



## Addendum to the Planning & Economic Development Committee Agenda

Council Chambers  
Regional Headquarters Building  
605 Rossland Road East, Whitby

**Tuesday, September 7, 2021**

**9:30 AM**

**Note: Additional agenda items are shown in bold**

1. Roll Call
2. Declarations of Interest
3. Adoption of Minutes
  - A) Planning & Economic Development Committee meeting – June 1, 2021
4. Statutory Public Meetings
  - 4.1 Application to Amend the Durham Regional Official Plan, submitted by Vissers Sod Farm 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 Municipality of Clarington, File: OPA 2021-007 (2021-P-18)
    - A) Presentation
      1. Ashley Yearwood, Project Planner
    - B) Public Input
    - C) Report
  - 4.2 Application to Amend the Durham Regional Official Plan, submitted by Wichcoron Holding Limited, to permit the establishment of a golf course in the Town of Whitby, File: OPA 2021-006 (2021-P-19)
    - A) Presentation
      1. Lori Riviere-Doersam, Principal Planner

New

B) Public Input

1. **Manny Zanders, Mike Pettigrew and Anthony Biglieri, on behalf of Winchcoron Holdings Ltd.**

C) Report

4.3 Application to Amend the Durham Regional Official Plan, submitted by Bridgebrook Corp. to redesignate lands from Special Study Area #6 to Living Areas to facilitate the development of a 588-unit plan of subdivision, in the Township of Uxbridge, File: OPA 2021-005 (2021-P-20)

A) Presentation

1. Lori Riviere-Doersam, Principal Planner

B) Public Input

1. Matthew Cory, Mark Flowers, John Spina, Brian Henshaw, Steve Schaefer and Christine Hill, on behalf of Bridgebrook Corp.

C) Correspondence

1. Kathy Givelas
2. Cathy McArthur
3. Cade Holter
4. George Kydd
5. Andrew Creary
6. Melinda Winter
7. Javier Moreno
8. Ashley Fedrigo
9. Jack Ballinger
10. Lee Cooper

D) Report

4.4 Envision Durham: Proposed Regional Official Plan Amendment – Policies and Delineations for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-21)

A) Presentation

1. Colleen Goodchild, Manager, Policy Planning and Special Studies

B) Public Input

1. Adrian Litavski, Johnston Litavski Ltd., on behalf of Alpa Pre-Engineered Panel Systems Inc.
2. Jae Truesdell, Director, Corporate Affairs, SmartCentres REIT
3. Billy Tung, KLM Planning Partners Inc., on behalf of 1044971 Ontario Limited
4. Emma West, Bousfields Inc.

C) Correspondence

1. Maurizio Rogato, Blackthorn Development Corp., on behalf of 2400245 Ontario Inc.
2. Jonathan Rodger, Zelinka Priamo Ltd., on behalf of CP REIT Ontario Properties Limited
3. Billy Tung, KLM Planning Partners Inc., on behalf of 1044971 Ontario Limited

New

4. **Amy Shepherd, IBI Group, on behalf of 2610144 Ontario Limited and the Lovisek Family**

5 - 8

D) Report

5. Delegations

There are no delegations

6. Presentations

- 6.1 Gary Muller, Director of Planning; Melanie Hare, Urban Strategies; and Jamie Cook, Watson and Associates, re: Envision Durham, Growth Management Study and Land Needs Assessment Update

7. Planning

7.1 Correspondence

7.2 Reports

- A) Durham Environmental Advisory Committee (DEAC) Post-Secondary Student Membership Appointment (2021-P-22)

8. Economic Development

8.1 Correspondence

8.2 Reports

There are no Economic Development Reports to be considered

9. Advisory Committee Resolutions

9.1 Durham Environmental Advisory Committee

- B) Appointment of DEAC Representative on the Friends of Second Marsh Board of Directors

Recommendation: For approval and subsequent recommendation to Regional Council

10. Confidential Matters

There are no confidential matters to be considered

11. Other Business

11.1 Introduction of Paul Frizado, Director, Broadband Services

12. Date of Next Meeting

Tuesday, October 5, 2021 at 9:30 AM

13. Adjournment

Notice regarding collection, use and disclosure of personal information:

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



**IBI GROUP**  
8133 Warden Ave, Unit 300  
Markham ON L6G 1B3 Canada  
tel +1 905 763 2322 ext 63454  
[ibigroup.com](http://ibigroup.com)

September 2, 2021

Colleen Goodchild  
Manager of Policy Planning and Special Studies  
Regional Planning and Economic Development Department  
Regional Municipality of Durham  
605 Rossland Road East  
Whitby, ON  
L1N 6A3

Dear Ms. Colleen Goodchild,

**ENVISION DURHAM: PROPOSED REGIONAL OFFICIAL PLAN AMENDMENT – POLICIES AND DELINEATIONS FOR PROTECTED MAJOR TRANSIT STATION AREAS (ROPA 2021-003) & UPDATE ON SETTLEMENT AREA BOUNDARY EXPANSION REQUESTS (FILE D12-01)**

IBI Group is pleased to provide the following comments on Durham Region's *Envision Durham: Proposed Regional Official Plan Amendment – Policies and Delineations for Protected Major Transit Station Areas (ROPA 2021-003)* and *Update on Settlement Area Boundary Expansion Requests (File D12-01)* on behalf of our clients, 2610144 Ontario Limited and the Lovisek family, the owners of 1766 Baseline Road and 0 Courtice Road, respectively (the "subject sites").

In regard to these properties, we have previously submitted an Employment Area Conversion Request for 1766 Baseline Road (September 2, 2020) and a Settlement Area Boundary Expansion Request for 0 Courtice Road (September 22, 2020). We have also provided comment on the *Envision Durham: Proposed Policy Directions Report* (June 14, 2021).

Having reviewed the reports released by the Region on July 30, 2021 which will be brought forward to the September 7, 2021 Planning and Economic Development Committee for information, we would like to offer the following comments in relation to the impacts to our clients' sites.

We understand that at this time, the Region is proposing that the Courtice Major Transit Station Area (MTSA) be proposed as a Protected MTSA. As noted in our June 14<sup>th</sup> submission, we would like to reiterate that we would strongly oppose this and the subsequent prescriptive measures.

IBI Group understands that there is no legislative requirement for municipalities to identify PMTSAs. Under Sub-sections 16(15) and 16(16) of the *Planning Act*, if a municipality does choose to undertake this process, we understand the Official Plan Amendment resulting from the Municipal Comprehensive Review (MCR) must:

- Identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated in the area;
- Identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area;

ENVISION DURHAM - September 2, 2021

- Identify the minimum densities authorized with respect to buildings and structures on lands in the area; and,
- Optionally, could also consider policies that specify minimum and maximum heights and maximum densities with respect to buildings and structures on lands in the area.

Further, Section 17(36.1.4) of the *Planning Act*, stipulates that there are no appeal rights with respect to any policies that identify a PMTSA or any of its related policies, including minimum and maximum densities and heights of buildings or structures, as well as authorized uses of land. Because this process removes the right of appeal to any landowners in regards to any policies in the MTSA, we believe it is crucial that the Region give due regard to how the stated goals may be achieved. Removing flexibility at this early stage, before the GO Station is built and before any development has taken place nearby, may present obstacles to the practical realities of developing the lands and thereby, the ultimate achievement of the Region's policy goals for them.

Based on the understanding above, it is our professional opinion that a PMTSA is not appropriate for the Courtice MTSA as it would introduce a level of prescriptiveness that risks the realization of redevelopment within this MTSA largely due to its greenfield development nature. A more flexible approach at the outset offers a better opportunity for achieving policy goals and adopting as circumstances evolve in this new growth area.

To ensure this MTSA evolves into a vibrant and true transit-oriented community, providing flexibility to landowners and developers is key. Market absorption rates and financial viability are realities that must be considered. Developers, municipalities and professionals alike share a common desire to see a community that provides a variety of built forms, affordability and a range of job opportunities, however the policies with the MCR must have enough flexibility within them to allow meeting these targets in a phased and appropriate manner. A blanket solution across all applicable properties within the MTSA will not work, as site specific constraints and needs must be considered.

We understand the Region is still completing its land needs analysis (LNA) and this will ultimately be crucial in resolving the final status of the subject sites. Of particular concern, and as also noted in our June 14<sup>th</sup> submission, is how the Region intends to realize the goal espoused in Proposed Policy Direction 2.12 of achieving a ratio of 1 job for every 2 residents in the Region, or 50% employment "by seeking and supporting employment intensive opportunities as they arrive" and particularly (Policy Direction 46.9) that the Region assess the appropriateness of having 50 percent of the Region's employment forecast accommodated in Employment Areas. We want to better understand how this policy direction will work alongside the Provinces direction that MTSAs be planned for a minimum density target of 150 residents and jobs combined per hectare.

Recognizing that 0 Courtice is within a Provincially Significant Employment Zone (PSEZ) and that its boundaries need to be acknowledged in the ROP (Policy Direction 46.6), we also want to ensure the MTSA designation is properly acknowledged. We would like to see clarification of how these employment targets will ultimately be applied to specific sites and/or development proposals, including whether minimum targets for non-residential uses will be established by Regional policies or by local municipalities.

As there is already an established employment area south of the subject site, and it is our opinion that rather than undermining strategically located employment uses, new development in the MTSA should complement and strengthen the overall relationship between these two Employment Zones. Heavier employment uses are already concentrated in the Energy Park Secondary Plan

ENVISION DURHAM - September 2, 2021

Area and the MTSA therefore provides an opportunity to build a community of residents that can easily commute to this node without introducing new land use compatibility issues.

Rather than being overly prescriptive, the key consideration in this regard should be the overall density targets (people and jobs per hectare) established in the Growth Plan and the opportunity for residential and employment uses in the MTSA to contribute to an overall complete community in the area.

In the best practice examples provided by the Region in their MTSA policy direction report, less specific direction is taken - the key consideration was meeting the overall Growth Plan targets for combined jobs/residents per hectare, which for a GO Station-centric MTSA, is 150 residents and jobs per hectare. It is also worth noting that while much of the Lakeshore GO line is designated as a Priority Transit Corridor in the Growth Plan, this is not true of the Courtice segment, which Schedule 5 of the Growth Plan identifies as a Committed GO Transit Rail Extension. While the future corridor may ultimately be added to the Priority Transit Corridor Network, MTSA's that are not on the network are still required to be transit-supportive but they are not subject to the density targets for those MTSA's that are on the network.

Nonetheless, it is our intent to exceed the 150 residents and jobs per hectare target and we estimate that even with approximately 20% of our sites reserved for employment uses, we could generate 2,800 new jobs on currently undeveloped lands, alongside enough residents to far exceed the Growth Plan MTSA targets. This would include a full range of jobs, from an employment node providing for office jobs concentrated alongside the rail corridor, to more retail and commercial uses that would serve local residents within the community and along Courtice Road.

In combination with the existing employment uses in the Energy Park area, we feel this will contribute greatly to ensuring new development around the GO station is not a "bedroom community" but rather a complete, transit-oriented community that is financially viable and implementable.

Requiring an overly aggressive percentage of employment uses, on the other hand, could result in substantial lands within the MTSA remaining undeveloped, despite direct proximity to high-order transit, due to the realities of market conditions.

Lastly, in response to the Update on Settlement Area Boundary Expansion Requests (File D12-01), we would like to reiterate the sentiments within our September 22, 2021 submission that we strongly believe that the inclusion of our client's lands will contribute to the Region fulfilling its growth targets and minimizes the risk of "siphoning growth" away from Durham to other GGH municipalities or from Clarington to competing municipalities within the same Region. In keeping with the Municipality of Clarington's request, we believe that the inclusion of the subject site within the Urban Area is desirable and appropriate provided the LNA determines that the additional land is supportable. We continue to look forward to receiving updates on this LNA process as it becomes available.

Thank you for this opportunity to participate in the Municipal Comprehensive Review and offer comments on the Policies and Delineations for Protected Major Transit Station Areas. We look forward to further collaboration with the Region as the MCR process proceeds. We welcome a meeting to discuss the comments and recommendations outlined within our letter.

ENVISION DURHAM - September 2, 2021

**IBI GROUP**

A handwritten signature in cursive script that reads "Amy Shepherd".

Amy Shepherd, MCIP, RPP  
Associate | Manager, Planning

- c. Municipality of Clarington