 Annual Report and 2020 Workplan. He provided highlights from the DATC’s activities in 2019 and he outlined some of the proposed activities in the 2020 Workplan, including:

- continuing to advance the Regional Trail Network as a key transportation and tourism component of the active transportation network;
- work to advance multi-modal transportation options in the Region with a focus on providing input on the Regional Cycling Plan;
- provide advice on the Region's work to advance active and safe school travel, including cycling safety and education programs; and
- continue to engage with and provide support to the Region's Vision Zero initiative as well as Envision Durham.

R. Lalonde responded to questions from the Committee.

With the consensus of the Committee, the order of the agenda was altered to consider Report #2020-P-4 at this time.

6.2 Reports

B) Durham Active Transportation Committee 2019 Annual Report and DATC 2020 Workplan (2020-P-4)

Report #2020-P-4 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Yamada, Seconded by Regional Chair Henry,
(19) That we recommend to Council:

- A) That Report #2020-P-4 of the Commissioner of Planning and Economic Development be received as the Durham Active Transportation Committee's 2019 Annual Report;
- B) That the Durham Active Transportation Committee's 2020 Workplan be approved, as outlined in Attachment #1 to Report #2020-P-4; and
- C) That a copy of Report #2020-P-4 be forwarded to the Durham Active Transportation Committee, Conservation Authorities and the Area Municipalities.

CARRIED

5. **Presentations**

There were no presentations.

6. **Planning**

6.1 Correspondence

- A) Correspondence from Mitch Morawetz, President, Durham Region Federation of Agriculture, re: Bill 156 – Security from Trespass and Protecting Food Safety Act, 2019
-

Moved by Regional Chair Henry, Seconded by Councillor Lee,
(20) That the correspondence from Mitch Morawetz, President, Durham Region Federation of Agriculture, re: Bill 156 – Security from Trespass and Protecting Food Safety Act, 2019, be referred to staff for a report.
CARRIED

6.2 Reports

- A) Durham Environmental Advisory Committee 2019 Annual Report and 2020 Workplan (2020-P-3)
-

This item was considered earlier in the meeting. Refer to page 5 of these minutes.

- B) Durham Active Transportation Committee 2019 Annual Report and DATC 2020 Workplan (2020-P-4)
-

This item was considered earlier in the meeting. Refer to page 6 of these minutes.

- C) Durham Agricultural Advisory Committee 2019 Annual Report and 2020 Workplan (2020-P-5)
-

This item was considered earlier in the meeting. Refer to pages 3 and 4 of these minutes.

7. **Economic Development**

7.1 Correspondence

There were no communications to consider.

7.2 Reports

There were no Economic Development reports to consider.

8. **Advisory Committee Resolutions**

There were no advisory committee resolutions to be considered.

9. **Confidential Matters**

There were no confidential matters to be considered.

10. Other Business

10.1 Well Water Testing and the Regional Well Interference Policy

Councillor John Neal inquired about the Region's processes related to well water testing and the Regional well interference policy.

B. Bridgeman advised in terms of well water testing, if a homeowner on a well has a concern or a complaint the Planning and Economic Development Department has been instructed to direct them to call the Ministry of the Environment, Conservation and Parks. He also advised that the Regional well interference policy deals with Regional construction projects and is administered by the Regional Works Department.

Questions were also raised with respect to whether the area municipalities have a well interference policy; and whether the Regional well interference policy applies to plans of subdivision.

11. Date of Next Meeting

The next regularly scheduled Planning & Economic Development Committee meeting will be held on Tuesday, April 7, 2020 at 9:30 AM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

12. Adjournment

Moved by Regional Chair Henry, Seconded by Councillor Yamada,
(21) That the meeting be adjourned.

CARRIED

The meeting adjourned at 10:28 AM

Respectfully submitted,

Joe Neal, Vice-Chair

T. Fraser, Committee Clerk



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2020-P-7
Date: June 2, 2020

Subject:

Public Meeting Report

Application to amend the Durham Regional Official Plan, submitted by Darmar Farms Inc. to permit the severance of a dwelling rendered surplus to a farming operation as a result of the consolidation of non-abutting farm parcels, in the Township of Brock, File: OPA 2020-001.

Recommendation:

That the Planning and Economic Development Committee recommends:

- A) That Commissioner's Report #2020-P-7 be received for information; and
 - B) That all submissions received be referred to the Planning Division for consideration.
-

Report:

1. Purpose

- 1.1 On February 3, 2020, Clark Consulting Services Ltd., on behalf of Darmar Farms Inc. submitted an application to amend the Regional Official Plan (ROP) to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Brock.
- 1.2 A "Notice of Complete Application and Public Meeting" regarding the application has been advertised in The Brock Citizen and Kawartha Lakes This Week newspapers. Notice of this meeting has also been mailed to those who own land within 120

metres (400 feet) of the subject site. The report was made available to the public prior to the meeting.

2. Site Description

- 2.1 The subject site is located at 396 Cameron Street East and is located immediately east of the Cannington urban area (Attachment 1).
- 2.2 The applicant is a private farm corporation which owns a total of 13 agricultural parcels under the name Darmar Farms, that encompasses approximately 579.5 hectares (1,432 acres). Four of the parcels are located in Durham Region (Attachment 2).
- 2.3 The agricultural parcel is triangular in shape and contains an existing dwelling. A watercourse traverses the property from west to east.
- 2.4 Surrounding uses located adjacent to the subject site include:
 - a. North – Beaver River Wetlands Trail (part of a former railway line now owned by Hydro One), agricultural lands;
 - b. East – rural residential lands, agricultural lands, Simcoe Street;
 - c. South – rural residential lands, agricultural lands; and
 - d. West – rural residential lands, Cannington urban area, sewage lagoons.
- 2.5 The proposed amendment to the ROP would permit the severance of a 0.4 hectare (1 acre) parcel of land containing a farm dwelling from a 22.6 hectares (55.9 acre) agricultural parcel. The dwelling is not utilized by a farm employee and is currently rented. The retained agricultural parcel will continue to be used for agricultural purposes.

3. Reports Submitted in Support of the Application

- 3.1 A Planning Justification Report prepared by Clark Consulting Services Ltd. has been submitted in support of the application. The report concludes that the proposed amendment meets the objectives and requirements of the Provincial Policy Statement, the Greenbelt Plan and the ROP. The report also concludes the proposed severance will comply with Minimum Distance Separation (MDS) requirements.

- 3.2 A Farm Holdings Inventory Report prepared by Clark Consulting Services Ltd. indicates that Darmar Farms Inc. owns four farms in the Region of Durham. These farms are used for cash cropping. Darmar Farms owns two houses within the Region, both of which are surplus to the farming operation.
- 3.3 A Site Screening Questionnaire completed by GHD indicated that there are no significant site contamination concerns on the subject property.

4. Provincial Plans and Policies

- 4.1 The subject site is located within the “Protected Countryside” designation of the Greenbelt Plan. The Provincial Policy Statement, as well as the Greenbelt Plan may permit the severance of a residence surplus to a farming operation as a result of farm consolidation. Severances of surplus farm dwellings are allowed provided the planning authority ensures that a residential dwelling is not permitted in the future on the proposed retained farm lot created by the severance.

5. Durham Regional Official Plan Context

- 5.1 The subject site is designated “Prime Agricultural Areas” in the ROP with a Key Hydrologic Feature (watercourse) on site. Severance applications for agricultural uses may be considered in accordance with the relevant policies of Sub-Section 9A of the ROP.
- 5.2 Policy 9A.2.10 of the ROP permits the severance of a farm dwelling rendered surplus as a result of a farmer acquiring a non-abutting farm, provided that:
- a. The dwelling is not needed for a farm employee;
 - b. The farm parcel is a size which is viable for farm operations;
 - c. For sites within the Protected Countryside of the Greenbelt Plan, the dwelling was in existence as of December 16, 2004;
 - d. The farm parcel is zoned to prohibit any further severances or the establishment of any residential dwelling.

6. Consultation

- 6.1 The ROP Amendment has been circulated to a variety of agencies, including the Ministry of Municipal Affairs and Housing; the Township of Brock; the City of Kawartha Lakes; the Regional Health Department; Lake Simcoe Region Conservation Authority; and the Durham Agricultural Advisory Committee.

7. Public Consultation

- 7.1 Anyone who attends the public meeting may present an oral submission, and/or provide a written submission to the Planning and Economic Development Committee on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision.
- 7.2 If a person or public body does not make oral submissions at a public meeting or does not make written submissions before the proposed official plan amendment is adopted, the person or public body:
- a. Is not entitled to appeal the decision of the Region of Durham to the Local Planning Area Tribunal (LPAT) (formerly the Ontario Municipal Board); and
 - b. May not be added as a party to the hearing of an appeal before the LPAT, as appropriate, unless in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.
- 7.3 Anyone who want to be notified of Regional Council's decision on the proposed ROP Amendment must submit a written request to:

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and Economic Development
Planning and Economic Development Department
Regional Municipality of Durham
Durham Regional Headquarters
605 Rossland Road East
Whitby, ON L1N 6A3

8. Future Regional Council Decision

- 8.1 The Planning and Economic Development Committee will consider the proposed ROP Amendment at a future meeting and will make a recommendation to Regional Council. Council's decision will be final unless appealed.
- 8.2 All persons who make oral submissions, or have requested notification in writing, will be given notice of the future meeting of the Planning and Economic Development Committee and Regional Council at which the subject application will be considered.

9. Attachments

Attachment #1: Location Sketch

Attachment #2: Darmar Farms Inc. Agricultural Land Holdings

Respectfully submitted,

Original signed by

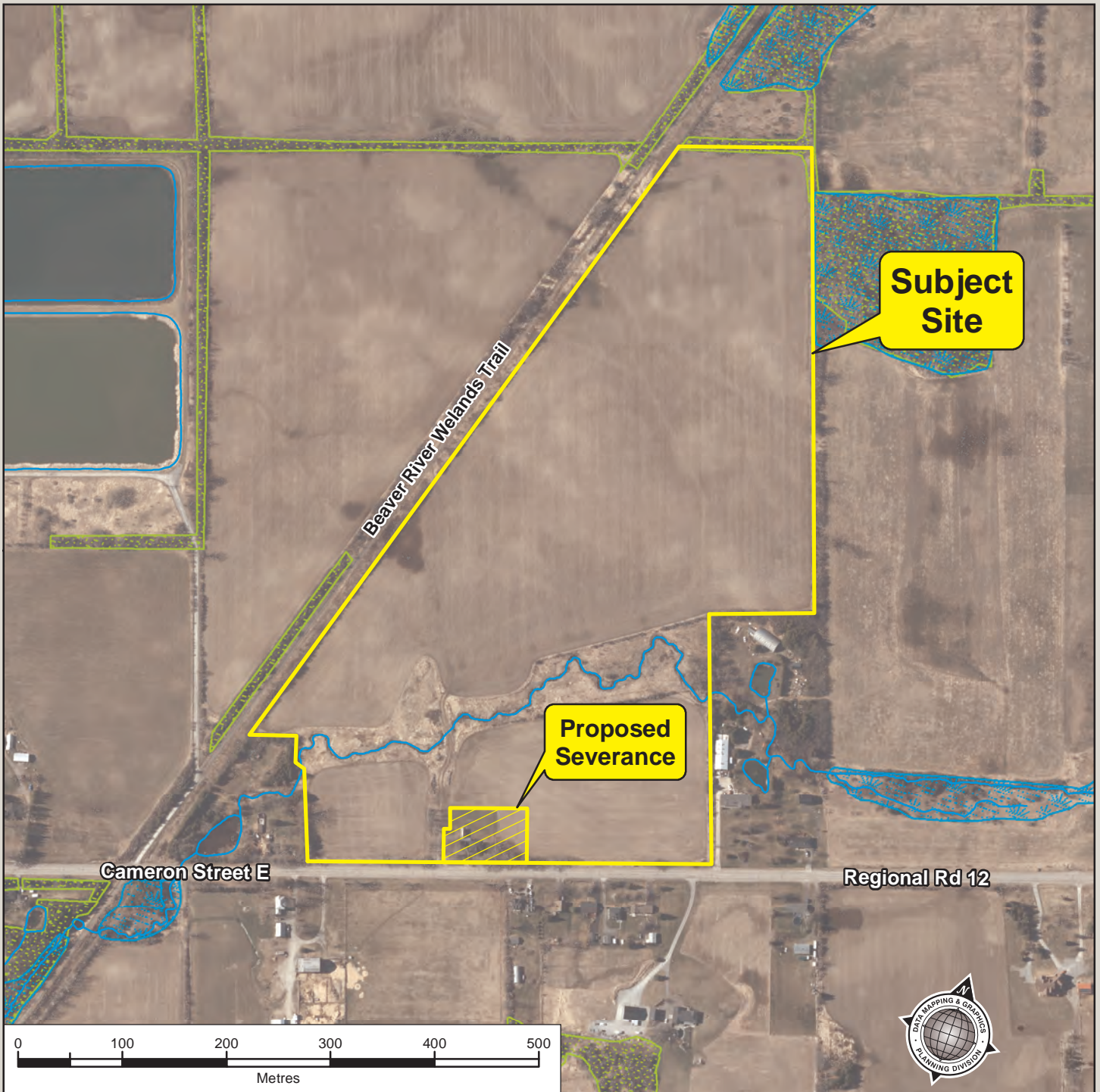
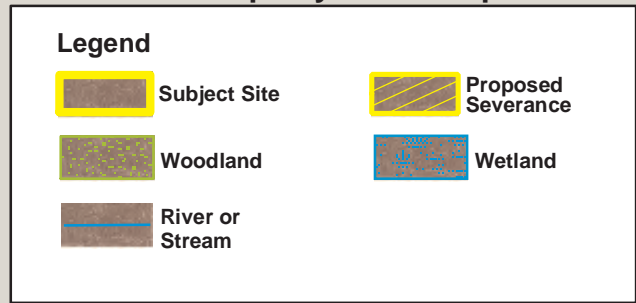
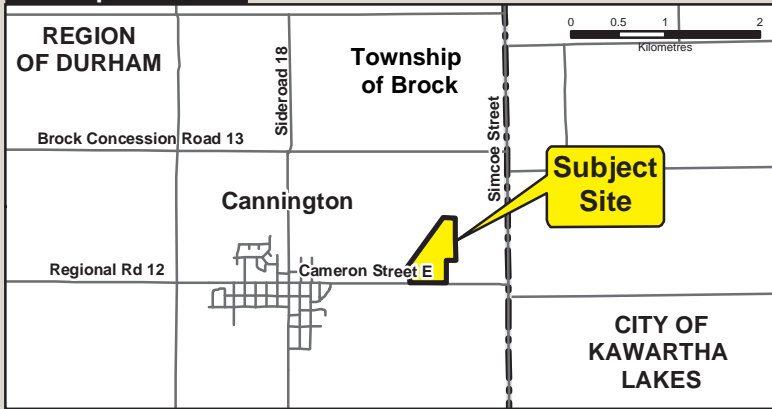
Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

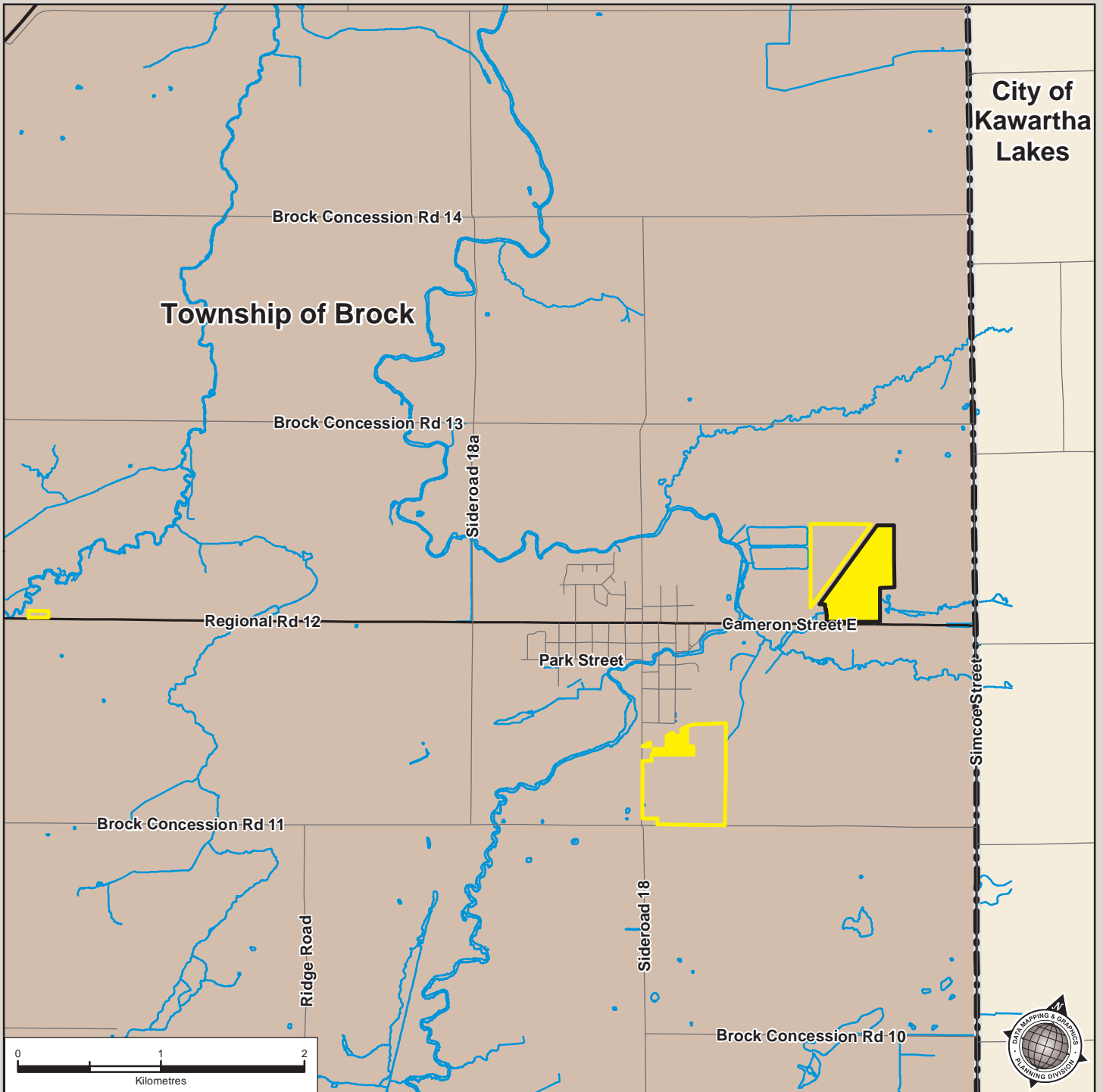
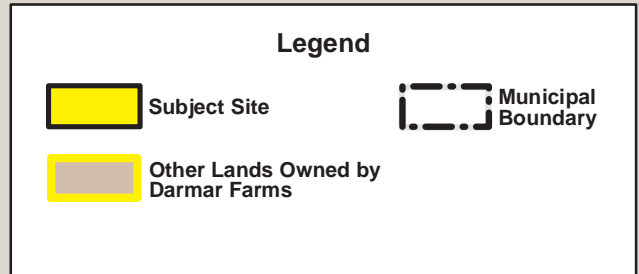
Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Municipal Context



Municipal Context



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The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2020-P-8
Date: June 2, 2020

Subject:

Public Meeting Report

Application to amend the Durham Regional Official Plan, submitted by D.S. & B. Farms Inc. to permit a severance of a dwelling rendered surplus to a farming operation as a result of a consolidation of non-abutting farm parcels, in the Township of Brock, File: OPA 2020-002.

Recommendation:

That the Planning and Economic Development Committee recommends:

- A) That Commissioner's Report #2020-P-8 be received for information; and
 - B) That all submissions received be referred to the Planning Division for consideration.
-

Report:

1. Purpose

- 1.1 On January 30, 2020, Clark Consulting Services Ltd., on behalf of D.S. & B. Farms Inc. submitted an application to amend the Regional Official Plan (ROP) to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Brock.

- 1.2 A “Notice of Complete Application and Public Meeting” regarding the application has been advertised in The Brock Citizen newspaper. Notice of this meeting has also been mailed to those who own land within 120 metres (400 feet) of the subject site. The report was made available to the public prior to the meeting.

2. Site Description

- 2.1 The subject site is located at C1565 Concession Road 1, in the former Township of Thorah (Attachment 1).
- 2.2 The applicant is a private farm corporation which owns a total of 11 parcels under the name D.S. & B. Farms Inc. that encompasses approximately 557 hectares (1,376 acres). Seven parcels are located in the Durham Region (Attachment 2).
- 2.3 The subject site is generally rectangular in shape, and has access to Concession Road 1. It is approximately 44.33 hectares (109.54 acres) in size, of which approximate 30 hectares (74.13 acres) is being used for cultivation. A woodland is located on the northwest portion of the site, while a watercourse (the Beaver River) traverses the eastern parts of the site. The subject lands are generally flat. A residential dwelling with small accessory structures (sheds) are located on the southern part of the site.
- 2.4 Surrounding uses located adjacent to the subject site include:
 - a. North – agricultural lands, woodlands and wetlands;
 - b. East – agricultural lands, Beaver River, woodlands and wetlands
 - c. South – agricultural lands; and
 - d. West – agricultural lands, woodlands and wetlands.
- 2.5 The proposed amendment to the ROP would permit the severance of a 0.93 hectare (2.3 acre) parcel of land containing a farm dwelling from a 43.4 hectare (107.24 acre) agricultural parcel. The dwelling is not utilized by a farm employee. The retained agricultural parcel will continue to be used for agricultural purposes.

3. Reports Submitted in Support of the Application

- 3.1 A Planning Justification Report prepared by Clark Consulting Services Ltd. has been submitted in support of the application. The report concludes that the proposed amendment meets the objectives and requirements of the Provincial Policy Statement, the Greenbelt Plan and the ROP. The report also concludes the

proposed severance will comply with Minimum Distance Separation (MDS) requirements.

- 3.2 A Farm Holding Inventory Report prepared by Clark Consulting Services Ltd. indicates that D.S. & B. Farms Inc. owns 7 farms in the Durham Region and 4 farms in the City of Kawartha Lakes. These farms are used for cash cropping. There are 2 dwellings located on the farm properties within the Region.

4. Provincial Plans and Policies

- 4.1 The subject site is located within the “Protected Countryside” designation of the Greenbelt Plan. The Provincial Policy Statement, as well as the Greenbelt Plan may permit the severance of a residence surplus to a farming operation as a result of farm consolidation. Severances of surplus farm dwellings are allowed provided the planning authority ensures that a residential dwelling is not permitted in the future on the proposed retained farm lot created by the severance.

5. Durham Regional Official Plan Context

- 5.1 The subject site is designated “Prime Agricultural Areas” in the ROP with portions of the site containing Key Natural Heritage and/or Hydrological Features (KNHHF). Severance applications for agricultural uses may be considered in accordance with the relevant policies of Sub-Section 9A of the ROP.
- 5.2 Policy 9A.2.10 of the ROP permits the severance of a farm dwelling rendered surplus as a result of a farmer acquiring a non-abutting farm, provided that:
- a. The dwelling is not needed for a farm employee;
 - b. The farm parcel is a size which is viable for farm operations;
 - c. For sites within the Protected Countryside of the Greenbelt Plan, the dwelling was in existence as of December 16, 2004;
 - d. The farm parcel is zoned to prohibit any further severances or the establishment of any residential dwelling.

6. Consultation

- 6.1 The ROP Amendment has been circulated to a variety of agencies, including the Ministry of Municipal Affairs and Housing; the Township of Brock; the City of Kawartha Lakes; the Regional Health Department; Lake Simcoe Region Conservation Authority; and the Durham Agricultural Advisory Committee.

7. Public Consultation

- 7.1 Anyone who attends the public meeting may present an oral submission, and/or provide a written submission to the Planning and Economic Development Committee on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision.
- 7.2 If a person or public body does not make oral submissions at a public meeting or does not make written submissions before the proposed official plan amendment is adopted, the person or public body:
- a. Is not entitled to appeal the decision of the Region of Durham to the Local Planning Area Tribunal (LPAT) (formerly the Ontario Municipal Board); and
 - b. May not be added as a party to the hearing of an appeal before the LPAT, as appropriate, unless in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.
- 7.3 Anyone who want to be notified of Regional Council's decision on the proposed ROP Amendment must submit a written request to:

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and Economic Development
Planning and Economic Development Department
Regional Municipality of Durham
Durham Regional Headquarters
605 Rossland Road East
Whitby, ON L1N 6A3

8. Future Regional Council Decision

- 8.1 The Planning and Economic Development Committee will consider the proposed ROP Amendment at a future meeting and will make a recommendation to Regional Council. Council's decision will be final unless appealed.
- 8.2 All persons who make oral submissions, or have requested notification in writing, will be given notice of the future meeting of the Planning and Economic Development Committee and Regional Council at which the subject application will be considered.

9. Attachments

Attachment #1: Location Sketch

Attachment #2: D.S. & B. Farms Inc. Agricultural Land Holdings

Respectfully submitted,

Original signed by

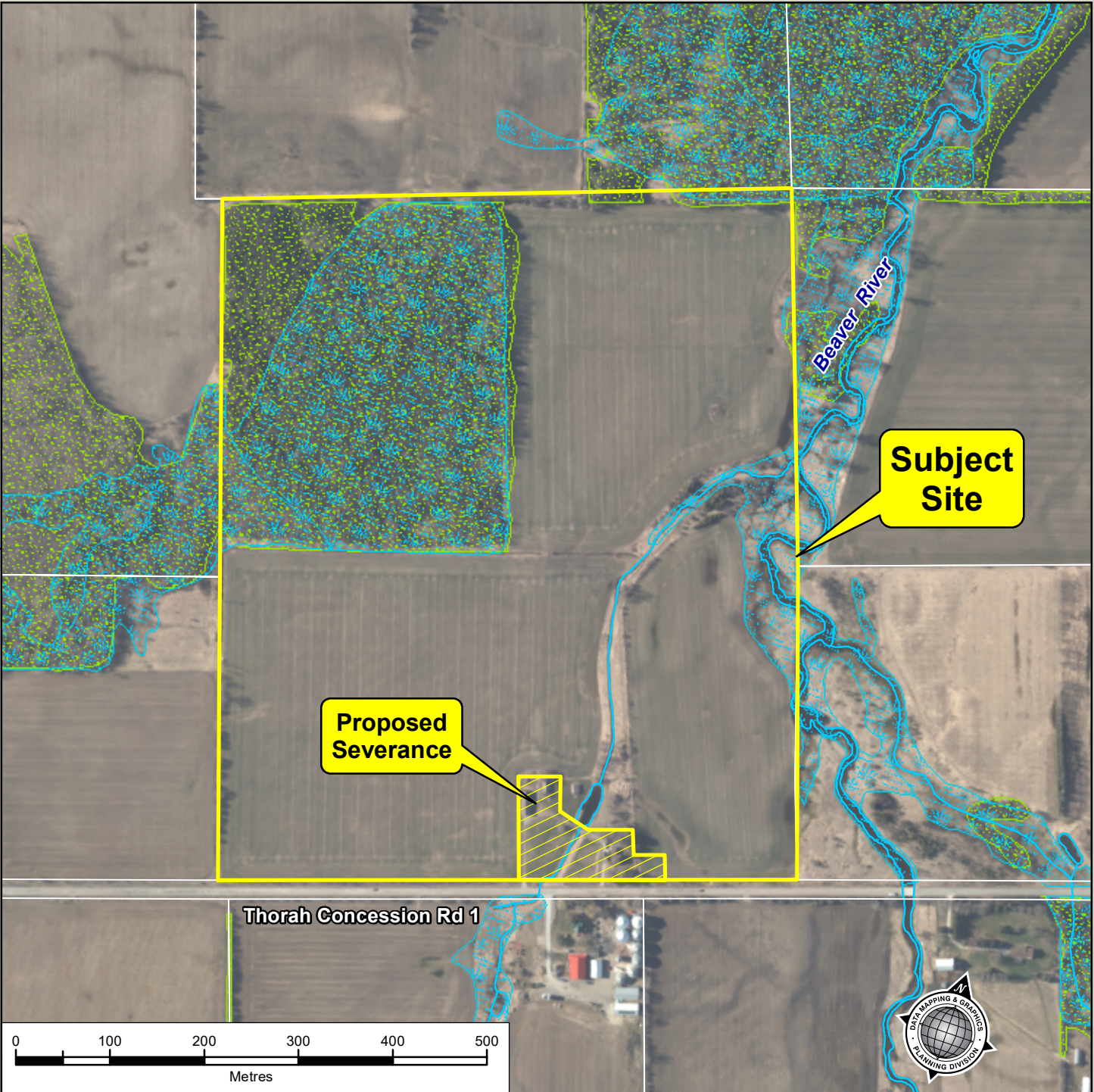
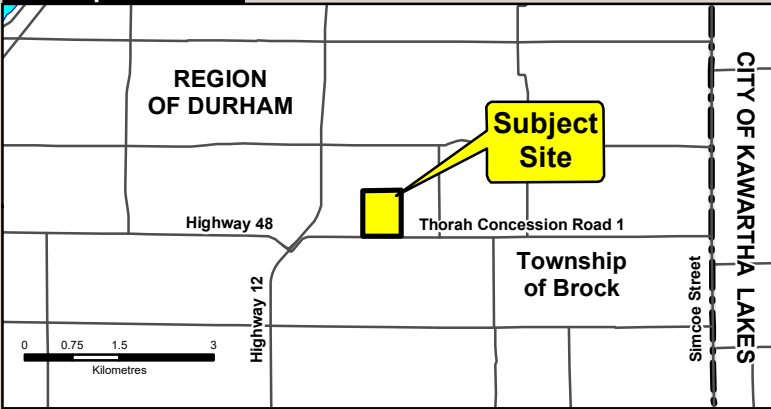
Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

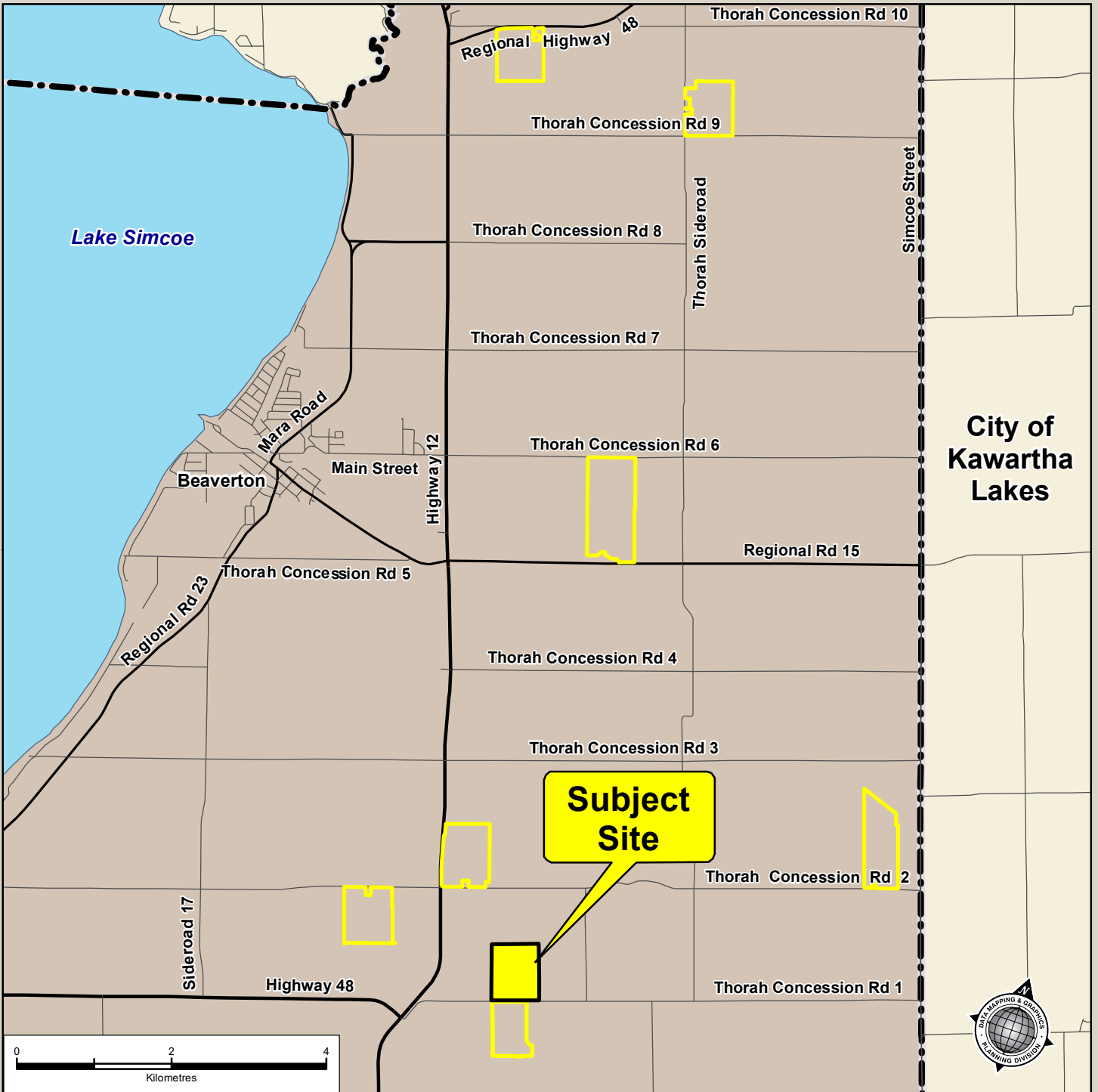
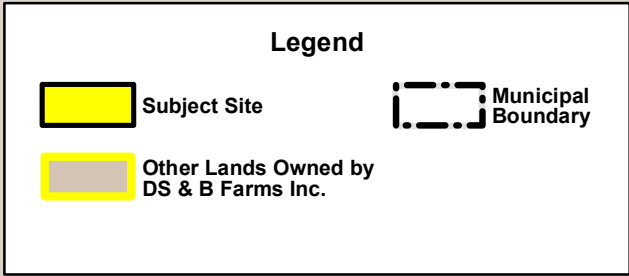
Municipal Context



Municipal Context



Attachment #2
Commissioner's Report: #2020-P-8
File: OPA 2020-002
Municipality: Township of Brock



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The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2020-P-9
Date: June 2, 2020

Subject:

Public Meeting Report

Proposed Amendment to the Durham Regional Official Plan for lands in the Municipality of Clarington, File: OPA 2020-003

Recommendation:

That the Planning and Economic Development Committee recommends:

- A) That Commissioner's Report #2020-P-9 be received for information; and
 - B) That all submissions received be referred to the Planning Division for consideration.
-

Report:

1. Purpose

- 1.1 This report provides information on a proposed amendment to the Durham Regional Official Plan (ROP). The proposed amendment would introduce a site-specific policy exception to permit new uses for lands in the southwest quadrant of Bloor Street and Courtice Road, consistent with the Regionally-approved policies of the Municipality of Clarington Official Plan.

2. Location

- 2.1 The subject lands are generally bounded by Bloor Street to the north, Courtice Road to the east, a future midblock collector road to the south, and an environmental feature to the west, within the Courtice urban area (see Attachment #1). The size of the subject lands is approximately 50 hectares (123 acres).

3. Background

- 3.1 On June 19, 2017, the Region approved Amendment No. 107 to the Clarington Official Plan (OPA 107). OPA 107 was a substantial amendment designed, in part, to bring the Clarington Official Plan into conformity with the ROP, as well as with the applicable Provincial policy documents in effect at that time (e.g. Growth Plan, Greenbelt Plan, etc.). OPA 107 essentially introduced a new Official Plan for the entire Municipality of Clarington.
- 3.2 Among other things, OPA 107 redesignated the lands described in Section 2.1 above from Light Industrial to Urban Residential, and from Light Industrial to Regional Corridor.
- 3.3 In recommending this change of designation in the Clarington OP, Clarington planning staff had undertaken a detailed analysis regarding the Municipality's employment land supply. This analysis concluded that Clarington would have a sufficient supply of employment lands to last beyond a 50-year time horizon and that by the end of 2031, it would have approximately 260 to 300 hectares of vacant employment land. This analysis was reviewed and accepted by the Region during its approval of OPA 107.
- 3.4 When Clarington Council adopted OPA 107 in November of 2016, and forwarded it to the Region for approval, it requested the Region to make the necessary changes to the ROP to implement OPA 107. Due to a number of appeals unrelated to these lands, it has not been possible to finalize this matter until now.
- 3.5 The subject lands are designated Employment Areas in the ROP with a Regional Corridor overlay but are not within a Provincially Significant Employment Zone. To make it such that the ROP and Clarington OP are properly aligned, it is being proposed that a "notwithstanding" clause be inserted into the ROP to permit the same uses identified in the approved Clarington OP, to be permitted by the ROP.

4. Proposed Amendment

- 4.1 Attachment #2 is a proposed Regional Official Plan Amendment that has been drafted for comment by agencies and the public. While no formal input has been received to date, the Planning Act requires a draft of the amendment to be made available to the public prior to the public meeting.

5. Consultation

- 5.1 The proposed Amendment has been circulated to a variety of agencies for review and comment, including: The Ministry of Municipal Affairs and Housing, the Municipality of Clarington, Central Lake Ontario Conservation Authority, School Boards, etc.
- 5.2 The “Notice of Public Meeting” was advertised in the “Clarington This Week” newspaper, posted on the Region’s webpage and notice was circulated to all property owners within the Subject Lands, as well as 120 metres from the outer boundary of the Subject Lands.

6. Public Participation

- 6.1 Anyone who attends the Region’s public meeting may present an oral submission, and/or provide a written submission to the Planning and Economic Development Committee on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision.
- 6.2 If a person or public body does not make oral submissions at a public meeting, or does not make written submissions before the proposed official plan amendment is adopted, the person or public body:
- Is not entitled to appeal the decision of Regional Council to the Land Use Planning Appeal Tribunal; and
 - May not be added as a party to an appeal before the Land Use Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.
- 6.3 Anyone wishing to be notified of Regional Council’s decision on the subject amendment must submit a written request to:

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and Economic Development
Planning and Economic Development Department
Regional Municipality of Durham
Durham Region Headquarters
605 Rossland Road East
Whitby, ON L1N 6A3
planning@durham.ca

7. Future Regional Council Decision

7.1 The Planning and Economic Development Committee will consider the subject application at a future meeting and will make a recommendation to Regional Council. Council's decision will be final unless appealed.

7.2 All persons who make oral or written submissions, or have requested notification in writing, will be given written notice of the future meetings of Planning and Economic Development Committee and Regional Council at which the proposed Regional Official Plan Amendment will be considered.

8. Attachments

Attachment #1: Lands subject to ROPA

Attachment #2: Proposed Amendment

Respectfully submitted,

Original signed by

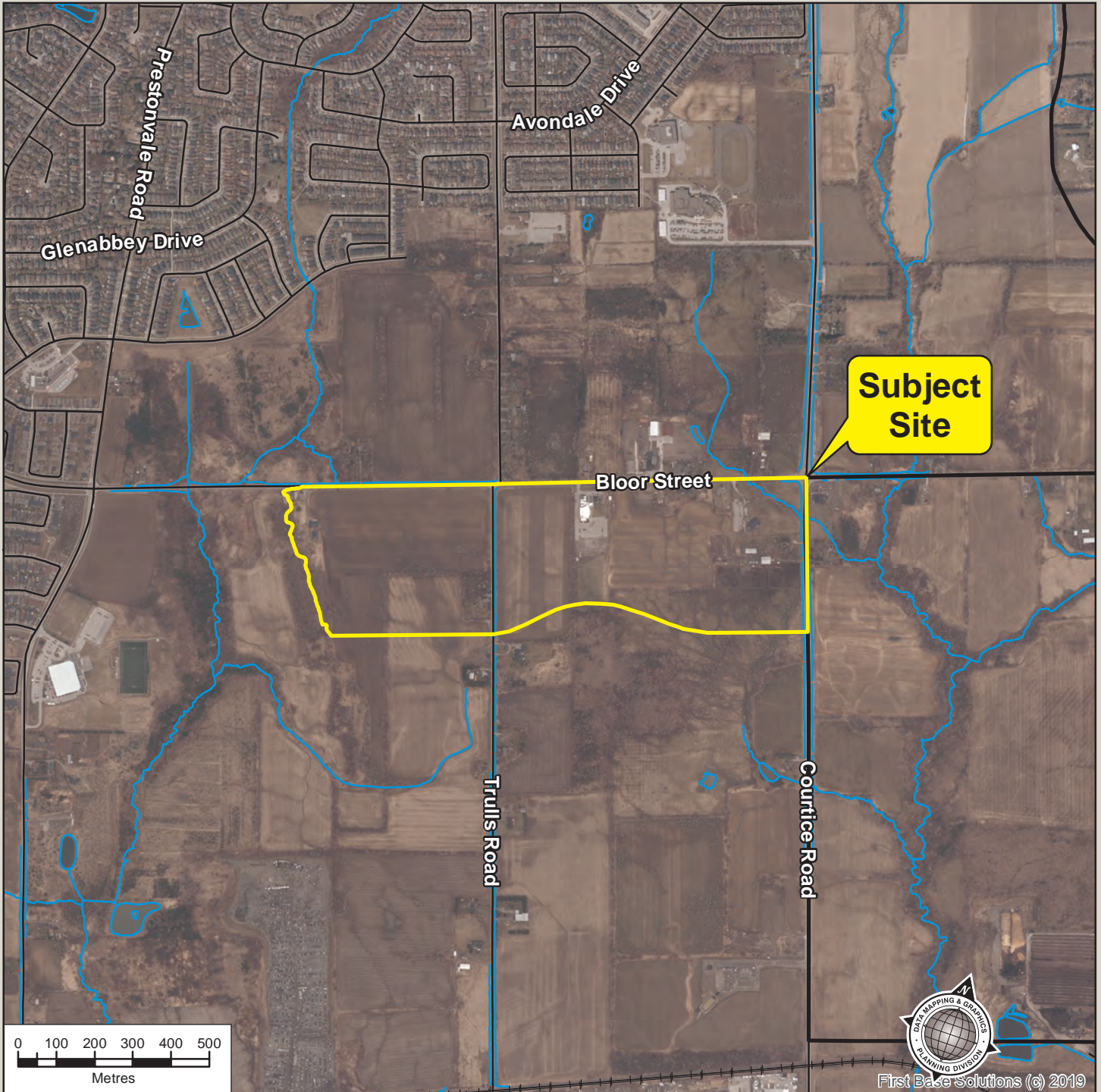
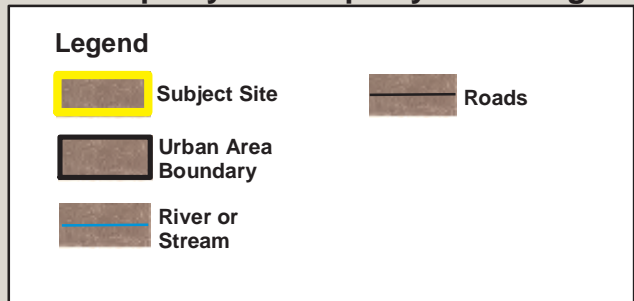
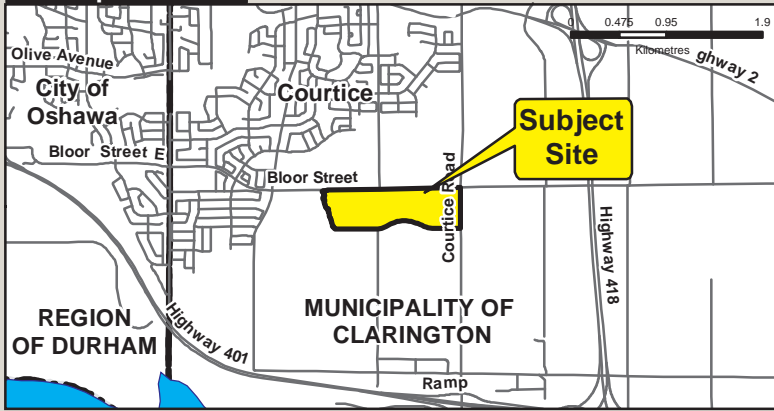
Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Municipal Context



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Proposed Amendment

Regional Official Plan Amendment Application 2020-003

Introductory Statement:

The following text constitutes this amendment.

Basis:

This Amendment provides alignment between the Municipality of Clarington Official Plan and the Regional Official Plan by including a site-specific policy exception to permit new uses in the southwest quadrant of Bloor Street and Courtice Road in the Municipality of Clarington.

Details of the Amendment:

The Official Plan of The Regional Municipality of Durham is hereby amended as follows:

- 1) Adding policy language to Section 8C.3 of the Durham Regional Official Plan as per Table 1 attached hereto and forming part of this amendment.

Table 1
Policy Amendment

Item	New Section Number	Details of Policy Amendment
1.	8C.3.3	<p>Add a new policy that states:</p> <p>“Notwithstanding Section 8C.2.1, or any other policy of this Plan to the contrary, uses including residential, commercial, home-based occupation uses, parks, schools and community facilities are the only uses permitted within the area bounded by Bloor Street to the north, Courtice Road to the east, a future midblock collector road to the south and the Major Open Space designation to the west, being Part of Lots 29-31, Concession 1, in the Municipality of Clarington. The extent and scale of development shall be detailed in the area municipal official plan, secondary plan, and zoning by-law.”</p>



TOWN OF AJAX
65 Harwood Avenue South
Ajax ON L1S 3S9
www.ajax.ca

Honourable Steve Clark
Minister of Municipal Affairs and Housing
17th Floor
777 Bay St.
Toronto, ON
M5G 2E5
steve.clark@pc.ola.org

May 21, 2020

Re: **Ministerial Rezoning Order to Permit a new Long-Term Care (LTC) Facility in the Town of Ajax, Region of Durham**

Please be advised that the following Motion was endorsed by Ajax Town Council at its Meeting held May 19, 2020:

WHEREAS the Government of Ontario recognizes the urgent need to build 21st century long-term care (LTC) facilities to ensure appropriate care (maintains the best quality of life for residents as they age) is available for seniors when and where they need it; and

WHEREAS the Deputy Premier of Ontario and Minister of Health and Long-Term Care, Christine Elliott, committed (in March 2019) to adding 15,000 long-term care beds into the healthcare system in the next five years, and upgrading an additional 15,000 older long-care beds to modern design standards; and

WHEREAS these additional long-term care spaces will ease pressure on hospital infrastructure, easing “hallway healthcare” practices in hospitals and enabling nurses, doctors and other healthcare professionals to provide better, more timely health care to patients who are ill; and

WHEREAS Canadian-owned-and-operated Schlegel Villages has indicated its desire to build a new 192-bed long-term care facility, employing 230 people, at 1401 Harwood Ave. N., a project that aligns with Ontario’s vision of better care for our seniors including trademark amenities, investment in people, transformational caring and integration with the larger community that both residents and employees desire; and

WHEREAS the proposed development will addresses long waitlist times and lack of specialized programming as identified by local stakeholders, including the LHIN and the Durham Ontario Health Team, and further, it allows build-out of an integrated continuum of care and Seniors Hub; and

WHEREAS the approval of this project will spark vital new investment (providing infrastructure and construction opportunities needed to rebuild the economy after COVID-19 shutdowns), including the proposed widening of Harwood North Avenue from Woodcock Avenue to

Taunton Road to accommodate growth in the area; and allow Grandview Children's Centre to complete their long awaited new 130,000 square-foot headquarters for Durham Region children with special needs and families as part of this process; and

WHEREAS the planning restrictions are impeding the development vision for these lands, as the use is not currently permitted on the proposed site; and

WHEREAS consideration could be given to permit the development through the Durham Regional Municipal Comprehensive Review (MCR) currently underway, but it will not be completed until late 2022; and

WHEREAS the Ministry of Health and Long-Term Care has provided clear timelines for long-term care beds to be operational, and there is a serious risk that bed licenses may be lost; and

WHEREAS the Government of Ontario has supported similar projects, including Tollendale Village 2 in Innisfil, and Durham Christian Homes Inc. in Clarington, by enacting Ministerial Zoning Orders;

THEREFORE BE IT RESOLVED:

That Ajax Council fully supports Schlegel Villages in its effort to build a new long-term care facility at 1401 Harwood Ave. N.; and

That, based upon the dire need to build long-term care facilities, and overall benefit to the Durham community and health care system, Ajax Council requests that the Minister of Municipal Affairs and Housing enact a Ministerial Zoning Order to enable this proposal to proceed outside the MCR process; and

That this motion be circulated to the Minister of Housing and Municipal Affairs Steve Clark, Minister of Health and Long-Term Care Christine Elliott, Minister of Finance Rod Phillips and Municipality of the Region of Durham Chair John Henry.

If you require any additional information please do not hesitate to contact Christie McLardie, Manager of Public & Strategic Affairs, at christie.mclardie@ajax.ca or 905-619-2529 ext. 3326

Sincerely,



Alexander Harras
Manager of Legislative Services/Deputy Clerk

Copy: Mayor Shaun Collier
Councillor Ashmeed Khan
Christine Elliott, Minister of Health and Long-Term Care
Rod Phillips, Minister of Finance
Chair John Henry, Municipality of the Region of Durham
Christie McLardie, Manager of Public & Strategic Affairs
Schlegel Villages



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2020-P-10
Date: June 2, 2020

Subject:

Smart Commute Program Transition and Execution of a Memorandum of Understanding between the Region of Durham and other GTHA Regional Partners

Recommendation:

That the Planning and Economic Development Committee recommends to Regional Council:

That the Commissioner of Planning and Economic Development be authorized to enter into a Memorandum of Understanding (MOU) with other GTHA municipalities for the purpose of continuing the Smart Commute Durham program; and which MOU will impose no financial commitment on the Region and will be in a form acceptable to the Commissioner and the Director of Legal Services.

Report:

1. Purpose

- 1.1 The purpose of this report is to seek Council's authorization for the Commissioner of Planning and Economic Development to enter into a Smart Commute Memorandum of Understanding (MOU) with other GTHA municipalities. Currently, the anticipated signatories are the City of Hamilton (acting as the Program Administrator), the City of Toronto, Regional Municipalities of Peel and York, and the Town of Oakville (acting as a representative for Halton's area municipalities).

2. Background

- 2.1 The Smart Commute program seeks to reduce traffic congestion through a variety of Transportation Demand Management (TDM) measures including increasing vehicle occupancy rates, encouraging off-peak travel, reducing average trip frequencies and distances, and by promoting greater use of non-motorized modes of travel including cycling and pedestrian trips.
- 2.2 Since 2004, “Smart Commute Durham” has operated continuously throughout the Region with membership growing steadily over the years. Smart Commute Durham’s 31-member organizations include local municipalities, educational institutions, private businesses and long-term care facilities, with a combined workforce of approximately 45,000.
- 2.3 As members of the Smart Commute program, participating organizations receive access to services such as a ride matching tool, custom monitoring and evaluation plans, and other measures that encourage their employees to commute to work using sustainable modes of transportation. In addition to member level services, custom projects are also offered to target specific businesses to encourage specific travel modes. For example, transit use has been encouraged to some participants by providing pre-loaded PRESTO cards, while carpooling has been encouraged at Regional Headquarters to reduce single occupant automobile travel.
- 2.4 In March 2019, Metrolinx notified the GTHA Smart Commute partners of its decision to terminate the Service Delivery Agreement, and end its financial support, effective June 29, 2019 as reported in [Commissioner’s Report# 2019-INFO-49](#).
- 2.5 Following the Metrolinx decision, the GTHA regional partners have reaffirmed their commitment to deliver this TDM programming and work together to revise the program, its organizational structure and develop an MOU.

3. Memorandum of Understanding

- 3.1 The proposed MOU establishes program governance, describes the program’s organizational structure and re-establishes Steering and Advisory Committees to ensure the program continues to deliver programming that is responsive to the needs of Regional residents and workers.

- 3.2 The proposed MOU outlines the commitment of GTHA municipal partners to use a cross-regional ride matching tool to support TDM programming and acknowledges the important role it plays in providing GTHA commuters with sustainable transportation options.
- 3.3 The proposed MOU authorizes the City of Hamilton to assume the role of Smart Commute Program Administrator. This approach is consistent with the previous program where York Region acted as program administrator between 2004 and 2007.
- 3.4 Consistent with the proposed MOU, on July 12, 2019, City of Hamilton Council passed a resolution delegating staff the authority to receive the Smart Commute brand and associated program assets from Metrolinx (refer to link [PED19124](#)).

4. Financial Implications

- 4.1 The proposed MOU has no financial commitment. Smart Commute Durham is currently funded through the Planning and Economic Development Department's annual budget.

5. Conclusion

- 5.1 Smart Commute is an integral part of Durham Region's TDM initiatives, and its continued operation is consistent with Regional policies related to transportation, sustainability and climate change.
- 5.2 Working with other GTHA municipal partners to continue delivering Smart Commute services, in the absence of Metrolinx involvement, represents a strong opportunity for cross-regional collaboration.
- 5.3 This report has been reviewed by the Finance Department and Legal Services. The Commissioner of Finance and Director of Legal Services concur with the report's recommendation.
- 5.4 The MOU will be executed once it is in a form acceptable to the Commissioner of Planning and Economic Development and the Director of Legal Services.

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2020-P-11
Date: June 2, 2020

Subject:

Proposed Employment Area Conversion Criteria and Submission Review Process, File D12-01

Recommendation:

That the Planning and Economic Development Committee recommends to Regional Council:

- A) That the principles and criteria for assessing requests for Employment Area conversion contained in Section 5 and the submission review process contained in Section 6 of this report be endorsed; and
 - B) That a copy of this report be forwarded to all Envision Durham interested parties, the Area Municipalities, Building Industry and Land Development (BILD) – Durham Chapter, and the Ministry of Municipal Affairs and Housing.
-

Report:

1. Purpose

- 1.1 The protection of the Region's supply of employment land is important to the economic vitality of the Region. Policies that speak to the protection and maintenance of an adequate supply of employment areas are found in the Provincial Policy Statement, the Growth Plan, the Regional Official Plan (ROP), and Council's Strategic Plan. As required by the Province, Regional planning staff are in the process of preparing a new Official Plan through a "Municipal

Comprehensive Review” (MCR) process, which has been branded as “Envision Durham”. The MCR is well underway and to date, a number of requests for Employment Area conversion have been received. In the coming months, each conversion request needs to be evaluated and a determination made on whether or not the request merits Council’s approval.

- 1.2 The purpose of this report is to recommend evaluation criteria and a formal process for considering requests for Employment Area conversion through Envision Durham.

2. Background

- 2.1 As part of the Region’s MCR, a Growth Management Study is being completed in two phases. The first phase focuses on the completion of a Land Needs Assessment (LNA). The LNA is a comprehensive review and calculation of the Region’s land base, including existing urban areas, to determine how the Growth Plan population and employment forecasts can be accommodated and how much, if any, additional urban land is required. The second phase of the Growth Management Study, if required, will focus on determining the most appropriate location for Urban Boundary Expansion.
- 2.2 Several studies will be undertaken to inform key inputs for the LNA. The Growth Management Study includes an Employment Analysis to understand employment trends and opportunities in the Region, develop an Employment Area density target, and assess the ability of the Region, and especially its Employment Areas, to accommodate the employment forecast. Evaluating the conversion of Employment Area lands is a key step in the LNA to determine where and how much Employment Area lands may be re-designated to permit non-employment uses (e.g. residential).
- 2.3 The Province is currently undertaking a review of its LNA methodology¹ as well as the population and employment forecasts contained in the Growth Plan. This review has necessitated a pause on certain components of the Region’s Growth Management Study related to the LNA. In the meantime, staff and the consultant team continue to advance the Study where potential changes to Provincial

¹ The Growth Plan requires the completion of a Land Needs Assessment as part of the Region’s Municipal Comprehensive Review. To guide this process and ensure consistency the Province issued a guideline document entitled “Land Needs Assessment Methodology for the Greater Golden Horseshoe” which outlines the steps, variables, data, assumptions and related studies that must be completed when calculating the Region’s land budget. The Provincial LNA methodology is currently under review.

requirements are not anticipated to have a major impact. This work includes establishing the criteria for Employment Area conversion identified within this report.

3. Planning for Employment

Durham's Current Employment (Job) Distribution

- 3.1 Employment (job) distribution in Durham is spread across the Region in a variety of locations, forms, and functions. For forecasting and land needs assessment purposes, employment uses are situated in one of the following land use policy areas:
- a. **Community Areas:** are lands inside the Urban Area Boundary, other than designated Employment Areas, that may be used for residential, commercial and/or other purposes. Community Areas employment is often referred to as “population related”, which includes commercial, some office, retail, institutional (e.g. schools) and community service jobs. More than half (approximately 59%) of all jobs in Durham are currently located within Community Areas.
 - b. **Employment Areas (Urban):** are lands inside the Urban Area Boundary that are within designated Employment Areas. Jobs within these areas tend to be in the form of manufacturing, warehousing, office, storage, and assembly and processing. Roughly one-third (approximately 31%) of all jobs in Durham are currently located within Urban Employment Areas.
 - c. **Employment Related Areas:** are employment generators that are uniquely identified on Schedule “A” of the ROP. This includes the Pickering and Darlington nuclear generating stations and the Oshawa Airport. Approximately 3.5% of all jobs in Durham are currently provided within Employment Related Areas.
 - d. **Rural Employment Areas:** are those areas within the Rural System that are designated as Rural Employment Areas. Employment uses in these areas tend to be similar to Urban Employment Areas but are subject to additional restrictions and considerations for water use, impact on the surrounding natural environment and agricultural areas, and limited pollution / noxious emissions. There are three of these Rural Employment Areas, two of which are in the Township of Uxbridge and one in the Township of Brock. Approximately 0.5% of all jobs in Durham are currently provided within Rural Employment Areas.

- e. **Rural Areas:** are lands outside the Urban Area Boundary. Employment in Rural Areas is primarily agriculture (farms) and related businesses, services and commercial/retail within hamlets, and recreational uses such as golf courses and skiing facilities. Approximately 6% of all jobs in Durham are currently provided within Rural Areas.

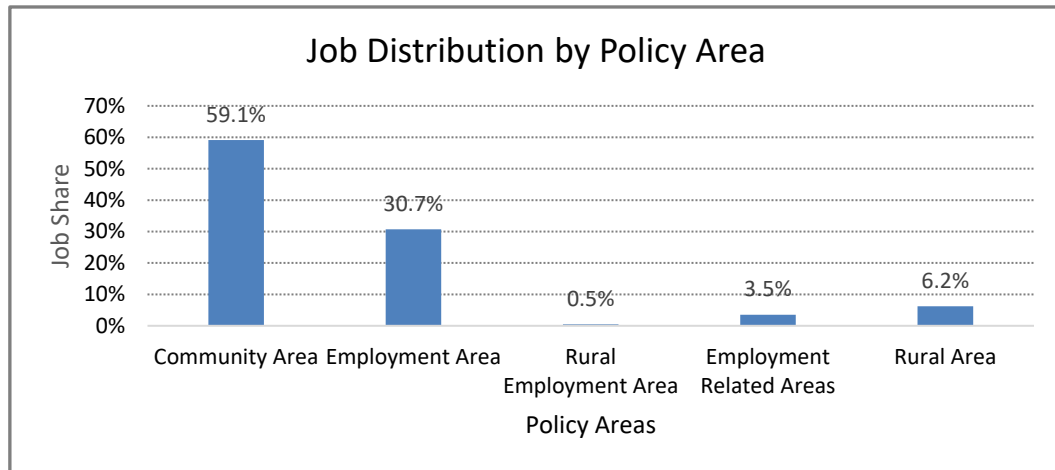


Table 1: The distribution of jobs in Durham Region by Policy Area (source: Durham Region Business Count).

Provincial Policy Requirements for Employment Areas

- 3.2 The Provincial Policy Statement (PPS) requires the Region to plan, protect, and preserve Employment Areas for current and future uses. The Growth Plan requires the Region to designate Employment Areas in the ROP and protect them for appropriate employment uses over the long term. Both the PPS and the Growth Plan require the prohibition of residential uses within designated Employment Areas, while other sensitive uses that are not ancillary to the primary employment use must also be prohibited or limited.
- 3.3 The Growth Plan includes several additional requirements for the planning and protection of Employment Areas. For example, the Region is required to plan to accommodate a long-term employment forecast, specifically through the protection of an adequate supply of designated Employment Areas. The Region’s employment forecast included in the Growth Plan is 430,000 jobs by 2041, which is under review by the province.

- 3.4 Further protections and restrictions contained in the Growth Plan include the requirement to establish a threshold for Major Retail² uses. Further, any retail uses that exceed the size and/or scale of the threshold must be prohibited in Employment Areas.
- 3.5 The Growth Plan also includes a requirement that appropriate buffering between Employment Areas and non-employment uses (including sensitive uses) be utilized. The development of sensitive uses, Major Retail uses and/or major office uses must also avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing and other uses that are vulnerable to encroachment.
- 3.6 In recent years the Province of Ontario has undertaken an exercise to identify **Provincially Significant Employment Zones (PSEZs)**³. The Growth Plan broadly defines PSEZs as areas reserved for job creation and economic development.
- 3.7 There are three PSEZs in Durham, all of which are located within the lakeshore municipalities of Pickering, Ajax, Whitby, Oshawa and Clarington. Durham's PSEZs generally encompass Employment Areas in proximity to Highway 401 and rail infrastructure. Further information on the current PSEZs locations in Durham are described in Council Information Report [#2020-INFO-3](#).
- 3.8 Growth Plan Policy 2.2.5.9 outlines the conditions in which lands within Employment Areas may be converted to permit additional, new, non-employment uses through a Municipal Comprehensive Review. It also specifies the conditions/criteria that must be demonstrated to permit the conversion.
- 3.9 The Provincial requirements that must be demonstrated when considering Employment Area conversion are not subject to review or alteration, and have been incorporated into the proposed approach (further discussed in Section 5). The Growth Plan requires Employment Area conversions to demonstrate:

² The Growth Plan defines Major Retail as large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities. The ROP currently defines Major Retail Use as large scale, retail operations and commercial facilities, having a gross leasable area of 2,000 m² or greater.

³ The Growth Plan defines Provincially Significant Employment Zones as Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially Significant Employment Zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

- a. There is a need for the conversion;
 - b. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated;
 - c. The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the 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 the Growth Plan, as well as the other policies of the Growth Plan; and
 - e. There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.
- 3.10 Growth Plan Policy 2.2.5.10 allows consideration of Employment Area conversion outside a municipal comprehensive review process, provided the conversion would:
- a. Satisfy the requirements of policy 2.2.5.9 a), d) and e);
 - b. Maintain a significant number of jobs on those lands through the establishment of development criteria; and
 - c. Not include any part of an employment area identified as a provincially significant employment zone.
- 3.11 As the Region is currently “within” its MCR process, the above-noted Growth Plan policy is not applicable at this time.
- 3.12 Policy 8C.2.16 of the ROP only permits the consideration of Employment Area conversion as part of a municipal comprehensive review.
- 3.13 The ROP reflects Provincial Policy requirements by designating Employment Areas on Schedule ‘A’ and protecting these lands for appropriate employment uses through associated policies. The ROP’s current planning horizon of 2031 and associated employment forecast of 350,000 jobs is being reviewed and updated through the Growth Management Study to align with new timelines and revised employment forecasts that will be prescribed by the province. The total quantum of required Employment Area land within Durham will then be designated accordingly in consultation with the Area Municipalities and subject to Regional Council approval.

Durham's Current Employment Area Land Supply

3.14 In 2019 the Region, in consultation with the Area Municipalities, completed and published an updated Employment Land Inventory (ELI). As reported in the ELI, there are over 6,000 hectares of designated Employment Areas within Durham's Urban System. The Region's Employment Areas can further be categorized by built and servicing status:

- **Built:** 1,697 ha (28%)
- **Vacant:** 3,040 ha (50%), of which 1,022 hectares of vacant land are serviced⁴
- **Underutilized**⁵: 964 ha (16%), of which 625 hectares of underutilized lands are fully serviced.
- **Constrained:** 340 ha (6%)

3.15 The complete ELI results (both Regional and by Area Municipality), including servicing status of Employment Areas, are available on the Region's website and provided as Attachments #7 through #15 accessible via hyperlinks.

4. Evaluating Employment Area Conversions

4.1 The PPS, Growth Plan, and ROP define and specify requirements for Employment Area conversion. Provincial policy describes Employment Area conversion as the re-designation of Employment Areas to permit non-employment uses. The ROP defines Employment Area conversion as "a re-designation from Employment Areas to another urban designation, or the introduction of a use that is otherwise not permitted in the Employment Areas designation."

4.2 The purpose of an Employment Area conversion may be:

- a. to re-designate Employment Areas to a Living Areas designation to permit primarily residential uses;

⁴ Serviced means water and sewage services are available at the property line.

⁵ Underutilized means that the property has the opportunity for further development. This may include properties with no structures but are used for employment uses (such as truck parking, parking lots and outdoor storage); properties that are designated for employment uses but are currently occupied by non-conforming uses (such as residential dwellings); or properties that are partially built but have remaining capacity for additional development.

- b. to establish a new Regional Centre or delineate a Major Transit Station Area within which a mix of residential and other compatible employment uses, would be permitted; or
- c. to permit other uses that are not permitted within Employment Areas, such as a Major Retail use.

Current Employment Area Conversion Requests

- 4.3 Since the initiation of Envision Durham in 2018, the Region has received both written submissions and informal inquiries for Employment Area conversion. A formal request is categorized as a written submission with a clear “ask” that the Region consider the conversion of specific Employment Area lands to a non-employment use. Informal inquiries include phone calls, emails, and pre-submission meetings in which there appears to be an interest in an Employment Area conversion, however no clear written request has yet been submitted to the Region to accompany the inquiry.
- 4.4 As of April 27, 2020, 14 written submissions for Employment Area conversion have been received by the Region. The lands subject to the existing Employment Area conversion requests are primarily vacant or underutilized. Together, these submissions affect approximately 231 hectares (roughly 4% of designated Employment Areas in Durham). Additional details on each submission are summarized in Attachment #3 with location maps provided in Attachments #4 through #6.

5. Considerations and Proposed Criteria for Evaluating Employment Area Conversion

- 5.1 Lands designated as Employment Areas should be protected and reserved for uses that require access to transportation infrastructure (including goods movement infrastructure), require separation from sensitive lands uses (i.e. residential uses), and/or benefit from locating within proximity to similar uses (ROP Policy 8C.2.1). Employment Areas offer a range of land parcel sizes, including large sized land parcels, which are required by land intensive employment uses such as manufacturing, warehousing and logistics.
- 5.2 Inappropriate Employment Area conversions can have substantial and long-term impacts which may include the encroachment of sensitive land uses into an otherwise stable Employment Area. This may cause land use compatibility issues, reduce the viability of existing/future employment uses, and create pressure for additional conversions of the Employment Area. It is essential to have an adequate

supply of designated employment land to accommodate the employment forecasts contained within the Growth Plan. Once converted, it is unlikely the lands will ever return to an employment use. Accordingly, requests for Employment Area conversion must be carefully evaluated.

5.3 Watson and Associates, in their April 30, 2020 Memo (Attachment #1) provided principles and criteria for evaluating requests for Employment Area conversion. In addition, Watson and Associates identified several potential negative impacts if systematic and careful evaluation is not applied to requests for Employment Area conversion, including:

- reduced employment opportunities and imbalances between population and employment (jobs);
- eroding the Region's employment land supply and leading to further conversion pressure through the encroachment of non-employment uses within, or adjacent to, Employment Areas; and
- fragmenting existing Employment Areas and further undermining their ability to function.

5.4 The Memo, which outlines the framework for evaluating requests for Employment Area conversion is summarized below.

Guiding Principles

5.5 Based on Provincial policy direction, and incorporating best practices for the planning, protection and development Employment Areas, the following will serve as the guiding principles for the evaluation of requests for Employment Area conversion:

- a. Protect Employment Areas in proximity to major transportation corridors and goods movement infrastructure to ensure businesses have access to a transportation network that safely and efficiently moves goods and services.
- b. Maintain the configuration, location and contiguous nature of Employment Areas in order to prevent fragmentation and provide business supportive environments.
- c. Provide a variety of Employment Area lands in order to improve market supply potential and Regional attractiveness to a variety of employment sectors and business sizes.
- d. Maintain or improve the employment function and job potential of Employment Areas.

- e. Support efforts of transformational change in Major Transit Station Areas if it can be demonstrated that the employment and job potential of Employment Areas can be maintained or improved.
- f. Align with municipal interests and policies related to Employment Areas.
- g. Limit and/or mitigate land use incompatibilities where necessary.
- h. Consider the Provincial interests and guidance regarding Provincially Significant Employment Zones.

Evaluation Criteria

5.6 To satisfy Provincial policy and implement the previously noted guiding principles, the following criteria will be used to systematically evaluate requests for Employment Area conversion:

- a. To satisfy Provincial Policy Statement policy, it must be demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.
- b. To satisfy Growth Plan policy, it must be demonstrated that:
 - There is a need for the conversion.
 - The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated.
 - The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the Growth Plan.
 - 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 the Growth Plan, as well any other applicable policies.
 - There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.
- c. The site is not located in proximity to major transportation corridors and goods movement infrastructure.
- d. The site does not offer direct access to major transportation corridors and goods movement infrastructure.
- e. The site is located outside or on the fringe of an assembly of Employment Areas.
- f. The site offers limited market supply potential for Employment Area development due to size, configuration, access, physical conditions, and/or servicing constraints, etc.

- g. The proposed conversion to non-employment uses is compatible with surrounding land use permissions and potential land use conflicts can be mitigated.
 - h. The conversion of the proposed site to non-employment uses would not compromise the overall supply of large Employment Area sites at the Regional or Area Municipal level.
 - i. The conversion request demonstrates total job yield of the site can be maintained or improved.
 - j. The conversion request is within a proposed Major Transit Station Area.
 - k. The conversion request is supported by Area Municipal staff/Council and does not conflict with municipal interests and policies.
 - l. The conversion of the site would not present negative cross-jurisdictional impacts that could not be overcome.
- 5.7 The above criteria will be used to evaluate submissions and to provide an indication of whether or not a site is suitable for conversion. The criteria evaluation, paired with a qualitative assessment, will be used to form staff recommendations on requests for Employment Area conversion.
- 5.8 Consultation between Regional staff, the consultant team and Envision Durham's Area Municipal Working Group on the draft Employment Area conversion principles and criteria took place on March 12, 2020. Adjustments were made to incorporate comments from Area Municipal planning staff received as of April 30, 2020.
- 5.9 Upon Council's endorsement, the criteria will be applied to evaluate requests for Employment Area conversion. To aid in the evaluation, it is recommended that any conversion request complete the Submission Form included in Attachment #2 and be supplemented/supported by additional studies and/or reports, such as a planning rationale, land use compatibility study, concept plan(s), etc. as may be necessary to inform the request.
- 6. Submission and Review Process**
- 6.1 Following Council's approval of this Report, a 90-day submission window for new and/or amended requests for Employment Area conversion will commence. **The final date to submit a request for consideration through Envision Durham will be September 23, 2020.** Submissions should be made directly via email to EnvisionDurham@durham.ca and must include a completed Submission Form.

- 6.2 This report and instructions will be posted to the project web page at durham.ca/EnvisionDurham for public access. Criteria and Submission Review Process will also be announced by way of:
- a. News release and public service announcement;
 - b. Social media platforms, including Facebook, Twitter and LinkedIn;
 - c. Email notifications, directly to the Envision Durham interested parties list, as well as to any stakeholders that have already made Employment area conversion requests and/or inquiries; and
 - d. Circulation of this report to the Area Municipalities, BILD – Durham Chapter, and the Ministry of Municipal Affairs and Housing.
- 6.3 Requests for Employment Area conversion, including the Submission Form and any other supporting documentation, will be evaluated by staff and the consultant team. Area Municipalities will be circulated any requests for Employment Area conversion located within their jurisdiction and will be asked to provide their recommendation. The position of Area Municipal staff and/or Councils will be used to inform the Region's review.
- 6.4 The impact of Employment Area conversions on the Region's land supply will be included as part of the Land Needs Assessment.

7. Conclusion

- 7.1 The Region is required by Provincial Policy to plan for and protect Employment Areas. Employment Areas play a specific and unique role in attracting and accommodating businesses and creating local jobs.
- 7.2 Provincial and Regional Policy permits the conversion of Employment Areas to non-employment uses through a Municipal Comprehensive Review. It is recommended that the principles, criteria and process outlined in Sections 5 and 6 of this Report be used to inform recommendations to Council on requests for Employment Area conversion.
- 7.3 A copy of this report will be sent electronically to all Envision Durham interested parties, including all stakeholders that already submitted a formal request or inquiry for Employment Area conversion. Those that have submitted information previously will be asked to enhance the documentation previously submitted by completing the Submission Form and supplementing their request with additional information, such as a covering letter, professional reports and studies (i.e. planning rationale, land use compatibility assessments, etc.) and land use plans or concept sketches. The

additional information will be used by Regional staff and the consultant team to aide in the evaluation of requests for Employment Area conversion.

- 7.4 A copy of this report will also be forwarded to all Envision Durham Interested Parties, the Area Municipalities, the Building Industry and Land Development (BILD) – Durham Chapter, and the Ministry of Municipal Affairs and Housing.
- 7.5 This report has been prepared in consultation with Corporate Services - Legal Services and Economic Development staff.

8. Attachments

Attachment #1: Employment Conversion Principles and Criteria Memo, May 12, 2020, Watson and Associates Limited

Attachment #2: Submission Form

Attachment #3: Summary of Requests for Employment Area Conversion received as of April 27, 2020

Attachment #4: Map 1: Requests for Employment Area Conversions – Ajax and Pickering

Attachment #5: Map 2: Requests for Employment Area Conversions – Clarington, Oshawa and Whitby

Attachment #6: Map 3: Requests for Employment Area Conversions – Cannington (Township of Brock)

Attachment #7: [Employment Land Inventory – Region of Durham](#)

Attachment #8: [Employment Land Inventory - Ajax](#)

Attachment #9: [Employment Land Inventory - Brock](#)

Attachment #10: [Employment Land Inventory - Clarington](#)

Attachment #11: [Employment Land Inventory - Oshawa](#)

Attachment #12: [Employment Land Inventory - Pickering](#)

Attachment #13: [Employment Land Inventory - Scugog](#)

Attachment #14: [Employment Land Inventory - Uxbridge](#)

Attachment #15: [Employment Land Inventory - Whitby](#)

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Memorandum

To	Gary Muller, Director, Region of Durham Colleen Goodchild, Manager, Region of Durham Brad Anderson, Principal Planner, Region of Durham
From	Jamie Cook, Watson & Associates Economists Ltd. Elizabeth Bang, Watson & Associates Economists Ltd.
Date	May 12 th , 2020
Re:	Durham Region Employment Area Conversion Principles and Criteria

Fax Courier Mail Email

The purpose of this memo is to recommend Employment Area Conversion Principles and Criteria for the employment conversion task of the Durham Region Growth Management Strategy (G.M.S.). The recommended criteria has been prepared by drawing on the following:

- A review of best practices across the Greater Golden Horseshoe (G.G.H), considering feedback from Durham staff, Area Municipal staff, as well as a review of the Durham Region Urban Systems Discussion Paper;
- Relevant Provincial planning policies and supporting documents related to A Place to Grow, the Province's Growth Plan for the G.G.H., hereafter referred to as the Grow Plan, 2019, and Provincial Policy Statement (P.P.S.), 2020; and
- The evolving nature of Employment Areas in some areas of Durham Region with respect to land use, economy and transportation.

This memo is intended to provide the following:

- An overview of the impetus of planning for and protecting Employment Areas in Durham Region;
- Recommend principles to guide the approach to the employment conversions criteria development and evaluation process;
- Recommend employment conversion criteria;
- An overview of how the employment conversion would be used; and
- Definitions of common terms that can be found in the criteria.



1.1 Planning for Employment Areas in Durham Region

When considering the Region's regional competitive ranking, a major factor influencing the future competitiveness of the Region's economic base is the structure and quality of its Employment Areas. In Durham Region, Employment Areas typically include a broad range of light, medium and heavy industrial lands, business and research parks, as well as rural Employment Areas.

Employment Areas form a vital component of Durham Region's land-use structure and are an integral part of the local economic development potential of the Region. They are also home to many of the Region's largest employers. Through development of its Employment Area land base, the Region is better positioned to build more balanced, complete and competitive communities. Thus, a healthy balance between residential and non-residential development is considered an important policy objective for Durham Region.

Employment Areas include a wide range of industrial uses (e.g. manufacturing, distribution/logistics, transportation services), specific office commercial and institutional uses, as well as ancillary/accessory retail uses which generally support the industrial/business function of the Region's Employment Areas.

It is important to recognize that structural changes in the broader economy continue to alter the nature of economic activities in Employment Areas as well as impact the built form and character of these lands. It is also important to recognize that tomorrow's industries have siting, space and built-form requirements that are fundamentally different from traditional industrial sites which exist today. This may include requirements related to broad infrastructure, transit access, energy efficiency, building and urban design standards, eco-industrial design principles and labour force access. Site configuration and integration of uses is also evolving particularly in prestige employment areas which often integrate operations combining office, research and development, warehousing and logistics, and on-site manufacturing in a "campus-style" setting.

With an increasing emphasis on "knowledge-based sectors", major office, flex office and multi-purpose facilities encompassing office and non-office uses are becoming an increasingly dominant built form. Recognizing these recent structural changes in the regional economy and increasing preference towards these types of uses and built forms in Employment Areas, there has been a need for Employment Areas to provide for a wider range of amenities and employment-supportive uses which complement both knowledge-based and traditional industrial sectors.

1.2 Supporting Growth of Durham Region's Employment Areas

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. They also primarily accommodate industries which 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. Both the 2020 P.P.S. and Growth Plan, 2019 contain policies which protect Employment Areas in proximity to major goods movement facilities and corridors which require those locations. For example, policy 1.3.2.6 of the 2020 P.P.S. states:

Planning authorities shall protect *employment areas* in proximity to *major goods movement facilities and corridors* for employment uses that require those locations.

The Growth Plan, 2019 further demonstrates through policy 2.2.5.1. the significance of promoting the economic development and competitiveness of the Greater Golden Horseshoe (G.G.H.) through various means:

Economic development and competitiveness in the *GGH* will be promoted by:

- a) Making more efficient use of existing *employment areas* and vacant and underutilized employment lands and increasing employment densities;
- b) Ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
- c) Planning to better connect areas with high employment densities to transit; and
- d) Integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

As such, consideration should be given to reserving strategically important land for future employment purposes throughout the Region of Durham well beyond the Region's Official Plan (O.P) horizon.

If not carefully evaluated, the conversion of Employment Areas to non-employment uses can potentially lead to negative impacts on Durham Region's economy in several ways. Firstly, inappropriate Employment Area conversions can reduce employment opportunities, particularly in export-based sectors, creating local imbalances between population and employment. Secondly, employment conversions can potentially erode the Region's employment land supply and lead to further conversion pressure as a result of encroachment of non-employment uses within, or adjacent to, Employment Areas. Finally, inappropriate Employment Area conversions can potentially fragment



existing Employment Areas and/or reduce their size (i.e. critical mass), undermining their functionality and competitive position. Ultimately, inappropriate Employment Area conversions may reduce the Region's ability to attract and accommodate certain industries.

Given the potential negative impacts resulting from the inappropriate conversion of Employment Areas, it is recognized that there is a need to preserve such designated lands within Durham Region for employment uses. Durham Region also recognizes that under some circumstances, an Employment Area conversion may be justified for planning and economic reasons provided such decisions are made through using a systematic approach and methodology as set out herein.

1.3 Principles for Approaching the Evaluation of Employment Conversions

Given the importance of planning for and protecting Employment Areas, a series of principles, as listed below, for approaching the evaluation of employment conversions has been established.

These principles are meant to provide further rationale to the employment conversion criteria. Again, it is noted that these principles were developed using policy directions and guidance from the P.P.S., 2020, the Growth Plan (2019), and referring to best practices of protecting, planning, and developing designated Employment Areas. They were also developed recognizing the evolving nature of Employment Areas occurring in some parts of the Region with respect to land use plans, market, and context.

- 1) Protect Employment Areas in proximity to major transportation corridors and goods movement infrastructure to ensure businesses have access to a transportation network that safely and efficiently moves goods and services;**

In contrast to other urban land uses (e.g. Commercial, Mixed-Use and Residential Areas), Employment Areas are intended to accommodate industrial sectors that should not be accommodated in other areas of the Region. The Growth Plan, 2019 and the P.P.S., 2020 contain policies which protect Employment Areas in proximity to major goods movement facilities and corridors which require those locations. In order for a municipality to continue to be competitive and attractive to a broad range of industrial and commercial sectors, it needs to ensure that its medium to large-scale vacant sites have good access to trade corridors near major highway interchanges as well as other major goods movement and transportation facilities such as ports, rail yards, intermodal facilities, and airports.

- 2) Maintain the configuration, location, and contiguous nature of Employment Areas in order to prevent fragmentation and provide business supportive environments;**



Preserving the overall configuration, location, and contiguous nature of Employment Areas ensures municipalities continue to be competitive and attractive to a broad range of industrial and commercial sectors. This helps ensure any risks of Employment Areas becoming fragmented over time are mitigated. It further enables businesses to establish relationships and synergies, thereby developing strong business supportive environments at various scales (i.e. locally and regionally).

3) Provide a variety of Employment Area lands in order to improve market supply potential and Regional attractiveness to a variety of employment sectors and business sizes;

Municipalities need to ensure a sufficient supply of Employment Area lands by location, access, site size, zoning, tenure, and servicing potential (i.e. serviced and/or serviceable), etc. are offered. This will ensure a sufficient market choice of designated Employment Areas are provided to accommodate a variety of employment sectors and business sizes. A municipality looking to improve market supply potential and attractiveness to large, land extensive industries will also want to ensure it has a sufficient supply of large vacant employment land sites.

4) Maintain or improve the employment function and job potential of Employment Areas;

Recommended Employment Area conversion should maintain or improve the Region's overall ratio of jobs to population (i.e. employment activity rate), without undermining the functionality and competitive position of existing Employment Areas.

5) Support efforts of transformative change in Major Transit Station Areas if it can be demonstrated that the employment and job potential of Employment Areas can be retained or improved;

It is recognized that some proposed Major Transit Station Areas (M.T.S.A.) within Durham Region are within areas that are designated as Employment Areas. These areas represent priority locations for redevelopment and are anticipated to undergo transformative change over the long-term. Efforts which encourage transformative change in M.T.S.A.s should be supported if it can be demonstrated that the employment conversion request also supports principle number four and is aligned with municipal interests and policies related to Employment Areas.

6) Align with municipal interests and policies related to Employment Areas;

It is recognized that there are various municipal interests and policies related to Employment Areas that speak to planning for, protecting, and preserving Employment Areas. As such, the purpose of this principle is to align as best as possible to mandates, goals, and objectives, for example, included in Corporate Strategic Plans, Official Plans, Secondary Plans, etc. which provide insight on the municipality's vision



towards planning, protecting, and preserving Employment Areas. This alignment will also be identified through engagement with Area Municipalities as they provide local insights and circumstances throughout the course of the Employment Area conversion analysis. Area Municipal staff comments and Council resolutions addressing alignment with this principle will need to be provided in order to be considered while evaluating the conversion request.

7) Limit and/or mitigate land use incompatibilities where necessary; and

The Growth Plan, 2019 and the P.P.S., 2020 contain policies that speak to avoiding or limiting land use incompatibilities with sensitive land uses (e.g. residential uses, education and health care facilities, day care centres). Employment Areas may also accommodate industries which require adequate separation from sensitive land uses.

8) Consider the Provincial interests and guidance regarding Provincially Significant Employment Zones.

According to the Province, Provincially Significant Employment Zones (P.S.E.Z.) are areas of high economic output and strategically located to provide stable, reliable employment across the region. The P.S.E.Z. designation provides a higher level of protection for employment uses within Employment Areas requiring the conversion of lands to non-employment uses within such areas to be considered through a municipal comprehensive review. As such, conversions within P.S.E.Z. will be evaluated within the context of this Provincial policy.

Memorandum

1.4 Recommended Employment Area Conversion Criteria

The following recommended Employment Area Conversion Criteria was developed to collectively align with the principles to approach Employment Area conversions previously as described in section 1.3. The criteria consists of two parts – (1) Provincial policies regarding Employment Area conversions and (2) localized criteria developed within the context of Durham Region.

No.	Theme	Principle	Criteria	Relation to Provincial Policy
Provincial Policy				
1	X	X	Provincial Policy Statement (2020) 1.3.2.4 – Planning authorities may permit conversion of lands within <i>employment areas</i> to non-employment uses through a <i>comprehensive review</i> , 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.	X
2	X	X	Place to Grow (2019) 2.2.5.9 – The conversion of lands within <i>employment areas</i> to non-employment uses may be permitted only through a <i>municipal comprehensive review</i> where it is demonstrated that: a) there is a need for the conversion; b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated; c) the municipality will maintain sufficient employment lands to	X



			<p>accommodate forecasted employment growth to the horizon of this Plan;</p> <p>d) the proposed uses would not adversely affect the overall viability of the <i>employment area</i> or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and</p> <p>e) there are existing or planned <i>infrastructure</i> and <i>public service facilities</i> to accommodate the proposed uses.</p>	
Localized Criteria				
3	Location	1	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).	P.P.S. 1.3.2.6. P.G. 2.2.5.5. P.G. 3.2.4.1. P.G. 3.2.4.3.
4	Access	1	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).	P.P.S. 1.3.2.6. P.G. 2.2.5.5. P.G. 3.2.4.1. P.G. 3.2.4.3.
5	Employment Area Configuration	2	The site is located outside or on the fringe of an assembly of Employment Areas.	Localized Criteria
6	Site Configuration	3	The site offers limited market supply potential for Employment Areas development due to size, configuration, access, physical conditions, servicing constraints, etc.	Localized Criteria P.P.S. 1.3.1 b) and c)
7	Land Use	7	The proposed conversion to non-employment uses is compatible with surrounding land use permissions and potential land use conflicts could be mitigated.	P.P.S. 1.2.6.1. P.P.S. 1.2.6.2. P.P.S. 1.3.2.2. P.P.S. 1.3.2.3. P.P.S. 1.6.9.1.
8	Supply	3	The conversion of the proposed site to non-employment uses would not compromise the overall supply of	Localized Criteria



			large Employment Area sites at both the Regional and local level.	P.P.S. 1.3.1 b) and c)
9	Jobs	4	The conversion request demonstrates total job yield of the site can be maintained or improved.	Localized Criteria
10	Major Transit Station Area	5	The conversion request is within a Major Transit Station Area.	Localized Criteria P.P.S. 1.3.1 d)
11	Municipal Interests and Policy	6	The conversion request is supported by Area Municipal Councils and does not conflict with municipal interests and policies.	Localized Criteria
12	Municipal Interests and Policy	6	The conversion of the site would not present negative cross-jurisdiction impacts that could not be overcome.	Localized Criteria

This criteria will generally be used in a check-list style. If the criteria is met, it receives a check mark. If it is not met, it receives an "X". Each criteria is not given a specific weighting, however consideration will be given to site-specific circumstances when evaluating the criteria. A site mostly receiving check marks will generally be considered for conversion. A site not meeting most of the criteria will generally not be considered for conversion.

However, it should not be assumed that a site which does or does not meet more than half of the criteria is immediately considered or not considered for conversion, respectively. This criteria will be used as a starting point during the Employment Area conversion analysis to evaluate the conversion requests and accompanying documentation. It will be accompanied by a qualitative evaluation which also considers local insights and circumstances.

Memorandum

1.5 Definitions

Cross-jurisdictional Connections – A type of transportation network connection between municipal jurisdictions.

Cross-jurisdiction Impacts – Types of impacts that could range from traffic to land use incompatibility issues as a result of the conversion occurring on a site in one municipal jurisdiction. This has been qualified in criteria #12 to consider cross-jurisdiction impacts that could not be overcome through, for example, coordination, planning, infrastructure, etc. solutions.

Market Supply Potential – The site and locational selection options available to different employment sectors and business sizes related to the choice of Employment Area Lands (e.g. various site sizes, locations, access, zoning, tenure, etc.)

Municipal Interests – mandates, goals, and objectives, for example, included in Corporate Strategic Plans, Official Plans, Secondary Plans, etc. which provide insight on the municipality's vision towards planning, protecting, and preserving Employment Areas.

Memorandum

1.6 Provincial Policy or Direction

The following provincial policies and directions were used to inform the employment conversion criteria:

Provincial Policy Document	Section	Policy
Provincial Policy Statement (2020)	1.2.6.1	<p><i>Major facilities and sensitive land uses</i> shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential <i>adverse effects</i> from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of <i>major facilities</i> in accordance with provincial guidelines, standards and procedures.</p>
	1.2.6.2	<p>Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and <i>development</i> of proposed adjacent <i>sensitive land uses</i> are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <ul style="list-style-type: none"> a) there is an identified need for the proposed use; b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; c) <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and



		d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.
	1.3.1	<p>Planning authorities shall promote economic development and competitiveness by:</p> <p>a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;</p> <p>b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;</p> <p>c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;</p> <p>d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and</p> <p>e) ensuring the necessary infrastructure is provided to support current and projected needs.</p>
	1.3.2.1	Planning authorities shall plan for, protect and preserve <i>employment areas</i> for current and future uses and ensure that the necessary <i>infrastructure</i> is provided to support current and projected needs.
	1.3.2.2	At the time of the official plan review or update, planning authorities should assess <i>employment areas</i> identified in local official plans to ensure that



		<p>this designation is appropriate to the planned function of the <i>employment area</i>.</p> <p><i>Employment areas</i> planned for industrial and manufacturing uses shall provide for separation or mitigation from <i>sensitive land uses</i> to maintain the long-term operational and economic viability of the planned uses and function of these areas.</p>
	1.3.2.3	<p>Within <i>employment areas</i> planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other <i>sensitive land uses</i> that are not ancillary to the primary employment uses in order to maintain land use compatibility.</p> <p><i>Employment areas</i> planned for industrial or manufacturing uses should include an appropriate transition to adjacent <i>non-employment areas</i>.</p>
	1.3.2.4	<p>Planning authorities may permit conversion of lands within <i>employment areas</i> to non-employment uses through a <i>comprehensive review</i>, 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.</p>
	1.3.2.5.	<p>Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing <i>employment areas</i> may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:</p>



		<p>a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;</p> <p>b) the proposed uses would not adversely affect the overall viability of the <i>employment area</i>; and</p> <p>c) existing or planned infrastructure and <i>public service facilities</i> are available to accommodate the proposed uses.</p>
	1.3.2.6	<p>Planning authorities shall protect <i>employment areas</i> in proximity to <i>major goods movement facilities and corridors</i> for employment uses that require those locations.</p>
Place to Grow (2019)	2.2.5.5	<p>Municipalities should designate and preserve lands within <i>settlement areas</i> located adjacent to or near <i>major goods movement facilities and corridors</i>, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.</p>
	2.2.5.9	<p>The conversion of lands within <i>employment areas</i> to non-employment uses may be permitted only through a <i>municipal comprehensive review</i> where it is demonstrated that:</p> <p>a) there is a need for the conversion;</p> <p>b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;</p> <p>c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;</p> <p>d) the proposed uses would not adversely affect the overall viability of the <i>employment area</i> or the achievement of the minimum intensification and</p>



	<p>density targets in this Plan, as well as the other policies of this Plan; and</p> <p>e) there are existing or planned <i>infrastructure</i> and <i>public service facilities</i> to accommodate the proposed uses.</p>
2.2.5.10	<p>Notwithstanding policy 2.2.5.9, until the next <i>municipal comprehensive review</i>, lands within existing <i>employment areas</i> may be converted to a designation that permits non-employment uses, provided the conversion would:</p> <p>a) satisfy the requirements of policy 2.2.5.9 a), d) and e);</p> <p>b) maintain a significant number of jobs on those lands through the establishment of development criteria; and</p> <p>c) not include any part of an <i>employment area</i> identified as a <i>provincially significant employment zone</i>.</p>
2.2.5.12	<p>The Minister may identify <i>provincially significant employment zones</i> and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.</p>
3.2.4.1	<p>Linking <i>major goods movement facilities and corridors</i>, international gateways, and employment areas to facilitate efficient goods movement will be the first priority of highway investment.</p>
3.2.4.3	<p>Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of <i>employment areas</i> and other areas of significant</p>



		commercial activity and to provide alternate routes connecting to the provincial network.
	Definition	<p>Provincially Significant Employment Zones</p> <p>Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. <i>Provincially significant employment zones</i> can consist of <i>employment areas</i> as well as mixed-use areas that contain a significant number of jobs.</p>



Office Use Only	
Submission Number:	Date Received:
Municipality:	

Submission Form for Requests for Employment Area Conversion

The protection of the Region's supply of employment land is important to the economic vitality of the Region.

As outlined in Council Report 2020-P-11, requests for Employment Area conversion through the Region's Municipal Comprehensive Review process may be considered subject to certain principles and criteria. **The final date to submit a request for consideration through Envision Durham is September 23, 2020.**

To aid in the evaluation of requests for Employment Area conversion and inform appropriate recommendation to Regional Council, this Submission Form must be completed and submitted to the Regional Planning and Economic Development Department. Please:

- Answer each question on this Form;
- Attach any additional documents (e.g. reports/studies, location map, development concept) to support your conversion request; and
- Submit your request electronically to EnvisionDurham@durham.ca

If the submission must be made in hard copy, submit it to:

Envision Durham
 Durham Region Planning Division
 605 Rossland Road East, 4th Floor
 Whitby, ON L1N 6A3

Should you have any questions prior to making a formal request for an Employment Area conversion, it is recommended that you contact Jonah Kelly, Principal Planner: Jonah.Kelly@durham.ca

Applicant Information

Complete the information below:

Land Owner Contact Information

Name: _____

Address: _____

City/Postal Code: _____

Phone/Fax: _____

Email: _____

Authorized Agent:

Name: _____

Mailing Address: _____

Phone/Fax: _____

Email: _____

Does the request for Employment Area conversion include lands that are not under your ownership?

Yes No

If yes, please describe the lands subject to the request that are not within your ownership:

Property Information of Subject Lands

Legal Description including Lot & Concession _____

Municipal Address(es) _____

Assessment Roll Number(s) 18- _____ (15 digits total)

Total Parcel Land Area (Hectares) _____

If the request for Employment Area conversion applies to only a portion of the subject property, or conversely, includes lands outside of your ownership, please identify the total land area subject to the request (Hectares) _____

Current use of the subject property _____

Servicing status (indicate if water and/or sanitary sewer is available) _____

Description of the Request

The Submission is:

- A new request for Employment Area conversion _____
- Amends a previous request for Employment Area conversion with additional information (write in date of previous submission) _____
- Replaces a previous request for Employment Area conversion. By checking this box, the content contained in the previous submission will be removed from the Region’s files (write in date of previous submission to be replaced) _____

The request is to re-designate the subject lands from Employment Areas to permit the following use(s):

- Residential uses Major retail uses Retail/Commercial uses
- Mixed Residential/Employment uses Other (write in) _____

Briefly describe the request for Employment Area conversion, including the full range of proposed land uses:

Employment Area Conversion Details

Is there a demonstrated need for the Employment Area conversion?

- Yes No

If yes, please explain:

Is the proposed Employment Area conversion compatible with the surrounding existing land uses and/or planning permissions?

- Yes No

If yes, please explain how the proposed Employment Area conversion will not have an adverse impact on surrounding land uses and the broader Employment Area:

What is the anticipated population, residential unit count and type (single, semi, townhouse, apartment, etc.), and employment (jobs) that would be created through development of the subject site if the Employment Area conversion request is granted?

Population: _____

Employment (jobs): _____

Units (number and type): _____

Non-Residential Gross Floor Area and type (specify the gross floor area for each non-residential land use):

Are there existing or planned infrastructure and public service facilities needed to accommodate the proposed use(s)?

Yes No

If yes, please provide additional details below:

Existing or planned infrastructure (as defined in A Place to Grow, 2019): _____

Existing or planned public service facilities (as defined in A Place to Grow, 2019): _____

Is the site within proximity to major transportation corridors and/or goods movement infrastructure (arterial roads, highways, airports, harbours/ports, railways)?

Yes No

If yes, identify which transportation corridors and/or goods movement infrastructure (arterial roads, highways, airports, harbours/ports, railways): are nearby and their approximate distance (measured in metres):

Does the site offer direct access to major transportation corridors and/or goods movement infrastructure (arterial roads, highways, airports, harbours/ports, railways)?

- Yes No

If yes, identify which transportation corridors and/or goods movement infrastructure (arterial roads, highways, airports, harbours/ports, railways) and describe how direct access is provided from the site:

Describe the site's location within the context of the broader Employment Area. Is the site best described as:

- Located on the edge/fringe of an Employment Area.
- Located within an Employment Area with existing employment uses/planning permissions for employment use(s) on 1 or more sides of the subject site.
- Located wholly within an Employment Area and surrounded by existing employment uses/planning permissions for employment use(s) on all sides of the subject site.

Additional description and explanation _____

Is the site constrained for employment use due to the site size, configuration, access, physical conditions and/or servicing availability?

- Yes No

If yes, explain and demonstrate why the lands are constrained for employment uses due to site size, configuration, physical conditions, and/or servicing availability:

Is the site located partially or wholly within a proposed Major Transit Station Area boundary as identified in the Region's [Urban System Discussion Paper](#)?

- Yes No

If yes, which proposed Major Transit Station Area boundary is the site located within?

Is the site located partially or wholly within a Provincially Significant Employment Zone?

- Yes No

If yes, which Provincially Significant Employment Zone is the site located within?

The Applicant acknowledges and agrees that the collection, use and disclosure of information provided to the Regional Municipality of Durham shall be governed by the provisions of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. c. M.56, as amended (MFIPPA). Information to be submitted on or with the application that the Applicant considers confidential or to be otherwise exempt from disclosure under MFIPPA must be claimed as such in accordance with MFIPPA at the time of submission.

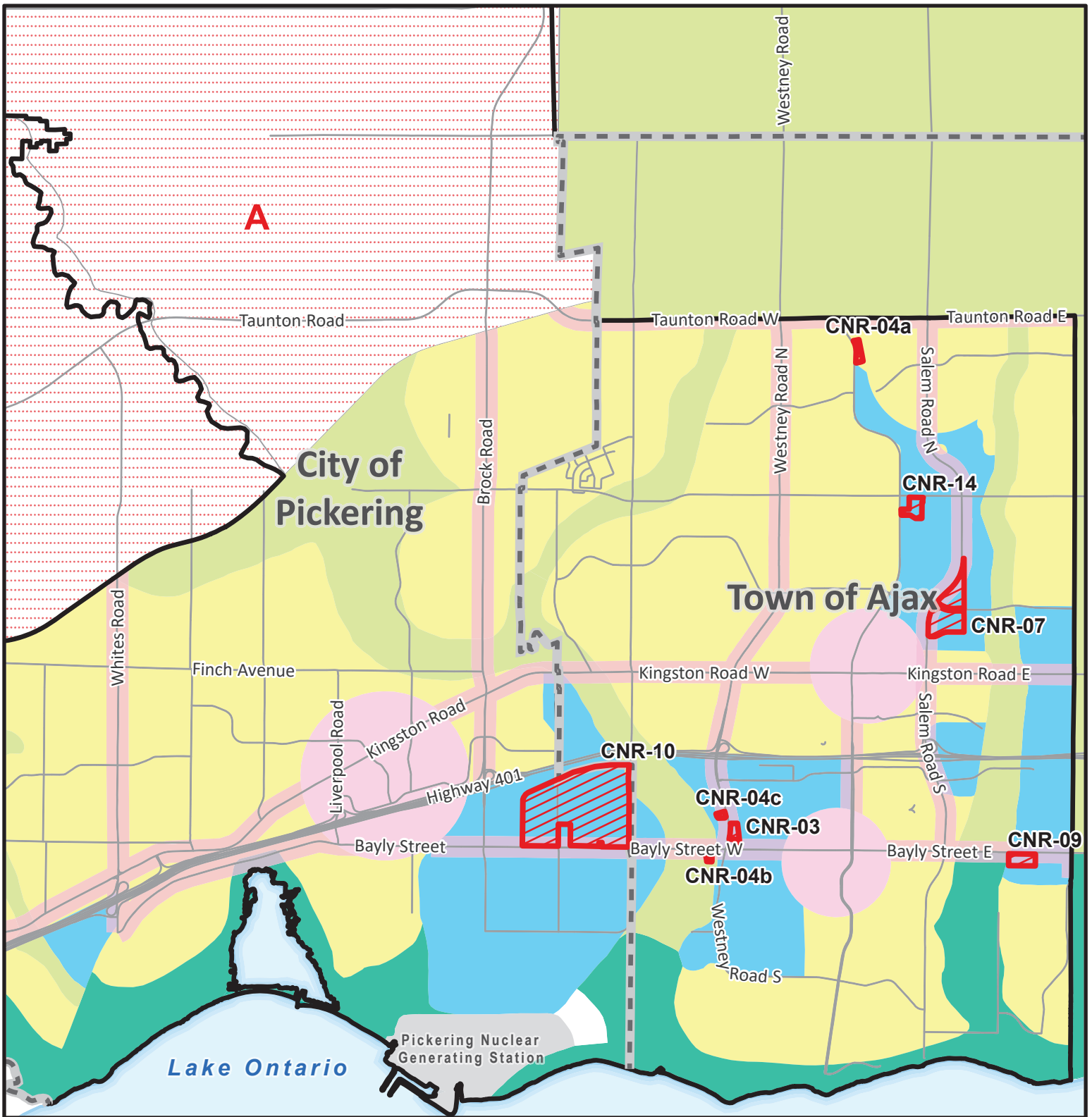
Current Requests for Employment Area Conversion as of April 27, 2020

Conversion Request-ID	Municipality	Date Received	Site Location	Land Area (Hectares)*	Description of Request (as described by proponent)
CNR-01	Brock	August 23, 2018	Multiple lots on the east of Sideroad 18, south of the Beaver River Wetland Trail, Cannington	4.46	To re-designate the subject lands as residential lands.
CNR-02	Whitby	November 15, 2018	1151 & 1275, Dundas Street West	40.14	To add the additional use of mid-density residential that would allow a 15-storey residential building for a mixed-use development with both employment and residential uses.
CNR-03	Ajax	December 20, 2018	275 Westney Road South	1.84	To re-designate the subject lands to permit a mid to high rise residential and employment mixed use development.
CNR-04a	Ajax	February 7, 2019	1901 Harwood Avenue North	1.54	To add and/or intensify residential uses on the subject lands.
CNR-04b	Ajax	February 7, 2019	493 Bayly Street West	0.91	To add and/or intensify residential uses on the subject lands.
CNR-04c	Ajax	February 7, 2019	190 Westney Road South	0.60	To add and/or intensify residential uses on the subject lands.
CNR-05	Oshawa	September 2, 2019	305 Columbus Road West	6.07	To re-designate the subject lands for residential development.

Conversion Request-ID	Municipality	Date Received	Site Location	Land Area (Hectares)*	Description of Request (as described by proponent)
CNR-06	Whitby	September 5, 2019	Lands north of Victoria Street & west of Montecorte Street (referred to as the "West Lands")	18.36	To re-designate the subject lands to permit high density mixed-use residential uses. Also recommend the inclusion of the lands within the Whitby Major Transit Station Area.
CNR-07	Ajax	September 6, 2019	North-east and South-east corners of Salem Road & Kerrison Drive (Part of Lot 6, Concession 2)	18.02	To re-designate the subject lands to Living Areas.
CNR-08	Whitby	September 6, 2019	1730 Dundas Street West	2.21	To re-designate a portion of the subject lands fronting Dundas Street West to Living Areas.
CNR-09	Ajax	September 9, 2019	465 and 479 Bayly Street East	4.03	To re-designate the subject lands fronting Bayly Street East from Employment Area to allow a mix of residential and retail/commercial uses.
CNR-10	Pickering	September 27, 2019	2028 & 1902 Kellino Street and 1802 Bayly Street (referred to as "Durham Live Lands")	91.6	Remove or amend the Employment Areas Designation for the entirety of the subject lands (Durham Live Lands) in order to permit a wider range of uses including retail and residential.

Conversion Request-ID	Municipality	Date Received	Site Location	Land Area (Hectares)*	Description of Request (as described by proponent)
CNR-11	Clarington	October 29, 2019	1766 Baseline Rd, (Courtice)	11.15	Remove the Employment Area designation from the subject lands to allow residential and commercial uses and be included in the Courtice MTSA boundary.
CNR-12	Whitby	November 2, 2019	1275 Dundas Street West	12.89	To re-designate the subject lands to permit mixed use / residential development.
CNR-13	Brock	November 28, 2019	276 Cameron Street East, (Cannington)	13.62	To re-designate the subject property from Employment Area to Living Areas.
CNR-14	Ajax	January 9, 2020	1,3,5 & 7 Rossland Road East and 901 Harwood Ave. North	3.9	To re-designate a portion of the subject lands to Living Areas to permit residential development.

* Land area is as provided by the proponent, or as estimated by staff when not provided by the proponent.



Requests for Employment Area Conversion – Ajax and Pickering



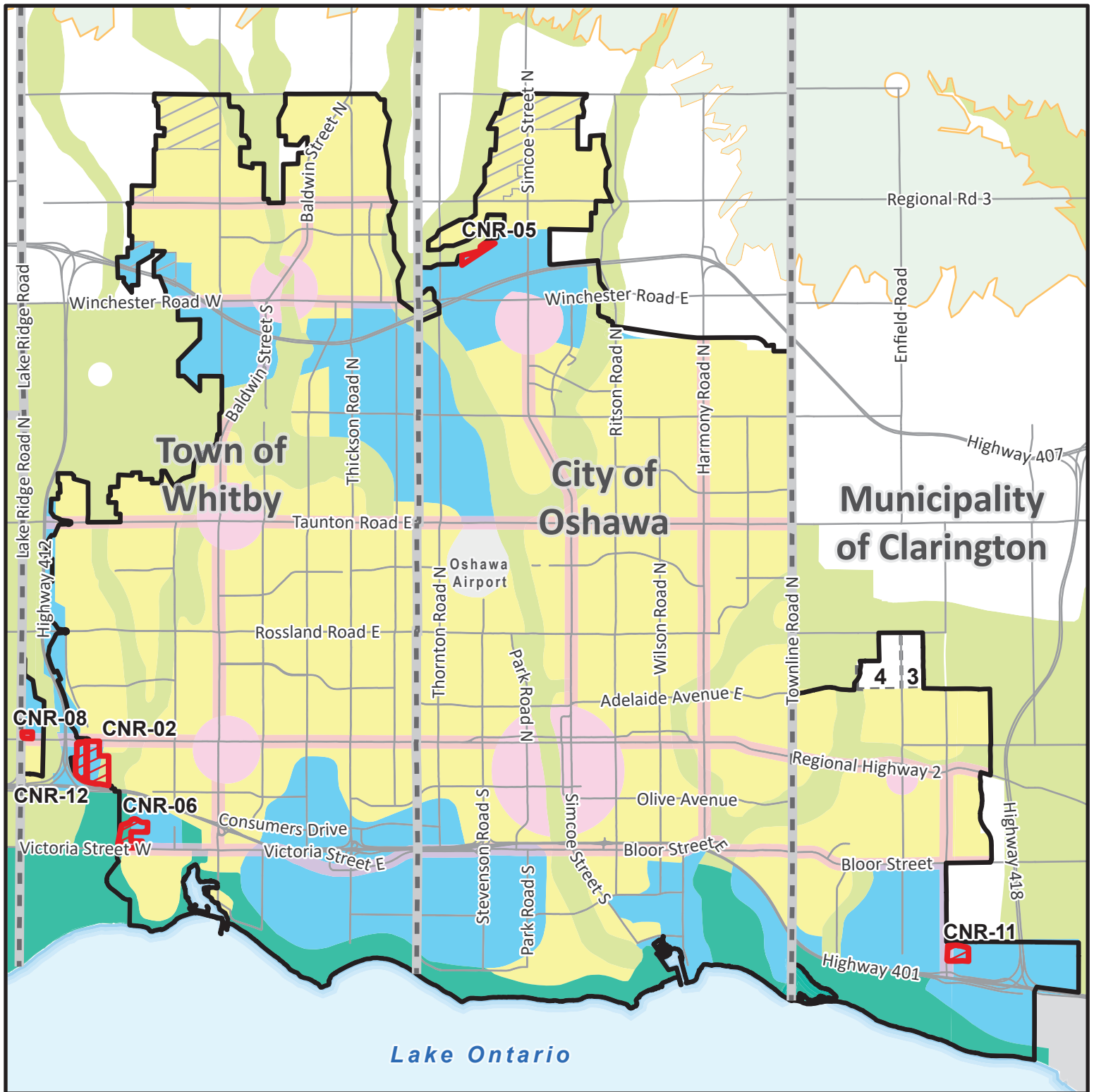
Legend

- Lands Subject to Employment Conversion Request
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Waterfront Areas

- Living Areas
- Specific Study Area 'A'
- Regional Corridors
- Regional Centres
- Urban Area Boundary
- Municipal Boundary

Data Sources and Disclaimer

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Requests for Employment Area Conversion – Clarington, Oshawa and Whitby

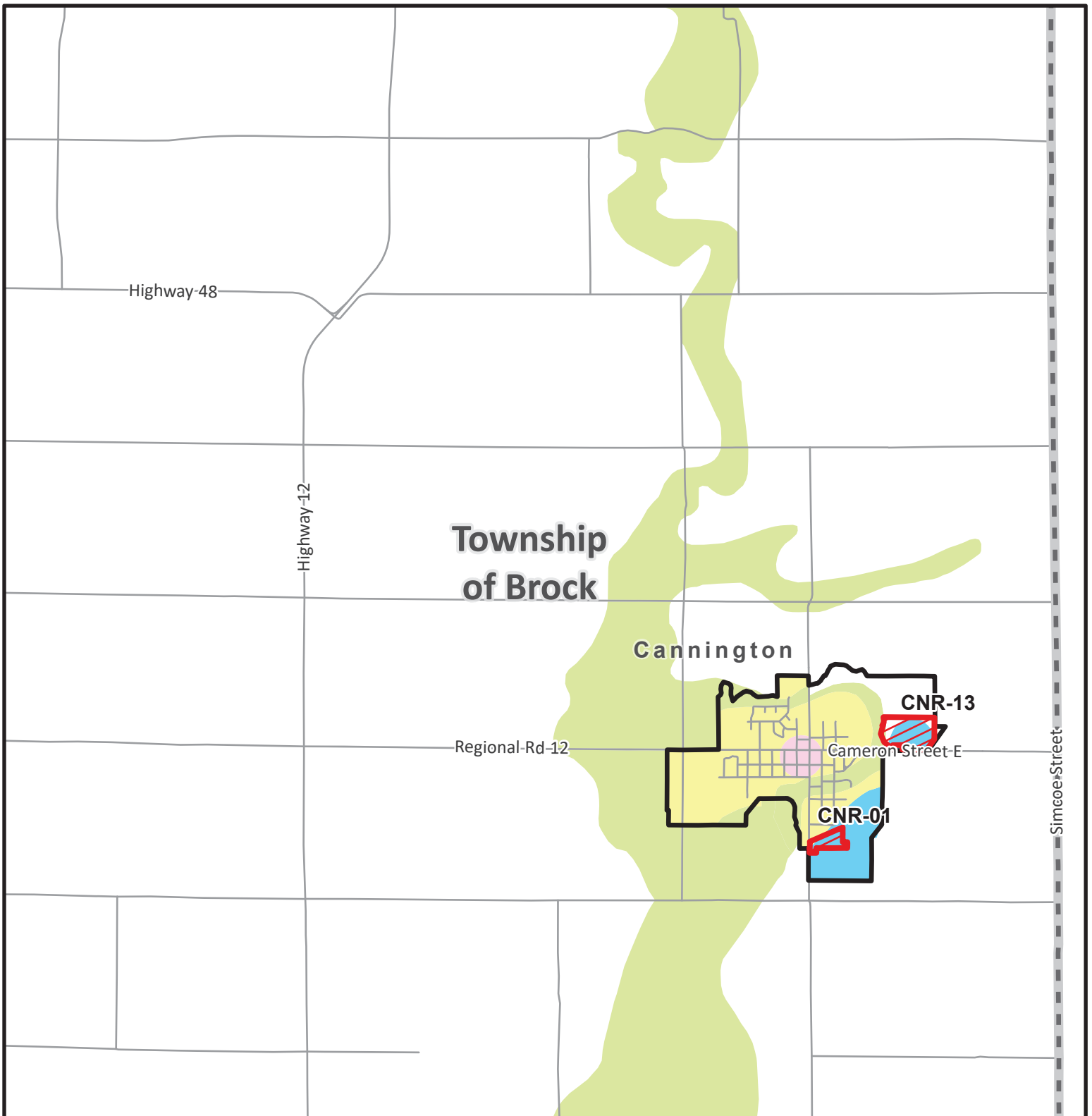


Legend

- Lands Subject to Employment Conversion Request
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Waterfront Areas
- Living Areas
- Deferral Areas
- Special Study Areas
- Regional Corridors
- Regional Centres
- Urban Area Boundary
- Municipal Boundary

Data Sources and Disclaimer

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Requests for Employment Area Conversion – Cannington, Township of Brock



Legend

- Lands Subject to Employment Conversion Request
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Waterfront Areas
- Living Areas
- Regional Corridors
- Regional Centres
- Urban Area Boundary
- Municipal Boundary

Data Sources and Disclaimer

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The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2020-EDT-4
Date: June 2, 2020

Subject:

Durham Farm Fresh Marketing Association 2020 Workplan

Recommendation:

That the Planning and Economic Development Committee recommends:

That this report be received for information.

Report:

1. Purpose

1.1 The purpose of this report is to provide an update on the activities of the Durham Farm Fresh Marketing Association (DFFMA) and provide their attached 2020 workplan. A DFFMA representative will be appearing as a delegation before the Planning and Economic Development Committee at its meeting on June 2, 2020 to provide an annual update.

2. Background

2.1 The Agriculture and Rural Economic Development section of the Economic Development and Tourism Division works with several local agricultural organizations, including the DFFMA, to implement activities supporting the agricultural and rural economy in Durham Region.

2.2 The Economic Development and Tourism Division contributes \$10,000 annually to the DFFMA as core operational funding, through the Division's annual Business Plan and Budget.

3. Report

3.1 The DFFMA is a volunteer-led and membership-based organization that has been promoting the production and consumption of local food in Durham Region for over 25 years.

3.2 Established in 1993, the DFFMA has been a leader of the producer-led local food marketing movement in Ontario. Members of Regional Council, businesses and residents will be familiar with the DFFMA branding, including: the annual 'Buy Fresh, Buy Local' map; directional road signs; and the DFFMA website promoting member products.

3.3 The organization includes 50 farms, six farmers' markets, and seven associate members. The associate membership category is for non-farm organizations, such as retail establishments, value-added agriculture businesses, catering businesses or restaurants that buy and promote local food products. Together, DFFMA members bring local fruit, vegetables, meat and value-added products directly to the consumer. DFFMA also plays an important role in educating the public about farming and local food sources.

3.4 The DFFMA is also an important partner on Economic Development and Tourism projects including the implementation of the Local Food Business Retention & Expansion Project (2019-EDT-11) and "Gates Open: Find Your Flavour" event (2019-INFO-75).

3.5 The 2020 DFFMA Workplan (Attachment #1) will further strengthen the local food system in the Region by continuing to engage local producers and growing partnerships.

4. Conclusion

4.1 The DFFMA is a long-standing farm organization that continues to promote the development and maintenance of a local food system in the Region.

4.2 Staff will continue to work with the DFFMA to assist in their sustainability plans and promote farming and local food production to support our agricultural economy.

5. Attachments

Attachment #1: DFFMA 2020 Workplan

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



Durham Farm Fresh Marketing Association

Buy Local! Buy Fresh!

84 Water Street
P.O. Box 1282
Port Perry ON L9L 1J2
905-427-1512
www.durhamfarmfresh.ca

Durham Farm Fresh Marketing Association 2020 Work plan

History

Durham Farm Fresh Marketing Association (DFFMA) members consist of farmers, producers, and chefs who care deeply about locally produced food, and have consistently delivered high-quality, fresh produce to Durham Region and beyond since 1993. DFFMA is recognized as being the most coordinated, focused and proactive leader of Regional Farm Fresh Marketing Association pack within the GTA. DFFMA is also recognized as a vital partner and platform for generating rural economic and tourism development in the region by Durham Region and the local municipalities. With the support the Region, DFFMA will continue to celebrate the success of its members and nurture an enduring connection between producers and the community.

Overall Goals

As per its mandate, DFFMA aims to improve the awareness and economics of agriculture in Durham Region by fostering more effective direct marketing via education of members, information gathering, and product promotion. DFFMA is continuously promoting Durham Region's products through educational presence at local food shows, festivals & fairs, consistent media coverage, and key partnerships in the public and private sectors.

A Review of 2019

2019 was an exciting year for Durham Farm Fresh! We said goodbye to some members who are onto new endeavours and welcomed four new members resulting in our membership holding steady with 50 Farm Members, 7 Associate Members and 6 Farmers' Market Members.

In partnership with Durham Tourism and The Region of Durham Economic Development Department, and with grant monies received through the Friends of The Greenbelt Foundation's Prosperous Greenbelt funding stream, we rebooted the ever-popular Gates Open event. Gates Open: Find Your Flavour, held on October 5th, was a one-day event that showcased some of the incredible farms and products in our community. Activities at the eight participating farms included tours, demonstrations, food sampling, brussels sprouts harvesting races, and more! Over 2,000 visitors participated in Gates Open: Find Your Flavour, travelling from within Durham Region, Peterborough and the City of Kawartha Lakes, and the GTA.

As part of the Friends of the Greenbelt Foundation grant we received, we also developed and launched a Cycle the Greenbelt bicycle route which followed the existing the Greenbelt cycle route and highlights "cycle-friendly" Durham Farm Fresh farms which fall along that route.

We launched a new branch of the Find Your Flavour social media campaign by creating self-guided flavour trails. These trails included a Summer Berry Trail, a Harvest Trail and a Holiday Trail. We will be adding several more trails in 2020 to further highlight the diversity of locally grown farm products in Durham Region.

We were also pleased to partner with Durham Tourism and Central Counties Tourism to tell Durham Region's unique story of agri-tourism at the Royal Agricultural Winter Fair Spotlight on Local Program which showcased and celebrated the very best in local food being grown, produced and manufactured in Ontario.



Durham Farm Fresh Marketing Association

Buy Local! Buy Fresh!

84 Water Street
P.O. Box 1282
Port Perry ON L9L 1J2
905-427-1512
www.durhamfarmfresh.ca

These new elements support the mainstays of our marketing program which include our brochure of which 75,000 copies were distributed throughout Durham Region and beyond, our website and experiential marketing activations.

In addition to engaging with consumers, we continued to provide our members with networking and educational opportunities through events like our Members' Social in the summer and our Navigating On-Farm Value-Added Workshop in the spring.

As we move into 2020, we look forward to continuing to grow and expand on the momentum we gained as an organization in 2019.

2020 Work Plan

DFFMA has developed the 2020 Work Plan based on the following:

1. Actions identified in the Region of Durham Agricultural Strategy in which DFFMA is listed as a potential partner;
2. Actions identified in the Region of Durham Local Food Business Retention & Expansion Project;
3. DFFMA existing and new marketing projects and partnerships

We will continue to passionately promote our members' farm products, entertainment and education opportunities through our brochure, website, and social media. Our Find Your Flavour trails have been very popular both with consumers and our members. The trails feature various farms as the products they produce come into season. We have just launched a Maplelicious Trail which we will be promoting through March and early April. Through initiatives such as the Find Your Flavour trails and marketing campaign, we have experienced an increase in reach and the number of social media followers we have, as well as an increase in traffic to our website that has benefited our membership as well as provided valuable resources to the non-farm population. This is the major step towards long term sustainability, thereby helping to ensure continuity of services to our membership, partners, and the non-farm population.

We will continue to work with our members to become certified bike-friendly so that they can be featured both on the Durham Farm Fresh Cycle The Greenbelt route, as well as promoted on the Cycle Durham map and the Ontario By Bike website. Ontario By Bike certified farms will also be identified in the 2020 DFF brochure. The creation of the map has been very well received by cyclists and we are excited to continue to grow this initiative.

In partnership with Durham Tourism and Region of Durham Economic Development we are excited to again host Gates Open on the first weekend of October. We hope to build on the momentum started in 2019 and offer more exciting activities and tasty local food for participants to enjoy.

Development of workshops and education opportunities for members to help them develop the necessary skills to improve their business continues to be a focus. This year we are focusing on reducing waste. We will be touring The Market & Smor in Cobourg, a grocery market that focuses on local produce and zero food waste. We are also working with Region of Durham Economic Development to plan a workshop on food and packaging waste. By educating and looking for solutions we can do our part of support Durham Waste in their initiatives to reduce waste in Durham Region.

We thank you for your time today.



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2020-EDT-5
Date: June 2, 2020

Subject:

Bill 156, Security from Trespass and Protecting Food Safety Act, 2019

Recommendation:

That the Planning and Economic Development Committee recommends to Regional Council:

- A) That the Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs be advised that the Council of the Regional Municipality of Durham supports Bill 156, the Security from Trespass and Protecting Food Safety Act; and
 - B) That a copy of this report be sent to Durham's Area Municipalities and the Durham Agricultural Advisory Committee for their information.
-

Report:

1. Purpose

- 1.1 On March 3, 2020, the Planning and Economic Development Committee considered correspondence from Mitch Morawetz, President, Durham Region Federation of Agriculture (DRFA) requesting Regional Council's support for Bill 156, the Security from Trespass and Protecting Food Safety Act, 2019 (Attachment 1). This correspondence was referred to staff for a report.

2. Background and Additional Information

- 2.1 According to the Bill's Explanatory Note, the purpose of the proposed new legislation is to protect farm animals, the food supply, farmers and others from risks that are created when trespassers enter places where farm animals are kept. The Bill is also intended to discourage persons from engaging in unauthorized interactions with farm animals. Risks associated with these interactions could include exposing animals to disease, stress and introducing contaminants.
- 2.2 Fines of \$15,000 for a first offence and \$25,000 for a subsequent offence are proposed. A person found guilty may also be required to pay for any injury, loss or damages suffered as a result of their actions.
- 2.3 Bill 156 does not place restrictions on reporting suspected animal cruelty, nor does it seek to restrict freedom of speech. Any suspected animal cruelty may continue to be reported to the Ministry of the Solicitor General through the Ontario Animal Protection Call Centre.
- 2.4 To date, the Township of Scugog and the Municipality of Clarington have passed resolutions in support of Bill 156.
- 2.5 The DRFA has almost 1,100 members across Durham Region and is affiliated with the Ontario Federation of Agriculture (OFA), which has over 38,000 members. Both organizations advocate for the agriculture sector.
- 2.6 On February 4, 2020, Durham Region staff and the Durham Agricultural Advisory Committee (DAAC) Chair attended a roundtable in Lindsay regarding Bill 156. The roundtable was hosted by Minister Hardeman and MPP Laurie Scott to gather information and receive feedback from the agriculture community. The feedback at this event was supportive of Bill 156.
- 2.7 At its meeting on March 10, 2020, the Durham Agricultural Advisory Committee considered this matter and passed a motion in support of Bill 156.

3. Conclusion

- 3.1 Upon consulting with stakeholders, it has been determined that the agri-business community is supportive of the proposed legislation. As Bill 156 is a measure to further protect farms and agricultural products from the risks associated with unauthorized trespassers, it is appropriate that Regional Council provide its support for this proposed legislation.

3.2 Corporate Services – Legal Services was consulted in the preparation of this report.

4. Attachments

Attachment #1: Correspondence from Mitch Morawetz, President, Durham Region Federation of Agriculture, re: Bill 156 – Security from Trespass and Protecting Food Safety Act, 2020

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Mitch Morawetz, President
3258 Taunton Road
Orono On LoB 1Mo
Phone: 905 983-9696
E-Mail: mitchmorawetz@hotmail.com

Karen Yellowlees, Administrative Coordinator
4441 Malcolm Road
Nestleton, Ontario LoB 1Lo
9 05 986-0657
E-mail: drfagric@gmail.com

February 19, 2020

Regional Chair John Henry
Regional Municipality of Durham
605 Rossland Road East
Whitby Ontario L1N 6A3

via email: chair@durham.ca , cc Legislative services

Re: Bill 156 - Security from Trespass and Protecting Food Safety Act, 2019

Dear Chair & Regional Council Members,

The Durham Region Federation of Agriculture (DRFA) is the voice of agriculture in Durham Region and advocates on behalf of our farm family members. In Durham Region and across Ontario, agriculture is one of the leading economic sectors. Along with our commodity partners in Durham Region and the Ontario Federation of Agriculture, we are committed to a sustainable and profitable future for farm families.

On behalf of my fellow Durham Region farmers, I write to you today about an important piece of legislation introduced into the provincial legislature on December 2, 2019. Introduced by Minister Ernie Hardeman, Bill 156, Security from Trespass and Protecting Food Safety Act, is an important way we can keep our farm and food supply safe for all residents in Durham Region and Ontario.

There has been a troubling rise of trespassing on Ontario farms with incidences happening in Durham Region. There is an increasing threat from trespassers and activists who illegally enter property, barns and buildings. They have seized private property and threatened the health and safety of our farms, our employees, our livestock and our crops.

Bill 156 is intended to protect farm animals, farms, farmers and their families, and the safety of the entire food supply by addressing the ongoing threat of unwanted trespassing and unauthorized interactions with farm animals by the public. The risks of these actions include exposing farm animals to stress and potential diseases, as well as the introduction of contaminants into the food supply.

The DRFA along with our counterparts across the province, appreciates the support from the provincial government for taking a strong stance to protect our farms and food safety by introducing more significant consequences for illegal trespassing activities. On behalf of our farm family members in Durham Region and in concert with our colleagues across Ontario, I respectfully ask that your Council show your support for Bill 156 by sending a letter indicating this to Ontario's Minister of Agriculture, Food and Rural Affairs, the Honourable Ernie Hardeman. A copy of a sample letter is attached for your consideration.

If you have already indicated to Minister Hardeman, your support for Bill 156, we thank you for your initiative! Thank you for showing your support for stronger legislation to protect Ontario farms, animals, and food from intruders.

Sincerely,

Mitch Morawetz, President

Sample letter to Minister Hardeman:

Hon. Ernie Hardeman
Minister of Agriculture, Food & Rural Affairs
77 Grenville Street, 11th Floor
Toronto, Ontario M5S 1B3

Via Email: minister.omafra@ontario.ca

Dear Minister Hardeman,

Ontario farms have come under increasing threat from trespassers and activists who illegally enter property, barns and buildings, causing significant disruptions to the entire agri-food sector. These activists are trespassing under false pretenses to gain entry on to farm properties. They have seized private property and threatened the health and safety of Ontario farms, employees, livestock and crops. These individuals and organizations are causing health and safety concerns and undue stress to Ontario farmers, their families, and their businesses. Once peaceful protests have now escalated to trespassing, invading, barn break-ins and harassment. These incidents distress farmers, their families and employees, and threaten the health of livestock and crops when activists breach biosecurity protocols, ultimately putting the entire food system at risk.

We strongly support the new proposed legislation, *Bill 156: Security from Trespass and Protecting Food Safety Act*. This new legislation is an important way to keep our farm and food supply safe for all Ontarians. Bill 156 provides a balanced approach to protecting farms while recognizing a citizen's right to protest. This new legislation will ensure farm businesses have a legal standing to protect their farm, family and employees, livestock, crops and ultimately the entire food system. *Bill 156: Security from Trespass and Protecting Food Safety Act* is good news for Ontario's agri-food industry.

Thank you for this important new legislation.

Sincerely,

cc:Durham Region Federation of Agriculture drfagric@gmail.com