



## The Regional Municipality of Durham

### Planning & Economic Development Committee Agenda

Council Chambers  
Regional Headquarters Building  
605 Rossland Road East, Whitby

**Tuesday, December 7, 2021**

**9:30 AM**

Please note: In an effort to help mitigate the spread of COVID-19, and to generally comply with the directions from the Government of Ontario, 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](mailto: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  
– November 2, 2021

Pages 8 - 15

**4. Statutory Public Meetings**

There are no statutory public meetings

**5. Delegations**

- 5.1 Alan Herring, Clarington resident, re: Zoning related to his property at 3336 Concession Road 5, Clarington

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- 5.2 Adrian Litavski, Johnston Litavski Ltd, on behalf of Alpa Pre-Engineering Panel Systems Inc., re: Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-26) [Item 7.2 B)]
  - 5.3 The Honourable Peter Van Loan, Aird & Berlis LLP, on behalf of Belmont Equity (Rossland Landing) Ajax Ltd., re: Employment Area Conversion Request CNR-14, Ajax (2021-P-25) [Item 7.2 A)]
  - 5.4 Michael Testaguzza, Biglieri Group, re: Envision Durham – Recommendations on Employment Area Conversion Requests (2021-P-25) [Item 7.2 A)]
  - 5.5 Lindsay Dale-Harris, Bousfields Inc., re: Envision Durham – Recommendations on Employment Area Conversion Requests (2021-P-25) [Item 7.2 A)]
  - 5.6 Michael Bissett, Bousfields Inc., on behalf of Nordeagle Developments Inc., re: Employment Area Conversion Request CNR-06, Whitby (2021-P-25) [Item 7.2 A)]
  - 5.7 Bryce Jordan, GHD, and Louise Foster, Tribute Communities, re: Employment Area Conversion Requests CNR-30, CNR-38, CNR-42 and CNR-44 (2021-P-25) [Item 7.2 A)]
  - 5.8 Don Given, Malone Given Parsons, re: re: Envision Durham – Recommendations on Employment Area Conversion Requests (2021-P-25) [Item 7.2 A)]
  - 5.9 Lorraine Sunstrum-Mann, Chief Executive Officer, Grandview Kids, re: re: Request for Conversion of Employment Lands on Harwood Avenue, Ajax, owned by Tribute Communities (2021-P-25) [Item 7.2 A)]
  - 5.10 George Kentris, Wundermark LLC, on behalf of Ian Baker, re: Request for Conversion of Employment Lands CNR-13, Brock (2021-P-25) [Item 7.2 A)]
  - 5.11 Brett Puckrin, on behalf of the Economic Development Advisory Committee of the Township of Scugog, re: Request for Conversion of Employment Lands at 1520 and 1580 Reach Street, Port Perry (2021-P-25) [Item 7.2 A)]
  - 5.12 Scott Plante, Weston Consulting, re: Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-26) [Item 7.2 B)]



## 6. Presentations

- 6.1 Brian Bridgeman, Commissioner of Planning and Economic Development, and Gary Muller, Director of Planning, re: Envision Durham – Recommendations on Employment Area Conversion Requests (2021-P-25) [Item 7.2 A)]

## 7. Planning

### 7.1 Correspondence

- A) Petition from residents of the Township of Brock to the Council of the Township of Brock, regarding Application by CBM Aggregates to expand existing aggregate operation located at Part Lots 7 & 8, Concession 2, Township of Brock 16 - 22

Recommendation: Refer to staff for a report

- B) Correspondence from Jonathan Rodger, Zelinka Priamo Ltd., on behalf of CP REIT Ontario Properties Limited, regarding Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-26) 23 - 30

Recommendation: Refer to consideration of Report #2021-P-26

- C) Correspondence from Adrian Litavski, Johnston Litavski Ltd., on behalf of Alpa Pre-Engineering Panel Systems Inc., regarding Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-26) 31 - 33

Recommendation: Refer to consideration of Report #2021-P-26

- D) Correspondence from Mohad Noor, on behalf of Cameron Ross and Elizabeth June Noor, regarding Request for Conversion of Employment Lands CNR-43, Brock (2021-P-25) 34 - 35

Recommendation: Refer to consideration of Report #2021-P-25

- E) Correspondence from Emma West, Bousfield Inc, on behalf of Brookfield Residential, regarding Envision Durham – Recommendations on Employment Area Conversion Requests (2021-P-25) and Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-26) 36 - 38

Recommendation: Refer to consideration of Reports #2021-P-25 and #2021-P-26

- F) Correspondence Adam Meldrum, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 39  
Recommendation: Refer to consideration of Report #2021-P-25
- G) Correspondence from Will Prentice, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 40 - 41  
Recommendation: Refer to consideration of Report #2021-P-25
- H) Correspondence from Davina Jones, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 42  
Recommendation: Refer to consideration of Report #2021-P-25
- I) Correspondence from S. De Sousa, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 43  
Recommendation: Refer to consideration of Report #2021-P-25
- J) Correspondence from Thomas Greiner, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 44  
Recommendation: Refer to consideration of Report #2021-P-25
- K) Correspondence from Michael Bissett, on behalf of Sobeys Capital Inc, regarding Employment Area Conversion Request 100 Nordeagle Avenue, Whitby (CNR-06) (2021-P-25) 45 – 46  
Recommendation: Refer to consideration of Report #2021-P-25
- L) Correspondence from Sean McCullough, Supervisor, Planning Policy & Research, Town of Ajax, regarding Envision Durham – Municipal Comprehensive Review Town of Ajax Comments (2021-P-25) 47 - 68  
Recommendation: Refer to consideration of Report #2021-P-25
- M) Correspondence from Jigna and Sanjiv Patel, Whitby residents, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 69  
Recommendation: Refer to consideration of Report #2021-P-25

- N) Correspondence from Martin Quarcoopome, Senior Associate, Weston Consulting, on behalf of Canada Mortgage and Housing Corporation Fund, regarding Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-26) 70 - 74
- Recommendation: Refer to consideration of Report #2021-P-26
- O) Correspondence from Mary Ellen Bench, Dentons Canada LLP, on behalf of Canadian National Railway Company, regarding Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-26) 75 - 77
- Recommendation: Refer to consideration of Report #2021-P-26
- P) Correspondence from Dominic Vetere, regarding Employment Area Conversion Requests in the Municipality of Clarington (2021-P-25) 78
- Recommendation: Refer to consideration of Report #2021-P-25
- Q) Correspondence from Ann Robertson, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 79
- Recommendation: Refer to consideration of Report #2021-P-25
- R) Correspondence from Reya Singh, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 80
- Recommendation: Refer to consideration of Report #2021-P-25
- S) Correspondence from Patrick Forbes, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 81
- Recommendation: Refer to consideration of Report #2021-P-25
- T) Correspondence from Robert Thomson, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 82
- Recommendation: Refer to consideration of Report #2021-P-25

- U) Correspondence from Christopher Bahadur, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 83  
Recommendation: Refer to consideration of Report #2021-P-25
- V) Correspondence from Dar, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 84  
Recommendation: Refer to consideration of Report #2021-P-25
- W) Correspondence from Sharon Johnston, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25) 85  
Recommendation: Refer to consideration of Report #2021-P-25

## 7.2 Reports

- A) Envision Durham – Recommendations on Employment Area Conversion Requests, File D12-01, OPA-2021-003 (2021-P-25) 86 - 211
- B) Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003 (2021-P-26) 212 - 276

## 8. Economic Development

### 8.1 Correspondence

### 8.2 Reports

There are no Economic Development Reports to be considered

## 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

## 12. Date of Next Meeting

Tuesday, January 11, 2022 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.

## **The Regional Municipality of Durham**

### **MINUTES**

#### **PLANNING & ECONOMIC DEVELOPMENT COMMITTEE**

**Tuesday, November 2, 2021**

A regular meeting of the Planning & Economic Development Committee was held on Tuesday, November 2, 2021 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:30 AM. Electronic participation was offered for this meeting.

#### **1. Roll Call**

Present: Councillor Ryan, Chair  
Councillor Joe Neal, Vice-Chair  
Councillor Grant  
Councillor Highet  
Councillor Kerr  
Councillor Lee  
Councillor Yamada  
Regional Chair Henry  
**\* all members of Committee participated electronically**

Also

Present: Councillor Dies  
Councillor Foster  
Councillor Pickles attended for part of the meeting  
Councillor Wotten

Staff

Present: E. Baxter-Trahair, Chief Administrative Officer  
S. Baldie Jagpat, Manager, Administrative Services  
D. Beaton, Commissioner of Corporate Services  
C. Boyd, Solicitor, Corporate Services – Legal Services  
S. Gill, Director, Economic Development and Tourism  
C. Goodchild, Manager, Policy Planning & Special Studies  
W. Holmes, General Manager, Durham Region Transit  
L. Huinink, Director, Rapid Transit and Transit Oriented Development  
R. Inacio, Systems Support Specialist, Corporate Services - IT  
S. Jibb, Manager, Economic Development, Agriculture and Rural Affairs  
G. Muller, Director of Planning  
G. Pereira, Manager, Transportation Planning  
D. Perkins, Planner  
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. Talling, Sport Tourism Coordinator  
L. Trombino, Manager, Plan Implementation  
T. Fraser, Committee Clerk, Corporate Services – Legislative Services

**2. Declarations of Interest**

There were no declarations of interest.

**3. Adoption of Minutes**

Moved by Councillor Kerr, Seconded by Councillor Highet,  
(90) That the minutes of the regular Planning & Economic Development Committee meeting held on Tuesday, October 5, 2021, be adopted.  
CARRIED

**4. Statutory Public Meetings**

There were no statutory public meetings.

**5. Delegations**

Moved by Regional Chair Henry, Seconded by Councillor Lee,  
(91) That the agenda be altered to consider the delegation from Johan van 't Hof and Deborah Flint at 9:50 AM.  
CARRIED

**5.1 Johan van 't Hof, Board Member, and Deborah Flint, President and Chief Executive Officer, Greater Toronto Airports Authority, re: Annual Update from the Greater Toronto Airports Authority**

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This delegation was heard later in the meeting. See Item 5.1 on pages 6 and 7 of these minutes.

**5.2 Frank Pearce re: Application to Amend the Durham Regional Official Plan, submitted by Kyle Petrovich on behalf of Grainboys Holdings Inc., File: OPA 2021-004 (2021-P-24)**

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F. Pearce, participating electronically, appeared before the Committee in opposition to the application to amend the Durham Regional Official Plan, submitted by Kyle Petrovich on behalf of Grainboys Holdings Inc., File OPA 2021-004.

F. Pearce asked the Committee to consider pausing the current proceedings on this application in order to permit their appeal to proceed before the Ontario Land Tribunal. He stated that there are four possible outcomes from the appeal process and only one outcome would require Council to proceed with making a decision

on the application to amend the Durham Regional Official Plan. He also stated that other decisions of the Ontario Land Tribunal would mean Council does not need to proceed with the current process. He advised they are requesting that Council allow the appeal process to proceed in the manner it was originally intended. He added that there is no reason why Council should depart from the normal procedure to correct mistakes when the by-law that was passed does not comply with the Planning Act.

F. Pearce further stated that the role of the Committee is to present a balanced approach and include input from the public and provide different options based on public opinion. He also stated this allows us to exercise wise conservation policies by preserving special features of the natural linkage areas for the future. He explained that they would like to be included in the report in a fair and equitable manner and others may wish to as well.

F. Pearce also stated that the Region is part of the Greater Golden Horseshoe and in a report from the Ontario Federation of Agriculture it states 175 acres of agricultural land vanishes every day and this happened between the years 2011 and 2016. He explained that the site includes Natural Linkage Areas, and this should not be comprised unless there is good reason to do so. He further stated that the applicant is an industry that is not that compatible with local farmers in the Township of Uxbridge and Durham Region, and rely on sources for their milling outside of the area.

F. Pearce concluded by stating that Council is able to approve amendments provided they are more restrictive, not less restrictive, than the Oak Ridges Moraine Conservation Plan.

## **6. Presentations**

There were no presentations.

## **7. Planning**

### **7.1 Correspondence**

- A) Correspondence from Bill and Frank Pearce, regarding Application to Amend the Durham Regional Official Plan, submitted by Kyle Petrovich on behalf of Grainboys Holdings Inc., File: OPA 2021-004 (2021-P-24)
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Moved by Regional Chair Henry, Seconded by Councillor Kerr,

- (92) That the correspondence from Bill and Frank Pearce, regarding Application to Amend the Durham Regional Official Plan, submitted by Kyle Petrovich on behalf of Grainboys Holdings Inc., File: OPA 2021-004, be referred to consideration of Report #2021-P-24 of the Commissioner of Planning and Economic Development.

CARRIED



## 7.2 Reports

- A) Application to Amend the Durham Regional Official Plan, submitted by Kyle Petrovich on behalf of Grainboys Holdings Inc. to permit the development of a grain processing facility in the Township of Uxbridge, File: OPA 2021-004 (2021-P-24)
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Report #2021-P-24 from B. Bridgeman, Commissioner of Planning and Economic Development, was received. A revised page 1 to Report # 2021-P-24 was distributed prior to the meeting.

Staff responded to questions with respect to the St. Lawrence Grains and Farm Supply operation located south of the subject site; the ability of the subject site to accommodate future expansion needs; whether information from Toronto and Region Conservation Authority and related to the Oak Ridges Moraine Conservation was provided to the delegate; and what would be considered a hinderance to farm operations under the Oak Ridges Moraine Conservation Plan.

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

- A) That Amendment #185 to the Durham Regional Official Plan, to permit the development of a grain processing, milling, blending and storage facility, be adopted as contained in Attachment #2 to Report #2021-P-24 of the Commissioner of Planning and Economic Development; and
- B) That "Notice of Adoption" be sent to the applicant, the applicant's agent, the Township of Uxbridge, the Ministry of Municipal Affairs and Housing, and all other persons or public bodies who requested notification of this decision.

CARRIED

## 8. **Economic Development**

### 8.1 Correspondence

There were no communications to consider.

### 8.2 Reports

- A) 2023 Ontario Parasport Games Bid (2021-EDT-8)

Report #2021-EDT-8 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Staff responded to questions with respect to the anticipated economic benefits to the Region; why other communities did not submit a bid by the deadline; other potential funding opportunities; local projects and initiatives that resulted from

hosting the 2019 Ontario Parasport Games; whether the 2019 Co-Chairs would be interested in Co-Chairing again; potential opportunities that could result from hosting the 2023 Ontario Parasport Games; whether any surplus could be invested into existing programs or new initiatives; and potential areas for improvement from the 2019 Ontario Parasport Games.

Moved by Councillor Yamada, Seconded by Councillor Kerr,  
(94) That we recommend to Council:

- A) That Regional Council endorse a bid for the 2023 Ontario Parasport Games to be developed and submitted by the Economic Development and Tourism Division (Sport Durham) in November 2021;
- B) That Regional Council endorse and support in principle the hosting of the 2023 Ontario Parasport Games, including the acknowledgement that if the Region is awarded and accepts the event, and enters into a hosting agreement for these Games, the Region would bear the responsibility for any financial deficit resulting from the Games;
- C) That Regional Council approve in principle the Region's financial contribution for this bid in the amount of \$106,000 (\$40,000 cash and approximately \$66,000 in-kind for all aspects of internal transportation planning and execution provided by Durham Region Transit), to be reallocated from the funding previously approved from the Operating Impact Stabilization Reserve Fund for the Region's contribution to the 2021 Memorial Cup bid; and
- D) That if the 2023 Ontario Parasport Games are awarded to the Region, staff be directed to negotiate a hosting agreement, and that the Regional Chair and Clerk be authorized to execute such hosting agreement subject to approval of the Commissioner of Finance and Regional Solicitor.

CARRIED

## **9. Advisory Committee Resolutions**

### **9.1 Durham Active Transportation Committee**

#### **A) Waterfront Trail at Corbett Creek Water Control Plant**

Moved by Regional Chair Henry, Seconded by Councillor Kerr,  
(95) That the following resolution from the Durham Active Transportation Committee be referred to staff:

Whereas the Waterfront Trail is a popular active transportation corridor within the Region of Durham; and

Whereas significant infrastructure improvements have recently been achieved notably, the area spanning from east of Heydenshore Park in the Town of Whitby to the approach of City of Oshawa boundary; and

Whereas the Waterfront Trail intersects the Region of Durham Corbett Creek Water Control Plant access on Forbes Street; and

Whereas trail and signage improvements were achieved at Forbes Street, and a ladder crosswalk was implemented, deficiencies remain at this intersection, such as:

- Poor sightlines for motorists and trail users;
- Traffic control signals being obstructed by fencing and security equipment;
- Inadequate space between the northbound/southbound stop signs and the ladder crossing; and

Whereas the Durham Vision Zero Strategic Road Safety Action Plan states that “collisions at intersections form the single largest emphasis area”;

Therefore be it resolved that the Durham Active Transportation Committee requests that staff review the present configuration of the Forbes Street and Waterfront Trail intersection for opportunities to improve safety for all users, such as, but not limited to: stop sign compliance with OTM Book 15 Guidelines, and improvements to sightlines for both motorists and trail users.

CARRIED

## **5. Delegations**

### **5.1 Johan van 't Hof, Board Member, and Deborah Flint, President and Chief Executive Officer, Greater Toronto Airports Authority, re: Annual Update from the Greater Toronto Airports Authority**

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J. van 't Hof and D. Flint, participating electronically, appeared before the Committee to provide an update from the Greater Toronto Airports Authority. Highlights of their presentation included:

- Operating on Debt Financing
- Pearson Poised to Support Recovery in the Fight Against COVID-19
- Healthy Airport – Ready to Travel
- Mandatory Vaccinations

Moved by Councillor Kerr, Seconded by Councillor Grant,

(96) That J. van 't Hof and D. Flint be granted a one-time two minute extension to finish their delegation.

CARRIED

- Better Transit Connections
- Joint Economic Development Opportunities
- Working with Government with Us
- Looking Ahead & Durham Partnership

J. van 't Hof and D. Flint responded to questions from the Committee.

## **10. Confidential Matters**

There were no confidential matters to be considered.

## **11. Other Business**

### **11.1 Introduction of Sheril Baldie Jagpat, Manager of Administrative Services**

G. Muller introduced Sheril Baldie Jagpat as the new Manager of Administrative Services. He advised that S. Baldie Jagpat has previously held senior roles in a finance and administrative capacity before joining the Region

Chair Ryan welcomed S. Baldie Jagpat to the Region.

### **11.2 Settlement Area Boundary Expansions**

Councillor Grant inquired as to the procedure and timeline for consideration of Settlement Area Boundary Expansion for Greenbelt communities.

G. Muller advised that the Region is currently undertaking the Municipal Comprehensive Review and the Region's consultant has released four technical reports prepared in support of phase one of the Growth Management Study. He explained that the quantum of additional urban land required will be the outcome of phase one of the Growth Management Study and determining the locations for any Settlement Area Boundary Expansions will be the second phase of the Growth Management Study. He added that for Urban Areas that are within the Greenbelt there are provisions in the Greenbelt Plan that provide restrictions to the extent of Settlement Area Boundary Expansions which may be permitted.

G. Muller responded to questions with respect to the Settlement Area Boundary Expansion restrictions in the Greenbelt Plan.

### **11.3 Durham Farm Connections' Celebrate Agriculture Gala**

Regional Chair Henry advised that the Durham Farm Connections' Celebrate Agriculture Gala was held on Thursday, October 28, 2021 and he asked S. Gill to provide an overview.

S. Gill advised that the Celebrate Agriculture Gala was held virtually and The Honourable Lisa Thompson, Minister of Agriculture, Food and Rural Affairs, was

in attendance. He also advised that Jessica Phoenix was the Guest Speaker, there was an online Auction, and Awards for 2020 and 2021.

**11.4 Agriculture Roundtable**

Regional Chair Henry advised on Friday, October 29, 2021, he attended meetings at Slabtown Cider Company, Hy-Hope Farms and Durham College. He also advised that a number of issues were raised at the roundtable that affect the Region's agricultural community and he asked that comments made at the roundtable be consolidated and brought forward to the Planning & Economic Development Committee.

S. Gill provided a brief overview of comments received and agreed to prepare an information report summarizing the feedback received.

**12. Date of Next Meeting**

The next regularly scheduled Planning & Economic Development Committee meeting will be held on Tuesday, December 7, 2021 at 9:30 AM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

**13. Adjournment**

Moved by Councillor Kerr, Seconded by Councillor Yamada,  
(97) That the meeting be adjourned.  
CARRIED

The meeting adjourned at 10:55 AM

Respectfully submitted,

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D. Ryan, Chair

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T. Fraser, Committee Clerk

The Corporation of the Township of Brock,

November 2<sup>nd</sup>, 2021.

1 Cameron St., E, P.O. Box 10

Cannington, ON.

LOE 1E0.

ATTN. MR. FERNANDO LAMANNA- MUNICIPAL CLERK/DEPUTY CAO.

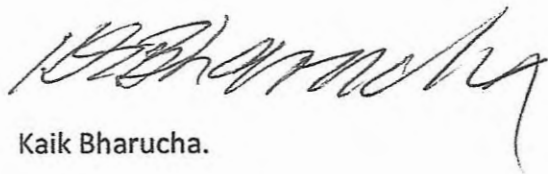
PETITION. RE. APPLICATION BY CBM TO EXPAND PIT ONTO RU ZONED CURRENT LANDS AT  
PART LOTS 7 & 8, Concession 2, Brock Township.

Dear Mr. Lamanna,

Attached is Petition signed by our neighbouring community to Township of Brock Council not to  
change the Zoning from RU to M4 on the abovementioned Lots.

Can you kindly forward this Petition to Councillors and all other parties concerned and advise  
when done so.

Thank You & Regards,



Kaik Bharucha.

S700, Con. 2, Brock,

Sunderland, ON. LOC 1H0.

T. 905-852-3189

Email. [archxesdesign@xplornet.com](mailto:archxesdesign@xplornet.com)

# **PETITION TO THE TOWNSHIP OF BROCK COUNCIL**

November 2<sup>nd</sup>, 2021.

**RE: Amending the Zoning and Official Plan Designation for the area Part Lots 7 & 8 Concession 2 Brock (Sunderland) from RU to M4 for the purpose of allowing CBM aggregates application to expand their existing operation.**

**We the undersigned of the Stop The Dig Group want the Township of Brock Council to Oppose any change to the current RU zoning of this farmland at Parts Lots 7 & 8 Concession 2 Brock, for the following reasons:**

- **CBM Has No Plan to Repair Potential Damage to the Neighboring Ecosystem**

This area directly abuts the environmentally protected area (EP) including the Provincially Significant Beaver River Wetlands, classified as "highly vulnerable." It is home to a great deal of biodiversity and contains some of the cleanest water in the area. CBM proposes its extraction activities would have a setback of only 30 metres from this wetland, with as many as 60 to 70 large gravel trucks daily entering and leaving the extraction site.

CBM does not indicate any plan to manage or fix impacts on the wetland ecosystem from dust, spills, floods, contamination from trucks, etc. Their repeated response is "that won't happen."

We are not convinced that CBM will recognize potential harm to this valuable, vulnerable ecosystem, act in time to prevent harm from happening, or sufficiently repair harms if they occur.

- **The Environmental Assessment Process is Incomplete**

The environmental assessments commissioned by CBM have not yet been peer-reviewed or substantiated by any non-interested third party. Making a zoning decision based on preliminary results, whether or not they support a change in zoning, is not advisable.

- **We Request that CBM Commission a Carbon Sequestration Study**

Neither CBM or its consultants have not completed a study of the impact on carbon sequestration of removing the deep layer of topsoil and currently producing farm fields or natural vegetation from the area farmed and grazed for a century. Natural sources of carbon sequestration are of key importance if we are to slow or reverse the deleterious effects of climate change.

- **Rehabilitation Won't Replace What's Lost**

Even the best efforts at rehabilitation simply cannot replace a lost ecosystem. We do not yet have the ability to replace the significant and complex microbial biodiversity which exists in healthy soil. We have neither the understanding nor the technology to recreate an established ecosystem and while, with a start from humans, the ecosystem may eventually repair itself, this can take centuries to be fully realized.

- **Noise Pollution**

The area CBM proposes to extract is within 120 m of at least two residential dwellings and several others within 500m. Aggregate extraction produces significant variable noise. Berms and noise baffles do only so much, and sound travels a long way here.

Provincial noise guidelines allow as much as 120dB at the property boundary, as loud as a rock concert and at the threshold at which permanent hearing damage occurs almost instantly. According to Health Canada, prolonged exposure to sounds as low as 70 dB (about as loud as driving on the highway with the windows up and the radio off) can cause permanent hearing loss. Sounds as low as 70 dB are classed as "annoying", as low as 80 dB as "very annoying" and above 85 dB as "hazardous" by the CDC.

- **Potential Impacts on Wells and Water Use**

Local residents rely on wells for residential use, and on ponds as backup water reservoirs in case of fire, to irrigate farm fields, etc. The nearby large, vulnerable wetland also depends on a reliable, safe water table.



CBM's proposed extraction plan will dig well below the level of the water table. They claim there is no chance of disrupting the water table, in any way, despite the fact that local aquifers are classified as "highly vulnerable."

CMB has not responded to questions about the impact on neighbouring small ponds, compensation for nearby small farms for water-related crop losses, or why 16-year-old data is used for environmental assessments that are likely not indicative of current climate realities. Their response to questions about any negative impact on the water table in general is, "it won't happen."

They indicated they would likely refuse to even investigate if they had any responsibility for impacts on wells for residents unless they are located near (within 1 km) the extraction site. Since water tables are large, interconnected systems, limiting the area so tightly is questionable.

- **Disruptive Impact on a Unique Community & Significant Loss of Enjoyment for Residents**

This is a small, unique rural community of neighbors, including many self-employed artists and writers who work from home, retired people, families with very young children, shift-workers, small "boutique" organic farmers, etc.

These residents chose to live and work here precisely because of the quiet, rural setting and natural surroundings.

Aggregate extraction is noisy and dusty. It will make a significant impact on the way of life for many residents, who live here specifically to enjoy the quiet, natural surroundings. Disruption of this by noise, dust, and loss of natural habitats represents a serious loss of enjoyment and stress for these property owners, and also a reduction in property values.

From, **STOP THE DIG Group**. c/o. Kaik Bharucha, S700, CON 2 Brock, Sunderland, ON. L0C 1H0. T.905-852-3189  
email: [archxesdesign@xplor.net](mailto:archxesdesign@xplor.net)

cc. Region of Durham, Planning, Ministry of Natural Resources, [ARAAApprovals@ontario.ca](mailto:ARAAApprovals@ontario.ca), Ontario  
Government, Ministry of the Environment, LSRCA. Esher Planning Inc., CBM, Golder Associates.

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**VIA EMAIL**

November 25, 2021

Clerks Department  
Regional Municipality of Durham  
605 Rossland Road East, PO Box 623  
Whitby, ON  
L1N 6A3

Attention: Mr. Ralph Watson – Region of Durham Clerk

**Re: Envision Durham (File: OPA 2021-003)**  
**Protected Major Transit Station Areas Draft ROPA 186**  
**Planning and Economic Development Committee December 7, 2021**  
**Comments on Behalf of CP REIT Ontario Properties Limited**  
**Our File: CHO/BOW/21-01**

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We are the planning consultants for CP REIT Ontario Properties Limited (“CP REIT”) for Envision Durham, the Region of Durham Official Plan Review and the associated Municipal Comprehensive Review (MCR). CP REIT are the owners of lands throughout the Region of Durham, including the approximately 2.43 ha (6.02 ac) lands known municipally as 2375 Highway 2 in Clarington (the “Bowmanville Lands”) and the approximately 4.86 ha (12.02 ac) lands known municipally as 1792 Liverpool Road in Pickering (the “Pickering Lands”), which are both developed with a Loblaws supermarket and associated parking.

CP REIT have been participating in the Envision Durham process. On behalf of CP REIT, we provided comments dated February 25, 2021 for the Major Transit Station Areas (MTSAs) – Proposed Policy Directions and discussed our comments with Staff on April 19, 2021. In addition, we provided comments dated August 31, 2021 as attached. It is our understanding from the Region of Durham Decision Making Staff Report 2021-P-\*\* dated December 7, 2021 that as part of the Region’s Official Plan Review and MCR, Draft ROPA 186 to establish the policy framework for protected MTSAs is recommended for adoption. **We note that as part of Staff Report 2021-P-\*\*, Regional Staff did *not* respond to our comments dated August 31, 2021.** Based upon our review of Draft ROPA 186, on behalf of CP REIT we have preliminary comments as outlined below and will continue to review Draft ROPA 186 in more detail and may provide further comments as required.

At this time, our preliminary comments for the Draft ROPA 186 are as follows:

- Policy 8A.2.10 states “Notwithstanding the land use designations in the vicinity of existing and future GO Stations identified on Schedule ‘A’, the following land uses will be permitted in Protected Major Transit Station Areas: ... f) Commercial uses

- including retail, both convenience retail and small-scale retail uses, restaurants, personal and professional service shops, and day care uses;”. We reiterate our comment from our August 31, 2021 letter that in our submission for Policy 8A2.10, where commercial uses including “retail, both convenience retail and small-scale retail uses” are permitted, clarity should be provided that the supermarkets, which would be considered Major Retail Uses due to their gross leasable area continue to be permitted. Accordingly, **Major Retail Uses should be explicitly permitted by changing “Commercial uses including retail, both convenience retail and small-scale retail uses” to “Commercial uses including Major Retail Uses and retail, both convenience retail and small-scale retail uses”;**
- Policy 8A2.13 (formerly Policy 8A2.12) states “Development within Protected Major Transit Station Areas will offer convenient, direct, sheltered pedestrian access from high-density development sites to neighbouring Commuter Stations or Transportation Hubs, recognizing matters of accessibility for persons with disabilities, pedestrians, cyclists, and connections to a variety of transportation modes.” In response to comments from the City of Oshawa as to clarification on what “sheltered” means, Staff stated “The recommended amendment includes reference to providing convenient, direct, sheltered pedestrian access to stations. The recommended amendment is intended to be broad, in recognition that detailed implementation will occur through area municipal policies, the consideration of development applications and site-specific considerations.” **While Staff state that the policy is intended to be broad, we reiterate our comment from our August 31, 2021 letter that in our submission “Where appropriate,” should be added prior to “Development within” in order to account for site specific context and operational needs;**
  - Policy 8A.2.18 (formerly Policy 8A2.17) states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... h) support the efficient use of land, including requirements for structured parking, and shared parking as part of new development.” **We reiterate our comment from our August 31, 2021 letter that in order to accommodate new additions to existing buildings or new interim infill development prior to comprehensive redevelopment, “where appropriate,” should be added before “requirements for structured parking” to provide clarity that structured parking is not required in such circumstances;**
  - Policy 8A.2.18 (formerly Policy 8A2.17) states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... j) Incorporate Urban Design and Sustainability Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that: .... iii. Require buildings to frame streets, with frequent pedestrian entrances;”. In response to a request from Blackthorn Development Corp that Policy 8A.2.17 (i), (j) and (k) be revised to be less prescriptive, Staff responded “Comment noted. Policy 8A.2.18 directs area municipalities to include these considerations within their planning documents. The Region has an interest ensuring that that MTSAs are successful. Place making, transit orientation and pedestrian supportive measures are also of Regional interest.” **We reiterate our comment from our August 31, 2021 letter that “Generally” should be added before “require buildings” and “where appropriate” should be added after “pedestrian entrances” in order to**

- incorporate flexibility to accommodate site specific context and operational needs and to reflect that the policy relates to Urban Design Guidelines [emphasis added];**
- Policy 8A.2.18 (formerly Policy 8A2.17) states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... i) Incorporate Urban Design and Sustainability Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that: .... iv. Restrict vehicular access to private property from adjacent local roadways;”. **We reiterate our comment from our August 31, 2021 letter that “Where appropriate,” should be added before “Restrict” in order to provide flexibility to account for site specific circumstances, operational needs and existing accesses;**
  - Policy 8A.2.18 (formerly Policy 8A2.17) states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... i) Incorporate Urban Design and Sustainability Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that: ... vi. Require vehicular parking to be located below grade or located in a manner to minimize the visual impact on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized;”. **We reiterate our comment from our August 31, 2021 letter that “new” should be added before “surface parking” in order to accommodate existing uses and additions to existing buildings or new interim infill development prior to comprehensive redevelopment;**
  - Policy 8A.2.18 (formerly Policy 8A2.17) states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... i) Include sustainable transportation policies that: ... ii. Support active transportation through safe, well-designed and direct connections between and amongst component uses and transit stations”. **We reiterate the request for confirmation from our August 31, 2021 letter as to what is intended by “well-designed and direct connections between and amongst component uses and transit stations”; and**
  - Policy 8A.2.19 (formerly Policy 8A2.18) “The Region and the respective area municipality may require the coordination of development applications through measures such as Master Development Agreements or other similar approaches, to ensure an orderly, coordinated and phased approach to the provision of transportation, servicing and other infrastructure requirements are provided prior to or coincident with development.” **We reiterate the request for confirmation from our August 31, 2021 letter that flexibility is provided under the “may require” language in order ensure that development applications for additions to existing buildings or new interim infill development prior to comprehensive redevelopment do not trigger the need for the coordination of development applications.**

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

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

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

Sincerely,

**ZELINKA PRIAMO LTD.**



Jonathan Rodger, MScPI, MCIP, RPP  
Senior Associate

cc. CP REIT (Via Email)





**VIA EMAIL**

August 31, 2021

Clerks Department  
Regional Municipality of Durham  
605 Rossland Road East, PO Box 623  
Whitby, ON  
L1N 6A3

Attention: Mr. Ralph Watson – Region of Durham Clerk

**Re: Envision Durham – Proposed ROPA 2021-003**  
**Policy & Delineations for Protected MTSA's (File: OPA 2021-003)**  
**September 7, 2021**  
**Comments on Behalf of CP REIT Ontario Properties Limited**  
**Our File: CHO/BOW/21-01**

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We are the planning consultants for CP REIT Ontario Properties Limited ("CP REIT") for Envision Durham, the Region of Durham Official Plan Review and the associated Municipal Comprehensive Review (MCR). CP REIT are the owners of lands throughout the Region of Durham, including the approximately 2.43 ha (6.02 ac) lands known municipally as 2375 Highway 2 in Clarington, ON (the "Bowmanville Lands") and the approximately 4.86 ha (12.02 ac) lands known municipally as 1792 Liverpool Road in Pickering, ON (the "Pickering Lands"), which are both developed with a Loblaws supermarket and associated parking.

CP REIT have been participating in the Envision Durham process. On behalf of CP REIT we provided comments dated February 25, 2021 for the Major Transit Station Areas – Proposed Policy Directions and discussed our comments with Staff on April 19, 2021. It is our understanding from the Region of Durham Staff Report 2021-P-\*\* dated September 7, 2021 that as part of the Region's Official Plan Review and MCR, the Draft ROPA with proposed policies and delineations for protected MTSA's was released for public comment. We note that as part of Staff Report 2021-P-\*\*, Regional Staff responded to our comments dated February 25, 2021. Based upon our review of the Draft ROPA 2021-003, on behalf of CP REIT we have preliminary comments as outlined below and will continue to review the Draft ROPA 2021-003 in more detail and may provide further comments as required.

At this time, our preliminary comments for the Draft ROPA 2021-003 are as follows:

- Policy 8A2.10 states "Notwithstanding the land use designations in the vicinity of existing and future GO Stations identified on Schedule 'A', the following land uses will be permitted within the delineated Protected Major Transit Station Areas: ... f) Commercial uses including retail, both convenience retail and small-scale retail

uses, restaurants, personal and professional service shops, and day care uses; ... h) Recreational uses, amenities, and public art;". In our letter dated February 25, 2021 for the associated Land Use Policy Direction 8.3.1, we commented that "Retail uses that are not small-scale or convenience retail provide retail anchors that support a complete community. In our submission, clarity should be provided to ensure that retail uses including the supermarket, which is not a convenience retail or small-scale retail use, continue to be permitted" and the Staff Response was "Comment noted". The policies proposed through the amendment are not intended to preclude existing uses from continuing." Under the existing Regional Official Plan, Major Retail Use "means large-scale, retail operations and commercial facilities, having a gross leasable area of 2,000 m<sup>2</sup> or greater". In our submission for Policy 8A2.10, where commercial uses including "retail, both convenience retail and small-scale retail uses" are permitted, clarity should be provided that the supermarkets, which would be considered Major Retail Uses due to their gross leasable area continue to be permitted. Accordingly, Major Retail Uses should be explicitly permitted by changing "Commercial uses including retail, both convenience retail and small-scale retail uses" to "Commercial uses including Major Retail Uses and retail, both convenience retail and small-scale retail uses". In addition, we request clarification as to whether "public art" is intended as a land use;

- Policy 8A2.12 states "Development within Protected Major Transit Station Areas will offer convenient, direct, sheltered pedestrian access from high-density development sites to neighbouring Commuter Stations or Transportation Hubs, recognizing matters of accessibility for persons with disabilities, pedestrians, cyclists, and connections to a variety of transportation modes." In our submission we suggest that "Where appropriate," should be added prior to "Development within" in order to account for site specific context and operational needs;
- Policy 8A.2.17 states "Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... b) Establish minimum density, population, employment and housing targets; c) Establish minimum job requirements for Protected Major Transit Station Areas;" In our letter dated February 25, 2021 for the associated Land Use Policy Direction 8.3.4, we commented that "We request clarification as to what is intended by "minimum job requirements" that are encouraged to be established" and the Staff Response was "The area municipalities will be required, through subsequent work, to identify a minimum jobs target for their respective Protected Major Transit Station Area to ensure a balance of jobs and population." In our submission, the "minimum job requirements" should be changed to "minimum job targets" in order to reflect the policy intent by Staff;
- Policy 8A.2.17 states "Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... h) support the efficient use of land, including requirements for structured parking as part of new development." In order to accommodate new additions to existing buildings or new interim infill development prior to comprehensive redevelopment, in our submission "where appropriate," should be added before "requirements for structured parking" to provide clarity that structured parking is not required in such circumstances;

- Policy 8A.2.17 states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... i) Incorporate Urban Design Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that: .... iii. Require buildings to frame streets, with frequent pedestrian entrances;”. In our letter dated February 25, 2021 for the associated Land Use Policy Direction 8.3.2.3, we commented that “in our submission “generally” should be added after “Buildings will” and “where appropriate” should be added after “pedestrian entrances” in order to incorporate flexibility to accommodate site specific context and operational needs” and the Staff Response was “Comment noted.” In our submission, “Generally” should be added before “require buildings” and “where appropriate” should be added after “pedestrian entrances” in order to incorporate flexibility to accommodate site specific context and operational needs and to reflect that the policy relates to Urban Design *Guidelines* [emphasis added];
- Policy 8A.2.17 states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... i) Incorporate Urban Design Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that: .... iv. Restrict vehicular access to private property from adjacent local roadways;”. In our submission, “Where appropriate,” should be added before “Restrict” in order to provide flexibility to account for site specific circumstances, operational needs and existing accesses;
- Policy 8A.2.17 states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... i) Incorporate Urban Design Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that: ... vi. Require vehicular parking to be located below grade or located in a manner to minimize the visual impact on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized;”. In our letter dated February 25, 2021 for the associated Land Use Policy Direction 8.3.2.6, we commented that “we suggest that “new” be added before “surface parking” in order to provide clarity for accommodating existing uses prior to redevelopment” and the Staff Response was “Comment noted. The policies proposed through the amendment are not intended to preclude existing uses (such as existing surface parking lots) from continuing.” In our submission, “new” should be added before “surface parking” in order to accommodate existing uses and additions to existing buildings or new interim infill development prior to comprehensive redevelopment;
- Policy 8A.2.17 states “Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: ... k) Include sustainable transportation policies that: ... ii. Support active transportation through safe, well-designed and direct connections between and amongst component uses and transit stations”. We request clarification as to what is intended by “well-designed and direct connections between and amongst component uses and transit stations”; and
- Policy 8A.2.18 states “The Region and the respective area municipality may require the coordination of development applications through measures such as Master Development Agreements or other similar approaches, to ensure an

orderly, coordinated and phased approach to the provision of transportation, servicing and other infrastructure requirements are provided prior to or coincident with development.” We request confirmation that flexibility is provided under the “may require” language in order ensure that development applications for additions to existing buildings or new interim infill development prior to comprehensive redevelopment do not trigger the need for the coordination of development applications.

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

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

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

Sincerely,

**ZELINKA PRIAMO LTD.**



Jonathan Rodger, MScPI, MCIP, RPP  
Senior Associate

cc. CP REIT (Via Email)

By Email ([clerks@durham.ca](mailto:clerks@durham.ca))

November 26, 2021  
21P02

Planning And Economic Development Committee  
The Regional Municipality of Durham  
605 Rossland Road East  
Whitby, ON L1N 6A3

Dear Councillors,

**RE: PROPOSED REGIONAL OFFICIAL PLAN MAJOR TRANSIT STATION AREAS POLICY**  
**Proposed amendment to the Durham Regional Official Plan (ROP) Objection**

We are the planning consultants to Alpa Pre-Engineering Panel Systems Inc ("Alpa Pre"). Our Client's lands are located south and immediately across the rail tracks from the proposed Courtice GO Transit Station. As such, our Client is directly impacted by the Major Transit Station Area (MTSA) policies proposed through Regional Official Plan Amendment (ROPA) 2021-003. We have reviewed the amendment as proposed and included as Attachment #1 to the Regional Staff Report to be presented to the December 7, 2021, meeting of the Planning And Economic Development Committee. We are writing to provide comments regarding ROPA 2021-003 and to propose policy revisions in response to the concerns noted below.

**Important, Well Established Industrial Use**

Alpa Pre specializes in the manufacturing of pre-fabricated building elements (i.e. wall segments, floors, roof trusses, and assemblies) to serve the construction and building industry. They are an important and well-established company that contributes to both the local economy and the much needed supply of additional housing across the Greater Toronto and Hamilton Area (GTHA). Their head office and main manufacturing facility has been located at 17 Cigas Road in Courtice for over a decade. Since they opened for business, they have grown rapidly, becoming an important business in the community. It is important to note that due to the nature of the manufacturing work, outdoor storage is essential to their operations.

Our Client's lands currently fall within a Provincially Significant Employment Zone (PSEZ), are designated Employment Areas in the Region's Official Plan, and Light Industrial Area in Clarington's Official Plan.

**Johnston Litavski Ltd.**  
235 Lake Shore Road East, Suite 202  
Oakville, Ontario L6J 1H7  
P: 905-845-7325  
P: 416-323-1444

**The Proposed MTSA Policies do Not Appropriately Recognize Existing Industrial Uses**

Understandably, the proposed MTSA policies aim to encourage mixed-use, transit-supportive development. Policies 8A.2.9, 8A 2.10, and 8A 2.11 in the proposed ROPA 2021-003 state that a broad mix of urban uses at higher densities will be encouraged. However, they also specifically prohibit employment-related uses, including warehousing and similar lower density, land extensive uses without recognizing such uses exist within some of the MTSA's that will require appropriate protections until such time as they are willing/able to move. As each MTSA develops there will be a need to avoid land use conflicts with existing industries that can be expected to remain over the short, medium or even long-term. Each industry will have to decide for themselves their future within each MTSA. As noted above, our Client's lands fall within both a PSEZ and the proposed Courtice MTSA. The Region's proposed policies would conflict with and prejudice our client's existing employment use within the Courtice MTSA.

**Protection for existing businesses is essential**

Our client does not object to the overall aim of the proposed MTSA policies, which is to encourage mixed-use, transit-supportive development around the proposed Courtice Go Train station. However, there must be appropriate policies in ROPA 2021-003 which will allow existing businesses to continue in the interim without undue harm from future sensitive land uses.

It is essential that businesses have the flexibility of when to move their operations, rather than being forced into a situation where they can no longer operate. The in-place land-use policy framework at the provincial, regional, and local levels all emphasize the importance of economic growth and protecting employment uses. The amendment will remove the existing employment area designations, and the absence of policy acknowledging and protecting existing employment within the new policies will directly prejudice our Client and other businesses in the area.

**Request for additional policy to protect existing employment uses**

For the above-noted reasons, on behalf of our Client, we are requesting that the following policy revisions or additions be made to the proposed Regional Official Plan Amendment 2021-003.

We note first that the proposed amendment includes a new Policy 8A.2.12 which recognizes the existing Darlington Nuclear Power Station and protects it from the encroachment of sensitive land uses. We propose a similar new policy immediately after this recognizing the existing industrial area north of Baseline Road and west of Courtice Road, and seeks to protect it from the encroachment of sensitive land uses in the interim. More specifically, we propose the following new policy:

**"Policy 8A.2.13** – Notwithstanding any other policies of this Plan to the contrary, the existing industrial area within the Courtice Protected Major Transit Station Area, north of Baseline Road, west of Courtice Road and south of the rail tracks shall be permitted to remain and

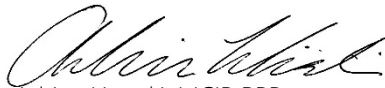
will be protected from the encroachment of *sensitive uses* so long as those industrial uses remain in operation or until they relocate. Any such encroachment would be subject to the *sensitive use(s)* being designed, buffered and/or separated from existing industrial uses to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety. To assist in identifying impacts and mitigative measures, the proponent of any *sensitive use* proposal may be required to prepare studies in accordance with any guidelines established for this purpose. The proponent will be responsible for implementing any required mitigative measures."

The policies following this new section would need to be renumbered accordingly. We also propose the following additional subsection to Policy 8A.2.18 (as set out in the Regional Staff Report):

**"Policy 8A.2.18(m)** – Pursuant to Policy 8A.2.13, establish interim/transitional land use designations and policies to appropriately design, buffer and/or separate *sensitive uses* from the existing industrial area within the Courtice Protected Major Transit Station Area, and to protect those existing industrial uses from encroachment by *sensitive uses* while they remain in operation or until they relocate."

Thank you for your consideration. Please do not hesitate to contact me if there are any questions or concerns.

Yours very truly,



Adrian Litavski, MCIP RPP

Principal

**Johnston Litavski**

Cc: Envision Durham ([EnvisionDurham@durham.ca](mailto:EnvisionDurham@durham.ca))  
Derek Frankfurt, Alpa Pre-Engineered Panel Systems Inc.  
Ivano De Carolis, Alpa Pre-Engineered Panel Systems Inc.

*Law Office of*  
**M. A. Noor, B.A., LL.B.**  
*Barrister Solicitor*  
*Mediator & Notary Public*

TELEPHONE: 416-498-0334

416-498-0337

FAX: 416-498-6232

E-MAIL: alnoorlawyer@rogers.com

5915 LESLIE STREET, SUITE 206  
WILLOWDALE, ONTARIO, CANADA  
M2H 1J8

**EMAILED**

November 30, 2021

**Legislative Services Division**

File 5160-21

Dear Sir/Madam,

Re: Property CNR-43, Conversion from Employment Land to Residential, Virtual Meeting scheduled for December 7, 2021.

I wish to advise that I am Counsel for the present owners of the above Property, Cameron Ross and Elizabeth June Noor.

I believe I submitted an Application to be considered concerning the Municipal Comprehensive Review of the Regional Official Plan, with the other 42 Applications to convert the Employment Land, to the Residential Land for consideration by Regional Municipality of Durham.

**PROPERTY LOCATION**

PT N 1/2 LT 12, CON 5, TWP OF THORAH  
AS IN CO134661 EXCEPT CO218372 &  
CO64863 ; ; TOWNSHIP OF BROCK,  
ONTARIO

**OWNERS**

Cameron Ross and Elizabeth June Noor

**PRESENT USE**

Future Development and Employment Land

**ADEQUACY OF VEHICULAR ACCESS**

The property is located on Main Street in Beaverton, Ontario and Access is Available.

**WATER AND SEWERS FACILITIES**

Both water and sewers facilities are available

**ANY RISK OF FLOODING**

We have confirmation from the Lake Simcoe Region Conservation Authority, that the property in question is outside the Flood Plain Zone.



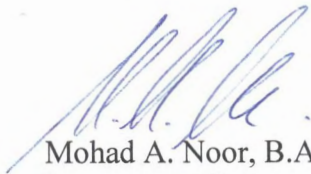
I respectfully submit that the present use of Employment Land is not compatible with the adjacent Uses of Land. There are Houses on the East and West of the said property. In other words, the Land in question is between the Existing Residences. Therefore, the Land is suitable for the residential Development purposes.

We are requesting the present Zoning of Future Development and Employment Land to be change to Residential Land.

I want to participate in the Virtual Meeting, scheduled for December 7, 2021, concerning the Municipal Comprehensive Review of the Regional Official Plan.

I thank you and look forward to receiving the link and instructions concerning the said Virtual Meeting.

Yours truly,

A handwritten signature in blue ink, appearing to read 'M. A. Noor', is written over a horizontal line.

Mohad A. Noor, B.A., LLB., JD  
Lawyer, Mediator and Author



# BOUSFIELDS INC.

November 30, 2021

**Sent Via Email to: [EnvisionDurham@durham.ca](mailto:EnvisionDurham@durham.ca)**

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

Dear Envision Durham Team,

**Re: *Envision Durham  
Durham Regional Official Plan Amendment #186 (Protected Major  
Transit Station Areas), Report #2021-P-\*\*, and  
Recommendations on Employment Area Conversion Requests , File  
D12-01, OPA-2021-003***

We are writing on behalf of Brookfield Residential ("Brookfield") with respect to the following reports regarding Envision Durham that will be addressed at the December 7, 2021 Planning and Economic Development Committee Meeting:

- Employment Area Conversion Requests (Report #2021-P-\*\*), November 26, 2021
- Durham Region Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas (Report #2021-P-\*\*), November 19, 2021

Brookfield's lands are located within the area proposed as a PMTSA for the future Courtice GO Train Station, specifically, a parcel directly north of the Metrolinx lands on the west side of Courtice Road. As you are aware, Brookfield has been participating in the Envision Durham process, including the submission of various communications on the matter. Brookfield continues to be generally encouraged by the direction that Region's *municipal comprehensive review* is taking but respectfully submits further comments on the proposed draft Official Plan Amendment for the Protected Major Transit Station Areas ("PMTSAs").

We have reviewed the staff report to Planning and Economic Development Committee (#2021-P-\*\*) entitled "Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File OPA 2021-003" dated December 7, 2021 and appreciate the response to many of the comments that

we submitted in September 2021, including the policies that now address a broader mix of built form typologies, density calculations for the PMTSA and clarification that the local municipalities will be responsible for the detailed planning of the PMTSAs. However, we continue to have some concerns related to policy direction on built form and density matters as well as the differentiation between areas adjacent to stations and the requirements for the remainder of the PMTSA.

The addition of multiple attached dwellings as a permitted land use (Item 27 in Table 1 of Attachment 1, Policy 8A.2.10) is particularly helpful to provide greater diversity in housing typologies and at the same time supporting the required density target. However, this direction that the PMTSAs permit both medium and high density residential does not carry through the full document. For example, Item 26, Table 1, Attachment 1, Policy 8A.2.9 of the draft Official Plan Amendment states that PMTSAs will be planned as focal points with "...a wide range and mix of high-density transit-oriented uses..." (*emphasis added*) and the definition of *Transit Oriented Development* provided in Item 63, Table 1, Appendix 1 of the draft Official Plan Amendment refers to the "clustering of high-density compact development in proximity to transit infrastructure" (*emphasis added*). Both the draft policy and the proposed definition suggest that the entire PMTSA would be developed with only high density development. In this regard, we request that draft Policy 8A.2.9 as well as the draft definition for *Transit-Oriented Development* be revised to either include reference to medium density development or alternatively, to change the word 'high' to 'higher'.

Another revision that we request is better differentiation between the lands adjacent to station areas versus the remainder of the lands in the PMTSA. The proposed PMTSAs apply to large areas that will have a diverse range of uses and built form types. Lands in proximity to the station would typically be more dense, have a broader mix of uses and therefore will need to address matters related to servicing, loading, underground parking etc. Development in the PMTSA that is further from the station may include grade-related residential uses that would not include ground floor non-residential uses or need to deal with loading and servicing areas or underground parking. To address transitions to surrounding areas, it would be expected that higher density uses would be located closest to the stations with decreasing density in other parts of the PMTSA. In this regard, the policies should be structured to address the overall PMTSA and separately include policies that apply only to the area adjacent to the station,. This distinction is already addressed in Policy 8A.2.18 e) which refers to 'focal points' "in close proximity to Commuter Stations or Transportation Hubs". Based on the foregoing, we request that the following revisions to the Official Plan Amendment:

- Item 21, Policy 8A.1.4 which states that " Protected Major Transit Station Areas shall be developed as transit-oriented communities that encourage and

support innovation and entrepreneurship and integrate mixed use development throughout” be revised to remove the word “throughout” or add in the words “the focal point”

- Item 35, Policy 8A.2.18 deals with requirements for PMTSAs, including subsection j) which lists the requirements for Urban Design and Sustainability Guidelines. Some of the items in this list would only apply to the focal points (the areas adjacent to the stations), including iv, v and vi, where the higher density development would be located, including vehicular access from local roads, rear lanes for servicing/loading and underground parking and would not apply to grade-related residential that could be developed elsewhere in the PMTSA. It would be useful to provide direction on the guidelines for the focal points separate from the remainder of the PMTSA.

With respect to Employment Area Conversion Requests (Report #2021-P-\*\*), November 26, 2021, we have reviewed the report and are supportive of the recommendations.

In conclusion, we thank you for the opportunity to continue to participate in the Envision Durham process and to comment on the draft Official Plan Amendment. We respectfully request the Region modify the draft Official Plan Amendment as outlined above prior to Council adoption and sending the Official Plan Amendment to the Ministry for approval.

We would be happy to meet with you to discuss our comments. If you have any questions regarding this letter, please do not hesitate to contact the undersigned.

Yours very truly,

BOUSFIELDS INC.



Emma West, MCIP, RPP

cc: Pete Schut, Brookfield Residential  
Jennifer Haslett, Brookfield Residential

**From:** Adam Meldrum <meldrum.adam@gmail.com>

**Sent:** Monday, November 22, 2021 4:09 PM

**To:** chair <chair@durham.ca>; Shaun Collier <shaun.collier@ajax.ca>; Marilyn Crawford <marilyn.crawford@ajax.ca>; Joanne Dies <joanne.dies@ajax.ca>; Sterling Lee <sterling.lee@ajax.ca>; john.grant@brock.ca; Ted Smith <tsmith@townshipofbrock.ca>; Mayor Shared Mailbox <mayor@clarington.net>; Granville Anderson <ganderson@clarington.net>; jneal@clarington.net; Dan Carter <dcarter@oshawa.ca>; Bob Chapman <bchapman@oshawa.ca>; Rick Kerr <rkerr@oshawa.ca>; tdmariimpietri@oshawa.ca; John Neal <jneal@oshawa.ca>; Brian Nicholson <bnicholson@oshawa.ca>; mayor@pickering.ca; Kevin Ashe <kashe@pickering.ca>; Bill McLean <bmclean@pickering.ca>; David Pickles <dpickles@pickering.ca>; Bobbie Drew <bdrew@scugog.ca>; Wilma Wotten <wwotten@scugog.ca>; Dave Barton <dbarton@uxbridge.ca>; Gord Highet <ghighet@uxbridge.ca>; Don Mitchell <mayor@whitby.ca>; Chris Leahy <leahyc@whitby.ca>; Elizabeth Roy <roye@whitby.ca>; Steve Yamada <yamadas@whitby.ca>; lees@whitby.ca; newmand@whitby.ca; drummjoanne@whitby.ca; shahids@whitby.ca; saundersr@whitby.ca; beasleye@whitby.ca; Gary Muller <Gary.Muller@durham.ca>; michael.bissett@durham.ca; envision.durham@durham.ca; clerk@whitby.ca  
**Subject:** Envision Durham – Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD:

REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

I am a resident of Whitby and I am writing to object to the developer's request to convert these employment lands under the guise of Envision Durham. There is extensive background dating back to 2007 and filed on the Whitby public record.

Whitby Council brought forward a motion at their November 15, 2021 Committee of the Whole meeting, against staff recommendation . There was no community consultation for this motion. It will be tabled for approval at the November 29, 2021 council meeting with strong opposition from residents. There is a new report available "Shaping The Future – Whitby Economic Development Strategy" which also calls for protection of Employment lands (REF: Page 130 <https://whitby.civicweb.net/document/177817>).

Please also note that the rendering included with the developer's correspondence to you is misleading. There is only a tiny portion that has been approved (which conforms to existing employment zoning) for office with ground floor retail and service commercial (1500 jobs). I believe that it is important to retain these employment lands in order to bring more local jobs to existing and future residents of Whitby.

Thank you for taking the time to review my correspondence.

Yours truly,  
Adam Meldrum

**From:** Will Prentice <will.prentice@sympatico.ca>

**Sent:** Monday, November 22, 2021 1:36:00 PM (UTC-05:00) Eastern Time (US & Canada)

**To:** chair <chair@durham.ca>; Shaun Collier <shaun.collier@ajax.ca>; Marilyn Crawford <marilyn.crawford@ajax.ca>; Joanne Dies <joanne.dies@ajax.ca>; Sterling Lee <sterling.lee@ajax.ca>; john.grant@brock.ca <john.grant@brock.ca>; Ted Smith <tsmith@townshipofbrock.ca>; Mayor Shared Mailbox <mayor@clarington.net>; Granville Anderson <ganderson@clarington.net>; jneal@clarington.net <jneal@clarington.net>; Dan Carter <dcarter@oshawa.ca>; Bob Chapman <bchapman@oshawa.ca>; Rick Kerr <rkerr@oshawa.ca>; tdmariimpietri <tdmariimpietri@oshawa.ca>; John Neal <jneal@oshawa.ca>; Brian Nicholson <bnicholson@oshawa.ca>; mayor@pickering.ca <mayor@pickering.ca>; Kevin Ashe <kashe@pickering.ca>; Bill McLean <bmclean@pickering.ca>; David Pickles <dpickles@pickering.ca>; Bobbie Drew <bdrew@scugog.ca>; Wilma Wotten <wwotten@scugog.ca>; Dave Barton <dbarton@uxbridge.ca>; Gord Highet <ghighet@uxbridge.ca>; Don Mitchell <mayor@whitby.ca>; Chris Leahy <leahyc@whitby.ca>; Elizabeth Roy <roye@whitby.ca>; Steve Yamada <yamadas@whitby.ca>; lees@whitby.ca <lees@whitby.ca>; newmand@whitby.ca <newmand@whitby.ca>; drummjoanne@whitby.ca <drummjoanne@whitby.ca>; shahids@whitby.ca <shahids@whitby.ca>; saundersr@whitby.ca <saunderstr@whitby.ca>; beasleye@whitby.ca <beasleye@whitby.ca>; Gary Muller <Gary.Muller@durham.ca>; michael.bissett@durham.ca <michael.bissett@durham.ca>; envision.durham@durham.ca <envision.durham@durham.ca>; clerk@whitby.ca <clerk@whitby.ca>

**Subject:** Envision Durham – Employment Area Conversion Request

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(1500 jobs). I believe that it is important to retain these employment lands in order to bring more local jobs to existing and future residents of Whitby.

Frankly, if it were possible to recall this Town council, I would be one of the first in line to push the issue. Many of the councilors, and Mayor Mitchell, talked about encouraging business to call Whitby home. Voters were told this was the only way to slow down the constant increases to our property taxes – that commercial taxes would help residents. Council refuses to act responsibly and address the rampant tax increases and this is just another slap in the face of all voters.

Now this council (or at least certain members) have shown the interests of developers are far more important than the residents of this Town. Housing is the last thing Whitby needs. But since this council has made it clear where their priorities are, I can't wait for the next election. The winds of change are blowing and this nonsense is fanning the flames that powers those winds.

Thank you for taking the time to review my correspondence.

Yours truly,  
Will Prentice  
23 Shore Ave  
Whitby, ON L1R2L7

**From:** Davina Jones <davina.jones@bell.net>

**Sent:** November 22, 2021 3:24 PM

**To:** chair; Shaun Collier; Marilyn Crawford; Joanne Dies ; Sterling Lee; john.grant@brock.ca; Ted Smith ; Mayor Shared Mailbox; Granville Anderson ; jneal@clarington.net; Dan Carter; Bob Chapman; Rick Kerr; tdmariimpietri@oshawa.ca; John Neal; Brian Nicholson; mayor@pickering.ca; Kevin Ashe; Bill McLean; David Pickles; Bobbie Drew; Wilma Wotten; Dave Barton; Gord Highet; Don Mitchell; Chris Leahy; Elizabeth Roy; Steve Yamada; lees@whitby.ca; newmand@whitby.ca; drummjoanne@whitby.ca; shahids@whitby.ca; saundersr@whitby.ca; beasleye@whitby.ca; Gary Muller; michael.bissett@durham.ca; envision.durham@durham.ca; clerk@whitby.ca; davina.jones@bell.net

**Subject:** Envision Durham - Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD:

REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

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Thank you for taking the time to review my correspondence.

Yours truly,

Davina Jones  
1705 Charles Street, UNIT 5, Whitby, ON L1N 1C3



**From:** S D <syncoreswim@gmail.com>

**Date:** November 22, 2021 at 6:46:07 PM EST

**To:** chair, Shaun Collier, Marilyn Crawford, Joanne Dies, Sterling Lee, john.grant@brock.ca, Ted Smith, Mayor Shared Mailbox, Granville Anderson, jneal@clarington.net, Dan Carter, Bob Chapman, Rick Kerr, tdmariimpietri@oshawa.ca, John Neal, Brian Nicholson, mayor@pickering.ca, Kevin Ashe, Bill McLean, David Pickles, Bobbie Drew, Wilma Wotten, Dave Barton, Gord Highet, Don Mitchell, Chris Leahy, Elizabeth Roy, Steve Yamada, lees@whitby.ca, newmand@whitby.ca, drummjoanne@whitby.ca, shahids@whitby.ca, saundersr@whitby.ca, beasleye@whitby.ca, Gary Muller, michael.bissett@durham.ca, envision.durham@durham.ca, clerk@whitby.ca

**Subject: Envision Durham – Employment Area Conversion Request**

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD:

REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

I am a resident of Whitby and I am writing to object to the developer's request to convert these employment lands under the guise of Envision Durham. There is extensive background dating back to 2007 and filed on the Whitby public record.

Whitby Council brought forward a motion at their November 15, 2021 Committee of the Whole meeting, against staff recommendation. There was no community consultation for this motion. It will be tabled for approval at the November 29, 2021 council meeting with strong opposition from residents. There is a new report available "Shaping The Future – Whitby Economic Development Strategy" which also calls for protection of Employment lands (REF: Page 130 <https://whitby.civicweb.net/document/177817>).

Please also note that the rendering included with the developer's correspondence to you is misleading. There is only a tiny portion that has been approved (which conforms to existing employment zoning) for office with ground floor retail and service commercial (1500 jobs). I believe that it is important to retain these employment lands in order to bring more local jobs to existing and future residents of Whitby.

Thank you for taking the time to review my correspondence.

Yours truly,  
S. De Sousa

**From:** Thomas Greiner <thomas.greiner@utoronto.ca>  
**Sent:** November 30, 2021 11:46 AM  
**To:** EnvisionDurham <EnvisionDurham@durham.ca>  
**Subject:** Envision Durham – Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD: REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

I am a resident of Whitby and I am writing to object to the developer's request to convert these employment lands under the guise of Envision Durham. There is extensive background dating back to 2007 and filed on the Whitby public record. Whitby Council brought forward a motion to convert this employment land and passed it (5-3) on November 29, 2021. There was no community consultation for this motion and no consideration for Whitby Staff recommendation or Regional staff recommendation.

There has always been strong opposition from the public regarding this matter. There is a new report available "Shaping The Future – Whitby Economic Development Strategy" which also calls for protection of Employment lands (REF: Page 130 <https://whitby.civicweb.net/document/177817>).

Please also note that the rendering included with the developer's correspondence to you is misleading. There is only a tiny portion that has been approved (which conforms to existing employment zoning) for office with ground floor retail and service commercial (1500 jobs). I believe that it is important to retain these employment lands in order to bring more local jobs to existing and future residents of Whitby. Thank you for taking the time to review my correspondence.

Yours truly,  
Thomas Greiner

**Thomas H. Greiner (he/him)**  
*Toronto, Canada*  
E [thomas.greiner@utoronto.ca](mailto:thomas.greiner@utoronto.ca)  
T +1 (604) 783-0937  
W <https://nilescribes.org/>



# BOUSFIELDS INC.

Project No. TBD

November 29, 2021

Mayor Mitchell and Members of Council  
Town of Whitby  
575 Rossland Road East  
Town of Whitby, ON  
L1N 2M8

Dear Mayor and Members of Council:

**Re: *Envision Durham – Nordeagle Employment Area Conversion Request  
Item 6.1, PL 71-21  
100 Nordeagle Avenue, Sobeys Capital Inc., Town of Whitby***

Bousfields Inc. ("Bousfields") is the planning consultant to Sobeys Capital Inc. with respect to their lands located at 100 Nordeagle Avenue in the Town of Whitby (the "subject site")(see Attached Map). The subject site is approximately 17-hectares in size and is situated immediately west and north of the Whitby GO MTSA, including the proposed high density mixed use development by Nordeagle Developments Inc. to the south and Iroquois Sports Complex and Abilities Centre to the east.

While the current warehouse use will remain in operation, Sobeys recognizes the ongoing evolution of the area as a more complete community with a mix of uses in proximity to parks, natural areas, community facilities and the GO Station. It is within this context that Sobeys is supportive of allowing for residential in the area, with appropriate policies to confirm compatibility with existing uses, including the existing Sobeys facility. In this respect, Sobeys is committed to working with its neighbours towards a successful redevelopment of the area that maintains existing uses, and also opens the potential for future mixed use development in the area in general.

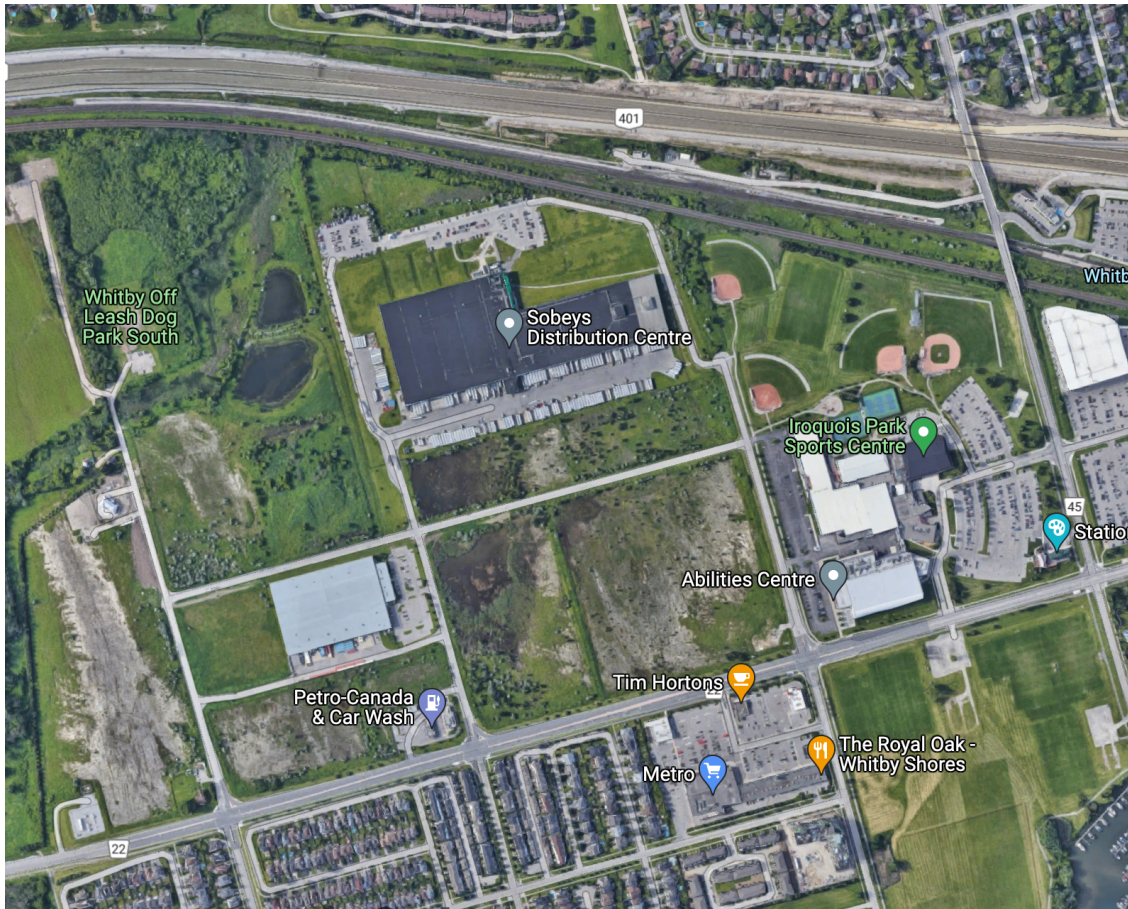
Thank you for your consideration of these comments. If you have any questions with respect to the above, please contact me.

Yours very truly,  
**Bousfields Inc.**

Michael Bissett, MCIP, RPP

c. Gary Muller, Director of Planning, Durham Region  
Roger Saunders, Director of Planning, Town of Whitby  
Phil Busby, Director National Development Real Estate, Sobeys Inc.

**SUBJECT SITE**





**Planning &  
Development Services**

Tel. 905-683-4550  
Fax. 905-686-0360

**TOWN OF AJAX**

65 Harwood Avenue South  
Ajax ON L1S 2H9  
www.ajax.ca

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November 24, 2021

Attn: Gary Muller  
Planning and Economic Development Department  
Region of Durham  
605 Rossland Road East, Level 4  
P.O. Box 623  
Whitby ON L1N 6A3

**Re: Growth Management Study Technical Reports  
Envision Durham – Municipal Comprehensive Review  
Town of Ajax Comments**

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This letter is in response to the Growth Management Study Technical Reports released for consultation as part of the Envision Durham Municipal Comprehensive Review. Town staff would like to thank Regional staff for attending the November 22, 2021 Town of Ajax Council meeting and for providing the opportunity to review and comment on the technical reports.

On November 22, 2021, Town of Ajax Council passed the following resolution, as amended, in response to the Growth Management Study Technical Reports:

1. *That Council receive the report entitled “Envision Durham – Municipal Comprehensive Review – Update and Town of Ajax Comments on Growth Management Study Technical Reports” for information;*
2. *That Council endorse staff’s comments contained in ATT-1 and ATT-2, subject to the following changes:*
  - *That the Region of Durham be requested to reconsider the conversion applications supported by Ajax Council that were not supported by the Envision Durham consultant reports;*
  - *That Ajax Council strongly opposes the additional 40 hectare conversion in the North Harwood employment area; and*
  - *That Ajax Council opposes any reduction to the employment density and expansion to the urban settlement area as a result of this reduction.*
3. *That Council endorse staff’s comments on the Housing Intensification Study Technical Report and Land Needs Assessment, included as ATT-1, as amended;*
4. *That Council, as per staff’s comments in ATT-1, as amended, strongly urge the Region of Durham to develop and consult on alternative intensification scenarios that exceed the minimum 50% required by the Growth Plan, 2020;*
5. *That Council endorse staff’s comments on the policy recommendations outlined in the Employment Strategy Technical Report, included as ATT-2, as amended; and*
6. *That a copy of this Report be forwarded to the Region of Durham, and all Durham Region Area Municipalities.*

CARRIED

The associated staff report and attachments that were forwarded to the November 8, 2021 Community Affairs and Planning Committee have been included with this package.

Should you have any questions regarding any of the comments outlined in the staff report or in relation to the resolution above, please do not hesitate to contact me.

Regards,



Sean McCullough, Supervisor, Planning Policy & Research  
Town of Ajax, Planning and Development Services

**ATT 1: November 8, 2021 CAP Meeting Staff Report and Attachments**

Cc: Jonah Kelly, Principal Planner, Region of Durham  
Colleen Goodchild, Manager, Policy Planning & Special Studies, Region of Durham  
Stev Andis, Manager of Planning, Town of Ajax  
Geoff Romanowski, Director, Planning and Development Services, Town of Ajax  
Brad Anderson, Principal Planner, Region of Durham  
Clerks, Durham Region Area Municipalities

## Town of Ajax Report



**Report To:** Community Affairs and Planning Committee

**Prepared By:** Sean McCullough, MCIP, RPP  
Supervisor, Planning Policy & Research

**Report #:** PDS-2021-42

**Subject:** **Envision Durham – Municipal Comprehensive Review – Update and Town of Ajax Comments on Growth Management Study Technical Reports**

**Ward(s):** All

**Date of Meeting:** November 8, 2021

**Reference:** February 22, 2021 CAP Report: Envision Durham - Municipal Comprehensive Review Town of Ajax Position on Requests for Employment Area Conversions - Amended

March 1, 2021 CAP Report: Envision Durham – Municipal Comprehensive Review – Town of Ajax Comments on the Major Transit Station Areas Policy Directions Report

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### Recommendations:

1. That Council receive the report entitled “Envision Durham – Municipal Comprehensive Review – Update and Town of Ajax Comments on Growth Management Study Technical Reports” for information;
2. That Council endorse staff’s comments on the Housing Intensification Study Technical Report and Land Needs Assessment, included as ATT-1;
3. That Council, as per staff’s comments in ATT-1, strongly urge the Region of Durham to develop and consult on alternative intensification scenarios that exceed the minimum 50% required by the Growth Plan, 2020;
4. That Council endorse staff’s comments on the policy recommendations outlined in the Employment Strategy Technical Report, included as ATT-2; and
5. That a copy of this Report be forwarded to the Region of Durham, and all Durham Region Area Municipalities.

### 1. Background:

The Province has identified that upper-tier municipalities are to bring their Official Plans into conformity with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020, and complete their Municipal Comprehensive Review (MCR) by July 1, 2022. On May 2, 2018, Regional Council authorized Regional staff to proceed with the MCR project called “Envision Durham, 2041 – Our Region. Our Plan. Our Future” (Envision Durham).



The Region hired Urban Strategies Inc. and Watson & Associates Economists Ltd to complete the Growth Management Study and Land Needs Assessment (LNA) in order to determine the amount of land needed to accommodate forecast population and employment growth.

In March 2021, the Growth Management Study: Opportunities and Challenges Report was released and serves as a starting point on the Land Needs Assessment. Beginning in July 2021, the Region started to release the Growth Management Study in the following chapters:

- **Chapter 1: Region-wide Growth Analysis Technical Report** released July 2, 2021 (Report [#2021-INFO-71](#))
- **Chapter 2: Housing Intensification Study Technical Report** released September 3, 2021 (Report [#2021-INFO-94](#))
- **Chapter 3: Employment Strategy Technical Report** released September 24, 2021 (Report [#2021-INFO-97](#))
- **Chapter 4: Community Area Urban Land Needs Analysis Technical Report** released October 1, 2021 (Report [#2021-INFO-100](#))

An overview of key findings for each chapter of the Growth Management Study and staff's comments are presented in the Discussion section of this report.

The Region is planning to schedule an Education Session for members of Regional Council that is tentatively scheduled to take place in November 2021 to present the information in the Growth Management Study. The completed Land Needs Assessment is planned to be presented to the Planning and Economic Development Committee in December 2021. On October 5, the Planning and Economic Development Committee directed Regional staff to complete additional growth scenario evaluations, which may delay the timeline noted above.

## **2. Discussion:**

### **2.1 Chapter 1: Region-wide Growth Analysis Technical Report**

The Region-wide Growth Analysis Technical Report presents region-wide population and employment forecasts, various trends in demographics, unit mix, housing prices, and built form. This report analyzes Durham's growth potential and informs key inputs and assumptions for the overall LNA. The following are some of the key findings in the Region-wide Growth Analysis Technical Report:

- The Growth Plan, 2020 identifies that Durham Region is expected to accommodate a population of 1,300,000 residents by 2051; adding approximately 634,200 residents. This represents an average annual increase of 1.9%.
- Residential growth will require 240,900 new households to be constructed in Durham by 2051; representing 6,900 units per year.
- The Region is steadily aging, with the 75+ age cohort expected to account for 12% of the population in 2041, leveling off to 11% by 2051; an increase from 6% in 2016. In total, it is expected that 143,000 residents by 2051 will be in the 75+ age cohort; increasing from approximately 39,000 in 2016.
- The Growth Plan, 2020 identifies that Durham Region is expected to accommodate an employment base of 460,000 jobs by 2051; adding approximately 236,400 jobs. This represents an increase of 2.1% per year.



Staff agree with the findings of the Region-wide Growth Analysis Technical Report and do not have any comments. The LNA needs to consider the shifting demographics expected in the Region to 2051. The Region needs to plan accordingly to deliver housing options that support people in all stages in life and the future market needs. The Region is changing, both structurally and demographically, and the Region needs to plan for the future, not the past.

## **2.2 Chapter 2: Housing Intensification Study Technical Report**

The Housing Intensification Study Technical Report evaluates the supply and demand for housing within the Built-up Area, including a detailed assessment of potential dwelling unit supply opportunities within Urban Growth Centres, Strategic Growth Areas, Major Transit Station Areas, and regional and local corridors.

The following are some of the key findings identified in the Housing Intensification Study Technical Report:

- The technical report states that the minimum intensification rate of 50% by 2051 established by the Growth Plan, 2020 for Durham, is appropriate, can be met, and potentially exceeded.
- The intensification analysis identifies that there are potential supply opportunities to accommodate 177,700 units through intensification; representing 83% of the total number of units forecasted to be required in the Region to 2051. This includes a mix of high-density units, various forms of townhouses, accessory and secondary units, and other forms of modest infill development.
- The report identifies that there is likely an upper limit on the number of high-density units that could be supported in the market; and therefore identifies that the 50% intensification target is likely more appropriate, representing 106,700 units to be accommodated through intensification to 2051.
- The greatest potential for intensification growth is within the Major Transit Station Areas which have the potential to accommodate 48,300 units across the Region. The Ajax MTSA has been identified to have potential supply of up to 6,900 units.
- The share of high density housing construction starts has been steadily increasing in the Region since 2006. Between 2006 and 2010 high density housing units represented 8% of the total share of housing units constructed in the Region; increasing to 19% between 2010 and 2016; and 28% between 2016 and 2020.
- The study recommends that infrastructure improvements need to be planned to exceed the 50% intensification target by considering a longer time horizon.
- The intensification analysis identifies that Ajax has potential to accommodate 30,500 units through intensification in the built-up area. Table 1 provides an overview of the intensification potential for all area municipalities in Durham:

**Table 1: Potential Regional Intensification Summary**

<b>Potential Intensification Summary Unit Supply by Area Municipality</b>		
<b>Municipality</b>	<b>Units*</b>	<b>Share of Regional Potential Intensification Supply</b>
Pickering	45,100	25%
Ajax	30,500	17%
Whitby	31,900	18%
Oshawa	47,600	27%
Clarington	19,700	11%
Subtotal Southern Municipalities	174,800	98%
Brock	400	0.2%
Uxbridge	600	0.4%
Scugog	1,900	1.1%
Subtotal Northern Municipalities	2,900	1.7%
<b>Total</b>	<b>177,700**</b>	<b>100%**</b>

Source: Urban Strategies Inc., 2021.

\*Rounded to nearest hundred

\*\*Table does not add due to rounding.

### Staff Comments on the Housing Intensification Study

Staff's comments on the Housing Intensification Study Technical Report were submitted directly to the Region on October 13, 2021 and are included in ATT-1. The comments strongly urge the Region, in the Land Needs Assessment (LNA), to prepare and present alternative intensification scenarios that exceed the Growth Plan's minimum intensification target of 50%.

Additionally, previous staff comments provided during preparation of the background reports have not been reflected in the intensification analysis in several areas. Staff feel that the intensification potential in several key areas within the Town are underrepresented. Staff are requesting that the Region re-examine intensification opportunities along the Midtown Corridor (Harwood Avenue Segment 1) and Pickering Village (Kingston Road Segment 4) and include the results in the final LNA.

## **2.3 Chapter 3: Employment Strategy Technical Report**

The purpose of the Employment Strategy Technical Report is to provide an overview of the industrial and office market conditions and trends, anticipated growth, market opportunities and disrupters within Durham. The Employment Strategy examines employment growth potential and makes recommendations on employment densities, employment area conversions, and policy recommendation.

Durham Region has approximately 4,940 gross hectares (12,200 ac) of employment land; with 2,550 gross hectares (6,300 ac) currently developed and 2,389 hectares (5,900 ac) of gross vacant employment land.

In June 2020, Regional Council endorsed a formal process to evaluate employment area conversion requests and initiated a submission process for landowners to have their properties considered for an employment area conversion. A total of 45 employment conversion requests were submitted to the Region (staff previously reported on 42, however afterwards 5 more were submitted and 2 were withdrawn). The total area considered for conversion represented 699 hectares (1,727 ac). Fifteen (15) requests were located in Ajax totaling 67 hectares (165 ac).

At the Town's Council meeting held February 22, 2021, Council supported 9 requests for employment area conversions within the Town, some of which were amended to reduce the area supported for conversion and others were conditional on certain criteria being satisfied.

In total, the Region's Employment Strategy is recommending that a total of 408 hectares (1,008 ac) of employment land be converted to non-employment uses throughout the Region. Of this, approximately 94 hectares (232 ac) of employment land is recommended for conversion in Ajax. Table 2 provides an overview of the land area associated with the recommended employment area conversions in Ajax.

**Table 2: Summary of Employment Area Conversion Recommendations**

Description of Recommended Employment Area Conversion		Area (Hectares)
<b>Major Transit Station Area</b>		
	CNR-03, CNR-21 and CNR-22	3.3 ha
	Existing GO Station Mixed-use Transit designation (excl. CNR-22)	25.4 ha
	Expanded Protected Major Transit Station Area	16.6 ha
	<b>Total MTSA:</b>	<b>45.3 ha</b>
<b>North Harwood Employment Area</b>		
	CNR-04, and CNR-15 (incl. O.Reg. 438/20), and CNR-33	8.24 ha
	Additional lands to be converted	40.1 ha
	<b>Total North Harwood:</b>	<b>48.4 ha</b>
<b>TOTAL LANDS CONVERTED:</b>		<b>93.7 ha</b>

An analysis of each employment area conversion request against the Provincial and Regional criteria has been included in the Employment Strategy Technical Report. The following is an overview of the Employment Strategy recommendations on employment area conversion requests in Ajax.

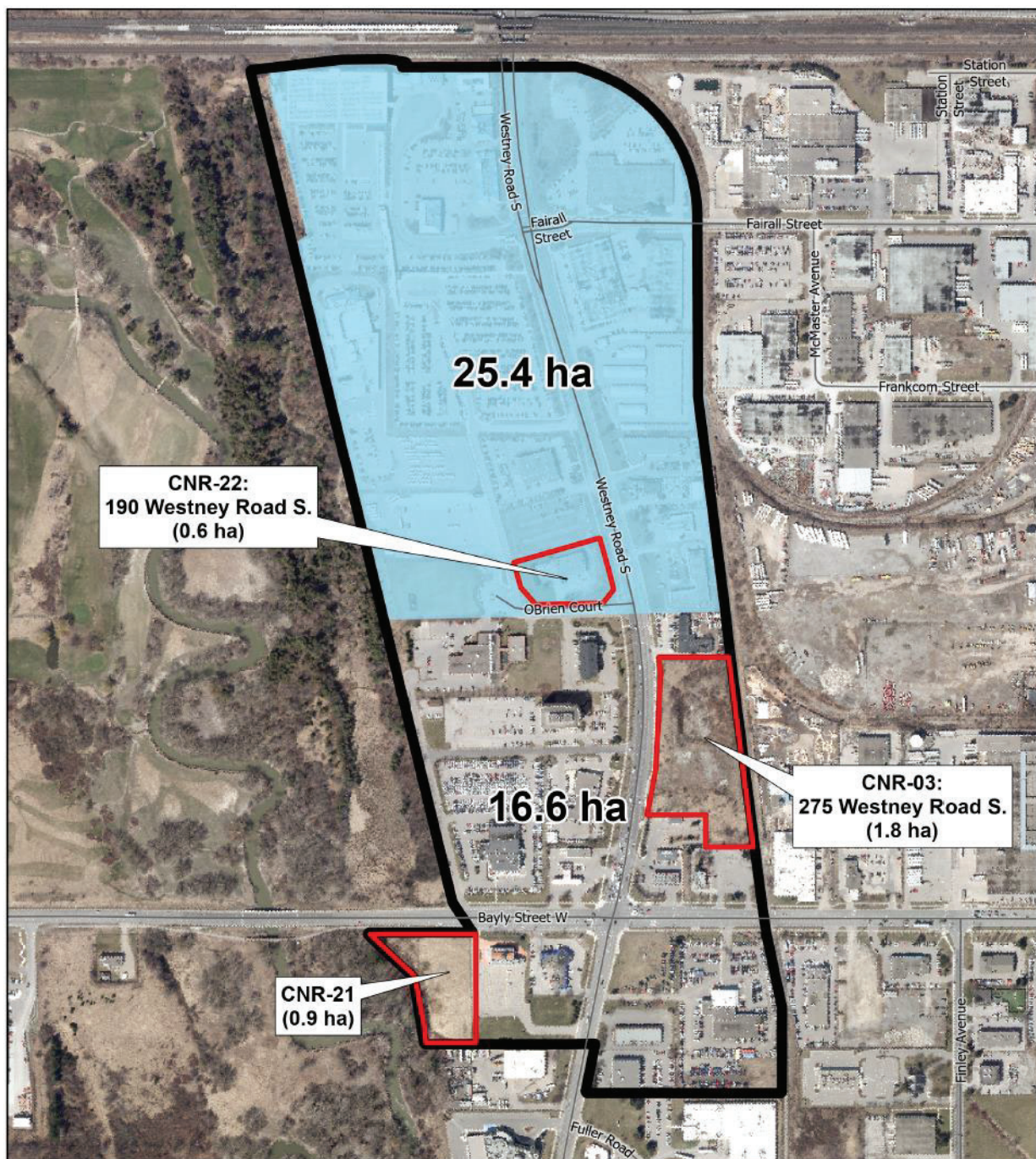
#### Ajax Major Transit Station Area

The Region released the Major Transit Station Areas Proposed Policy Directions Report in December, 2020 and a draft Regional Official Plan Amendment (ROPA) for a statutory public meeting on September 7, 2021. The documents proposed to delineate 45.3 hectares (112 ac) of land surrounding the Ajax GO Station, including lands in the existing Ajax GO Transit Station Mixed-use Area (GTSMUA) designation, to Protected Major Transit Station Area, as shown in Figure 1. This would allow for mixed-use development. The Town supported the delineation of the PMTSA at the March 1, 2021 Community Affairs and Planning Committee.

The Town received 3 employment area conversion requests (CNR-03, CNR-21 and CNR-22), totaling 3.3 hectares (8.2 ac), that are located within the proposed PMTSA boundaries. These requests were supported by the Town.

The existing GTSMUA designation already allows for mixed-use development, but requires a minimum of 50 jobs per hectare prior to permitting high density residential land uses. The draft ROPA requires area municipalities to establish minimum job requirements with PMTSA's. The Growth Plan, 2020 also identifies that Major Office uses are to be directed to MTSA's and other Strategic Growth Areas. Staff support this approach to encourage of mix of residential and employment uses.





OP Designation

GO Transit Station Mixed Use Area

**Figure 1:**  
 Ajax Protected Major Transit Station Area Recommended  
 Conversion Boundaries

Town of Ajax Planning  
 & Development  
 Services



### Carruthers Creek Business Park – North Harwood Employment Area

The Town received 3 employment area conversion requests (CNR-04, CNR-15 and CNR-33), totaling 8.85 hectares (21.8 ac) along Harwood Avenue North. Approximately 2.29 hectares (5.7 ac) of CNR-15 (1401 Harwood Ave N) was already converted through a Minister's Zoning Order (O.Reg 438/20) to permit a Long Term Care Facility and Retirement Home. Council supported the conversion of the remaining lands outlined in CNR-15. Council also supported the conversion of CNR-33 (1541 Harwood Ave N) and did not support the conversion of CNR-04 (1901 Harwood Ave N).

The Employment Strategy recommends conversion of all employment lands north of Rossland Road East, west of Spitty Road and the CP Rail Line, east of Harwood Ave North, and slightly south of Taunton Road. This includes lands identified in conversion requests CNR-04, CNR-15, CNR-33 and lands subject to O.Reg 438/20. It also includes 40.1 hectares (99 ac) of adjacent lands that were not the subject of conversion requests. In total, 48.3 hectares (119.4 ac) are proposed to be converted in the Carruthers Creek Business Park. See Figure 2 for an illustration of the area.

The Region sees it as appropriate to convert the entire area as there are existing sensitive land uses (schools and places of worship) and proposed sensitive land uses (Grandview Children's Centre and retirement home/LTC) within the area. The presence of these uses, and the introduction of new sensitive land-uses will undermine the employment area and make it unlikely for employment uses to locate in this area. While Town staff still believe it is important to protect the Town's remaining employment land, staff also understand the Region's position and do not object to the proposed conversions.

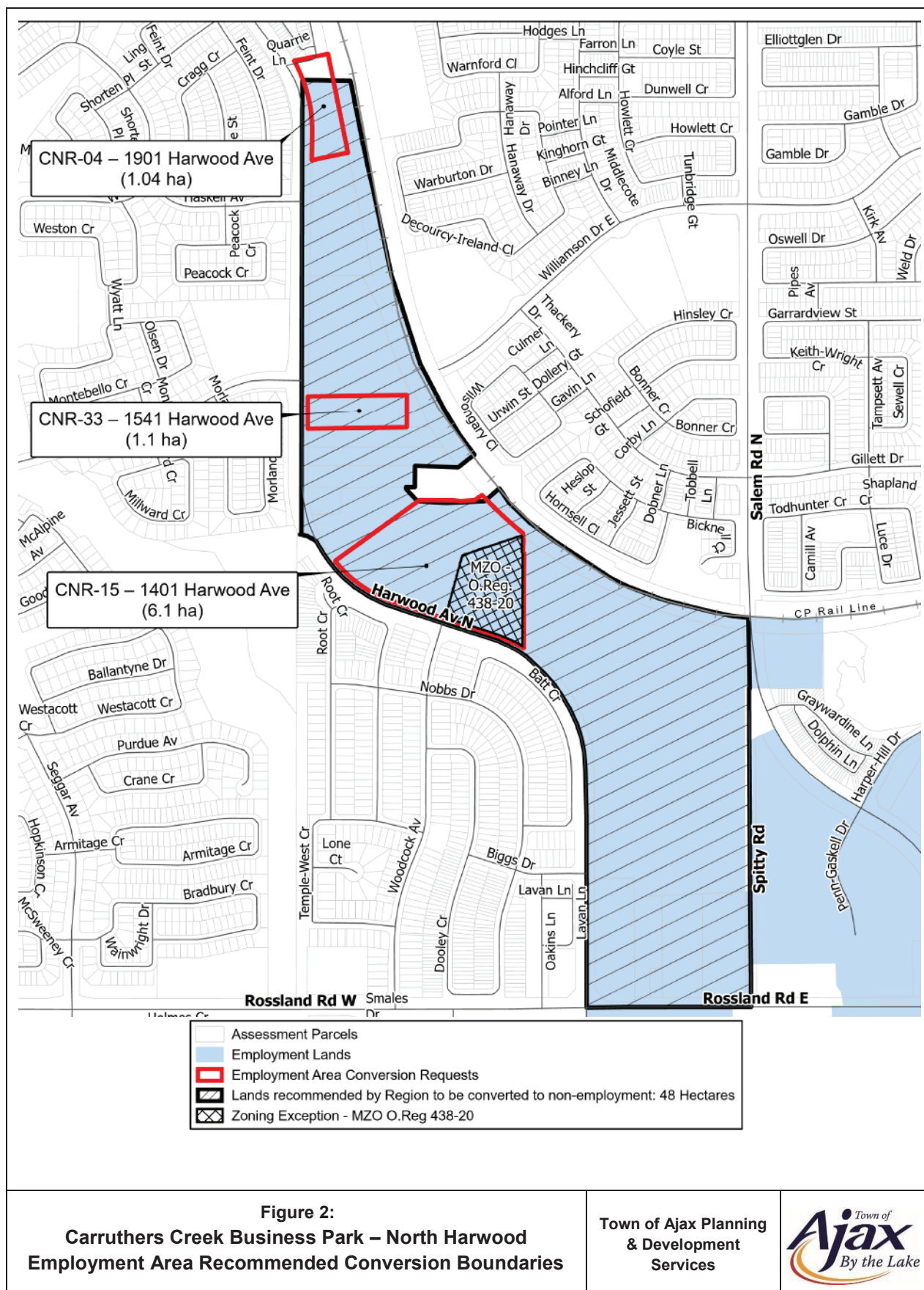
If the proposed conversion requests are approved, the Town will need to examine the area and update the Town's Official Plan to establish a cohesive vision for the area, considering the existing and emerging uses.

### Major Retail and Employment Support Uses

Major Retail will continue to be prohibited in Employment Areas, in accordance with the Growth Plan, 2020. Major Retail is currently defined in the Region's Official Plan (ROP) as large format retail operations and commercial facilities that have a gross leasable floor area of 2,000 m<sup>2</sup> or more. The Employment Strategy has identified that the current size threshold of 2,000 m<sup>2</sup> in the Region's Official Plan (ROP) remains relevant, and minor adjustments to the definition are proposed. Currently, the ROP permits limited personal service and retail uses as a minor component (e.g. 10%) of the aggregate gross floor area of employment uses, with no individual use is to exceed 500 m<sup>2</sup>.

The Employment Strategy is recommending that additional direction related to employment support uses and uses accessory to Employment Areas be provided in the ROP. The Employment Strategy defines employment support uses as non-employment uses which support the function of the Employment Area but which are not typically integrated on site with industrial-type buildings." Uses accessory to an Employment Area use is defined as "uses integrated on site and a part of the primary industrial use (e.g. showroom integrated with a warehouse)". The Employment Strategy recommends that the employment support use policies be updated to allow individual employment support uses or accessory uses to Employment Areas up to a maximum gross floor area of 2,000 m<sup>2</sup>; provided that the employment support uses do not exceed 10% of the aggregate jobs and accessory uses do not exceed 10% of the aggregate floor area.





Staff have requested that the definition for employment support uses be updated to outline a broader range of uses that would be permitted. Staff are also recommending that employment support uses be regulated using a maximum floor area instead of a maximum number of jobs to make implementation easier. Staff have also suggested an alternative approach with the addition of a definition and policy framework for 'minor retail' and applying more stringent requirements to minor retail compared to other employment support uses, such as restaurants, personal service and commercial fitness centres.

In response to the conversion requests, staff had recommended that policies be added to the ROP to allow minor retail permissions along Balyly Street East (CNR-09, CNR-31, and CNR-34). Council supported employment area conversion request CNR-09 to provide permissions for a grocery store in southeast Ajax, along Bayly Street East. Staff continue to believe that some minor retail (not associated with a primary industrial use) in Employment Areas is needed in strategic locations within the Town to increase job densities and support the surrounding employment and residential areas. At a minimum, a site specific exception should be provided in southeast Ajax, along Bayly Street, to provide some retail options to support the surrounding community and employment area.

Staff comments on the policies are included in ATT-2.

#### Other Conversion Requests

The remaining employment area conversion requests have not been recommended for conversion to Community Area. Region staff have committed to discussing the employment area conversion requests with Regional Council at a future meeting.

#### Staff Comments on Employment Strategy:

Generally, staff support a number of the policy recommendations included in the Employment Strategy, with some minor technical comments and/or points of clarification. Staff's comments on the policy recommendations identified in the Employment Strategy are included in ATT-2.

At a high level, staff's comments:

- Recommend that definitions and permissions related to employment support uses be updated to identify the range of permitted uses, as outlined above. Further, staff recommend that the Region release a standardized document to be utilized for the calculation of jobs to floor area ratios.
- Recommend the addition of a definition and policy framework for 'minor retail'.
- Request that the Region allow area municipalities to set higher job density targets.
- Staff support the Region completing other supporting strategies and monitoring, such as an Employment Intensification Strategy, improved employment area monitoring; and the implementation of policies that support sustainable and innovative design in employment areas, including financial incentives.
- Staff support the preparation for a Secondary Plan for the PMTSA. However, staff request that the Region continue to allow standalone Official Plan Amendments, prior to the approval of a secondary plan for developments in the expanded PMTSA if they comply with the existing Ajax GO Transit Station Mixed-use designation policies.

## **2.4 Chapter 4: Community Area Urban Land Needs Technical Report**

Designated Greenfield Areas (DGA) are settlement areas that are outside the delineated built-up area boundary that have been designated in Official Plans. DGA were identified in the Growth Plan, 2006 to accommodate forecasted growth. Chapter 4: Community Area Urban Land Needs Technical Report provides a detailed assessment of the Region's current supply of vacant DGA, active development applications in the DGA, impact of employment area conversions on the DGA, and provides policy recommendations.

The Growth Plan, 2020 requires lands within the DGA achieve an overall density of 50 residents and jobs per hectare in Durham. The following are some of the key findings identified in the Community Area Urban Land Needs Analysis Technical Report:

- The Region currently has 1,190 ha (2,940 ac) of DGA lands that are developed and approximately 4,310 ha (10,650 ac) of DGA lands that are vacant as of 2019. Of the vacant DGA, approximately 51% have been identified as having approved or draft approved development applications.
- As of 2019, the Region's DGA lands accommodate approximately 54,400 residents and jobs and have achieved an average density of 46 people and jobs per hectare. 97% of all housing in the DGA is grade-related (detached, semi-detached, townhouses).
- The recommended DGA density target for the Region is 64 people and jobs per hectare, including Seaton, or 60 people and jobs per hectare for DGA, excluding Seaton. However, the Region is likely to achieve a DGA density of 67 people and jobs per hectare, including Seaton, which is planned to achieve a density of 89 people and jobs per hectare.
- With a DGA target of 64 people and jobs per hectare, Durham is projected to have a shortfall of 737 hectares (1,821 ac) of Community Area land, even with the conversion of 408 hectares of employment land to Community Area. As such, settlement area boundary expansions will be needed to accommodate projected growth. Even more may be required to account for non-developable features (e.g. natural heritage features).
- As of 2019, the Town of Ajax was the only area municipality achieving the 50 people and jobs per hectare Growth Plan target, achieving 56 people and jobs per hectare.

### **Staff Comments on the Community Area Urban Land Needs Technical Report**

Staff have reviewed the Community Area Urban Land Needs Technical Report and feel that a density target of 64 people and jobs per hectare, including Seaton; or 60 people and jobs per hectare, excluding Seaton, is a reasonable target that can be easily exceeded. The report has already identified that approved developments in the DGA are achieving an average density of 67 people and jobs per hectare, including Seaton; and 59 people and jobs, excluding Seaton; and will average 60 people and jobs per hectare by 2051.

The Transit Supportive Guidelines, 2016<sup>1</sup> released by the Ministry of Transportation outlined that a minimum density of 80 residents and jobs per hectare can support frequent transit service, representing one bus every 10-15 minutes. Seaton has been planned to achieve an overall density of 89 people and jobs per hectare. Higher densities within the DGA are also anticipated with the future Courtice PMTSA, which will be required to achieve a density of 150 people and jobs per hectare, and other high density developments located within the DGA, such as Medallion's development on Rossland Road in Ajax, which will achieve an average density well over 80 residents and jobs per hectare. Given the growing trend of higher density development in Durham, the Region should also evaluate alternative aspirational density scenarios in the LNA on the vacant DGA that can be planned to achieve an overall density of 80 people and jobs per hectare beyond 2031. As Seaton has illustrated, this is an achievable target, and can be attained by providing a greater mix of medium and high density housing along corridors. The Region needs to be more ambitious in order to meet the ambitious Growth Plan, 2020 forecast.

### **3. Financial Implications:**

There are no financial implications associated with this report.

### **4. Communication Issues:**

There are no communication issues associated with this report.

### **5. Relationship to the Strategic Plan:**

Leading in our Community

- Goal 1. Advocating for intergovernmental matters important to our community.
- Action 1.2 Actively participate in the Region of Durham's Municipal Comprehensive Review.

### **6. Conclusion:**

The Region of Durham has released the Growth Management Study in four (4) technical reports; which will culminate in the final Land Needs Assessment that is expected by the end of the year. Town staff have reviewed the technical reports and have provided a series of comments on the policy recommendations and findings of the technical reports. The Town strongly urges the Region to evaluate and present various intensification and DGA density scenarios in the final Land Needs Assessment and is open to further discussions on various scenarios. The technical reports have identified that the Growth Plan, 2020, population and employment forecast for Durham Region are aspirational; and equally aspirational intensification and density targets for both community and employment areas is needed in Durham.

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<sup>1</sup> Link to the MTO Transit Supportive Guidelines: <http://www.mto.gov.on.ca/english/transit/pdfs/transit-supportive-guidelines.pdf>

**Attachments:**

ATT-1: Town of Ajax Comments on the Housing Intensification Study and Land Needs  
Assessment Scenarios

ATT-2: Town of Ajax Comments on the Employment Strategy Policy Recommendations

Prepared by:

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Submitted by:

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Approved by:

Shane Baker – Chief Administrative Office

**ATT-1 - Town of Ajax Comments on the Housing Intensification  
Strategy and Land Needs Assessment Scenarios**



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October 13, 2021

Attn: Gary Muller  
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Region of Durham  
605 Rossland Road East, Level 4  
P.O. Box 623  
Whitby ON L1N 6A3

**Re: Growth Management Study - Housing Intensification Study & Land Needs  
Assessment  
Envision Durham – Municipal Comprehensive Review  
Town of Ajax Comments**

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This letter is in response to the Envision Durham – Housing Intensification Study released to the Planning and Economic Development Committee on September 3, 2021 (Report #2021-INFO-94) and the upcoming Land Needs Assessment. Town staff would like to first thank Regional staff for their work to date and engagement with Town of Ajax staff during preparation of the background materials and the Housing Intensification Study.

Town staff participated in the Area Municipal Working Group and separate meetings with Regional staff to review and discuss the methodology and potential intensification sites. Town staff have reviewed the materials and are generally satisfied with the methodology and the findings. Some minor comments on the Housing Intensification Study are identified later in this letter. First, the following comments are on the broader Land Needs Assessment:

Land Needs Assessment: Intensification Scenarios

As the Town has previously identified, intensification has numerous benefits that not only improve the quality of life for residents in the Region of Durham, but can also improve financial sustainability for service delivery throughout the Region. Intensification improves quality of life by reducing traffic congestion and encouraging improved transit and active modes of transportation; revitalizes downtowns to create strong and vibrant Regional Centres that promote economic and cultural growth; preserves prime agricultural land to deliver locally sourced products; and improves air and water quality by preserving natural heritage and hydrological features, among other benefits. It improves financial sustainability by utilizing infrastructure (roads, transit, and water and sanitary services) more efficiently.

Between 2006 and 2019, 47% of all growth in Durham Region has been accommodated through intensification. One of the key findings of the Housing Intensification Study is that “the minimum intensification target of 50% to 2051 is appropriate, can be met, and potentially exceeded.” It should be noted that the intensification target of 50% outlined in the Growth Plan, 2020 is a minimum, and municipalities can plan to strive for additional intensification growth.

The Region-wide Growth Strategy Technical Report confirmed that the Region is aging, with Durham residents in the 75+ cohort expected to grow at an annual growth rate of 3.9%, compared to an annual population growth rate of just 1.9% for the Region. The report identified



that as a percentage of the population, the 75+ cohort is expected to grow from 6% of the total population to 12% by 2041. While the percentage of the total population is doubling, it is important to remember that the Region's total population is also projected to double. By 2051, 143,000 residents are anticipated to fall into the 75+ cohort, up from approximately 39,000 in 2016.

While some residents in this cohort will choose to age in place, many others will require housing options that are smaller, more accessible, have little or reduced maintenance, provide support services, are more affordable, and are located near amenities and transit. High density housing and alternative housing forms in intensification areas will contribute to this growing need.

As the Provincial Policy Statement requires, municipalities are to provide a range and mix of housing options and densities required to meet current and future residents. The Growth Management Discussion paper identified that currently only 13% of housing in the Region is in the form of apartments, illustrating an uneven distribution of housing options in the Region.

The Intensification Study identifies that in order to accommodate a minimum of 50% intensification as required by the Growth Plan, 2020, a minimum of 106,700 units need to be accommodated through intensification in the Built Urban Area. The study further identifies that the Region has a potential supply of 177,700 units that can be constructed through intensification in strategic growth areas and along corridors; representing 83% of the Region's projected growth to 2051.

The Town urges the Region to show leadership and implement a higher intensification target beyond 2031. The Land Needs Assessment should present various intensification scenarios based on varying intensification targets. For example, scenarios could include the Growth Plan, 2020 minimum intensification target of 50%, a scenario illustrating an increased intensification target of 60% beyond 2031, and ambitious intensification target of 80% by 2051. Which the Region's Housing Intensification Study have demonstrated to be achievable from a supply perspective. Each scenario would examine the variation in the amount of community land area needed to accommodate future growth. Each scenario should be presented to Region's Planning and Economic Development Committee and the general public for consultation.

Similar approaches have taken place in other municipalities. For example, the City of Hamilton presented findings for their community area requirements utilizing various intensification rates. The following *Table 3: LNA Results – Community Area Land Need Scenarios* from the City of Hamilton LNA prepared by Lorus & Associates presents the scenarios utilized, and as an example, the variation in land needs specific to Hamilton's growth projections.

**Table 3: LNA Results – Community Area Land Need Scenarios**

Scenario	Intensification Target (%)			Land Need (ha)
	2021 – 2031	2031 – 2041	2041 - 2051	
1. Current Trends	40			3,440
2. Growth Plan minimum	50			2,200
3. Increased Targets	50	55	60	1,640
	(55% average over the period)			
4. Ambitious Density	50	60	70	1,340
	(60% average over the period)			

Source: Lorus & Associates, Land Needs Assessment Technical Working Paper, 2020

Further, a comprehensive consultation strategy to educate the public on the various scenarios was completed, with 70% of responds supporting the Ambitious Density scenario. Similar approaches have also been presented in other municipalities, such as the Region of Halton with increased intensification scenarios ranging between 60-80% beyond 2031.

While some may argue that historically higher density growth has not come to fruition in Durham, it is important to look at the previous barriers that have slowed growth within Strategic Growth Areas and along corridors, such as inadequate servicing (e.g. sanitary) availability, low transit frequency, and market uncertainty; and align them with the recommendations through the MCR and the work underway. The Town supports the policy directions that have been identified through the Municipal Comprehensive Review to prioritize servicing in Strategic Growth Areas and looking beyond the 2051 time horizon to plan for those improvements. Increased intensification will continue to support and benefit improved transit projects in the Region, including the extension and electrification of the GO Lakeshore East Line; and the Durham-Scarborough Bus Rapid Transit system. Finally, as outlined in the Housing Intensification Strategy, the percentage of total housing growth that is high density has been steadily increasing from 8% between 2006 and 2010 to 28% between 2016 and 2020.

Additionally, the Transit Supportive Guidelines, 2016<sup>1</sup> released by the Ministry of Transportation outlined that a minimum density of 80 residents and jobs per hectare can support frequent transit service, representing one bus every 10-15 minutes. As Seaton is planned to meet this density target, the Region should also consider scenarios with new Designated Greenfield Areas achieving a density of 80 people and jobs per hectare.

As the Growth Management Study has identified, the population and employment forecasts for Durham Region are aspirational and will require a significant increase in the regional growth rate if they are to be achieved. Therefore, an equally aspirational intensification and density strategy is needed to achieve the targets. The Town strongly urges the Region to prepare varying intensification and density scenarios, as they are critical for community consultation and illustrating the variation in land needed to accommodate the forecast outlined in the Growth Plan, 2020. The scenarios should be released in the Land Needs Assessment for public consultation.

#### Intensification Study Comments

Overall, the Town is generally satisfied with the methodology applied in the Housing Intensification Study. Staff have worked with the Region and their consultant to identify soft sites and apply the most appropriate typology, in most cases. The following represent minor technical comments regarding the typologies applied in several areas of the Town that differ from previous discussions:

- Harwood Segment 1 under represents the growth potential along this segment, and does not reflect previous comments from the Town. Currently, the Town's Official Plan designates this segment as Midtown Corridor and 200 units had been identified in the Official Plan as the growth potential to 2031. The Town currently has 326 pipeline units in applications along this segment and would be considered high rise and midrise typologies as presented in the study. Earlier iterations presented midrise and high rise typologies north of Mandrake Street, and staff had recommended extending midrise

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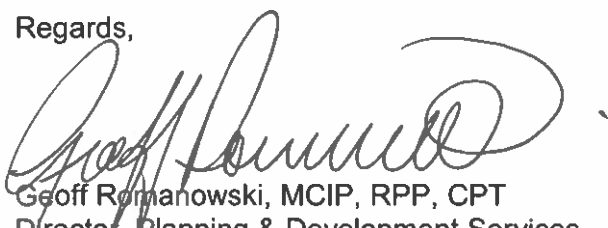
<sup>1</sup> Link to the MTO Transit Supportive Guidelines: <http://www.mto.gov.on.ca/english/transit/pdfs/transit-supportive-guidelines.pdf>

southward to Doric Street to reflect current and anticipated applications. Harwood Segment 1 under represents the growth potential of this corridor and should be updated.

- As identified in the comments submitted April 7, 2020, Pickering Village is identified as an intensification area in the Town's Official Plan; the Town has reviewed and approved applications for mid-rise buildings within this area. Extensive policies have been established to promote intensification, while ensuring balance with the surrounding heritage resources. The Intensification Study identified Pickering Village as Kingston Road Segment 4 and has applied townhouse typologies to the majority of the sites. Previous iterations of the intensification analysis applied mid-rise to a number of sites, which was supported by the Town and is more reflective of the current land-use designations and zoning permissions. Staff feel that there is greater intensification potential in this area, especially given the future BRT along this route, and would like to ensure that this is reflected in any future analysis. Staff are open to further discussions with Regional staff and the consultant to find a balanced approach in this area.
- Previously the Town had identified that typologies should be applied that align with current retail/commercial space to meet the future needs of the Town's residents. The Town supports the application of the 'Nodal Mixed-use' in the Uptown and Ajax MTSA. This considers existing commercial/retail space that will still be needed to support the Ajax residents, but will likely undergo a built-form transition and be accommodated on the ground floor of mixed use buildings. Staff also support its application in the Ajax MTSA where non-residential uses are required to comply with minimum job requirements and support the emerging mixed use community.

Staff continue to review the Employment Strategy and Designated Greenfield Analysis Technical Reports and will respond under a separate submission. Should you have any questions regarding any of the comments outlined above, please contact Sean McCullough, Supervisor, Planning Policy & Research ([Sean.mccullough@ajax.ca](mailto:Sean.mccullough@ajax.ca)).

Regards,



Geoff Romanowski, MCIP, RPP, CPT  
Director, Planning & Development Services  
Town of Ajax, Planning and Development Services

Cc: Colleen Goodchild, Manager Policy Planning & Special Studies, Region of Durham  
Jonah Kelly, Principal Planner, Region of Durham  
Brad Anderson, Principal Planner, Region of Durham  
Sean McCullough, Supervisor, Planning Policy & Research, Town of Ajax  
Stev Andis, Acting Manager of Planning, Town of Ajax

## ATT 2: Town of Ajax Comments on the Employment Strategy

The following are staff's comments on the policy recommendations included in the Employment Strategy completed as part of the Envision Durham Growth Management Study:

Employment Strategy Section	Comment
8.4.2	<p>The recommendation identifies a need to provide stronger direction in the ROP for employment support uses and uses accessory to an Employment Area use. The following are staff's comments on the policy directions related to employment support uses and accessory uses to an employment area:</p> <ul style="list-style-type: none"> <li>• Currently, policy 8C.2.12 in the ROP identifies that limited personal service and retail uses are permitted subject to the specific criteria, such as a maximum individual use size of 500 m<sup>2</sup>. The Proposed Policy Directions Report that was released in March 2021 proposed to allow a broader range of intensive commercial uses along Regional corridors in Employment Areas above what is currently permitted in the ROP related to personal service and retail uses (section 46.10.d)). The proposed policy and definition of 'employment area supportive use' in the Employment Strategy is not very descriptive and does not appear to align with the Proposed Policy Directions Report. As such, staff request that: <ul style="list-style-type: none"> <li>○ the definition in the ROPA be more descriptive and identify the range of permitted uses that are considered employment support uses, and that the definition include personal service;</li> <li>○ the Region establish a separate definition for 'minor retail', and establish limits on minor retail uses (not associated with an industrial use) to a maximum of 10% of the aggregate floor area of a site and limit each retail use to a maximum gross floor area of 2,000 m<sup>2</sup>;</li> <li>○ the Region establish a separate maximum percentage of aggregate floor area of a site for employment supportive uses (restaurants, commercial fitness) that is higher than the recommended 10% for minor retail;</li> <li>○ stronger policy language be established to identify appropriate locations where retail and other employment support uses would be permitted, such as the intersection of major arterial roads, employment area gateway or transition areas.</li> </ul> </li> <li>• In addition to the above, the Town requests that a site specific exemption be provided to allow for additional retail permissions on lands identified by CNR-09 in southeast Ajax. Staff had previously requested that additional retail permissions be provided in southeast Ajax to support the surrounding employment area and community, which is currently void of any retail options within</li> </ul>

	<p>walking distance. This request was also supported by Ajax Council on February 22, 2021 to permit a larger sized grocery store.</p> <ul style="list-style-type: none"> <li>Proposed policy 8C.2.13 identifies that employment supportive uses shall not exceed 10% of the aggregate jobs within an employment area. Staff have concerns with the utilization of jobs to calculate the maximum permitted employment support uses. Ultimately, a Zoning By-law would need to translate this requirement into floor area in order to limit the maximum through zoning.</li> </ul> <p>To avoid this step and to make implementation easier, a maximum percentage of GFA dedicated to the uses should be utilized; instead of utilizing the aggregate jobs to limit the maximum. This provision should also be applied on a site-by-site basis, and not across the employment area.</p> <p>To ensure that traditional employment jobs are provided, the Region could apply a minimum job density, applied on a site-by-site basis, where employment support uses are proposed. Exception 6.18 in the Town's Official Plan utilizes a similar approach, requiring a minimum of 75% of all GFA to be for Prestige Employment uses and a minimum of 37 jobs per hectare across the site. Which has been ultimately translated into a maximum amount of GFA that can be utilized for Retail Stores in the Zoning By-law.</p> <ul style="list-style-type: none"> <li>If the Region proceeds with a jobs approach, the Region should provide standardized jobs to floor area ratios based on job type to area municipalities to guide the application of this policy through development applications. A standalone guideline or document would be preferred to ROP policy in order to recognize shifting jobs to floor area ratios over time.</li> </ul>
8.4.3	<p>The strategy confirms that 2,000 m<sup>2</sup> and above is an appropriate threshold for Major Retail and recommends minor amendments to the definition of Major Retail. The Town supports the recommended definition as it aligns with the Town's Commercial and Employment Lands Review completed in 2020.</p>
8.4.4	<p>The strategy recommends that the ROP be amended to have the Region "strive" to accommodate 50% of employment growth in Employment Areas versus the current policy which identifies that 50% of all employment is "to be" accommodated in employment areas. As the Growth Plan identifies that Major Office is to be directed to urban growth centres, strategic growth areas and MTSA's, staff feel that this is an appropriate recommendation.</p>

8.4.5	<p>The Employment Strategy recommends that the Region set an employment area density target of 26 jobs per hectare.</p> <p>The Town's Commercial and Employment Land Review completed in 2020 identified that the Town had a gross employment density of 28 jobs per hectare (excluding the MTSA). However, the report did recognize that new construction in employment areas was averaging 24 jobs per gross hectare. Recognizing that employment densities can vary greatly across industries, and companies may maintain land for future expansion, any density target should be a goal across the entire employment area. Area municipalities should also be provided with the ability to strive for higher employment densities where deemed appropriate.</p>
8.4.6	<p>The Town has received a number of site plan applications in the Central Ajax Employment Area proposing employment intensification. This has included both new businesses seeking larger spaces and existing businesses consolidating operations; showing that employment intensification is needed both to attract new businesses and retain existing businesses.</p> <p>The Town supports the Region undertaking an Employment Intensification Strategy to assess opportunities and strategies to facilitate further employment intensification. This could include working with local Economic Development teams and existing businesses to support growth. Any strategy should also explore financial tools/incentives to assist in Environmental Site Assessments and site remediation to aid in intensification efforts as the sites often do not comply with the soil and groundwater conditions outlined in the Environmental Protection Act.</p> <p>Looking ahead, policy should also be considered to encourage new development on vacant and/or greenfield employment areas to plan and locate buildings onsite to maximize area for potential future expansion. This could include the preparation of phasing plans to encourage businesses to think ahead in the long term site design.</p>
8.5.2	<p>The Town supports the Region's approach to creating policy to move towards sustainable and innovative design within Employment Areas to reduce greenhouse gas emissions and achieve climate change adaptation and mitigation.</p> <p>Financial incentives should also be considered to support building retrofits and renewable energy within the existing building inventory within Employment Areas to reduce emissions and help them compete on a global level by helping to reduce their operating cost.</p>
8.5.3	<p>The Town supports the Region expanding its monitoring program to track historical land absorption by sector, size and location; employment land supply; accessory and employment support uses; forecast employment growth vs actual employment growth. This information is valuable for long term planning and can be utilized by area municipalities in long term planning and economic development strategies.</p>



8.6	<p>The Town agrees that transitional policies will be required to help guide residential uses and other sensitive land uses located in proximity to employment areas.</p> <p>While staff agree with undertaking a Secondary Plan for the PMTSA as part of the upcoming review of the Town's Official Plan, there are already existing policies in the Ajax GO Transit Station Mixed-Use Area that require mixed-use development proposals to provide a minimum job density and demonstrate that residential uses are compatible with existing surrounding employment uses. If a development proposal complies with the existing Go Transit Station Mixed Use Area policies in the expanded PMTSA area, the Region should allow the consideration of an Official Plan Amendment submitted by a private landowner prior to completion of a secondary plan. This would include the submission of a block plan for the surrounding properties and associated studies to support an Official Plan Amendment if the proposal complies with the existing policies identified in the Ajax GO Station Mixed-use Area designation.</p>

The Town will provide additional, and more detailed comments, once the draft Regional Official Plan Amendment has been released for consultation.

**From:** jigna patel <jigna532@gmail.com>

**Date:** November 24, 2021 at 8:07:19 PM EST

**To:** Bob Chapman, Bobbie Drew, beasleye@whitby.ca, Bill McLean, Brian Nicholson, chair, council@whitby.ca, Dave Barton, Dan Carter, David Pickles, EnvisionDurham , Granville Anderson, Gary Muller, Gord Highet, John Neal, jneal@clarington.net, Joanne Dies, Kevin Ashe, Chris Leahy, lees@whitby.ca, Marilyn Crawford, Mayor Shared Mailbox <mayor@clarington.net>, Don Mitchell, mayor@pickering.ca, michael.bissett@durham.ca, Rick Kerr, Elizabeth Roy, saundersr@whitby.ca, shahids@whitby.ca, Shaun Collier, stedrummjoanne@whitby.ca, tdmariimpietri@oshawa.ca, Ted Smith <tsmith@townshipofbrock.ca>, Wilma Wotten <wwotten@scugog.ca>, Steve Yamada <yamadas@whitby.ca>

**Subject: Envision Durham – Employment Area Conversion Request**

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD:

REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

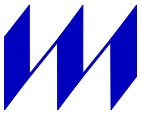
I am a resident of Whitby and I am writing to object to the developer's request to convert these employment lands under the guise of Envision Durham. There is extensive background dating back to 2007 and filed on the Whitby public record.

Whitby Council brought forward a motion at their November 15, 2021 Committee of the Whole meeting, against staff recommendation . There was no community consultation for this motion. It will be tabled for approval at the November 29, 2021 council meeting with strong opposition from residents. There is a new report available "Shaping The Future – Whitby Economic Development Strategy" which also calls for protection of Employment lands (REF: Page 130 <https://whitby.civicweb.net/document/177817>).

Please also note that the rendering included with the developer's correspondence to you is misleading. There is only a tiny portion that has been approved (which conforms to existing employment zoning) for office with ground floor retail and service commercial (1500 jobs). I believe that it is important to retain these employment lands in order to bring more local jobs to existing and future residents of Whitby.

Thank you for taking the time to review my correspondence.

Yours truly,  
Jigna Patel  
Sanjiv Patel



## WESTON CONSULTING

planning + urban design

Planning and Economic Development Department  
Regional Municipality of Durham  
605 Rossland Road East, Fourth Floor  
Whitby, ON  
L1N 6A3

December 1, 2021  
File 8221-1

**Attn: Brian Bridgeman, Commissioner of Planning and Economic Development**

**Re: Region of Durham MTSA Policies  
Response to Report #2020-P-\*\*: Durham Regional Official Plan Amendment #186 to  
establish the policy framework for Protected Major Transit Station Areas  
File: OPA 2021-003**

Weston Consulting is the authorized planning consultant for Canada Mortgage and Housing Corporation Fund (CMHC) who are the beneficial owner of the lands known as 480-534 Fox Street, in the City of Oshawa (the "Subject Property"). This letter is provided on behalf of their administrator CMHC and asset manager Bryton Capital Corp. CMHC is considering the future redevelopment of the subject lands in order to facilitate a form of transit-oriented development in the City of Oshawa, as their lands are within the planned Thornton's Corner MTSA.

### **Purpose**

The purpose of this letter is to provide our input on the Region of Durham Staff Report (#2021-P-\*\*) as it relates to Durham Region Official Plan Amendment (OPA) #186 on Protected Major Transit Station Areas (PTMSA) and the proposed policies. This letter also briefly comments on the Region's Housing Intensification Study Technical Report, which was referenced in the Staff Report and had influence on the Regional OPA #186.

On behalf of CMHC and Bryton, we would like to formally thank you and the rest of the Planning staff for your ongoing time and efforts towards developing the Region's proposed PMTSA (Protected Major Transit Station Area) policies. We are generally supportive of the direction that the Region is taking with the land use designations and permissions for the Thornton's Corner PMTSA. The primary concern of this letter is outlined under the "Thornton's Corner PMTSA Proposed Mapping" section, which expresses concern with the delineation of the boundary for Thornton's Corner PTMSA on Schedule C – Map C-5b.

**Vaughan Office:** 201 Millway Ave., Suite 19, Vaughan, ON L4K 5K8; 905-738-8080

[weston-consulting.com](http://weston-consulting.com)

**Toronto Office:** 268 Berkeley St., Toronto, ON M5A 2X5; 416-640-9917

1-800-363-3558 | F.905-738-6637

## Location of Subject Lands

The subject lands are comprised of four adjacent parcels located on the west side of Fox Street, in the City of Oshawa. The subject lands are located between Gibbs Street, Stevenson Road South, Champlain Avenue/Highway 401, and Thornton Road South. Directly west of the subject lands are the Canadian Pacific Railway tracks, directly north is currently vacant land, east of Fox Street is comprised of retail stores and surface parking areas, and to the south is primarily vacant lands, with Champlain Avenue and Highway 401 further to the south. See Figure 1 below. The subject lands are designated *Compact Mixed-use/ High Intensity Employment and Residential*, require a density minimum of 150 people and jobs per hectare, and require reduced minimum parking requirements, as per the proposed Official Plan policies. We are supportive of this regional direction.



**Figure 1: Aerial Image of Subject lands**

## Housing Intensification Study Technical Report

Through Envision Durham, the Region has been undertaking a Growth Management Study, including a Housing Intensification Study, and an Employment Strategy as components of the Land Needs Assessment. Weston Consulting has reviewed the Housing Intensification Study Technical Report, dated August 2021.

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Several Report sections - *Access and Proximity of Higher-Order Transit, Region of Durham Housing Forecasts*, and, *Intensification Findings* – outline significant Regional growth and intensification goals which can help to be achieved through a future development proposal on the subject lands. The location of the future Thornton's Corner East GO Station abuts the subject property, which provides an opportunity to create a transit-oriented development opportunity in Oshawa. A high-density transit-oriented development on the subject property will help meet Durham Region's housing forecasts to 2051, which commands an annual increase of 7,400 housing units per year across the Region. With MTSA's representing approximately 45% of the Region's total potential intensification supply (Oshawa having 27% of this), and the growth potential of the MTSA's based upon the Growth Plan criteria to achieve a density of at least 150 residents and jobs per hectare, the future redevelopment of the subject property will provide an excellent opportunity for transit-oriented development and will contribute to the Region achieving its growth forecasts.

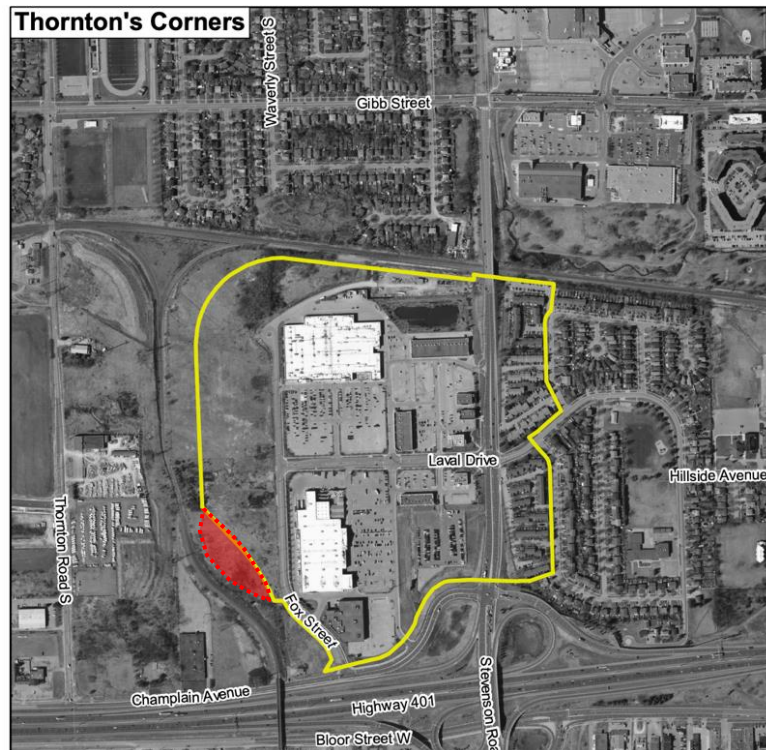
#### **Response to Region of Durham Staff Report, dated December 7, 2021**

We have reviewed the Region of Durham's Staff Report (#2021-P-\*\*), dated December 7, 2021, on the recommended Amendment No. 186. ROPA 186 provides a policy framework to delineate protected major transit station areas (PMTSA), establish a minimum 150 people and jobs per hectare density target for PMTSAs and introduces supporting policies.

Based on the ROPA 186 policies proposed, we are generally in support of their direction. We agree and support the Region of Durham recognizing MTSA's as focal points for higher-density urban development and intensification, which will help the Region achieve its housing unit targets to the year 2051. Furthermore, the incorporation of transit-oriented development within walking distance of planning rapid transit stations will help enable compact dense communities, as outlined in the above policies. Our clients' lands located at 480-534 Fox Street in the City of Oshawa provides a significant opportunity for higher order development due to its close proximity to the proposed Thornton's Corner GO Station. Effective MTSA boundaries will support the ability for the subject property to advance the Region's proposed policies in ROPA 186.

**Thornton's Corner MTSA Proposed Mapping:** From review of Schedule C – Map C-5b – Protected Major Transit Station Areas, the majority of the subject lands are located within the Thornton's Corner PMTSA boundary; however, the south-west portion has been adjusted since the time of our previous comment letter, which was submitted in Q1 of 2021. The proposed adjustment to the delineation to the PMTSA boundary for Thornton's Corners, in comparison to earlier mapping, negatively impacts the development potential of the subject property, limits the ability of the subject property to achieve the Region's intensification and growth forecasts as outlined in the Housing Intensification Technical Report.

The PMTSA delineation leaves out a portion of the subject property between the CP Railway tracks and the PMTSA boundary. To optimize development of the subject property and to avoid fragmentation of the lands, we kindly request an adjustment to the delineation of the PMTSA boundary to be in-line with the existing boundary of the subject property. The Region of Durham Staff report dated December 7, 2021 and Housing Intensification Technical Report provides the vision of the various MTSA's which are to integrate mixed-use developments offering convenient, direct, sheltered pedestrian access from high-density development sites. The subject lands have the opportunity to fulfill the Region's vision by creating a true mixed-use node with access to the future GO station.



**Figure 2: Schedule C: Map C-5B: Thornton's Corner MTSA Boundary**

Through the evaluation of these reports and the proposed Regional MTSA policies, we are of the opinion that these policy directions provide the framework for a mixed-use transit supportive development on the subject property and within the Thornton's Corner PMTSA as a whole. This policy direction would provide more high-density residential and commercial development in an area being with frequent transit service and prioritizes a form of intensification on the subject lands, which would also support the direction of Provincial policies. Ultimately, we are supportive of directions from the Region as outlined above with the exception of the delineation of the boundary for Thornton's Corner PMTSA on Schedule C – Map C-5b.



Please contact the undersigned at extension 266, Scott Plante at extension 286, or Alyson Naseer at extension 278 should you have any questions or require any additional information.

Yours truly,

**Weston Consulting**

**Per:**



Martin Quarcoopome, BES, MCIP, RPP  
Senior Associate

cc. Bryan McWatt, Bryton Capital Corp.

大成 DENTONS

Mary Ellen Bench  
Counsel

maryellen.bench@dentons.com  
D +1 416 863 4724

Dentons Canada LLP  
77 King Street West, Suite 400  
Toronto-Dominion Centre  
Toronto, ON, Canada M5K 0A1

dentons.com

December 1, 2021

File No.: 127446-628

Delivered Via E-mail: [Colleen.Goodchild@durham.ca](mailto:Colleen.Goodchild@durham.ca)  
and to [clerks@durham.ca](mailto:clerks@durham.ca)

Ms. Colleen Goodchild  
Manager of Policy Planning and Special Studies  
Region of Durham  
605 Rossland Road East  
Whitby, Ontario  
L1N 6A3

Dear Ms. Goodchild:

**Re: Preliminary Comment Letter  
Durham Region Draft Amendment No. 2021-003 to the Regional Official Plan, Proposed  
MTSAs and Housing Intensification Study**

We are counsel for Canadian National Railway Company ("CN"), with respect to the above noted matter. We are writing to you further to the letter from WSP Canada Inc. dated September 30, 2021. Thank you for this opportunity to provide feedback concerning this matter.

As you are aware, there is a growing provincial emphasis on promoting the movement of people and goods by rail and integrating multimodal goods movement into land use and transportation system planning. The economic function and long-term operation of rail systems must be protected, where development is to occur within the vicinity of rail facilities, as stated by Provincial Policies. Additionally, sensitive land uses must be appropriately designed, buffered, and/or separated from rail facilities. The 2020 Provincial Policy Statement (the "PPS") requires that sensitive land uses be planned and developed to avoid major facilities, which by definition includes rail facilities. Where avoidance is not possible, the PPS requires that the development minimize and mitigate potential adverse effects from odour, noise and other contaminants.

The Ministry of the Environment, Conservation and Parks' D-6 Series Guidelines (the "**D-Series Guidelines**") provides guidance on ensuring land use compatibility between industrial and sensitive land uses. In the D-Series Guidelines, rail yards are classified as a Class III Industrial Facility, due to their scale, sound profile and continuous operations. As such, it is recommended by the D-Series Guidelines that no incompatible development should occur within 300 metres of a Class III Facility. As you may be aware, it is important to note that CN is federally regulated and is not subject to any provincial Environmental Compliance Approval requirements.

The Oshawa Rail Yard operates on a 24/7 basis, and is located within the Region of Durham ("**Durham Region**" or "**Region**"). Operations at the Oshawa Rail Yard, include but are not limited to:

Fernanda Lopes & Asociados ► Guevara & Gutierrez ► Paz Horowitz Abogados ► Sirote ► Adepetun Caxton-Martins Agbor & Segun ► Davis Brown ► East African Law Chambers ► Eric Silwamba, Jalasi and Linyama ► Durham Jones & Pinegar ► LEAD Advogados ► Rattagan Macchiavello Arocena ► Jiménez de Aréchaga, Viana & Brause ► Lee International ► Kensington Swan ► Bingham Greenebaum ► Cohen & Grigsby ► Sayarh & Menjra ► For more information on the firms that have come together to form Dentons, go to [dentons.com/legacyfirms](https://www.dentons.com/legacyfirms)

NATDOCS\59546376\V-4

- Operation and idling of diesel locomotives and trucks;
- 24 hour per day artificial lighting;
- Loading, unloading, and switching of rail cars;
- Bulk transfer of cargo, including dangerous goods; and,
- Various activities related to the maintenance and repair of rail and other equipment.

The Oshawa Rail Yard is the only freight rail yard/CN facility located within Durham Region. This facility supports the use and activities at the General Motors plant within proximity of the yard, as the General Motors plant has rail access to the north and west of the facility. The freight rail yard is an important component of the overall Durham Region economy and should be protected from encroachment by sensitive land uses, in line with provincial policies.

The nature of the operations at the Oshawa Rail Yard, and their associated noise and other emissions, are wholly incompatible with sensitive uses. No sensitive use should be permitted within 300 metres of the rail yard. Further, the coordination of land uses along railway corridors poses a unique set of challenges. The Federation of Canadian Municipalities and the Railway Association of Canada Guidelines for New Developments in Proximity to Railway Operations (the “**FCM-RAC Guidelines**”) recommends that Approval authorities, such as municipalities, take a proactive approach to identifying potential land use conflicts. By ensuring that the Oshawa GO Station is not considered a Major Transit Station Area (“**MTSA**”), Durham Region can mitigate conflict.

Based on the above, the below are CN's comments regarding the delineated Protected MTSA in the draft Regional Official Plan Amendment (“**ROPA**”).

#### **1. Support for the removal of the existing Oshawa GO Station as a Protected MTSA**

Section 8A.2.8 at the draft ROPA 2021-003 does not propose that the existing Oshawa GO Station be delineated as a MTSA.

MTSAs are intended to create important transit network connections, integrate various modes of transportation, and accommodate an intensive concentration of places to live, work, shop or play.

The Oshawa GO Station is directly abutting a major facility, being the Oshawa Rail Yard, which is not compatible with sensitive land uses such as residential development. Sensitive land uses within proximity of the major facility can be impacted by potential adverse effects from odour, noise, and other contaminants, resulting from the daily operations of the facility. The presence of these potential adverse effects, diminishes the Region's ability to achieve the intent for the MTSA, at this specific station. Additionally, the PPS provides direction that major facilities and sensitive land uses should be planned and developed in order to avoid each other, and only where avoidance is not possible, should alternatives, such as mitigation and a series of Policy tests be considered prior to the introduction of the sensitive use.



Through not delineating the Oshawa GO Station as a MTSA, the Region is demonstrating consistency with the PPS, as the Durham Region also noted that avoidance is not possible in this location and there are other, more appropriate, locations for MTSA's within the Region.

## **2. Support for the findings of the Durham Region's Housing Intensification Study (2021)**

CN recognizes the importance of, and supports the Region's Housing Intensification Study, which found that there are multiple locations within Durham Region that are suitable for housing intensification. However, CN does not believe that development related to housing intensification around the Oshawa GO Station is appropriate for the reasons previously stated.

Additionally, CN recommends that land use compatibility considerations that reflect the policies of the PPS should be incorporated into the intensification assessment for lands within the Region, in order to be in accordance with Provincial Policies.

We look forward to continuing to work with the Region throughout this process, in order to ensure that municipal growth objectives are achieved in a way that protects the rail industry..

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

Yours truly,

Dentons Canada LLP

DocuSigned by:

*Mary Ellen Bench*

50FD4EBF1970402...

Mary Ellen Bench  
Counsel

MB/kv

Copy: Client

From: On Behalf of DOMINIC VETERE  
Sent: November 30, 2021 4:44 PM  
To: Clerks <Clerks@durham.ca>  
Subject: Courtice land conversion

If you don't mind, I would like to take a few minutes of your time to share my thoughts on this process and how it relates to our business and land.

We have been running the family business from this location since 1967. We have grown with the community and seen many changes.

Our facility sits on the property south of the CP tracks and we have approximately 42 acres landlocked on the north side of the CP tracks. As the company is managed at this time, this area is an integral part of our business.

With Metrolinx extending GO service through Courtice in the next number of years, our crossing may become very problematic. If at some point, we could no longer use it for access to the 42 acres it would be very difficult to run our business the way we do now. With some time, we could change up our business model and run the company form south of the tracks.

Unless there was demand/use for this land, we would have no incentive to give up the crossing and land beyond. With the possibility of a residential re designation, I thought the timing could be right to work towards giving up that section of land and moving the business forward as my two kids are presently active in the business. Otherwise we will need to keep the crossing open and run the auto recycling yard indefinitely on this portion of land.



From: Ann Robertson <samson.ann@gmail.com>  
Sent: Tuesday, November 30, 2021 10:15 PM  
To: EnvisionDurham <EnvisionDurham@durham.ca>  
Subject: Envision Durham – Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD:

REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

I am a resident of Whitby and I am writing to object to the developer's request to convert these employment lands under the guise of Envision Durham. There is extensive background dating back to 2007 and filed on the Whitby public record. Whitby Council brought forward a motion to convert this employment land and passed it (5-3) on November 29, 2021. There was no community consultation for this motion and no consideration for Whitby Staff recommendation or Regional staff recommendation.

There has always been strong opposition from the public regarding this matter. There is a new report available "Shaping The Future – Whitby Economic Development Strategy" which also calls for protection of Employment lands (REF: Page 130 <https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwhitby.civicweb.net%2Fdocument%2F177817&data=04%7C01%7Cenvisiondurham%40durham.ca%7C34b1cc7122b34995d8de08d9b478c78c%7C52d7c9c2d54941b69b1f9da198dc3f16%7C0%7C0%7C637739253660228050%7CUnknown%7CTWFPbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=sOrM9WgpyZx60A%2BN2eZgX86tWiW5H27%2BFvqBLweYxNE%3D&reserved=0>).

Please also note that the rendering included with the developer's correspondence to you is misleading. There is only a tiny portion that has been approved (which conforms to existing employment zoning) for office with ground floor retail and service commercial (1500 jobs). I believe that it is important to retain these employment lands in order to bring more local jobs to existing and future residents of Whitby. Thank you for taking the time to review my correspondence.

Yours truly,  
Ann Robertson



**From:** Reya Singh <reya.d.singh@gmail.com>  
**Sent:** Tuesday, November 30, 2021 2:10 PM  
**To:** EnvisionDurham <EnvisionDurham@durham.ca>  
**Subject:** Envision Durham – Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD: REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

I am a resident of Whitby and I am writing to object to the developer's request to convert these employment lands under the guise of Envision Durham. There is extensive background dating back to 2007 and filed on the Whitby public record. Whitby Council brought forward a motion to convert this employment land and passed it (5-3) on November 29, 2021. There was no community consultation for this motion and no consideration for Whitby Staff recommendation or Regional staff recommendation. There has always been strong opposition from the public regarding this matter. There is a new report available "Shaping The Future – Whitby Economic Development Strategy" which also calls for protection of Employment lands (REF: Page 130 <https://whitby.civicweb.net/document/177817>).

Please also note that the rendering included with the developer's correspondence to you is misleading. There is only a tiny portion that has been approved (which conforms to existing employment zoning) for office with ground floor retail and service commercial (1500 jobs). I believe that it is important to retain these employment lands in order to bring more local jobs to existing and future residents of Whitby. Thank you for taking the time to review my correspondence.

Yours truly,  
Reya Singh

**From:** Patrick Forbes <patrickforbes@mac.com>  
**Sent:** Tuesday, November 30, 2021 12:39 PM  
**To:** EnvisionDurham <EnvisionDurham@durham.ca>  
**Cc:** Council Internet <council@whitby.ca>  
**Subject:** Envision Durham – Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD: REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

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Yours truly,

No trees were harmed in the posting of this message...however an extraordinarily large number of electrons were horribly inconvenienced.

Patrick Forbes  
121 Lafayette Boulevard  
Whitby, Ontario  
L1P 1S4  
H: 905-233-4607  
C: 289-404-9665

From: ROBERT THOMSON <raskthomson@rogers.com>  
Sent: Tuesday, November 30, 2021 8:07 PM  
To: EnvisionDurham <EnvisionDurham@durham.ca>  
Subject: Envision Durham – Employment Area Conversion Request

I recently heard that five elected members of council sold us out last night, without public consultation: Mitchell, Leahy, Yamada, Drumm and Lee.

Why would anyone vote to fit more than 50 thousand more people into this space. Are they getting a kick back on pushing this through?

South Whitby doesn't have the roadways to support this high density. Victoria already gets backed up when the highway is busy. Hopefully clearer heads will veto this at the Envision Durham meeting on December 7th.

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD: REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

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<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwhitby.civicweb.net%2Fdocument%2F177817&data=04%7C01%7Cenvisiondurham%40durham.ca%7C833e403a45bb4f919b7b08d9b466f4d1%7C52d7c9c2d54941b69b1f9da198dc3f16%7C0%7C0%7C637739177131385750%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCi6Mn0%3D%7C3000&data=p9iMKOFBrnG%2Foq9VQVVJp6JKqATy6tt1PAHyAzpOZig%3D&reserved=0>).

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Yours truly,  
A very concern tax paying and active voting member of the Town.

Sent from my iPhone

**From:** Christopher Bahadur <ccbahadur@gmail.com>  
**Sent:** Wednesday, December 01, 2021 9:19 AM  
**To:** EnvisionDurham <EnvisionDurham@durham.ca>  
**Cc:** Christopher Bahadur <ccbahadur@gmail.com>  
**Subject:** Envision Durham – Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD: REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

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Yours truly,  
Christopher Bahadur

**From:** Dar <darrtanner@gmail.com>

**Sent:** Tuesday, November 30, 2021 7:38 PM

**To:** EnvisionDurham <EnvisionDurham@durham.ca>

**Subject:** Envision Durham – Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD: REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

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Yours truly,

**From:** Sharon Johnston <mapaj2000@yahoo.ca>  
**Sent:** Wednesday, December 01, 2021 7:35 AM  
**To:** EnvisionDurham <EnvisionDurham@durham.ca>  
**Subject:** Envision Durham – Employment Area Conversion Request

PLEASE WOULD YOU ENSURE THAT THESE COMMENTS ARE ADDED TO THE PUBLIC RECORD: REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Ecoplace, Nordeagle (recent correspondence to you from Bousfields Incorporated on behalf of the developer).

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Yours truly,  
Sharon Johnston





# The Regional Municipality of Durham

## Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: #2021-P-25  
Date: December 7, 2021

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**Subject:**

Envision Durham – Recommendations on Employment Area Conversion Requests, File D12-01, OPA-2021-003

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**Recommendation:**

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

- A) That the following Employment Area conversion requests be endorsed so as to enable Protected Major Transit Station Areas through Regional Official Plan Amendment (OPA-2021-003) and the new Regional Official Plan:
  - i) CNR-03, CNR-21, CNR-22 and ADD-01 in the Town of Ajax; and
  - ii) CNR-11, CNR-26, CNR-37, CNR-41 (lands within the existing Urban Area Boundary only) in the Municipality of Clarington.
- B) That the following Employment Area conversion requests be endorsed and advanced through Envision Durham, and reflected in the land budget being prepared through the ongoing Land Needs Assessment, to be implemented as part of the new Regional Official Plan:
  - I. In the Town of Ajax:
    - a) CNR-04;
    - b) CNR-09 so as to allow for a grocery store;

- c) CNR-15;
    - d) CNR-19;
    - e) CNR-33; and
    - f) ADD-02.
  - II. In the Township of Brock:
    - a) CNR-01;
    - b) CNR-32; and,
    - c) ADD-03 subject to site specific servicing policies and conditions.
  - III. In the Municipality of Clarington:
    - a) CNR-27; and,
    - b) CNR-40 for the lands north of the proposed Townline Road extension only.
  - IV. In the City of Oshawa:
    - a) CNR-18;
    - b) CNR-45; and,
    - c) CNR-46.
  - V. City of Pickering:
    - a) CNR-10.
- C) That the remaining Employment Area conversion requests, outside those referenced in A) or B), not be supported; and
- D) That a copy of this report be forwarded to Durham's area municipalities, Indigenous communities, conservation authorities, the Building Industry and Land Development Association, Durham Region Homebuilders Association, agencies and service providers that may have an interest in where and how long term growth in the region is being planned for (school boards, hospitals, utility providers, as specified in Appendix 3), the Ministry of Municipal Affairs and Housing, the Envision Durham

Interested Parties List, and any persons that have made a submission for an Employment Area conversion request.

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**Report:****1. Purpose**

- 1.1 The purpose of this report is to present Regional Planning staff's recommendations on Employment Area conversion requests being considered through Envision Durham, and to seek Council's endorsement on the recommended conversions.
- 1.2 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 (PPS), the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan (ROP), and Council's Strategic Plan.
- 1.3 Both the PPS and the Growth Plan require the Region to plan for and protect Employment Areas for appropriate employment uses over the long term. This includes protection against incompatible uses by prohibiting residential uses and prohibiting and/or limiting other sensitive land uses within Employment Areas. Provincial policy allows the Region to consider the conversion of Employment Areas to non-employment uses through a Municipal Comprehensive Review, subject to demonstrating that a number of conditions and criteria have been met.
- 1.4 The Provincial requirements for considering Employment Area conversions, along with consideration for local conditions and priorities, form the Guiding Principles and Evaluation Criteria (the "Criteria") which were endorsed by Regional Council in June of 2020 (see Appendix 1). The conversion requests have been carefully reviewed against the Criteria by the consultant for the Growth Management Study and reported on through the Employment Strategy Technical Report. Staff's recommendations consider the outcome of that review, additional input from the area municipalities and proponents, and the policy framework to protect and preserve Employment Area lands.

**2. Background**

- 2.1 Envision Durham is currently in Stage 3 ("Direct"). This stage of the project is intended to identify the key proposed policy directions for moving forward with the preparation of a new Regional Official Plan.

- 2.2 As a key component of Envision Durham, a Growth Management Study (GMS) is being completed over two phases. To aid in the completion of the GMS, the Region retained the consulting services of Urban Strategies Inc. and Watson & Associates Economists Ltd.
- 2.3 Phase 1 of the GMS focuses on the completion of a Land Needs Assessment (LNA). The LNA is a detailed review of the Region's land base to determine how much of the Growth Plan's forecasted population and employment for Durham Region can be accommodated within existing urban areas, in the built-up area, and within the designated greenfield area. Recommendations on requests for conversion of lands currently designated as Employment Areas to non-employment uses is being considered as part of Phase 1 of the GMS. The completion of this stage is an important step for determining overall urban land need.
- 2.4 In June of 2020 Regional Council endorsed a set of Criteria (see Report #2020-P-11) to evaluate requests for Employment Area conversion. The Criteria serve as a lens which together with an evaluation of local conditions and Regional context, have informed staff's recommendations.
- 2.5 A total of 48 Employment Area conversion requests were received, two of which were subsequently withdrawn. In several cases, proponents have revised their submissions and have met with Regional staff to discuss their requests. Each request was assigned a number in chronological order from the date the submission was received with the prefix "CNR" (meaning "Conversion Request").
- 2.6 The submission packages for Employment Area conversion requests were circulated to the affected area municipalities in the fall of 2020. As of the date of the writing of this report, municipal Council positions on conversion requests were received by all municipalities except Whitby Council which will be dealing with their requests at the November 29, 2021 Council meeting. There were no conversion requests received within the Township of Uxbridge.
- 2.7 A detailed site by site evaluation was completed by the Region's GMS consultant team over the summer of 2021. Their recommendations to the Region on Employment Area conversion requests are outlined in the Employment Strategy Technical Report, which was released for public review and comment on September 24, 2021 (see Report #2021-INFO-97).
- 2.8 Planning staff continues to advance the designation of Protected Major Transit Station Areas (PMTSAs). On September 7, 2021 the Regional Planning and

Economic Development Committee hosted a Statutory Public Open House related to the proposed policies and delineations for PMTSAs. Two proposed PMTSAs include lands that are currently designated as Employment Areas in the ROP.

- 2.9 The PMTSA designation and associated land use permissions will allow higher density residential and mixed-use development to support Transit-Oriented Development. Accordingly, lands currently designated as Employment Areas in the ROP, but are being planned for a PMTSA designation, require an Employment Area conversion.
- 2.10 The recommended Amendment to implement the policy framework and delineations of PMTSAs is also being included for consideration at the December 7, 2021 meeting of Planning and Economic Development Committee.

### **3. Previous Reports and Decisions**

- 3.1 A list of previous reports and decisions is provided in Appendix 2.

### **4. Employment Strategy Technical Report Recommendations on Employment Area Conversion Requests**

- 4.1 The Employment Strategy Technical Report was released on September 24, 2021 (see Report [#2021-INFO-97](#)). Among other matters, the report provides the GMS consultant team's recommendations on areas they view as appropriate for Employment Area conversion based on the Criteria.
- 4.2 The consultant's recommendations on Employment Area conversion requests can be grouped into three categories:
  - a. Recommendations related to 45<sup>1</sup> conversion requests, of which the following 16 requests were recommended for conversion: CNR-01, 03, 04, 10, 11, 15, 18, 21, 22, 26, 27, 33, 37, 41, 45, 46;
  - b. Recommendations for areas within the boundary of a proposed Protected Major Transit Station Area: ADD-01 (Ajax);
  - c. Recommendations for additional areas identified by the consultant team in consultation with Regional staff as appropriate for conversion: ADD-02 (Ajax), ADD-03 (Brock).

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<sup>1</sup> A late submission (CNR-48) was made in January of 2021. This submission was not evaluated by the GMS consultant team as part of the Employment Strategy Technical Report, but has been considered by Regional staff, as discussed later in this report.

- 4.3 The total land area associated with the recommended conversions contained in the Employment Strategy Technical Report is approximately 375 hectares.
- 4.4 Staff have reviewed the analysis and recommendations on Employment Area conversions prepared by the GMS consultant team. Regional Planning staff have used this information to further evaluate the requests and concur that the 16 areas identified above in Paragraph 4.2 are appropriate for conversion.
- 4.5 The GMS consultant team did not recommend the conversion of Employment Areas outside of the areas identified in Paragraph 4.2.

## **5. Additional consideration of Employment Area conversion requests**

- 5.1 Since the release of the Employment Strategy Technical Report, 24 submissions have been received in response to the consultant team's recommendations on Employment Area conversion requests. Many of the submissions provided additional rationale and asked that the consultant's position be reconsidered. Staff's consideration of each submission is provided in Attachment #1.
- 5.2 Through late October and early November 2021 Regional Planning staff met with staff from the Township of Brock, the City of Oshawa, the Town of Ajax, the Municipality of Clarington, the Town of Whitby, and the City of Pickering. Staff also attended meetings with development proponents who had requested a meeting, to further discuss their conversion requests.
- 5.3 Based on the information received, Regional Planning staff are recommending that an additional four sites be endorsed for conversion, and provide the following information:

### **CNR-09, Town of Ajax**

- 5.4 CNR-09 applies to a 1.3 hectare portion of vacant land on the south side of Bayly Street, east of Shoal Point Road (see Attachment #2)<sup>2</sup>. The vacant piece is part of a larger 3.05 hectare parcel that is currently the subject of a draft plan of subdivision application to permit a medium density residential (townhouse) development. A future north-south local road (Clayton Road) would abut the site. The site is at the western edge of the employment area, with frontage along Bayly Street which is designated as a Regional Corridor (see Attachment #7).

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<sup>2</sup> This request is also adjacent to CNR-31 and CNR-34 which proposed a mix of residential and retail uses. These requests have not been recommended.



- 5.5 The Town of Ajax evaluated this request and provided its position that it could support the development of a larger sized grocery store. The proposal for a grocery store would constitute a Major Retail use, which requires an Employment Area conversion. There are relatively few food stores in the south end of Ajax, and there is a lack of suitably sized and appropriately designated sites available to permit this type of use.
- 5.6 Staff have evaluated the request against the Council approved criteria, with further consideration being applied to local context and conditions, and do not have a concern with the conversion request to permit a grocery store.

#### **CNR-19, Town of Ajax**

- 5.7 CNR-19 applies to an irregular wedge-shaped, 3.8 hectare vacant parcel of land that fronts onto Salem Road North, Spitty Road and Penn-Gaskell Drive (both local roads) as shown on Attachment #2. The grade of the site falls from north to south. On the opposite side of Salem Road is a condominium townhouse development containing over 100 units (see Attachment #8). To the north, on the opposite side of the CPR line are stable residential neighbourhoods. On the opposite side of Spitty Road are extensive community-oriented uses, including a double high school complex of Notre Dame Catholic Secondary School and J. Clarke Richardson Collegiate. Lands to the south are currently vacant. The Town of Ajax generally supported CNR-19, subject to a number of conditions.
- 5.8 Staff have reviewed and considered the most recent submission (as summarized in Attachment #13) from the proponent which provides additional rationale and responds to the evaluation contained in the Employment Strategy Technical Report.
- 5.9 The subject site is between two existing sensitive land uses (two high-schools to the west) and residential uses on the east side of Salem Road. Through the development of the subject site and the adjacent lands, an appropriate and compatible edge condition can be provided along Spitty Road.
- 5.10 Based on the above, and provided Regional Council agrees to the conversion of the Employment Area lands north of Rossland (ADD-02), staff do not have a concern with this conversion request.

#### **CNR-32, Brock Township**

- 5.11 CNR-32 applies to a 4.3 hectare parcel of land located in the Beaverton Urban

Area, as shown on Attachment #5. Lands to the west and north are under the same ownership and subject to a draft approved residential plan of subdivision. Lands to the east are vacant and are designated as Employment Areas. Lands to the south are outside of the Urban Area Boundary. Brock Township supported CNR-32.

- 5.12 The subject lands are partially designated Employment Areas and partially designated as Living Areas (see Attachment #9).
- 5.13 When comparing Schedule 'A' of the ROP and Map 1A of the Brock Official Plan, the Region's Employment Area designation generally falls further east than the designated boundary in the Brock Official Plan. Aligning the Employment Areas designation with the eastern property line of the subject property maintains the intent of the ROP designations provided on Schedule 'A'.
- 5.14 As the conversion request is limited in size and at the edge of the broader Employment Area, staff do not have a concern with this conversion request.

#### **CNR-40, Municipality of Clarington**

- 5.15 CNR-40 applies to an approximately 36.8 hectare parcel of land located north of Highway 401, east of Townline Road, and west of Robinson Creek (see Attachment #4). These lands, together with lands to the north, are subject to an ongoing Secondary Plan Process (Southwest Courtice Secondary Plan). The Employment Area conversion request was prepared and submitted by the Municipality of Clarington with support from members of the landowners' group.
- 5.16 Several submissions were received requesting reconsideration of recommendations in the Employment Strategy Technical Report. Regional Planning and Clarington Planning staff met to discuss the local context, the ongoing Secondary Plan process, and the merits of the conversion request.
- 5.17 As currently designated, the Employment Areas designation directly abuts future residential lands, and includes an awkwardly shaped dividing line between the two designations. The extension of Townline Road will bisect the lands subject to CNR-40 (see Attachment #10).
- 5.18 Lands south of the Townline Road extension will be bounded by, or adjacent to Highway 401 and the CP rail line. A future Highway interchange may also be required. In staff's view these lands are not well suited for residential uses and have not been recommended for conversion. The opportunity remains to provide

employment uses that are better suited and more compatible with this context.

- 5.19 Based on the above, Regional Planning staff are of the view that the east-west component of the Townline Road Extension represents a logical boundary between the employment and residential areas and is supportive of the Employment Area conversion request for the lands north of the future extension only. Due to compatibility concerns associated with Highway 401, the CPR line, and a potential future highway interchange, it is recommended that the lands south of the Townline Road extension remain designated as Employment Areas.

**CNR-48, Municipality of Clarington (received January 2021)**

- 5.20 CNR-48 is a request for an Employment Area conversion to permit a residential development and protected open space on a 19.1 hectare site (see Attachment #4). This request was received later in the evaluation process and was not included in the Employment Strategy Technical Report, but has been considered by Regional staff.
- 5.21 These lands are located within proximity to the Darlington Nuclear Generating Station (DNGS), within an area known as the Automatic Action Zone. Separate correspondence received from both the Canadian Nuclear Safety Commission and Ontario Power Generation, in response to the Envision Durham Proposed Policy Directions Report, indicates they are not supportive of new residential or sensitive land uses within proximity (3 kilometres) of the DNGS. Reference to PPS policies which seek to separate major facilities and sensitive land uses was also provided.
- 5.22 In addition, although the site appears to be designated as “Employment Areas” in the Region’s Official Plan, it is designated as “Environmental Protection” and “Community Park” in the Clarington Official Plan, so as to protect a drumlin located on the property. Regional Planning staff do not recommend this conversion request.

**Additional Area 2 (ADD-02)**

- 5.23 The Employment Strategy Technical Report identified roughly 40 hectares of land located within the Carruthers Creek Employment Area which are occupied by a host of existing and approved community related and sensitive uses as appropriate for conversion. This area (identified as ADD-02) is north of Rossland Road East, east of Harwood Avenue, west of Spitty Road and south of the CP Rail line (see Attachment #2).

- 5.24 Lands within ADD-02 includes J. Clarke Richardson Collegiate, Notre Dame Catholic Secondary School, the Pickering Christian School, the site proposed for the new Grandview Children's Centre, multiple places of worship, a rugby field, a commercial plaza, a Montessori School, and a limited number of existing residences on smaller parcels. Also within ADD-02, is a parcel of land that is the subject of a recent Minister's Zoning Order (O. Reg 430/20) which permits a long-term care facility and a retirement home.
- 5.25 The character of existing and planned uses within ADD-02 are most appropriately suited for Community Area uses. The proposed conversion of this area will allow the Town of Ajax to put in place local designations and policies that would support a comprehensive approach to land assembly, intensification and compatible mixed-use development, including a mix of employment related and residential uses. Conversion requests CNR-15, and CNR-33 are supported by Ajax, and CNR-04 represents a similar opportunity (see Attachment #11).
- 5.26 Staff's analysis of ADD-02 also notes that there is very limited potential for future Employment Area uses on the remaining fragmented parcels. Based on the above, staff recommends the conversion of lands within ADD-02.

#### **Total Land Area Recommended for Employment Area Conversion**

- 5.27 In addition to the 375 hectares of land recommended for Employment Area conversion by the GMS consultant team, Regional staff through its further evaluation of conversion requests, is supportive of the conversion of an additional 21 hectares. This brings the overall land area recommended for conversion to 396 hectares. This figure could slightly vary depending on the detailed and final alignment of the Townline Road East Extension as it relates to CNR-40 in the Municipality of Clarington.

#### **Further Evaluation of all other Conversion Requests**

- 5.28 As previously noted, several additional submissions were received requesting a reconsideration of the recommendations related to specific conversion requests in the Employment Strategy Technical Report.
- 5.29 Staff have considered all new submissions, including any new information or rationale that was provided. In summary, staff believe that the consultant's recommendations on the balance of the conversion requests should be maintained and that these remaining conversion requests not be supported. A Table summarizing staff's recommendations on all conversion areas is provided in

Attachment #1 and is also visually illustrated on maps contained in Attachments #2 through #6. A detailed summary of the recent submissions in response to the Employment Strategy Technical Report<sup>3</sup>, along with staff's response is provided in Attachment #13.

- 5.30 There are several employment conversion requests that have not been recommended by Regional planning staff despite a local staff and/or Council position in favour of converting the lands. The below sections of the report summarize the areas where Regional staff's recommendations differ from a local staff and/or Council position.

**CNR-07, Town of Ajax, Salem/Kerrison**

- 5.31 Ajax Council supported the conversion of these lands to allow for a mixed-use development including residential uses. The subject lands are in proximity to the Ajax Uptown Regional Centre. Regional staff view this site as large, vacant, serviced, regularly shaped and suitable for employment uses. The boundary between the Regional Centre designation and the surrounding Employment Area is already defined by Ringer Road and the planned extension of Ringer Road across the southern boundary of the subject site. Immediately south of Ringer Road are the rear loading areas of a Home Depot retail warehouse and a Wal-Mart. The lands to the west east contain a large distribution warehouse (Gordon Food Service Distribution Centre) while lands to the north-east contain a large Amazon distribution warehouse. The introduction of residential uses on this site would raise compatibility concerns and would cause the encroachment of residential and sensitive land uses into the broader developing Employment Area.

**CNR-20, Town of Ajax, Beck Crescent/Chambers Drive**

Ajax Council supported the conversion of these lands to permit a mixed-use development, including residential uses. The subject lands proposed for conversion is a vacant portion of a larger 3.36-hectare parcel which is proposed for a hotel and banquet facility. The broader employment area is stable, largely built and occupied, and located strategically just off the Highway 401 interchange at Salem Road. Lands directly to the west include single storey industrial uses. The introduction of residential uses south of Chambers Drive would encroach into

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<sup>3</sup> A summary is provided in Attachment #13 of all comments received on the Employment Strategy Technical Report related to site specific conversion requests. Comments received on the Employment Strategy Technical Report related to other topics in the report such as Employment Area Land Need and Employment Area policy recommendations will be summarized and addressed at a future date.

this Employment Area and could set a precedent for further encroachments south of Chambers Drive.

#### **CNR-06, Town of Whitby, Nordeagle**

- 5.32 At its Committee of the Whole meeting on November 15, 2021, the Town of Whitby supported the conversion of these lands. Whitby Council will formalize the Town's position at its scheduled meeting on November 29, 2021, which follows the release of this report. The subject lands are located in proximity to a highway and a rail corridor, with frontage onto Victoria Street West. Directly to the east, approvals are in place for a mixed-use development including residential and office uses, and are part of the Whitby PMTSA. The subject site (the "west lands") surrounds an existing employment use building currently occupied by SNC-Lavalin and Aecon. An existing local road (Montecorte Street) serve as a primary truck access route to a large Sobeys distribution warehouse directly to the north.
- 5.33 The site does not appear to be constrained for employment uses. Rationale provided by the proponent includes that the conversion is required to provide for a school site to support the "east lands", and future development in the Whitby PMTSA. The subject site is sufficiently large, serviced, and viable for employment purposes. The site is also of sufficient depth to accommodate on site screening, setbacks, and landscaping to allow for employment uses.
- 5.34 At the time of authoring this report, four separate pieces of correspondence had been received objecting to this conversion request.

#### **CNR-39, City of Oshawa, Ritson Road and Bridle Road**

- 5.35 The proposed conversion would re-designate the subject lands to permit a mix of residential, commercial and retail uses. The subject lands are north of Winchester Road, south of the hydro corridor/Highway 407 and west of Ritson Road. Oshawa Council supported the conversion in the context of the broader Employment Area south of Winchester Road also being converted. The broader Employment Area lies east of the Windfields Regional Centre. Based on the location of the Employment Area in proximity to Highway 407 and the Simcoe Street interchange, it is not recommended for conversion.

#### **CNR-47, City of Oshawa, Thornton's Corners PMTSA Boundary**

- 5.36 Oshawa staff supported further discussions with the Region on the proposed station location and the PMTSA boundary west of the CP rail spur, and by



extension, consideration of additional conversions west of the CP Rail Spur and new Metrolinx Rail Spur. At this time, an engineering study has not been completed to demonstrate the design and costing feasibility of the required road connection beneath the future rail spur. Until this work is completed, Regional staff view the north / south rail connection as a logical boundary for the western limit of the Thornton's Corners PMTSA. The Thornton's Corners PMTSA could be revisited at a future date, pending confirmation of feasibility of the road extension through this additional work.

**CNR-30, CNR-38, CNR-42, CNR-44, Municipality of Clarington, Courtice Employment Lands and Major Transit Station Area Secondary Plan**

- 5.37 Clarington Council supported the conversion of the entirety of the Employment Areas in Courtice north of the CP Rail, provided the urban area boundary was expanded for employment uses along Highway 418. The subject lands lie west of Trulls Road, and west of the Courtice PMTSA.
- 5.38 The subject lands are large, vacant, serviceable, and continue to be suitable for employment uses. Similar to other employment areas, urban designs which includes on site landscaping, architectural treatment, appropriate setbacks, and other on-site design techniques can result in a positive interface between the Employment Area and the proposed Courtice PMTSA. Staff consider these lands, which are close to the Highway 401 corridor and directly abutting a rail line, to be strategically located "in proximity" to major transportation corridors. Concerns related to traffic generated by future Employment Area development can be addressed by defining truck routes that avoid travel through the future PMTSA, where residential and mixed-use development are anticipated.

**CNR-17, Township of Scugog, Port Perry Employment Area (Wannop)**

- 5.39 Township of Scugog Council supported the conversion of these lands within the Port Perry Employment Area. The subject lands were part of a Minister's Zoning Order request to permit institutional uses including a long-term care facility, that was refused by the Province earlier this year.
- 5.40 The site is large, vacant, and regularly shaped and considered suitable for employment uses. The abutting watercourse and associated environmental lands provide for a natural break and transition to adjacent residential lands to the east. The site fronts onto Regional Road 8 (Reach Street) which is a Type B Arterial, and is roughly 2 kilometres from Highway 12, a Type A Arterial and part of the Regional Strategic Goods Movement Network. Staff consider the site well served

and accessible from a transportation and goods movement perspective in the north Durham context.

- 5.41 Through the Region's Employment Land Servicing Project, the Region is proceeding with engineering design for the extension of Regional sanitary services along Reach Street and is initiating the Class Environmental Assessment for a sanitary sewage pumping station.

## 6. Servicing Considerations

- 6.1 The recommended Employment Area conversions outlined in this report have been reviewed with staff from the Durham Region Works Department (Transportation staff and Engineering – Municipal Water and Sanitary Services) along with Durham Region Transit. Comments suggest that the conversion requests and associated proposed developed can generally be accommodated within the existing or planned upgrades to Regional infrastructure, however, **proponents of development are encouraged to consult with the appropriate departments for additional information as their development concepts are refined.**
- 6.2 Additional servicing comments including potential servicing constraints can be found in Attachment #14.

## 7. Relationship to Strategic Plan

- 7.1 By planning for growth in a sustainable, progressive, and responsible manner, the Growth Management Study addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Under Goal Area 2, Community Vitality:
- Revitalize existing neighbourhoods and build complete communities that are walkable, well connected, and have a mix of attainable housing;
  - Build a healthy, inclusive, age-friendly community where everyone feels a sense of belonging;
- 7.2 Under Goal Area 3, Economic Prosperity:
- 3.1 Position Durham Region as the location of choice for business;
  - 3.2 Leverage Durham's prime geography, social infrastructure, and strong partnerships to foster economic growth;
  - 3.4 Capitalize on Durham's strengths in key economic sectors to attract

high-quality jobs;

b. Under Goal Area 4, Social Investment:

- Revitalize community housing and improve housing choice, affordability and sustainability.

## **8. Conclusion**

- 8.1 The GMS consultant team has provided its recommendations to the Region on appropriate areas for Employment Area conversion which have been made available for a public review and comment period. These recommendations applied Council-endorsed criteria, largely based on Provincial policy direction which places emphasis on the need to protect employment land supply from conversion. Regional Planning staff have further consulted and have considered the additional information and rationale provided by area municipal staff and proponents in support of individual conversion requests.
- 8.2 Based on all inputs, it is recommended that Regional Council endorse Employment Area conversion requests CNR 01, 03, 04, 09, 10, 11, 15, 18, 19, 21, 22, 26, 27, 32, 33, 37, 40 (partial), 41 (urban area only), 45, 46, ADD-01, 02, 03. The total land area associated with the recommended Employment Area conversions is 396 hectares.
- 8.3 It is recommended that Regional Council not support the balance of Employment Area Conversion requests as outlined in Attachment #1.
- 8.4 Making determinations on appropriate locations for any Employment Area conversion is a critical step in the Region's Land Needs Assessment and has a direct impact on the amount of new Employment Area and Community Area lands that may be required by way of Settlement Area Boundary Expansion. Regional Council's decision on Employment Area conversions will establish the total area of existing Employment Areas that will be redesignated to permit non-employment uses. This will be factored in the Land Needs Assessment calculation and these lands will be replaced elsewhere in the Region through Phase 2 of the Growth Management Study.

## **9. Attachments**

Attachment #1: Summary of Regional Planning Staff's recommendations on Employment Area Conversions

- Attachment #2: Map 1: Recommended Employment Area Conversions – Ajax and Pickering
- Attachment #3: Map 2: Recommended Employment Area Conversions – Oshawa and Whitby
- Attachment #4: Map 3: Recommended Employment Area Conversions - Clarington
- Attachment #5: Map 4: Recommended Employment Area Conversions – Brock
- Attachment #6: Map 5: Recommended Employment Area Conversions – Scugog
- Attachment #7: Detailed Map of CNR-09
- Attachment #8: Detailed Map of CNR-19
- Attachment #9: Detailed Map of CNR-32
- Attachment #10: Detailed Map of CNR-40
- Attachment #11: Detailed Map of ADD-02
- Attachment #12: Detailed Map of ADD-03
- Attachment #13: Employment Strategy Technical Report – Submissions related to Employment Area Conversion Requests
- Attachment #14: Additional Servicing Comments

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

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Elaine C. Baxter-Trahair  
Chief Administrative Officer

## Appendix 1 – Council-Endorsed Principles and Evaluation Criteria for Employment Conversions (June 2020)

### Guiding Principles

Based on Provincial policy direction, and incorporating best practices for the planning, protection and development of 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

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.



## Appendix 2 – to Report #2021-P-25

**Previous Reports and Decisions**

Several Reports have been prepared related to Envision Durham and Growth Management related topics:

- On May 2, 2018 Commissioner's Report [#2018-COW-93](#) requested authorization to proceed with the municipal comprehensive review of the Durham Regional Official Plan;
- Over the course of 2019, six theme-based Discussion Papers were released seeking public input on a range of topics. The Discussion Papers can be found on the project webpage at [durham.ca/EnvisionDurham](http://durham.ca/EnvisionDurham)
- On June 2, 2020 Commissioner's Report [#2020-P-11](#) recommended evaluation criteria and a submission review process for the consideration of Employment Area conversion requests.
- On July 29, 2020 Commissioner's Report [#2020-P-14](#) outlined Amendment #1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, including recommended comments to the Province on the updated 2051 growth forecasts for the Region of Durham and the updated Land Needs Assessment Methodology.
- On December 1, 2020 Commissioner's Report [#2020-P-27](#) provided proposed policy directions and boundary delineations for existing and future Major Transit Station Areas.
- On March 2, 2021 Commissioners Report [#2021-P-7](#) provided proposed policy directions related to all key components of Envision Durham, including initial directions for the Urban System and growth related topics. Also included was a Growth Opportunities and Challenges Report prepared by the Region's consultants, which serves as a starting point for the LNA and related technical studies.
- On July 2, 2021 Commissioners Report [#2021-INFO-71](#) reviewed the Region-Wide Growth Analysis. The purpose of the report is to analyze the region's long-term population, housing, and employment growth forecast within the context of provincial and regional policy, historical trends, and predicted future influences.

- On September 3, 2021 Commissioners Report [#2021-INFO-94](#) presented the Housing Intensification Study. The purpose of the report is to document the capacity for accommodating residential and mixed-use growth within the region's built-up area (BUA), and determine the intensification potential of strategic growth areas (SGAs).
- On September 7, 2021 Commissioners Report [#2021-P-21](#) provided information on the proposed amendment to the Durham Regional Official Plan to introduce a policy framework and delineations for Protected Major Transit Station Areas.
- On September 24, 2021 Commissioners Report [#2021-INFO-97](#) summarized the Employment Strategy. The purpose of the Employment Strategy is to provide a comprehensive assessment of current industrial and office market conditions and trends, anticipated growth patterns, market opportunities and disrupters that are anticipated to influence employment growth across Durham Region through 2051. The Employment Strategy also provided recommendations on the 45 active Employment Area conversion requests under consideration by the Region.
- On October 1, 2021 Commissioners Report [#2021-INFO-100](#) presented the Community Area Urban Land Needs Technical Report. The purpose of the report is to evaluate the existing state, current trends, and long-term development potential of the Designated Greenfield Areas. Key outcomes include a proposed density target for Greenfield Areas and consultant recommendations on new urban area land required to accommodate residential units and population related jobs to 2051.

## Appendix 3 – to Report #2021-P-25

**Circulated Agencies and Service Providers**

- Canada Post
- Bell Canada
- Rogers Communications
- Shaw Cable TV
- Compton Communications
- Persona Communications
- Canadian Pacific Railway
- Canadian National Railway
- Enbridge Gas Distribution Inc. and Enbridge Pipelines Inc.
- Trans-Northern Pipelines Inc.
- TransCanada Pipelines Inc.
- Hydro One Networks Inc.
- Ontario Power Generation Inc.
- Durham District School Board
- Durham Catholic District School Board
- Conseil Scolaire Viamonde
- MonAvenir Conseil Scolaire Catholique
- Mississaugas of Scugog Island First Nation
- Ministry of Transportation
- Greater Toronto Airports Authority

- Transport Canada
- Metrolinx
- Trent-Severn Waterway
- Kawartha Pine Ridge District School Board
- Peterborough Victoria Northumberland and Clarington Catholic District School Board
- Durham Region Police Department
- Ministry of Municipal Affairs and Housing
- Elexicon
- Hydro One Networks Inc. (Brock, Scugog and Uxbridge)
- Independent Electricity System Operator
- Ontario Tech University
- Trent University Durham
- Durham College
- Durham Workforce Authority
- General Motors of Canada
- Lakeridge Health
- Ajax-Pickering Board of Trade
- Brock Board of Trade
- Clarington Board of Trade
- Newcastle & District Chamber of Commerce
- Greater Oshawa Chamber of Commerce
- Scugog Chamber of Commerce

- Uxbridge Chamber of Commerce
- Whitby Chamber of Commerce
- Downtown Ajax BIA
- Bowmanville BIA
- Brooklin BIA
- Pickering Village BIA
- Port Perry BIA
- Uxbridge BIA
- Downtown Whitby BIA
- Business Advisory Centre Durham
- Spark Centre

## Attachment 1: Requests for Employment Area Conversion

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-01	Brock	Multiple lots on the east of Sideroad 18/Laidlaw Street, south of the Beaver River Wetland Trail, Cannington	3.9	To re-designate from Employment Area to permit residential uses (35 single detached dwellings).	<b>Yes</b>  Subject to a site-specific policy to allow partial services and require the vacant lands be merged and part of a new plan of subdivision that creates appropriately sized lots to accommodate private septic systems in accordance with Regional Policy and the South Georgian Bay Lake Simcoe Source Protection Plan.
CNR-02	Whitby	1151 Dundas Street West	2.9	To re-designate the site from Employment Area to permit a mixed-use development of high-density residential uses (873 units) and ground floor non-residential uses.	<b>No</b>

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-03	Ajax	275 Westney Road South	1.8	To re-designate from Employment Area to permit a mixed-use development of high density residential (1000 units) and commercial uses (805 sq. m) within the proposed Ajax Major Transit Station Area boundary.	<b>Yes</b>
CNR-04	Ajax	1901 Harwood Avenue North	1.0	To re-designate from Employment Area to permit a mixed-use development of residential (400 units) and employment uses (1,858 sq. m.). The southern edge of the property is proposed to remain as Employment Area.	<b>Yes</b>
CNR-05	Oshawa	305 Columbus Road West	25.3	To re-designate from Employment Area to permit residential uses. Request includes lands outside of proponent's ownership. Proposal would enable the development of 750 to 1,062 units on the lands owned by the proponent.	<b>No</b>



Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-06	Whitby	Lands north of Victoria Street & west of Montecorte Street (Part of Lot 30, Con. 1 and Lot 31, Con. 1)	18.0	To re-designate from Employment Area to permit a mixed-use development of residential (4,900 units) and at-grade retail and service uses, parks, and a school site.	No
CNR-07	Ajax	Southeast corner of Salem Road & Kerrison Drive (Part of Lot 6, Concession 2)	8.9	To re-designate from Employment Area to Regional Centre to permit a mixed-use development of high-density residential and non-residential uses including office, gym, hotel, medical, retail, community, convention, movie theatre (43,175 sq. m). The eastern portion of the site is proposed to remain as Employment Area.	No

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-08 note: a submission form was not received for this request	Whitby	1730 Dundas Street West	2.2	To re-designate a portion of the subject lands fronting Dundas Street West from Employment Areas to Living Areas to permit a mixed-use development including a seniors' building.	No
CNR-09	Ajax	South side of Bayly Street East, east of Shoal Point Road (Part of Lot 4, Range 3)	1.7	To re-designate from Employment Area to permit residential uses (85 townhouse dwellings).  Correspondence was received October 25, 2021 revising the conversion request to permit a grocery store of up to 2,000 sq. m.	Yes – to permit a grocery store

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-10	Pickering	1802 and 1902 Bayly Street and 2028 Former Kellino Street (referred to as “Durham Live Lands”)	51.9	To re-designate from Employment Area to add residential (up to 1,650 units inclusive of a component of affordable housing units) and commercial/retail uses (up to 32,500 sq. m.)  Note: A Minister’s Zoning Order has since been issued for these lands granting residential land use permission.	<b>Yes</b>  To recognize the effect and land use permissions granted through the Provincial Misters Zoning Order O.Reg 707-20 amended by O.Reg 515-21.
CNR-11	Clarington	1766 Baseline Rd, (Courtice)	11.1  **overlaps with CNR-41	To re-designate from Employment Area to permit mixed-use residential (1,097 units) and non-residential uses include office, commercial and retail (37,660 sq. m.)	<b>Yes</b>
CNR-12	Whitby	1275 Dundas Street West	5.5	To re-designate the subject lands from Employment Area to permit mixed-use residential (200 units) and office/commercial development (90,000 sq. m.)	<b>No</b>
CNR-13	Brock	276 Cameron Street East, (Cannington)	13.6	To re-designate the subject lands from Employment Area to Living Area to permit residential uses.	<b>No</b>

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-14	Ajax	1,3,5 & 7 Rossland Road East and 901 Harwood Ave. North	0.6	To re-designate the subject lands from Employment Area to Living Area to permit residential development (Phase 1 approximately 275 to 300 units).	No
CNR-15	Ajax	1401 Harwood Avenue North	6.1	To re-designate from Employment Area to Living Area to permit the development of townhouses and a retirement/long term care facility.  Note: A Minister's Zoning Order (438/20) has been issued permitting the retirement and long-term care component of the request.	Yes
CNR-16	Brock	950 Concession Road 5 (Part of Lot 15, Concession 4)	24.3	The original submission proposed the conversion of the entire site to permit residential development / environmental protection. An updated submission dated July 26, 2021 proposed a portion of the lands (7.4) at the corner of Beach Road and Conc. Rd. 5 would remain as Employment Areas, with the balance proposed as residential, mixed use, and environmental protection.	No

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-17	Scugog	1520, 1540 and 1580 Reach Street	40.7	To re-designate a portion of the property from Employment Area to Living Area to permit a mixed-use development.	No
CNR-18	Oshawa	204 to 230 Cordova Road and 742 and 744 Oxford Street	0.64 **overlaps with CNR-45	To re-designate from Employment Area to Living Area to permit residential development.	Yes
CNR-19	Ajax	250 Rossland Road East	3.8	The original submission requested the conversion of three blocks totaling 6.95 hectares. An updated submission received September 21, 2021 scoped the request to only Block 1. The updated conversion request proposes multiple tall residential buildings and a mid-rise employment building.	Yes
CNR-20	Ajax	650 Beck Crescent	0.7	To re-designate from Employment Area to permit a mixed-use development of high density residential (200 units) and office (5,420 sq. m.).	No

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-21	Ajax	493 Bayly Street West	0.9	To be included in the boundary of the Ajax Major Transit Station Area and to permit a mixed-use development of high density residential (1,100 units) and non-residential uses, including service, commercial, office and retail (1,858 sq. m.)	Yes
CNR-22	Ajax	190 Westney Road South	0.6	To be included in the boundary of the Ajax Major Transit Station Area and to permit a mixed-use development of high density residential (1,100 units) and non-residential uses, including service, commercial, office, retail, and supermarket (2,787 sq. m.).  Note: the subject site is already within the Ajax GO Station Mixed Use Area as per the Town of Ajax Official Plan and the submission is requesting higher residential densities be permitted.	Yes

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-23	Brock	Beaver Avenue, Beaverton (Part of Lots 11 and 12, Concession 5, Thorah)	7.6	To re-designate from Employment Area to permit residential development (103 single detached and 120 semi-detached dwellings and 120 apartment units) in the southern portion of the existing Employment Area.	No
CNR-24	Whitby and Oshawa	North and south sides of Stellar Drive, west of Thornton Road South	34.0	To be included in the boundary of the Thornton's Corner Major Transit Station Area and allow for associated mixed-use permissions.	No
CNR-25	Whitby	North and south sides of Stellar Drive, immediately east of the Durham College Whitby campus	12.5	To be included in the boundary of the Thornton's Corner Major Transit Station Area and allow for associated mixed-use permissions.  Note: Correspondence was received February 22, 2021 advising that the conversion request was withdrawn.	Withdrawn
CNR-26	Clarington	1305 Trulls Road (East of Trulls Road, north of the CP Rail line)	26.7 **overlaps with CNR-41	To be included in the boundary of the Courtice Major Transit Station Area and allow for associated mixed-use permissions.	Yes



Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-27	Clarington	1246 Prestonvale Road	5.3 **overlaps with CNR-40	To re-designate a portion of the site from Employment Area to allow for residential uses as per the Southwest Courtice Secondary Plan.	Yes
CNR-28	Ajax	221 Church Street South (Annandale Golf Course)	25.4	To re-designate from Employment Area to introduce additional employment, retail and residential uses on the developable portion of the subject lands.  Note: Correspondence was received June 15, 2021 withdrawing the conversion request.	Withdrawn
CNR-29	Whitby	East side of Anderson Street, directly north of Highway 407.	3.2	To re-designate from Employment Area to permit a mixed-use development including residential (305 retirement residential units) and commercial, office, and daycare uses (5,841 sq. m.).	No

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-30	Clarington	1593 Bloor Street and 1614 Trulls Road	45.0  Net area of 23.0	<p>To re-designate from Employment Area to permit residential uses (ranging from low to medium density) to be further determined through an extension to the Southeast Courtyce Secondary Plan.</p> <p>Note: Correspondence submitted to the Municipality of Clarington January 8, 2021 clarified that taking into account overlapping conversion requests and environmental/protect areas, the net affect of the conversion request applied to approximately 23 hectares of land.</p>	<b>No</b>
CNR-31	Ajax	493 and 509 Bayly Street East, and surrounding lands	2.0	<p>To re-designate the subject property to Living Area with the Regional Corridor Overlay.</p> <p>The submission also encourages the Region to consider the conversion of the surrounding lands on the south side of Bayly Street between Shoal Point Road to Audley Road.</p>	<b>No</b>

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-32	Brock	North side of Concession Road 5, approximately 500 m east of Osborne Road, in the Village of Beaverton	4.3	To re-designate from Employment Area to permit residential uses (46 single detached and 47 townhouse units).	<b>Yes</b>
CNR-33	Ajax	1541 Harwood Avenue North	1.1	To re-designate from Employment Area to Living Area to permit residential uses (up to 77 medium density units).	<b>Yes</b>
CNR-34	Ajax	479 Bayly Street east (East of Shoal Point Road)	2.3	To re-designate from Employment Area to Living Area and permit residential (up to 99 townhouse units) / mixed uses.	<b>No</b>
CNR-35	Ajax	500 Salem Road North	1.67	To re-designate from Employment Area to permit residential uses (120 retirement units)  Note: correspondence received June 25, 2021 revising the request to permit only a Long-Term Care Facility.	<b>No</b>

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-36	Whitby	1629, 1635, 1650, 1741, 1751 and 1761 Victoria Street East (Thickson Ridge)	16.9	To maintain/expand existing retail permissions and introduce residential uses that includes an initial proposal of approximately 500 units and seeking additional permissions for high density mixed use residential for the balance of the site.	<b>No</b>
CNR-37	Clarington	Lands on the west side of Courtice Road, directly north of the proposed Courtice GO Train station (Part of Lots 29 and 30, Concession 1, Darlington)	46.3  **overlaps with CNR-41	To re-designate the lands to permit residential, mixed residential/employment uses, major retail and commercial/ employment uses within the proposed Courtice MTSA boundary.	<b>Yes</b>
CNR-38	Clarington	1218 Trulls Road	23.8	To re-designate from Employment Area to permit residential, mixed residential/employment uses, major retail and commercial/employment uses west of the proposed Courtice MTSA boundary.	<b>No</b>

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-39	Oshawa	2380 Ritson Road and 2867 Bridle Road	10.3	To re-designate from Employment Area to permit mixed residential (up to 630 units) and non-residential uses including commercial, retail, and employment uses (23,000 sq. m.).	<b>No</b>
CNR-40	Clarington	Lands west of Robinson Creek, south of the future extension of Fenning Drive, north of Highway 401 (Southwest Courtyce Secondary Plan)	36.9 **overlaps with CNR-27	To re-designate from Employment Area to:  permit low density and medium density residential uses of approximately 1,200 units and recognize other existing uses such as a cemetery expansion, parkland, green space, stormwater management facilities.	<b>Yes</b> – lands north of Townline Road Extension  <b>No</b> – lands south of Townline Road Extension

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-41	Clarington	Courtice Major Transit Station Area	154.54 33.6 are outside the Urban Area Boundary **overlaps with CNR-11, CNR-26 and CNR-37	To convert the entirety of the MTSA lands to a high-density mixed-use development.  Request includes lands that are outside the Urban Area Boundary, located on the east side of Courtice Road. A related Settlement Area Boundary expansion request has also been submitted to the Region for these lands.	<b>Yes</b> – lands inside the Urban Area Boundary Only  The Municipality of Clarington has made a related Settlement Area Boundary Expansion submission (BER-02) that applies to lands outside the Urban Area Boundary that may be added to the MTSA Boundary which will be considered as part of Phase 2 of the Growth Management Study.
CNR-42	Clarington	1447 Prestonvale Road	8.8	To re-designate from Employment Area to permit single detached residential dwellings in proximity to the existing residences to the west of the property.	<b>No</b>

Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-43	Brock	Lands on the south side of Main Street, approximately 600 metres west of Highway 12 (Part of Lot 12, Concession 5, Thorah)	15.98	To re-designate from Employment Areas to permit residential development (single family dwellings).	No
CNR-44  *note: a submission form was not received for this request	Clarington	Lands on the north side of the CNR rail line, west of Trulls Road (Part of Lot 32, Concession 1, Darlington)	17.43  **overlaps with CNR-30	To re-designate from Employment Areas to permit residential uses.	No

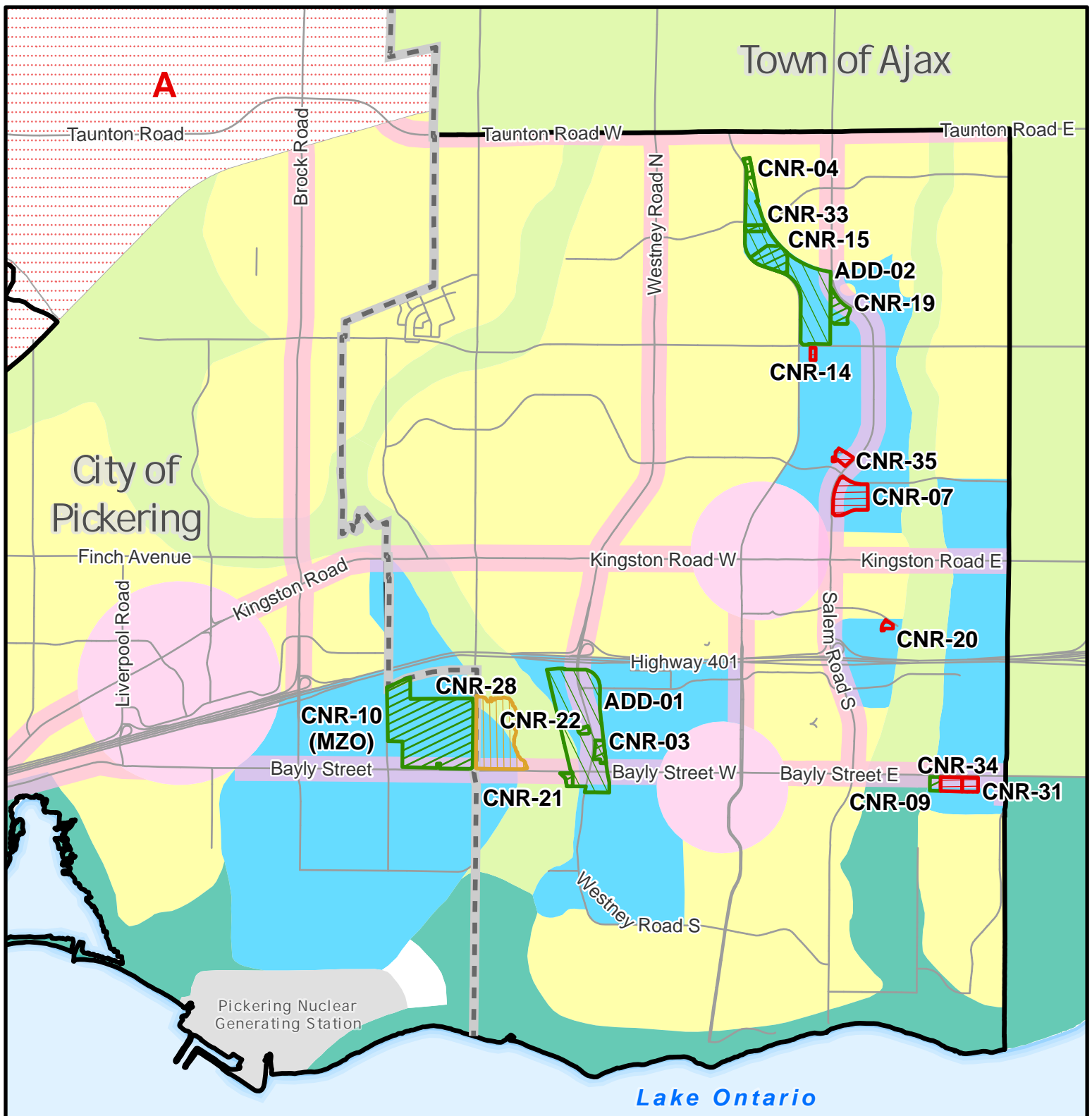
Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-45	Oshawa	204, 210, 214, 218, 226, 230, 240 and 248 Cordova Road, 700, 742 and 744 Oxford Street, and 178-228 Valencia Road including 0 Valencia Road and the City-owned Oxford Street road allowance north of Valencia Road.	3.4 **overlaps with CNR-18	To re-designate lands from Employment Areas to Living Areas to permit a Regeneration Area in the Oshawa Official Plan.	<b>Yes</b>
CNR-46	Oshawa	North of Highway 407 East between Thornton Road North and Simcoe Street North.	30.6 ** overlaps with CNR-05	To re-designate lands from Employment Areas to Major Open Space Areas to reflect the intended purpose of the lands as Species at Risk habitat compensation.	<b>Yes</b>
CNR-47	Oshawa	North of Highway 401 between the CP rail line and the Oshawa-Whitby boundary.	49.36 ** overlaps with CNR-24	To re-designate for mixed-use development (i.e. both residential and non-residential uses).	<b>No</b>



Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-48	Clarington	724 Green Road	19.1	To re-designate from Employment Areas to permit residential uses including a residential condo building, residential subdivision and protected open space.	No
ADD-1	Ajax	Lands within the boundary of the proposed Protected Ajax Major Transit Station Area	42.1	To re-designate the lands within the broader proposed Protected Major Transit Station Area to permit mixed-use development (i.e. residential and compatible non-residential development)	Yes
ADD-2	Ajax	North of Rossland Road, South of Taunton Road, between Harwood Ave. N. and Spitty Road/rail line.	40.1	To re-designate a broader area associated with adjacent recommended conversion requests and existing sensitive and community serving uses.	Yes
ADD-3	Brock	Lands east of Sideroad 18, north of Brock Concession Road 11, and south of the former rail line.	26.3	To re-designate a broader area associated with adjacent recommended conversion request CNR-01 that are also within a Wellhead Protection Area with a high vulnerability score and would pose less risk as a residential use.	Yes

\* Land area as indicated in the conversion request Submission Form as provided by the proponent. Staff have estimated the land area where it was not provided or appeared to be incorrect.

\*\* Conversion requests with this notation indicates that more than one Submission was made for the corresponding land



## Requests for Employment Area Conversion – Ajax and Pickering



0 0.5 1 1.5 Km

### Legend

Lands Subject to Employment Conversion Request

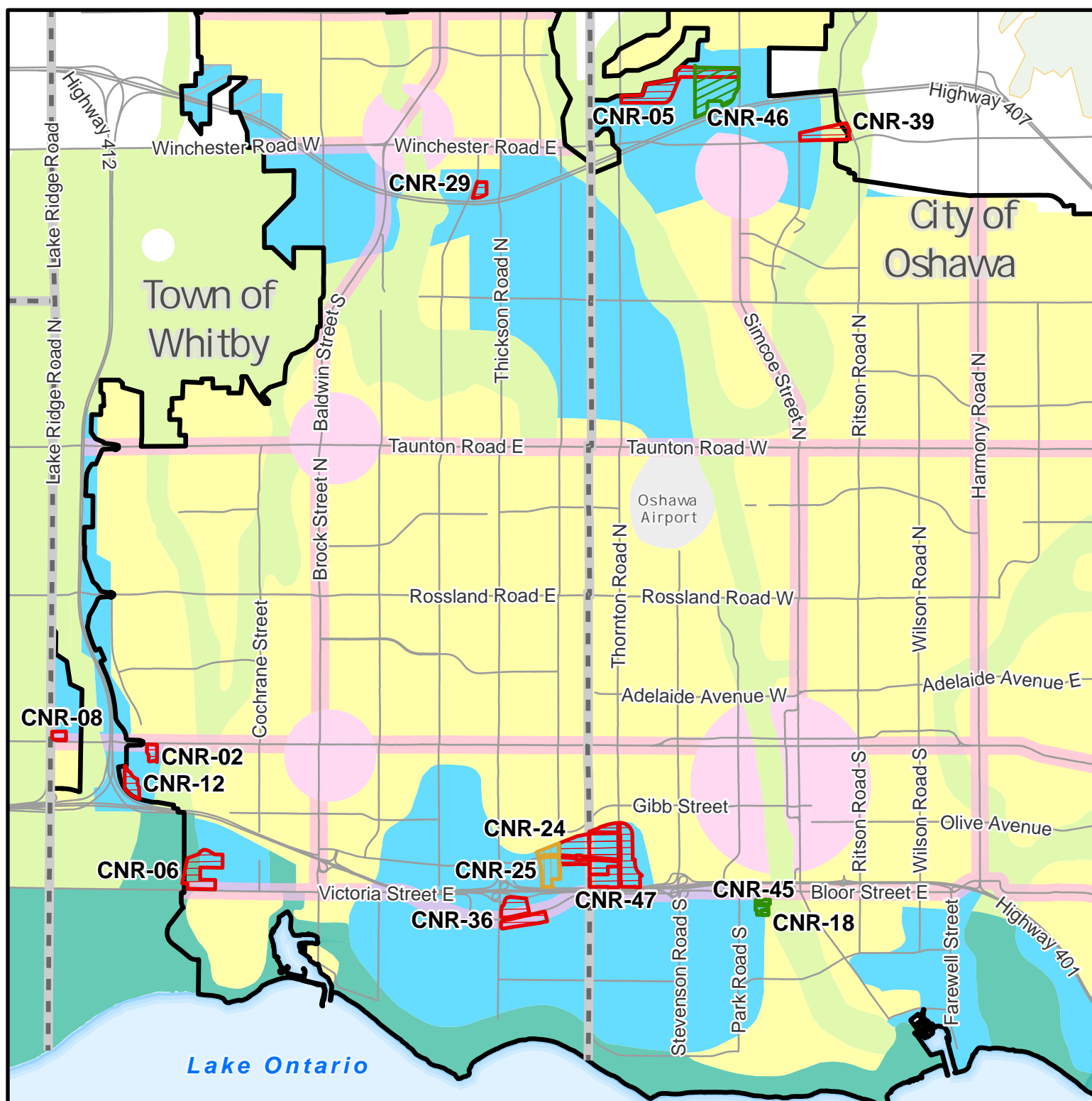
- Recommended
- Withdrawn
- Not Recommended

- Urban Area Boundary
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Waterfront Areas

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

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## Requests for Employment Area Conversion – Oshawa and Whitby



0 1 2 Km

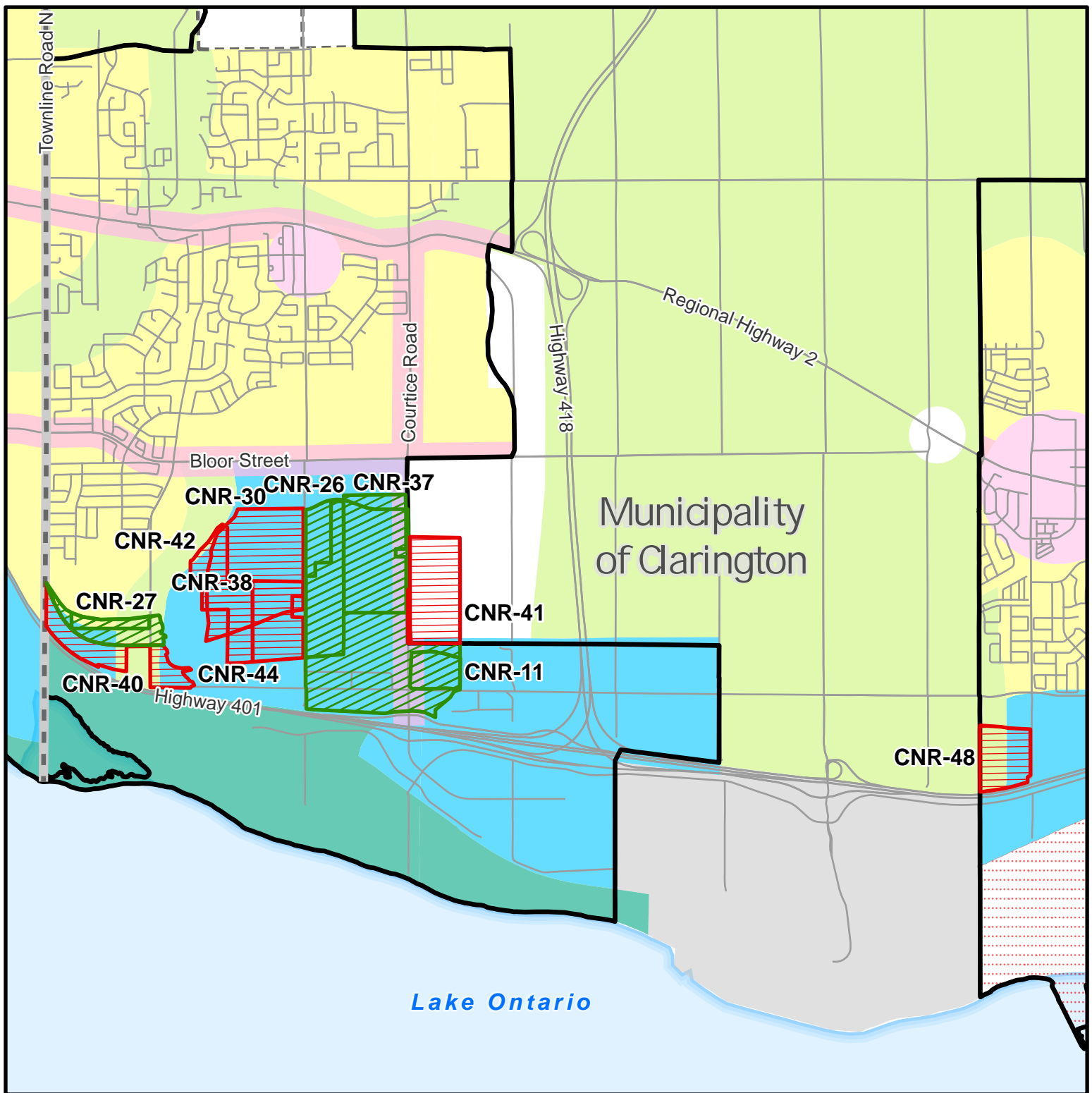
### Legend

Lands Subject to Employment Conversion Request	
	Recommended
	Withdrawn
	Not Recommended

	Urban Area Boundary		Municipal Boundary
	Prime Agricultural Areas		Living Areas
	Employment Areas		Regional Corridors
	Major Open Space Areas		Regional Centres
	Waterfront Areas		

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## Requests for Employment Area Conversion – Courtice and Bowmanville



0 0.5 1 1.5 Km

### Legend

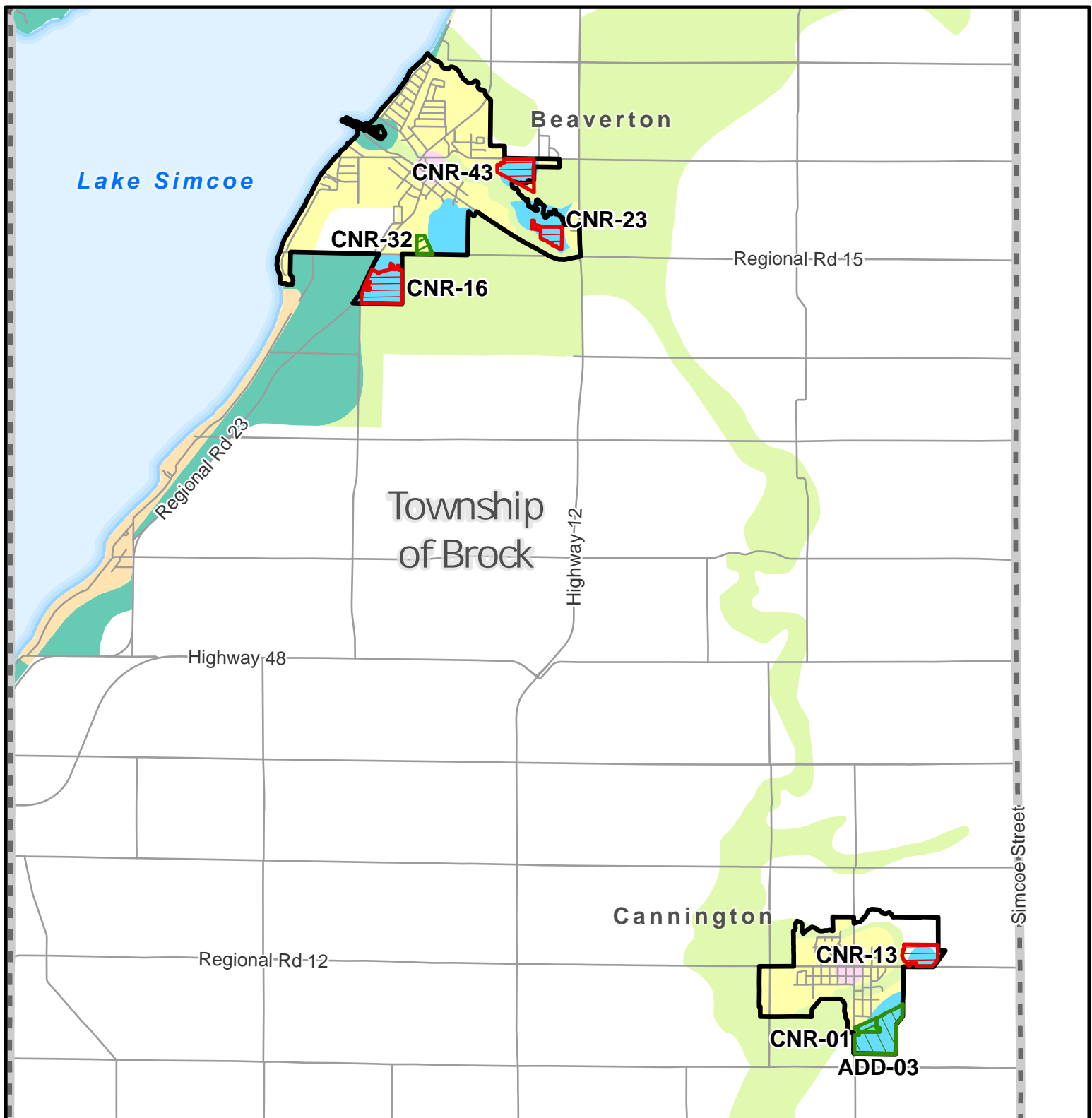
Lands Subject to Employment Conversion Request	
	Recommended
	Withdrawn
	Not Recommended

	Urban Area Boundary
	Prime Agricultural Areas
	Employment Areas
	Major Open Space Areas
	Waterfront Areas

	Municipal Boundary
	Living Areas
	Regional Corridors
	Regional Centres

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## Requests for Employment Area Conversion –Township of Brock



0 1 2 Km

### Legend

Lands Subject to  
Employment  
Conversion Request

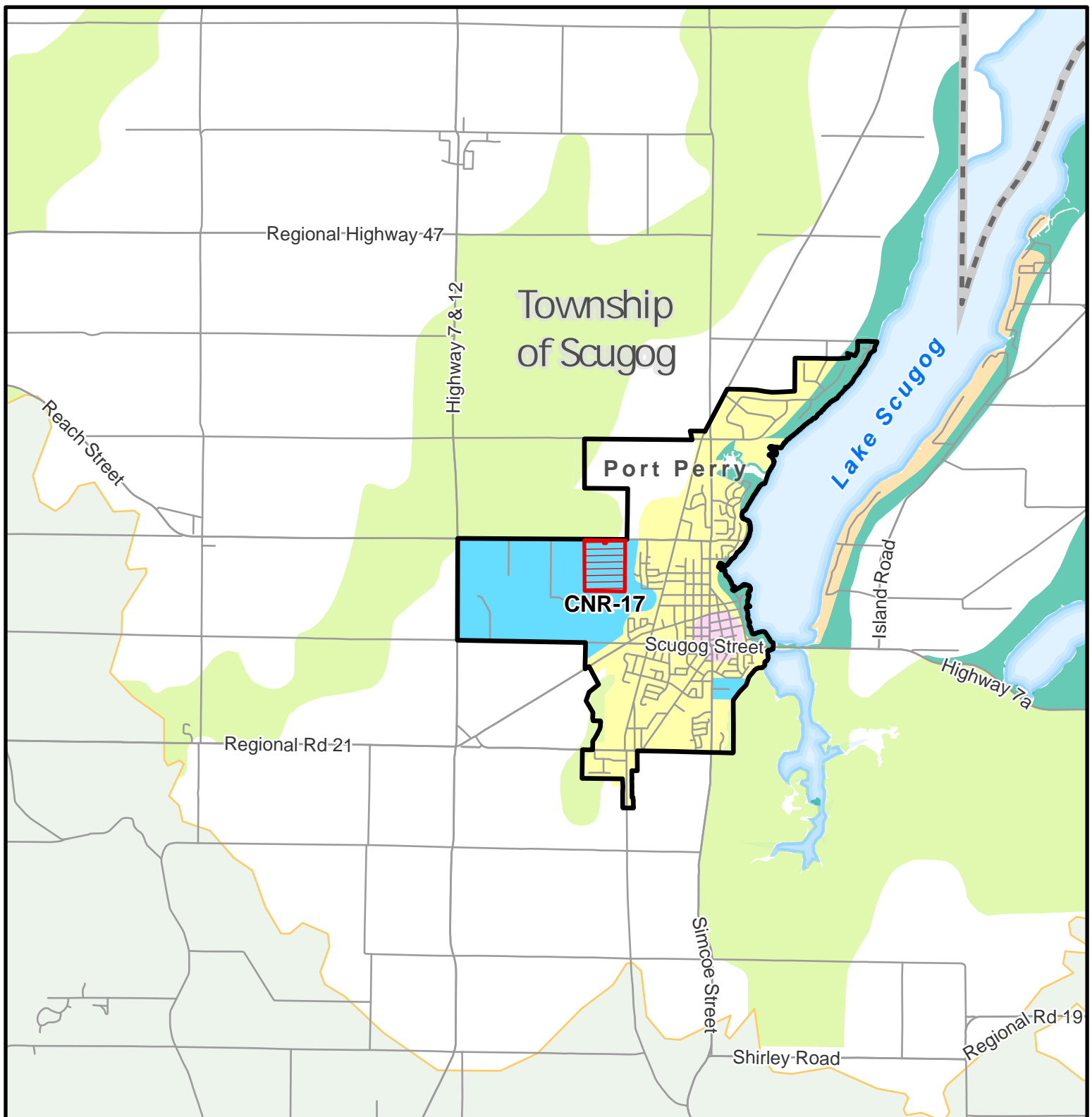
- Recommended
- Withdrawn
- Not Recommended

- Urban Area Boundary
- Prime Agricultural Areas
- Employment Areas
- Major Open Space Areas
- Waterfront Areas

- Municipal Boundary
- Living Areas
- Regional Corridors
- Regional Centres

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## Requests for Employment Area Conversion –Township of Scugog



0 1 2 Km

### Legend

Lands Subject to  
Employment  
Conversion Request

- Recommended
- Withdrawn
- Not Recommended

Urban Area Boundary

Prime Agricultural Areas

Employment Areas

Major Open Space Areas

Oak Ridge Moraine Areas

Municipal Boundary

Waterfront Areas

Living Areas

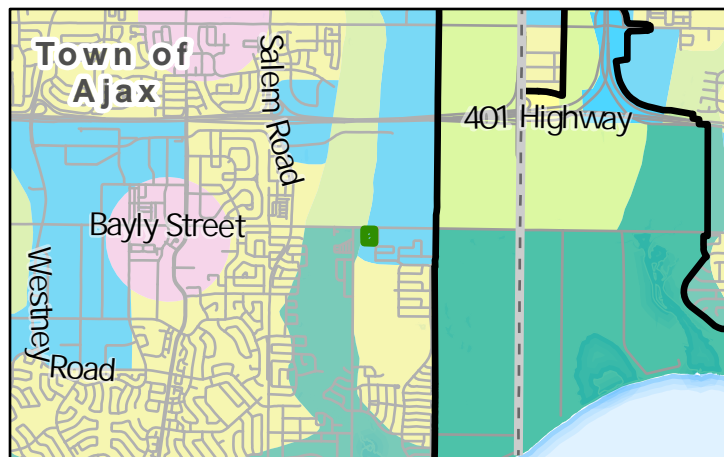
Regional Corridors

Regional Centres

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## Boundary Expansions and Conversion Requests

**Submission ID:** CNR-09

**Owner:** Chieftan (Ajax) Dev. Corp. Inc.

**Submission Date:** 9/9/2019

**Municipality:** Ajax

### Context Map Legend

- |                        |                     |
|------------------------|---------------------|
| Regional Centres       | Living Areas        |
| Waterfront Areas       | Employment Areas    |
| Major Open Space Areas | Urban Area Boundary |



### Legend

#### Lands Subject to Employment Conversion Request

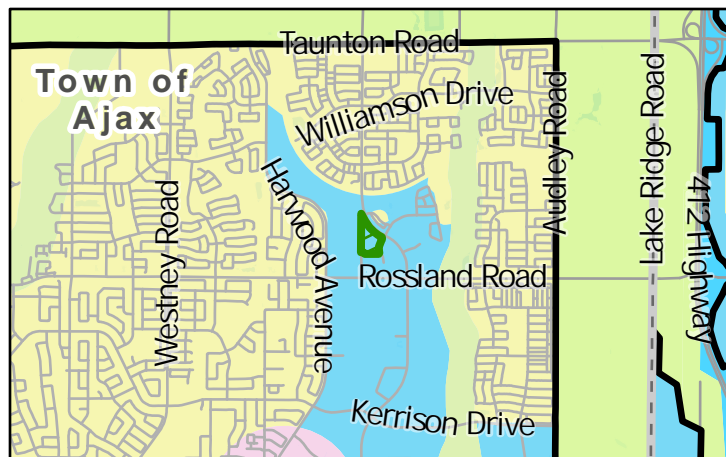
- |             |           |                 |
|-------------|-----------|-----------------|
| Recommended | Withdrawn | Not Recommended |
|-------------|-----------|-----------------|

\* Land area calculated based on the approximate geometry of the subject property

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## Boundary Expansions and Conversion Requests

**Submission ID:** CNR-19

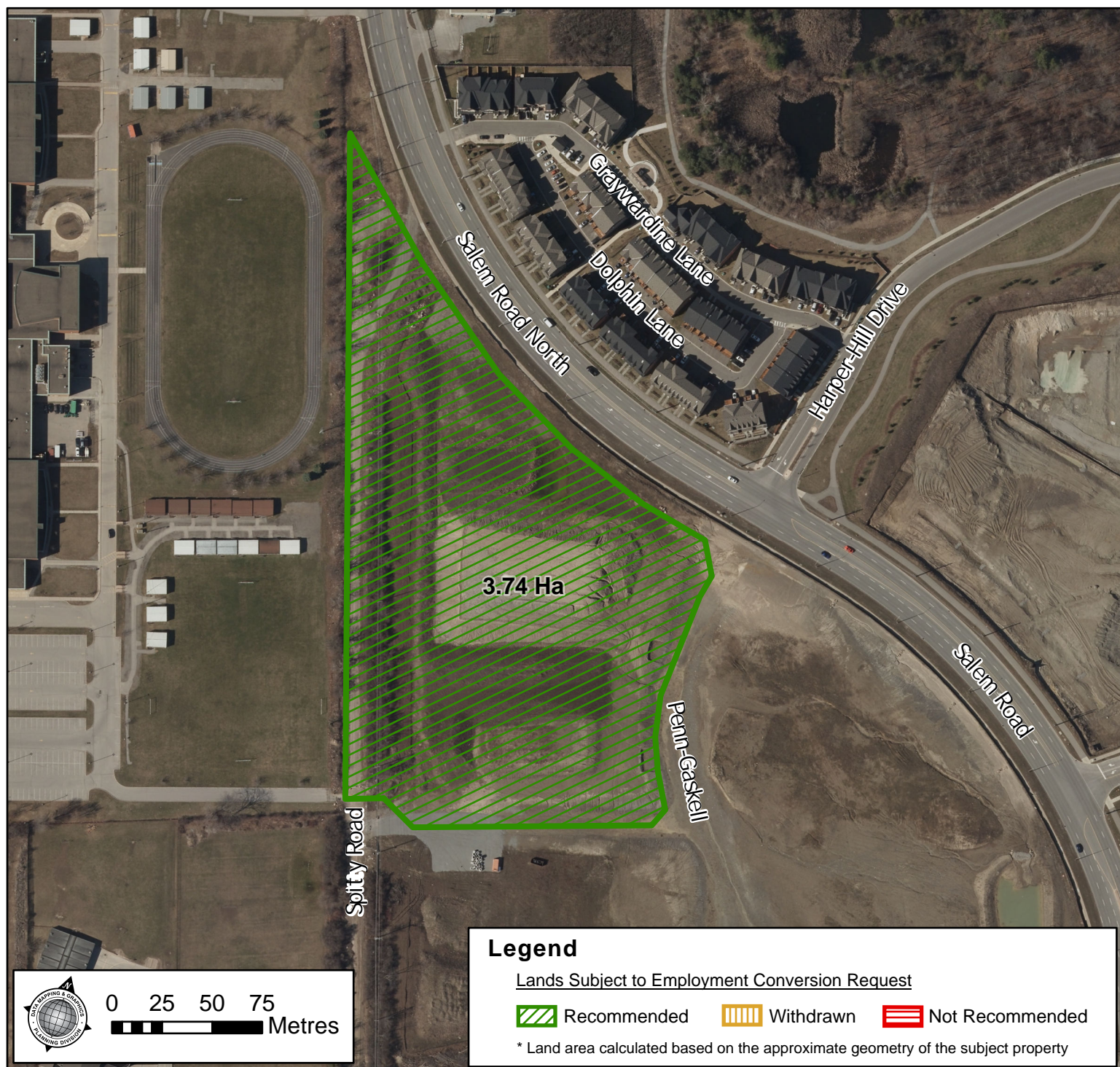
**Owner:** 2353662 Ontario Ltd.

**Submission Date:** 6/17/2020

**Municipality:** Ajax

### Context Map Legend

- |                        |                     |
|------------------------|---------------------|
| Regional Centres       | Living Areas        |
| Employment Areas       | Urban Area Boundary |
| Major Open Space Areas |                     |



### Legend

#### Lands Subject to Employment Conversion Request

- |             |           |                 |
|-------------|-----------|-----------------|
| Recommended | Withdrawn | Not Recommended |
|-------------|-----------|-----------------|

\* Land area calculated based on the approximate geometry of the subject property

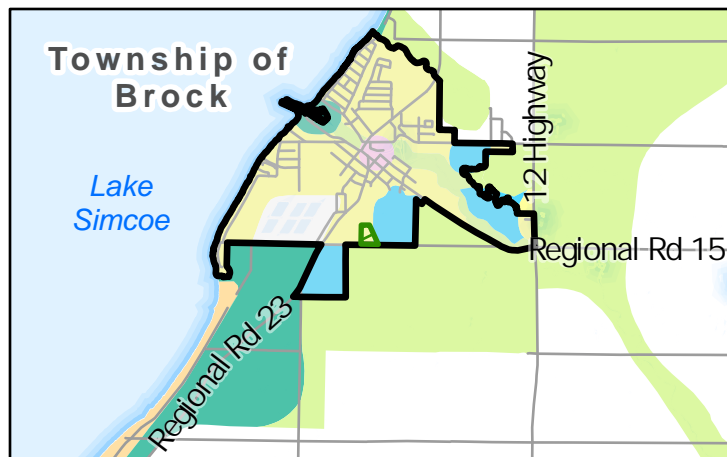


0 25 50 75  
Metres

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## Boundary Expansions and Conversion Requests

**Submission ID:** CNR-32

**Owner:** Beaverton Lake Homes (11) Inc.

**Submission Date:** 9/22/2020

**Municipality:** Brock

### Context Map Legend

Prime Agricultural Areas	Living Areas
Employment Areas	Urban Area Boundary
Major Open Space Areas	Waterfront Areas



Thorah Concession Rd 5

### Legend

#### Lands Subject to Employment Conversion Request

Recommended	Withdrawn	Not Recommended
-------------	-----------	-----------------

\* Land area calculated based on the approximate geometry of the subject property

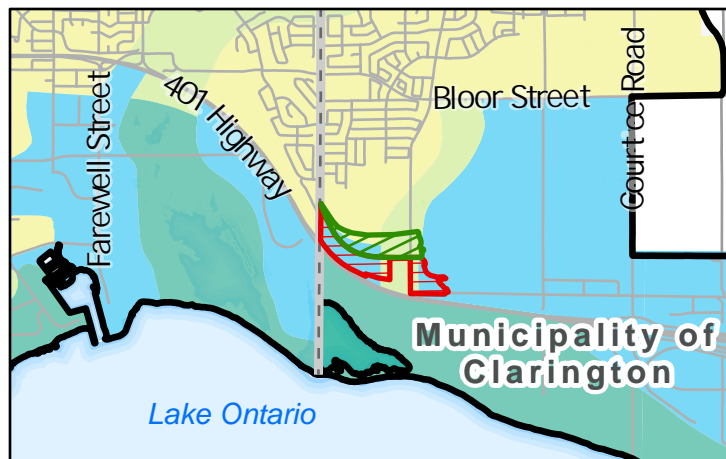


0 75 150  
Metres

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## Boundary Expansions and Conversion Requests

**Submission ID:** CNR-40

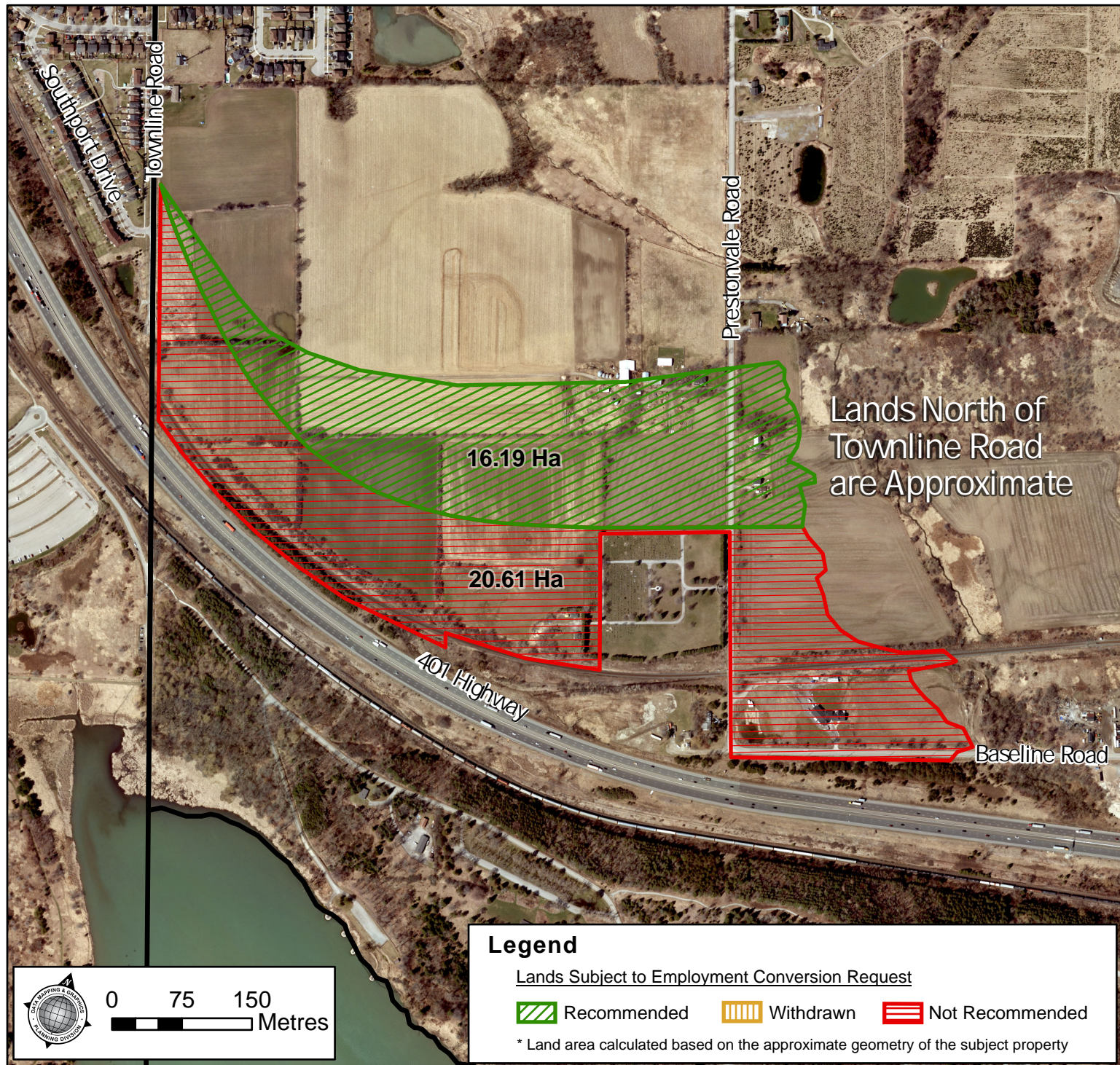
**Owner:**

**Submission Date:** 9/23/2020

**Municipality:** Clarington

### Context Map Legend

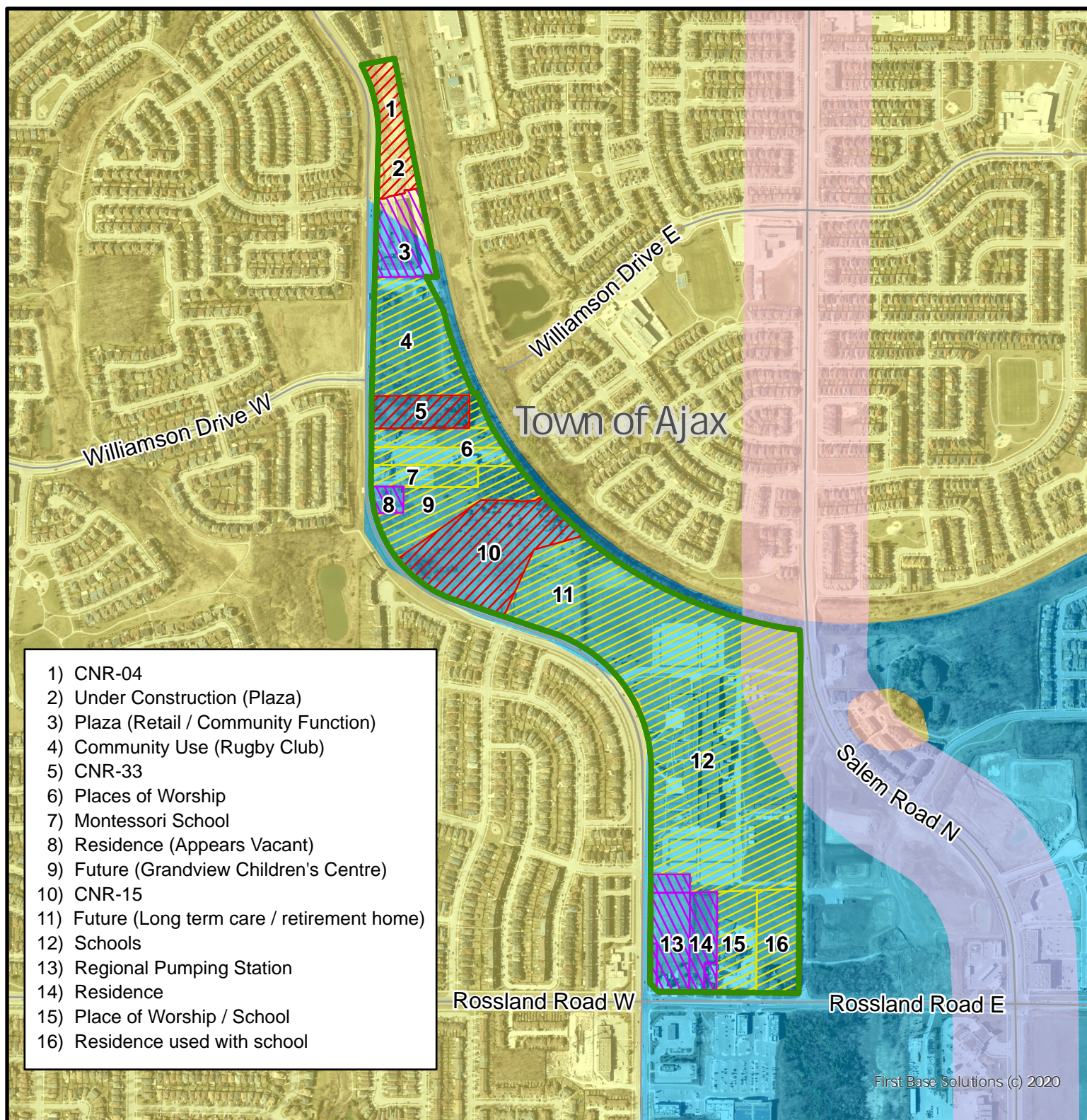
- Waterfront Areas
- Employment Areas
- Major Open Space Areas
- Living Areas
- Urban Area Boundary



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## Additional Area 2 Analysis Map



0 150 300  
Meters

### Legend

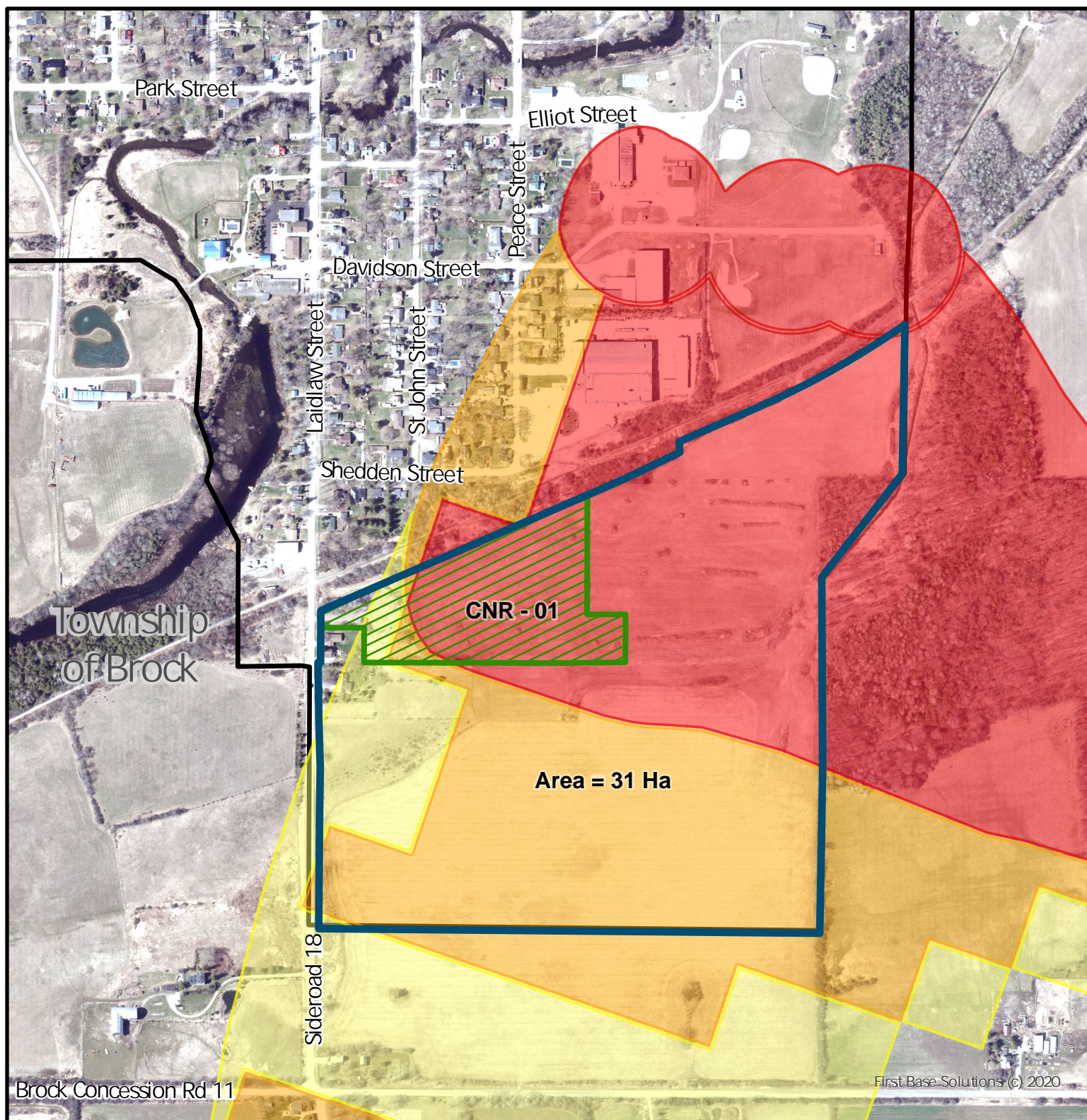
- Study Area
- Subject to Conversion Request
- Employment Function / Potential
- Community Area Function

- Employment Areas
- Living Areas
- Regional Corridors
- Regional Centres

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## Additional Area 3 Analysis Map



0 100 200 Meters

### Legend

- Study Area
- Subject to Conversion Request
- Urban Area Boundary

### Source Water Intake Protection Zone - Vulnerability Score

- 6 (Moderate)
- 8 (High)
- 10 (High)

\* Land area calculated based on the approximate geometry of the subject property

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## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3 Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Katie Pandey, Weston Consulting <b>RE: CNR-03</b>	<ul style="list-style-type: none"> <li>Weston Consulting is the planning consultant for Weston Developments Inc., the owners of 275 Westney Road South.</li> <li>Weston Consulting previously submitted an employment conversion request to the Region in December 2018 for these lands.</li> <li>The purpose of this most recent letter is to provide Weston's ongoing support in inclusion within the MCR process.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
002-01 Lindsay Dale-Harris, Bousfields Inc., <b>RE: CNR-05</b>	<ul style="list-style-type: none"> <li>Bousfields are the planning consultants for G8 Oshawa Investments Inc, the owners of land located at 350 Columbus Road West in the City of Oshawa.</li> <li>Previous letter in support of the conversion request in August 2020 set out in detail the reasons why the conversion of our client's lands is appropriate.</li> <li>It was, and remains, Bousfield's opinion that the subject lands are well suited for residential development and for inclusion in the Columbus Planning Area and that the conversion would result in a logical completion of the Columbus community.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
002-02 Lindsay Dale-Harris, Bousfields Inc., <b>RE: CNR-05</b>	<ul style="list-style-type: none"> <li>The basis of the request is straight forward – the lands are relatively small, the majority of which are located adjacent to Greenbelt Lands.</li> <li>The conversion from Employment Areas to Residential would result in an appropriate and desirable land use relationship with the Greenbelt Lands.</li> <li>The conversion should not have a destabilising effect on the employment land to the south.</li> </ul>	<ul style="list-style-type: none"> <li>The submission references policies in the Oshawa Official Plan that allow for slight modifications to road alignments and land use designations without the need for an Official Plan Amendment.</li> <li>The City of Oshawa is undertaking a Part II Plan for the Columbus area and, through that process, has the ability to interpret and implement such policies, provided any such adjustments to the</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
002-03 Lindsay Dale-Harris, Bousfields Inc., <b>RE: CNR-05</b>	<ul style="list-style-type: none"> <li>A future east-west arterial road is planned to extend from Ritson Road in the east to Thornton Road in the west.</li> <li>The new arterial road is intended to provide a physical separation between Residential lands to the north and the Employment lands to the south.</li> <li>Quoting the Oshawa Official Plan: the South Columbus Industrial Area is defined as "...generally bounded by Highway 407 to the south, the Oshawa/Whitby boundary to the west, a future Type "C" arterial road to the north (separating the South Columbus Industrial Area from the future Columbus Part II Plan area), and the Major Urban Area boundary to the east".</li> <li>Further quoting the Oshawa Official Plan to emphasize that road alignments can be used to delineate boundaries between different land uses: "The location of roads shown on Schedules "A", "A-1", "A-2", "B", "B-1" and "B-2" shall be considered as approximate. Minor adjustments to the location of these roads or land use boundaries defined by roads will be permitted without amendment to this Plan".</li> <li>Based on the above, it appears that the Regional assessment of the G8 conversion request has overlooked the role of the future Type "C" arterial road to delineate the appropriate boundaries of the South Columbus Industrial Area.</li> </ul>	<p>Employment Areas and Living Areas boundaries conform with the Region's Official Plan.</p> <ul style="list-style-type: none"> <li>The City of Oshawa is not pursuing residential land uses on these lands through the Columbus Part II Plan and have also provided the Region with a municipal position indicating they are not supportive of the conversion request.</li> <li>Regional Planning staff view these lands as suitably sized to accommodate employment uses and appropriately located in proximity to highway infrastructure.</li> <li>Based on the above, it is recommended that the GMS consultant team's evaluation and preliminary recommendation to not support conversion request CNR-05 as contained in the Employment Strategy be implemented.</li> </ul>
002-04 Lindsay Dale-Harris, Bousfields Inc., <b>RE: CNR-05</b>	<ul style="list-style-type: none"> <li>The Employment Strategy did not indicate on what basis it was concluded that the request to redesignate would enable the development of 750 to 1,062 units on the lands owned by the proponent.</li> <li>The proponent's lands are only 12 hectares and are of a challenging configuration, and this level of density can not be achieved.</li> </ul>	<ul style="list-style-type: none"> <li>The unit range of 750-1,062 identified in the Employment Strategy Technical Report and other materials that summarize CNR-05 was not generated by Regional Planning staff or the GMS consultant team. This number is based on the range of potential units that may developed that</li> </ul>

## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
		was provided by the proponent in their submission form.
003-01 Laura Brown City of Oshawa <b>RE: CNR-05, 18, 39, 45, 46, 47</b>	<ul style="list-style-type: none"> <li>• Writing to provide staff level comments on the Region's Employment Strategy Technical Report, specifically on employment conversion requests.</li> <li>• Oshawa staff are generally aligned with the consultant's recommendations on employment conversion requests. Specifically, the City's position aligned with the consultant's position on CNR-05, CNR-18, CNR-45, CNR-46 and Oshawa staff continue to support their position on these requests based on the rationale provided in report DS-21-149.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
003-02 Laura Brown City of Oshawa <b>RE: CNR-05, 18, 39, 45, 46, 47</b>	<ul style="list-style-type: none"> <li>• Regarding CNR-39, staff note they had concerns with this request and they did not recommend the conversion request. However, City Council asked the Region to consider this request for conversion. Please see Report DS-21-149 for Oshawa Planning staff's rationale for not recommending conversion.</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Planning staff agree with the concerns noted in the Oshawa Planning staff report.</li> </ul>
003-03 Laura Brown City of Oshawa <b>RE: CNR-05, 18, 39, 45, 46, 47</b>	<ul style="list-style-type: none"> <li>• Regarding CNR-47, staff note that we had recommended this conversion prior to the revised delineation of Thornton's Corners GO station Major Transit Station Area.</li> <li>• Staff reiterate that the Thornton's Corners GO Station MTSA western boundary has been shifted from the Oshawa-Whitby boundary (and certain lands in Whitby to the west of the boundary) to east of Thornton Road South and west of Fox Street.</li> <li>• Staff support further discussions with the Region on the proposed station location and determining an MTSA boundary that reflects and appropriate sphere of influence around the station.</li> </ul>	<ul style="list-style-type: none"> <li>• At this time, Regional Planning staff view the north / south rail connection as a logical boundary for the western limit of the Thornton's Corners PMTSA.</li> <li>• The Thornton's Corners PMTSA could be revisited at a future date, should a feasible engineering solution be developed that would provide for connectivity from the east side of the rail spurs to the lands to the west.</li> <li>• Access from the west side of the rail corridor to the future station location would be accommodated by travelling south on Thornton Road, west on</li> </ul>



### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>The station location is shown adjacent to the westerly limit of the proposed MTSA, rather than generally located more centrally within the MTSA. The ability of this station to influence development to the west, including the transportation network, needs to be assessed.</li> </ul>	<p>Champlain, and north on Fox Street, a distance estimated to be 1 kilometre or greater.</p> <ul style="list-style-type: none"> <li>Until a feasible solution is developed to provide for connectivity between the east and west side of the rail connection, it is staff's opinion that conversion of these lands and/or inclusion within the PMTSA boundary is premature.</li> </ul>
004-01 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>Writing as the Planning consultants for Nordeagle Developments Limited for their lands located at the northwest corner of Gordon Street and Victoria Street in the Town of Whitby.</li> <li>The total subject site is approximately 34 hectares in size.</li> <li>We submitted letters dated February 22, 2019 and August 17, 2020 requesting conversion of the westerly 16 hectares of the subject site to allow for a mixed-use community with jobs, residents, parks and community facilities proximate to the GO station to the east.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
004-02 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>In summary it is our opinion that conversion is appropriate for the following reasons:</li> <li>the conversion will contribute to achieving Growth Plan intensification targets.</li> <li>The conversion will not impact the viability of the Employment Area. Nordeagle is proposing 7600 jobs in this area in the form of office retail and convention centre uses.</li> <li>The conversion will allow for a new public elementary school which is needed to serve the population in the Major Transit Station Area.</li> <li>The conversion will provide for a complete community as opposed to heavy industrial or warehouse uses or an isolated</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	business park approach which is dated and framed by commuting to work by automobile.	
004-03 Michael Bissett, Bousfields RE: CNR-06	<ul style="list-style-type: none"> <li>We have reviewed the recently released Employment Strategy Technical Report. We understand the report does not recommend the conversion of the Nordeagle request (known as CNR-06) to convert approximately 18 hectares of land West of Montecourt St.</li> <li>We offer the following more detailed responses in support of the conversion request:</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
004-04 Michael Bissett, Bousfields RE: CNR-06	<ul style="list-style-type: none"> <li>We agree that the proposed conversion will contribute to the Region and Whitby's ability to achieve the intensification targets of the Growth Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff have considered the additional justification and response provided to the evaluation of criteria as contained in the Employment Strategy Technical Report.</li> </ul>
004-05 Michael Bissett, Bousfields RE: CNR-06	<ul style="list-style-type: none"> <li>We do not agree that the conversion will impact the overall viability of the Employment Area. Apart from the Sobey's distribution centre and former Automodular building the remaining lands east of Montecorte have already been converted or are owned by Nordeagle and proposed for a mixed-use community.</li> </ul>	<ul style="list-style-type: none"> <li>Staff have observed that the subject lands are located within immediate proximity to Highway and Rail corridors and directly about Victoria Street West, a Type A arterial and part of the Strategic Goods Movement Network.</li> </ul>
004-06 Michael Bissett, Bousfields RE: CNR-06	<ul style="list-style-type: none"> <li>Nordeagle proposes to develop new office and convention centre uses on the north side as a transitional buffer to the Sobey's warehouse.</li> <li>The proposed development of the overall Nordeagle landholdings would include approximately 7,600 new jobs (220 per hectare).</li> <li>Site specific policies can be used to ensure there are no adverse impacts on existing employment uses, similar to the lands east of Montecorte.</li> </ul>	<ul style="list-style-type: none"> <li>The subject lands are comprised of a number of parcels, including medium and large sized parcels, which are generally vacant and sufficiently sized and configured to accommodate employment uses.</li> <li>The proponent's "east lands" and "west lands" are separated by intervening land uses – an existing employment use building currently occupied by SNC-Lavalin and Aecon, and the existing driveway access to the Sobey's Warehouse.</li> </ul>

## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
004-07 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>The viability of the lands as strictly a business park is lacking. The more recent approach to providing higher density office uses is within a complete community setting, rather than isolated areas that do not promote active forms of transportation.</li> </ul>	<ul style="list-style-type: none"> <li>The Town of Whitby Official Plan designates the subject lands as Business Park in the Lynde Shores Secondary Plan and permits a number of Employment Area uses on the subject lands. This includes research, development and information processing establishments, corporate head offices or major regional branch offices, training facilities, communication production uses, pharmaceutical, light assembly and manufacturing operations for the production and/or distribution of high value and high technology products. The Zoning of the subject lands is M1A-LS which also permits a range of Employment Areas uses, including research and development facilities, office, light manufacturing, assembly, or processing of goods within a wholly enclosed building.</li> <li>The site does not appear to be constrained for employment use. Residential lands to the south are separated by Victoria Street West and the subject lands are of sufficient depth to accommodate on site screening, setbacks, and/or other mitigation measures if required.</li> <li>The rationale that the conversion is required in order to provide a school site for the proponent's other lands to the east and development in the Whitby PMTSA in general, in staff's opinion does not justify the conversion of lands that are otherwise appropriately located, configured, and</li> </ul>
004-08 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>The conversion of the lands will allow for a new public elementary school, which would be needed for the new population in the Major Transition Station Area.</li> </ul>	
004-09 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>The lands are adjacent to a low-rise residential community. They have been planned for business park uses in the Whitby Official Plan for decades. Sobeys was permitted through a site-specific approval, but otherwise the lands have never been envisioned to be utilized for uses such as industrial uses that require heavy truck movement and strategic goods movement.</li> <li>Office business park uses are compatible with residential uses. More modern planning approaches are to provide for a complete community with residents living close to work, parks, and services rather than the more antiquated business park approach which require commuting to work by vehicle.</li> </ul>	
0004-10 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>The lands are well suited for higher density residential uses proximate to existing transit and to complement the employment uses proposed for the lands east of Montecorte and north of Nordeagle and also suited for needed community uses to service existing residential and planned population in the MTSA.</li> </ul>	
004-11 Michael Bissett, Bousfields	<ul style="list-style-type: none"> <li>The site is an isolated employment site designated as a business park (not a planned industrial area) directly adjacent to existing</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
<b>RE: CNR-06</b>	<p>low-rise residential to the south, hazard lands to the north, and an MTSA to the east.</p> <ul style="list-style-type: none"> <li>The conversion will not fragment a large Employment Area, but rather provide for additional population and community uses in proximity to transit in a manner that is compatible with the proposed office and convention centre uses east of Montecorte and will provide opportunity for an extensive parks network.</li> </ul>	<p>sized to accommodate a range of employment uses.</p> <ul style="list-style-type: none"> <li>Employment uses in this location may also benefit from proximity to transit, including the Whitby GO station. Proximity to the GO station will provide an opportunity for employees make use of transit for travelling to their workplace, encouraging two-way travel use as opposed to the general flow of GO transit users into Toronto for employment purposes.</li> </ul>
004-12 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>The Employment Strategy states that the conversion lands are comprised of a number of parcels, some of which are large and can accommodate employment related uses.</li> <li>The area has never been planned to accommodate large industrial developments requiring large sites.</li> <li>The Sobeys warehouse was permitted through a site-specific amendment and that form of development was never anticipated to be prevalent in this area, directly adjacent to the Lynde Shores community to the south and with the MTSA to the east.</li> </ul>	<ul style="list-style-type: none"> <li>Staff are of the opinion that the proposed conversion would create a residential area that is separated from the PMTSA by intervening employment uses in the middle (former Automodular building, which now appears to be occupied by SNC-Lavalin and Aecon) and further isolate a large warehousing/logistics facility to the northeast. Staff believe the subject lands should be retained as Employment Areas in order to maintain and protect the stability of the broader Employment Area in this location.</li> </ul>
004-13 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>Any Employment Area conversion will result in a reduced supply of Employment Area lands.</li> <li>The converted lands are proposed to be used for community uses and additional residential uses in a more mixed-use complete community rather than an isolated Employment Area directly adjacent to the Lynde Shores community, MTSA, and conservation area.</li> </ul>	<ul style="list-style-type: none"> <li>Based on the above, it is recommended that the GMS consultant team's evaluation and preliminary recommendation to not support conversion request CNR-06 as contained in the Employment Strategy be implemented.</li> </ul>
004-14 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>The lands east of Montecorte were converted through the last Official Plan review based on a site-specific policy requiring studies confirm land use compatibility.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>Those lands, which are located within an MTSA, are planned for high-density residential uses proximate to the Sobeys Warehouse.</li> <li>It is not appropriate to refuse to convert the west lands for reasons of compatibility with the adjacent warehouse use since the approved policies already contemplate and encourage mixed-use development adjacent to that same warehouse.</li> </ul>	
004-15 Michael Bissett, Bousfields <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>While the site is not Within an MTSA it is directly adjacent to the MTSA, meaning residential mixed-use development is encouraged and envisioned to the east.</li> <li>It would not be appropriate for any heavy industrial type of development adjacent to the MTSA, but rather allow for a conversion to provide more assurance for compatible uses that can contribute to parks network and new community facilities.</li> </ul>	
005-01 Will Prentice <b>RE: CNR-06</b>	<ul style="list-style-type: none"> <li>Writing in response to Whitby Staff Report PL 71-21, Envision Durham, Land Needs Assessment, South Whitby, Ecoplace, Nordeagle</li> <li>Objects to the developers request to convert these lands under the guise of Envision Durham. There is an extensive background dating back to 2007 and filed on the Whitby public record.</li> <li>Whitby Council's motion at their November 15, 2021 Committee of the Whole meeting is contrary to Whitby staff's recommendation.</li> <li>A new report called "Shaping the Future – Whitby Economic Development Strategy" calls for the protection of Employment Lands (see page 130).</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>I believe it is important to retain these lands for employment in order to bring more local jobs to existing and future residents of Whitby.</li> <li>Employment/commercial development is needed to slow down property tax increases.</li> </ul>	
006-01 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>The Biglieri Group Ltd. (TBG) represents 2322244 Ontario Inc., the owners of approximately 9 hectares of land located at the south-east corner of Salem Road and Kerrison Drive East in the Town of Ajax.</li> <li>TBG submitted a formal request for Employment Conversion through the Region's Municipal Comprehensive Review process which requested an extension of the "Uptown Regional Centre" onto the Subject Site.</li> <li>The Employment Strategy Technical Report has not provided an in-depth review of the Conversion Request materials that have been submitted to the Region.</li> <li>TBG is providing this letter as further analysis/distillation of materials as it relates to comments found in Appendix D of the Employment Strategy Technical Report.</li> <li>Based on the evaluation of other recommended conversion sites, TBG understands that the Region may be supportive of a conversion even if not all criteria are satisfied. In TBGs evaluation contained in this letter, comparison has been made between the subject site and the lands in Additional Area 2 which have been recommended for conversion.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
006-02 Anthony Biglieri and Michal Testaguzza,	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion PPS (A)</li> <li>TBG agrees that the draft LNA indicates a need for additional Community Area lands. The proposed conversion would provide for both Community Area and Employment Area lands. TBG</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff have reviewed TBGs analysis and comments on the evaluation criteria related to supply and demonstrating the need for conversion.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
The Biglieri Group <b>RE: CNR-07</b>	understands that employment conversion requests are an opportunity to remove employment lands that have logistical or technical issues that make employment uses problematic to Community Area lands.	<ul style="list-style-type: none"> <li>• The Draft Land Needs Assessment has demonstrated a need for both additional Employment Areas and Community Areas.</li> <li>• Any lands that are recommended for conversion will affect the land need for Employment Areas and Community Areas. Any land area that is converted from Employment Areas to Community Areas increases the amount of additional Employment Area that will be required through Settlement Area Boundary Expansion, while reducing the amount of land that will be required for Community Areas by way of Settlement Area Boundary Expansion. This has been factored into the Draft Land Needs Assessment.</li> <li>• Staff acknowledge that additional Employment Areas can be designated through the Settlement Area Boundary Expansion process. However, this is not the case for the Town of Ajax, which is bound by the Greenbelt Plan boundary with no ability for Settlement Area Boundary Expansion. As a result, any Employment Area conversions within the Town of Ajax results in additional employment land being required that must be accommodated in another municipality.</li> </ul>
006-03 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion PPS (B)</li> <li>• TBG acknowledges that the draft LNA identifies a need for additional employment lands in the Region and that conversions requests can be offset by expansions so that there is no Employment Area shortfall over the long term. TBG notes that the draft LNA recommends that the Region expand the urban boundary for employment land uses which creates many opportunities for large employment parcels that are both large and strategically located.</li> <li>• The current land use designation of the subject site poses land use compatibility concerns with the Uptown Regional Centre directly to the south, and as a result, the subject site merits conversion. The current concept plan provides for approximately 1,294 jobs on site.</li> </ul>	
006-04 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion Growth Plan (a)</li> <li>• TBG agrees that the draft LNA indicates a need for additional Community Area Lands.</li> </ul>	
006-05 Anthony Biglieri and Michal Testaguzza,	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion Growth Plan (b)</li> <li>• TBG acknowledges that the draft LNA identifies a need for additional employment lands in the Region and understands that conversions requests can be offset by expansions so that</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
<p>The Biglieri Group <b>RE: CNR-07</b></p>	<p>there is no Employment Area shortfall over the long term. TBG notes that the draft LNA recommends that the Region expand the urban boundary for employment land uses which creates many opportunities for large employment parcels that are both large and strategically located.</p> <ul style="list-style-type: none"> <li>• The current land use designation of the subject site poses land use compatibility concerns with the Uptown Regional Centre directly to the south, and as a result, the subject site merits conversion.</li> <li>• The current concept plan provides for approximately 1,294 jobs on site and will assist the Region in meeting its employment forecast.</li> </ul>	
<p>006-06 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b></p>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion Growth Plan (c)</li> <li>• TBG notes that there is an employment land shortfall to 2051 regardless of whether or not the subject site is converted.</li> <li>• Urban Boundary Expansion is identified in the draft LNA as being required for both Community Area Lands and Employment Area lands.</li> <li>• The proposed concept plan provides for prestige employment lands on the eastern side of the site over the long term and 1,294 jobs are provided on site in the current site concept plan, contributing the Region's employment forecast.</li> <li>• As such, the lands are not required for traditional employment land uses over the long term.</li> <li>• All conversion requests did not meet this criterion. The LNA and MCR process can satisfy the Region's need for employment lands by expanding the urban boundary and designating the required lands for employment uses.</li> </ul>	



### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
006-07 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Growth Plan (d)</li> <li>The proposed conversion will not impact the overall viability of the Employment Area and will instead provide for appropriate transition through the use of prestige employment on the east side of the site.</li> <li>The in-effect Ajax Official Plan locates sensitive “Commercial Mixed Use II” in the Uptown Regional Centre adjacent to “General Employment” lands. A more appropriate transition is required and is provided per the proposed conversion request as discussed in detail in previously submitted materials in support of the conversion request.</li> <li>A total of 90m buffer would be provided between the proposed mixed-use blocks and General Employment uses to the east.</li> <li>The Carruthers Creek Employment Area will remain a large and viable employment area. The Region has recommended the conversion of 40 hectares of the Carruthers Creek Employment Area as part of Additional Area 2, an area that is 4 times larger than the subject site.</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff have reviewed the balance of the TBG submission which discusses the appropriateness of the conversion request based on location, transportation connectivity and access, job creation, transition, configuration, and land use.</li> <li>Staff view this site as large, vacant, and regularly shaped and considered suitable for employment uses.</li> <li>The boundary between the Uptown Regional Centre and the surrounding Employment Area is already defined by Ringer Road and the planned extension of Ringer Road across the southern boundary of the subject site.</li> <li>The inclusion of the subject site in the Uptown Regional Centre will result in Employment Area uses surrounding the site on three sides, introducing an encroachment of residential and sensitive land uses into the broader employment area.</li> <li>Staff believe that both the subject site and the adjacent lands in the Uptown Regional Centre are of sufficient size and depths to accommodate on-site buffering between potential future Employment Area uses on the subject site and potential future mixed-use / residential uses in the Uptown Regional Centre. As per the typical development review process, development of</li> </ul>
006-08 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Growth Plan (e)</li> <li>SKA Engineering prepared a Functional Servicing Brief which determined that existing water mains are available on all adjacent roads and Sanitary capacity is currently available and will be evaluated on a continual basis. In essence, upgrades, if required, would likely be triggered by the redevelopment of the Uptown Regional Centre as a whole, not the Subject Site specifically.</li> <li>The subject site and proposed conversion would make more efficient use of the infrastructure and facilities that have</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<p>already been, or will be, planned for in the Uptown Regional Centre.</p> <ul style="list-style-type: none"> <li>The subject site is better served from a transit perspective than Additional Area 2. The Ajax Official Plan identifies Salem Road as a Rapid Transit Route and Kingston Road is within 400m where the Region has invested and continues to invest in rapid transit improvements.</li> </ul>	<p>either site will be required to consider land use compatibility, including noise, odour, and other potential emissions, and the inclusion of any appropriate setbacks and other mitigation measures.</p> <ul style="list-style-type: none"> <li>Staff acknowledge the comparison between the subject site and lands located within Additional Area 2. However, staff view these areas as fundamentally different in their current use and potential for future employment function. Additional Area 2 consists of fragmented parcels, most of which are already functioning or committed to function as Community Area uses. Accordingly, this area is viewed as having limited potential for employment use development. The subject lands and surrounding area, by comparison, is made up of large parcels many of which have been recently developed for large employment uses (Gordon Food Service Distribution Centre, Amazon).</li> <li>Based on the above, it is recommended that the GMS consultant team's evaluation and preliminary recommendation to not support conversion request CNR-07 as contained in the Employment Strategy be implemented.</li> </ul>
006-09 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion C – Location</li> <li>TBG acknowledges that per Table E-7 of the Regional Official Plan all types of roads are appropriate for goods movement. While the site is located on an arterial road, it is over 1km from the nearest 401 access.</li> <li>Additional Area 2 is in proximity to an arterial road Type A and Highway 412.</li> <li>For consistency, both sites do not satisfy this criterion and further this criterion alone should not be a determinative with regards to whether a site is recommended for conversion.</li> </ul>	
006-10 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion D – Access</li> <li>TBG notes that similar to Additional Area 2, the subject site has direct access to an Arterial Road, which then provides connectivity to a 400 series highway or interchange over a kilometre away.</li> <li>TBG analysis suggests that actual travel time from either site to the nearest highway interchange is similar and that the conclusions related to this criterion should therefore be the same.</li> </ul>	
006-11	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion D – Employment Area Configuration</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>The Subject Site is located at the southernmost fringe of the Carruthers Creek Employment Area, adjacent to the mixed-use Uptown Regional Centre designation, and if the site is partially converted the Employment Area will remain contiguous.</li> <li>TBG notes that Additional Area 2 is located at the northwestern fringe of the Carruthers Creek Business Area and for consistency both sites do not satisfy this criterion and this criterion alone should not be a determinative with regards to whether a site is recommended for conversion.</li> </ul>	
006-12 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion F – Site Configuration</li> <li>While the site is approximately 9 ha in size, development of the site is constrained by the lack of transitional space between the site and the mixed use Uptown Regional Centre.</li> <li>Various Ajax OP, PPS, Growth Plan, and ROP policies are cited, referencing the protection of industrial and manufacturing uses by ensuring adjacent sensitive land uses are planned appropriately.</li> <li>The proposed transitional space provided by the proposed conversion will benefit both lands within the Uptown Regional Centre as well as the Carruthers Creek Employment Area, creating a business supportive environment and maximizing development potential.</li> </ul>	
006-13 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion G – Land Use</li> <li>TBG notes that both the subject site and Additional Area 2 have access to arterial roads which connect to highway infrastructure. As such, TBG notes that both sites do not meet this criterion and therefore this criterion alone should not be determinative of whether or not conversion is recommended.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>• Ajax Council has passed a more recent resolution to support the Employment Area conversion request.</li> <li>• TBG notes that Additional Area 2, like the subject site, is also within one of the largest remaining vacant employment areas in the Town of Ajax. If the conversion is approved, the lands immediately surrounding the site will continue to remain large and viable for employment uses, and sufficient transition has been incorporated into the proposed concept plan.</li> <li>• Conversion to the Uptown Regional Centre does not truly represent a conversion to non-employment uses. The proposed conversion will support prestige employment uses on the eastern side of the property within a broader mixed-use environment.</li> </ul>	
006-14 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion H – Supply</li> <li>• The subject site represents 0.08% of the vacant employment lands in the Town of Ajax.</li> <li>• Recent studies by the Town of Ajax anticipates a surplus of 29 hectares of vacant employment lands by 2041.</li> </ul>	
006-15 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion I – Jobs</li> <li>• The proposed concept plan will more than double the number of jobs on a per acre basis than what is typically delivered by recent prestige employment developments in the surrounding area.</li> </ul>	
006-16	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion J – MTSA</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>The subject site is not immediately within a Major Transit Station Area, however, is located adjacent to a Regional Corridor and less than 400m from Kingston Road which is seeing Regional investment in rapid transit improvements.</li> </ul>	
006-17 Anthony Biglieri and Michal Testaguzza, The Biglieri Group <b>RE: CNR-07</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion K – Municipal Interests</li> <li>Ajax Council at its February 22, 2021 Council Meeting supported the conversion request subject to a number of conditions.</li> </ul>	
007-01 Scott Waterhouse, GHD <b>RE: CNR-09</b>	<ul style="list-style-type: none"> <li>Writing as the planning consultants for Chieftan (Ajax) Developments, regarding property at 465 Bayly Street East in the Town of Ajax.</li> <li>Original conversion request was made in September of 2020 to redesignate the lands from “Employment Areas” to “Living Areas”.</li> <li>Town of Ajax planning staff did not support the conversion request. However, Ajax Council after discussion directed staff to advise the Region that Ajax Council is in support of expanded floor area to permit a larger grocery store on the subject lands.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> <li>The evaluation contained in the Employment Strategy was based on the details provided in the Employment Area conversion request that was submitted to the Region which sought to develop the subject lands for residential units.</li> <li>It is understood, based on the contents of the October 25, 2021 letter from GHD, that the proponent would like to amend the request to permit a grocery store, and not residential uses as originally proposed.</li> <li>As discussed in the covering staff report – as a result of additional information and justification provided by the proponent, Regional Planning staff</li> </ul>
007-02 Scott Waterhouse, GHD <b>RE: CNR-09</b>	<ul style="list-style-type: none"> <li>The recommendations in the Employment Strategy related to CNR-09 do not support the conversion request. The analysis indicates that the Town of Ajax does not support the request and does not reference the Town of Ajax resolution requesting a larger grocery store for the Chieftan property.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
007-03 Scott Waterhouse, GHD <b>RE: CNR-09</b>	<ul style="list-style-type: none"> <li>The Employment Strategy report includes policy recommendations. Of specific interest is revised Policy 8C.2.13 which states Employment supportive uses may also be permitted subject to the inclusion of appropriate provisions in the area municipal official plan and/or zoning by-law. Employment supportive uses shall not exceed 10% of the aggregate jobs within an Employment Area. In any case, a single employment supportive use shall not exceed 2,000 sq. m. and would be subject to specific criteria.</li> <li>Through further discussions with Regional staff, it was understood that the intent of revised Policy 8C.2.13 is to not permit retail/commercial uses that would primary serve the nearby residential community uses.</li> <li>Accordingly, it is understood that this revised policy is not intended to permit a supermarket at this location which would primary be used by and serve the adjacent South Ajax residential community.</li> </ul>	are supportive of the conversion request to permit a grocery store on the subject site. <ul style="list-style-type: none"> <li>Comments supportive of new ROP policies to implement Proposed Policy Direction 46.10 d) are noted and will be considered by Regional Planning staff while preparing draft policies.</li> <li>Staff will continue to evaluate and draft policies related to commercial/retail permissions within Employment Areas with the Regional Corridor Overlay in a comprehensive and Region-wide manner through the Envision Durham process.</li> </ul>
007-04 Scott Waterhouse, GHD <b>RE: CNR-09</b>	<ul style="list-style-type: none"> <li>Regional Proposed Policy Directions Report #2021-P-7 released March 2, 2021 identified potential changes to land use planning policies for the new Regional Official Plan, including policy directions related to Regional Corridors in Employment Areas - proposed policy direction 46.10 d: “permit a broader range of intensive commercial uses along Regional Corridors in Employment Areas above what is allowed in the current ROP related to personal service and retail uses within Employment Areas”.</li> <li>We understand that the specific policies to implement this and other potential policy directions have not yet been released.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
007-05 Scott Waterhouse, GHD RE: CNR-09	<ul style="list-style-type: none"> <li>Chieftan (Ajax) Development is fully supportive of the Town of Ajax resolution and supports a planning policy framework and opportunity for a larger sized grocery store for the subject property. A smaller grocery store (less than 2,000 sq. m) would leave the South Ajax community underserved.</li> <li>Chieftan is also supportive of the Region preparing specific policies in the new ROP to implement proposed Employment Area directions under 46.10 d) for a broader range of intensive commercial uses along Regional Corridors in Employment Areas and to permit a larger sized grocery store / supermarket on the subject property.</li> </ul>	
007-06 Scott Waterhouse, GHD RE: CNR-09	<ul style="list-style-type: none"> <li>The consultant's recommendations contained in the Employment Strategy do not align with the position of the Town of Ajax Council regarding a larger grocery store on the subject property to serve the South Ajax neighbourhood.</li> <li>The criteria related to Employment Supportive uses found in the Employment Strategy may be useful in other Employment Areas, but would restrict any reasonable ability to implement the Town of Ajax Council resolution on the Chieftan Lands.</li> <li>Request the Region develop and implement a policy framework or site-specific policy framework through Envision Durham to implement the Town of Ajax resolution to permit a larger grocery store on the subject property.</li> </ul>	
008-01 Simo Yee, IBI Group RE: CNR-11	<ul style="list-style-type: none"> <li>Writing on behalf of 2610144 Ontario Limited, the owners of 1766 Baseline Road.</li> <li>IBI previously submitted an Employment Area Conversion request for the subject lands and have provided comments on the Envision Durham Proposed Policy Directions Report, the Envision Durham Proposed Regional Official Plan Amendment –</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<p>Policies and Delineations for Major Transit Station Areas (ROPA 2021-003) and Update on Settlement Area Boundary Expansion Requests.</p> <ul style="list-style-type: none"> <li>• IBI supports the recommendations for the Employment Area conversion of the subject site (CNR-11) to permit non-employment uses.</li> </ul>	
008-02 Simo Yee, IBI Group <b>RE: CNR-11</b>	<ul style="list-style-type: none"> <li>• IBI understands that staff are also seeking to expand permissions for MTSA-related uses and to consider transition policies to address the area over time. IBI also notes the recommendation that a secondary plan be required for the MTSA in order to establish appropriate land use permissions and density targets and provide for sequential growth, transition, and land use compatibility.</li> <li>• IBI's long standing opinion is that the policy framework should not be overly prescriptive and instead should focus primarily on overall density targets and for the opportunity for a mix of residential and employment uses in the MTSA to contribute to overall complete community growth.</li> <li>• IBI supports the recommendation for conversion and are also interested in working with the Region of Durham and Municipality of Clarington through the MCR process and in particular understanding the timing and implications the recommended Secondary Plan would have in regard to the subject site.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
009-01 Jonathan Rodger, Zelinka Priamo Ltd.	<ul style="list-style-type: none"> <li>• Writing as the planning consultants for Belmont Equity (Rossland Landing) Ajax Ltd. (Belmont), the owner of approximately 3.9 hectares of land in the Town of Ajax known municipally as 1, 3, 5 and 7 Rossland Road East and 901 Harwood Avenue North.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>



### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
RE: CNR-14	<ul style="list-style-type: none"> <li>A conversion request (CNR-14) for the subject site was submitted on September 21, 2020 and was further scoped on June 9, 2021 to an undeveloped portion of the site of 0.6 hectares.</li> <li>We request that staff reconsider the evaluation of CNR-14 in the context and justification for Additional Area 2 – North Harwood Avenue Cluster located immediately to the north of the Belmont Lands.</li> </ul>	
009-02 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>The existing Belmont lands provide for commercial uses. The preliminary concept plan for the conversion proposal would include retail and prestige employment uses at grade and additional prestige uses on the second floor with residential above.</li> <li>Due to the size of the conversion request area (0.6 ha), surrounding land uses, and location removed from major transportation corridors / goods movement infrastructure, the Belmont lands are not appropriate for land extensive industrial uses.</li> <li>The Belmont Lands have limited market potential for larger office uses due to lack of on-site parking and limited access to major transit and major highways.</li> <li>The Belmont conversion request of 0.6 ha is insignificant in the context of the Region's employment land supply and in the context of the 3,130 ha of land within Urban Employment Areas needed to accommodate anticipated job growth to 2051. The lands are also considered "built" in the Region's Employment Land Inventory, and therefore will not have an impact on the supply of underutilized or vacant Employment Areas.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>The conversion request proposal will maintain and increase the number of jobs provided on the Belmont lands.</li> <li>The Belmont conversion request proposal is compatible with surrounding land use permissions and potential land use conflicts can be mitigated. The subject site is within close proximity to existing sensitive land uses, including residential to the west, schools to the north, and a day care on the broader Belmont lands. Additional Area 2, which is recommended for conversion, is immediately to the north and lands to the south and east are designated as Environmental Protection providing for separation from employment lands located to the south and east.</li> </ul>	
009-03 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>It appears that the evaluation of CNR-14 as contained in the Employment Strategy was prepared in the absence of the context of Additional Area 2.</li> <li>Based on our review, the only criteria that are not met are that the conversion request CNR-14 is not within an MTSA and that the conversion request is not supported by the Town of Ajax.</li> <li>We request that staff reconsider their evaluation of CNR-14 in the context and justification for Additional Area 2 located immediately to the north of the Belmont lands.</li> <li>Belmont would be amenable to a larger area on the south side of Rossland Road east being converted, mirroring the proposed conversion area on the north side which is part of Additional Area 2. It does not make sense to convert Additional Area 2 while leaving the Belmont lands as the only remaining Employment Area at this node.</li> <li>A response to the evaluation of each criteria as contained in the Employment Strategy is provided as Appendix A.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
009-04 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criteria PPS(a) – noted</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff have considered the justification and the response provided to each criterion that was evaluated in the Employment Strategy Technical Report.</li> <li>Although the scoped area proposed for conversion is smaller (0.6 hectares), and is not particularly close to major transportation corridors such as highway or rail infrastructure, and not within immediate proximity to elements of the Region's Strategic Goods Movement Network, the site has frontage onto Rossland Road East and Harwood Avenue North, a type B and C Arterial road respectively.</li> <li>Staff agree that there are no major land use compatibility issues within the immediate proximity of the proposed conversion. The area proposed for residential development is adjacent to an existing carwash facility.</li> <li>Staff acknowledge that the proposed conversion site will be across Rossland Road from lands proposed for conversion to the north (Additional Area 2), and lands to the south and east that are currently used as retail/commercial with environmental features and storm pond beyond.</li> <li>Staff have considered the comparison provided between the proposed Belmont conversion area and Additional Area 2. Planning staff agree similar contextual conditions exist on the Belmont lands as</li> </ul>
009-05 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion PPS (b) – The Belmont lands are considered Built in the Region's Employment Land Inventory. Therefore, the conversion will not have an impact on the supply of underutilized or vacant Employment Area Lands.</li> <li>By contrast, the conversion of Additional Area 2 which is recommended for conversion includes parcels that form part of the Region's vacant and underutilized land supply.</li> <li>The total job yield on the Belmont lands will be maintained and improved.</li> </ul>	
009-06 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Growth Plan (a) – the Belmont conversion request can fulfill the need for additional Community Area lands while maintaining retail and prestige employment uses at grade and provide for additional prestige employment on the second floor with residential above.</li> </ul>	
009-07 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Growth Plan (b) – The Belmont lands are considered Built in the Region's Employment Land Inventory. Therefore, the conversion will not have an impact on the supply of underutilized or vacant Employment Area Lands.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
009-08 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>By contrast, the conversion of Additional Area 2 which is recommended for conversion includes parcels that form part of the Region's vacant and underutilized land supply.</li> <li>The total job yield on the Belmont lands will be maintained and improved.</li> <li>Responding to evaluation of criterion Growth Plan (c) – The 0.6 hectares of lands proposed for conversion are insignificant in the context of the 3,130 gross hectares of land within Urban Employment Areas needed to accommodate anticipated job growth to 2051.</li> <li>The 0.6 hectares of land are unlikely to develop for industrial or office uses.</li> <li>This criterion was evaluated the same for Additional Area 2.</li> </ul>	with the lands north of Rossland Road East in Additional Area 2. <ul style="list-style-type: none"> <li>In summary, although this site meets several of the evaluation criteria, there are area municipal concerns with this request and the Town of Ajax does not support the conversion request.</li> <li>Rossland Road East represents a logical boundary between Employment Areas and Living Areas in this location. The Belmont lands will provide an appropriate transition between the Employment Areas to the south and Community Areas to the north.</li> <li>Therefore, it is recommended that the GMS consultant team's evaluation and preliminary recommendation to not support conversion request CNR-14 as contained in the Employment Strategy be implemented.</li> </ul>
009-09 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Growth Plan (d) – The Belmont lands are separated from the main body of the Employment Area to the south and east due to existing mixed-use commercial on the Belmont lands as well as a woodlot, stormwater management pond, and wetland.</li> <li>Additional Area 2 is located directly to the north and its conversion has been deemed to not adversely impact the overall viability of the remainder of the broader Carruthers Creek Employment Area.</li> <li>The Belmont lands, while located in the Designated Greenfield Area, will still help fulfill a market need to provide a diverse range of housing options.</li> <li>The majority of Additional Area 2 is located in the BUA. Therefore, being within the Built-up area is not a precondition for conversion.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
009-10 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Growth Plan (e) – any enhancements for existing and planned infrastructure needed for the 0.6 hectare Belmont lands would be in the context for the new development within Additional Area 2 which is recommended for conversion and would also require such enhancements.</li> </ul>	
009-11 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Location and Access – the Belmont lands do not offer direct access to major transportation corridors/goods movement infrastructure.</li> <li>The Belmont lands have direct access to Harwood Avenue North and Rossland Road East however these roads are not situated, designed, or promoted as major transportation corridors and/or goods movement infrastructure.</li> <li>The Belmont lands are not sufficiently sized to accommodate warehouse or manufacturing uses. There is limited market for office uses on the Belmont lands.</li> </ul>	
009-12 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Employment Area Configuration – the Belmont lands currently form part of a community hub with retail and commercial uses, gas stations, schools and a daycare.</li> <li>The Belmont lands are at the fringe of the Carruthers Creek Business Area and separated from the broader contiguous Employment Area to the south and east due to existing commercial/retail uses, storm pond, woodlot, and wetland.</li> <li>Additional Area 2 did not raise concerns regarding encroachment/erosion of the broader Employment Area. Accordingly, there is limited potential for the Belmont conversion request to result in encroachment / erosion of the broader Employment Area.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
009-13 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Site Configuration – The Belmont lands are considered Built in the Region's Employment Land Inventory. Therefore, the conversion will not have an impact on the supply of underutilized or vacant Employment Area Lands.</li> </ul>	
009-14 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Land Use – Mixed-uses (including residential) for the Belmont lands are compatible with surrounding uses and potential land use conflicts can be mitigated.</li> <li>The Belmont conversion request lands are located in close proximity to existing sensitive land uses including residential (west), schools (north) and daycare (on the Belmont lands).</li> <li>The Belmont lands are separated from the main body of the Employment Area to the south and east due to existing commercial/retail uses, storm pond, woodlot, and wetland.</li> <li>A mixed-use building would be complementary and consistent with existing uses on the broader Belmont lands.</li> <li>There is limited potential to erode and undermine the broader planned function of the Carruthers Creek Business Park Employment Area.</li> <li>Additional Area 2 is recommended for conversion and is immediately to the north. Lands to the west are developed for a gas station and drive-through restaurant.</li> </ul>	
009-15 Jonathan Rodger, Zelinka Priamo Ltd.	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Supply – At only 0.6 ha the conversion lands are not considered large.</li> <li>The lands are considered built in the Region's Employment Land Inventory and will therefore not impact the supply of vacant or underutilized Employment Area land.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
<b>RE: CNR-14</b>		
009-16 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Jobs – the total job yield can be maintained and improved, exceeding the employment density target of 26 jobs per hectare by 2051.</li> </ul>	
009-17 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion location with a Major Transit Station Area – Additional Area 2 is also not within a proposed MTSA boundary.</li> </ul>	
009-18 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Municipal Interests and Policy – noted.</li> </ul>	
009-19 Jonathan Rodger, Zelinka Priamo Ltd. <b>RE: CNR-14</b>	<ul style="list-style-type: none"> <li>Based on the review of the above, the 0.6 hectare Belmont conversion request lands are an appropriate candidate for conversion.</li> </ul>	
010-01 Don Given, MGP	<ul style="list-style-type: none"> <li>Malone Given Parsons Ltd. (MGP) is the planning consultant for Rick Wannop Developments, Wannop Family Farms and Daniel and Robin Luchka, the owners of 64 hectares of land</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
<b>RE: CNR-17</b>	municipally known as 1520, 1540 and 1580 Reach Street in the Township of Scugog.	
010-02 Don Given, MGP <b>RE: CNR-17</b>	<ul style="list-style-type: none"> <li>• MGP submitted an Employment Area conversion request on behalf of the property owners which applied to the easterly portion of the subject lands (41 hectares) with a preliminary concept plan that anticipates a yield of 650 to 800 residential units).</li> <li>• MGP disagrees with the recommendation in the Employment Strategy Technical Report that the subject lands (CNR-17) should not be converted from Employment Area to permit the proposed uses/development concept.</li> <li>• MGP maintains there is a need for the conversion, the conversion conforms to and is consistent with the requirements of the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Durham Region and Township of Scugog Official Plan (2010).</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
010-03 Don Given, MGP <b>RE: CNR-17</b>	<ul style="list-style-type: none"> <li>• The subject lands are not suitable for traditional, large format employment uses given the topography (steep grading on the eastern portion of the site), lack of services, poor access, and lack of competitiveness to strategic employment lands clustered along the 400 series highways.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments on the need, suitability and appropriateness of the Employment Area conversion request have been reviewed by Regional Planning staff.</li> </ul>
010-04 Don Given, MGP <b>RE: CNR-17</b>	<ul style="list-style-type: none"> <li>• The subject lands have significant servicing constraints that will require significant infrastructure investment. Servicing the subject lands is only financially feasible through significant private investment and inclusion of residential uses makes such investments economically viable.</li> </ul>	<ul style="list-style-type: none"> <li>• The site is large, vacant, and regularly shaped and considered suitable for employment uses. The abutting watercourse and associated environmental lands provide for a natural break and transition to adjacent residential lands to the east.</li> </ul>
010-05 Don Given, MGP	<ul style="list-style-type: none"> <li>• There is a need for more housing opportunities in the Region and Port Perry and future expansion to the Port Perry urban boundary is constrained by the Greenbelt Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Sufficient evidence has not been provided to demonstrate that the site topography would preclude all future employment uses. The current</li> </ul>



### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
RE: CNR-17		topography would need to be considered and an engineering solution developed for either future residential or Employment Area uses and there would be associated costs to prepare the site for either land use.
010-06 Don Given, MGP RE: CNR-17	<ul style="list-style-type: none"> <li>The conversion will provide for a much-needed Long-Term Care facility and associated housing and medical services.</li> </ul>	<ul style="list-style-type: none"> <li>The site fronts onto Regional Road 8 (Reach Street), a Type B Arterial, and is roughly 2 kilometres from Highway 12, a Type A Arterial and part of the Regional Strategic Goods Movement Network. Staff consider the site well served and accessible from a transportation and goods movement perspective in the north Durham context.</li> </ul>
010-07 Don Given, MGP RE: CNR-17	<ul style="list-style-type: none"> <li>The subject lands are more suitable for a mix of uses that provide a mix of employment opportunities, housing, retail/commercial, a new long term care facility, and recreational uses as part of a complete and compact urban form.</li> </ul>	<ul style="list-style-type: none"> <li>Staff agree that lands along 400 series highways provide for strategic Employment Area opportunities. However, there are no 400 series highways located in north Durham. Durham's northern Townships still require Employment Area opportunities and lands within proximity to other Provincial Highways (such as Highway 12) and part of the Strategic Goods Movement Network are considered the best opportunities in north Durham.</li> </ul>
010-07 Don Given, MGP RE: CNR-17	<ul style="list-style-type: none"> <li>The conversion request will improve the total job yield and provide much needed population related jobs and will not compromise the supply of employment lands and jobs targets for the Town or Region.</li> </ul>	<ul style="list-style-type: none"> <li>Staff agree that the consultant's Draft Land Needs Assessment Technical Reports have identified a Community Areas deficit and a need for additional residential lands across the region. However, an Employment Areas deficit has also been identified</li> </ul>
010-08 Don Given, MGP RE: CNR-17	<ul style="list-style-type: none"> <li>The Township of Scugog Council supports the conversion and Regional Council supported the Ministers Zoning Order for the Long-Term Care Facility.</li> </ul>	
010-09 Don Given, MGP RE: CNR-17	<ul style="list-style-type: none"> <li>The lands are not located on or within a major transportation corridor and goods movement infrastructure, and are 20+ minutes from the primary employment areas in Durham.</li> <li>The primary location for jobs and employment generating uses are on large clusters of lands along 400 series highway and major transportation corridors.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
<p>010-10 Don Given, MGP <b>RE: CNR-17</b></p>	<ul style="list-style-type: none"> <li>The lands are not within a strategic employment area and should not be treated or evaluated as though they are. The lands have limited access to the regional employee pool, poor access, and longer travel distance.</li> <li>Employment uses in the Port Perry Employment Area have primarily been independent business that need open storage, are small scale, and require little to no labour pool.</li> <li>The lands have limited market opportunity and as such have remained vacant for an extended period of time.</li> <li>The Port Perry Employment Area is roughly 270 hectares of net developable land, over ¼ of which is vacant or underutilized.</li> <li>Only ¼ (53 hectares) of the vacant and underutilized land in the Port Perry Employment Area is fully serviced.</li> <li>Studies have determined servicing the Employment Area is not feasible in the near term.</li> <li>The landowners have retained Engage Engineering to complete a servicing review, which has determined the lands can be serviced by way of a gravity fed sewer line along Reach Road.</li> <li>Regional Report 2020-COW-23 identified a cost estimate of 18.3 million to service 56 hectares of employment land along Reach Street (the western portion of the subject lands). The Council resolution only committed funds to complete the necessary Environmental Assessment for the sanitary sewer and made no commitments to the larger capital works. The Region has requested a commitment from the landowner/developer to construct the local roads and services before Regional funding of the larger works. However, given the employment market conditions, investment in servicing from the landowners is not viable based on employment uses alone.</li> </ul>	<p>and there is a need for additional employment lands across the region. The proposed conversion will affect a large portion of the Port Perry Employment Area.</p> <ul style="list-style-type: none"> <li>Durham Region Council, at it's May 26, 2021 meeting, supported the proposed Minister's Zoning Order to permit the construction of a new long-term care facility and retirement home subject to a number of conditions. This included scoping the MZO to only apply to the lands on which the long-term care facility and retirement home would be built and that the Region's support of the MZO not be construed as Regional support for the landowner's employment land conversion request on abutting lands that has been submitted through Envision Durham.</li> <li>Staff acknowledge the extension of Regional sanitary services along Reach Street remains an ongoing exercise. Currently, the Region is initiating a Class Environmental Assessment for a sanitary sewage pumping station that would provide service to employment lands along Reach Street.</li> <li>Any decision related to the funding of the actual construction work for the sanitary sewage pumping station would require a future decision made by Regional Council through the annual budget approval process.</li> <li>Based on the above, it is recommended that the GMS consultant team's evaluation and preliminary</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>The only viable option to service the subject lands through private investment is through permissions for a mix of residential and commercial uses on the eastern portion of the site which can support the extension of the sanitary sewer to the western balance of the property and provide the internal road structure to support the extension of the planned water tower as well as support employment uses.</li> </ul>	<p>recommendation to not support the conversion request CNR-17 as contained in the Employment Strategy be implemented.</p>
010-11 Don Given, MGP <b>RE: CNR-17</b>	<ul style="list-style-type: none"> <li>The Region's Land Needs Assessment concluded that there is a need for additional residential community land. Port Perry's current urban area is constrained by the Greenbelt Plan which restricts Settlement Area Boundary Expansions. There are no significant land opportunities for housing in Port Perry within the urban area to 2051.</li> <li>It is estimated that only 17 hectares of land is currently available within Port Perry for residential development. This amount of land will only provide an opportunity for around 300 new housing units to Port Perry by 2051. The only feasible and reasonable means to add residential lands to the Town's Urban Area is through conversion of employment lands.</li> <li>The subject lands are the most appropriately located and configured to accommodate residential uses, provide for a logical extension of existing community and residential uses and provide for an appropriate transition to employment uses.</li> </ul>	
010-12 Don Given, MGP <b>RE: CNR-17</b>	<ul style="list-style-type: none"> <li>There is a need for land to accommodate a new Long-Term Care facility in Port Perry. Southbridge, the only Long-Term Care provider in Port Perry, has expressed interest in the subject lands. Southbridge requires land to accommodate a new Long Term Care facility with up to 200 beds to maintain their licencing agreements with the Province.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>The redevelopment vision for the subject lands would include an integrated campus model that co-locates learning and health services to meet the changing needs of seniors, as well as broader integration in the surrounding community.</li> </ul>	
010-13 Don Given, MGP <b>RE: CNR-17</b>	<ul style="list-style-type: none"> <li>The Conversion request will improve the total job yield and provide for much needed population-related jobs. Permitting non-employment uses will allow the Subject Lands to adapt to a changing employment market. It is expected that the eastern portion of the subject lands would generate 1,500 jobs.</li> </ul>	
010-14 Don Given, MGP <b>RE: CNR-17</b>	<ul style="list-style-type: none"> <li>Based on the above, MGP requests the Region to reconsider the recommendations in the Employment Strategy Technical Report for the subject lands (CNR-17) and approve the conversion of the eastern portion of the Subject Lands to Living Areas.</li> </ul>	
011-01 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Gagnon Walker Domes Ltd. (GWD) represents 2353662 Ontario Limited, the registered owner of the 11.28 hectare (27.87) property known municipally as 250 Rossland Road East in the Town of Ajax.</li> <li>A Draft Plan of Subdivision was previously granted for the subject site, creating five development blocks, two new public roads and open space/natural heritage blocks.</li> <li>A Site Plan Application has been filed for two of the development blocks located along Salem Road which proposed the development of approximately 7,145 sq. m. of employment uses.</li> <li>An initial conversion request (September, 2020) proposed that three blocks be converted from Employment Areas to Living Areas. The Town of Ajax Council resolution on the request</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> <li>As discussed in the covering staff report – as a result of additional information and justification provided by the proponent, Regional Planning staff are supportive of the conversion request.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<p>supported the conversion of Block 1 in principle, subject to conditions.</p> <ul style="list-style-type: none"> <li>On September 21, 2021 correspondence was submitted by the proponent to the Region scoping the request to Block 1 per the Ajax Council resolution.</li> <li>The revised submission is for the conversion of a 3.84 hectare parcel, proposing multiple tall residential buildings and a mid-rise employment building.</li> </ul>	
011-02 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>The subject lands were not recommended for conversion in the Employment Strategy Technical Report.</li> <li>The Regional evaluation did not consider the scoping and removal of Block 4 and 6 from the conversion request.</li> <li>We are of the strong opinion that the conversion of Block 1 to permit a mix of employment and non-employment uses is appropriate and justified from a planning, economic/market demand and long-term needs perspective.</li> <li>Comments and concerns on the Region's evaluation of the request are provided:</li> </ul>	
011-03 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criteria PPS(a) and Growth Plan (a) – agree with Technical Report evaluation that these criteria are met.</li> </ul>	
011-04 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criteria PPS(b) and Growth Plan (b) – disagree with the Technical Report evaluation of these criteria and suggest that in-fact the criteria have been met.</li> <li>The Employment Land Conversion Request has been scoped to remove Blocks 4 and 6 from the conversion request which</li> </ul>	

## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
<p>011-05 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b></p>	<p>represents 3.11 hectares of land that shall be developed for employment generating uses.</p> <ul style="list-style-type: none"> <li>• The conversion request is now limited to Block 1 which is 3.84 hectares which is 0.2% of the Region's vacant urban employment lands. Block 1 is intended to be a mixed-use designation permitting both residential and employment uses and will maintain employment on Block 1 over the long term. Details of an office building and commercial space are provided with an estimated job yield of 307 jobs.</li> <li>• The conversion is needed because the proposed quantum of office only becomes financially feasible when developed in conjunction with higher order residential and commercial uses.</li> <li>• The conversion request should be supported as a means to efficiently utilize lands and infrastructure and facilitate the creation of complete mixed-use communities.</li> </ul> <p>Applicant's response to evaluation of criterion Growth Plan (d) – disagree with the Technical Report evaluation of this criterion and suggest that the criterion has in-fact been met.</p> <ul style="list-style-type: none"> <li>• The conversion of Block 1 is not expected to adversely affect the overall viability of the Carruthers Creek Employment Area. Surrounding uses includes various retail and service commercial uses, multiple schools, and office uses.</li> <li>• There are no heavy industrial uses in the vicinity that would result in a compatibility issue if the conversion is approved.</li> <li>• Block 1 is at the north limit and on the periphery of the Employment Area, located adjacent to various non-employment uses and sensitive uses (school to the west, residential uses to the north).</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>It is acknowledged that the lands are vacant and undeveloped. However, they are surrounded by existing development. Proposed compact built form of mixed-use/office development will create a projected 80 jobs/ha, independently exceeding the minimum density target of 50 jobs and persons per hectare for Designated Greenfield Areas contained in the Growth Plan.</li> <li>Exceeding the minimum density target for lands which have yet to be formally brought into the Official Plan's Built Boundary should not be utilized as a means to discourage the conversion request where the general intent of Provincial policy has been achieved.</li> </ul>	
011-06 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion Growth Plan (e) – disagree with the Technical Report evaluation of this criterion and suggest that the criterion has in-fact been met.</li> <li>One of the primary principles of the Growth Plan is the optimization of available hard service infrastructure.</li> <li>Stormwater management and waste water systems shall be advanced at the detailed design stage utilizing best practices to facilitate the development of Block 1.</li> <li>The proposal and proposed density will encourage use of existing local and regional transit.</li> </ul>	
011-07 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criteria related to Location and Access – disagree with the Technical Report evaluation of these criteria and suggest that the criteria have in-fact been met.</li> <li>The subject site is 4km away from the Highway interchange at Salem and 401 and 1.5 km away from Taunton to the north. The site fronts onto Salem Road but this road is not identified as</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
011-08 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<p>being within the Strategic Goods Movement Network in the Regional Official Plan.</p> <ul style="list-style-type: none"> <li>Block 1 may be considered within a relative travel distance to the Strategic Goods Movement Network at Taunton Road but its proximity is neither immediate nor abutting.</li> <li>Applicant's response to evaluation of criterion related to Employment Area Configuration – disagree with the Technical Report evaluation of this criterion and suggest that the criterion has in-fact been met.</li> <li>It is inaccurate to characterize the subject site as being located "in the middle" of Carruthers Creek Business Park Employment Area. The subject site is more accurately described as a fringe property within the Employment Area. This is supported by the fact that residential uses and sensitive uses exist in the immediate proximity.</li> <li>Regional Staff have recommended the conversion of approximately 40 hectares of land located immediately abutting the subject site on the basis of the proximity and inclusion of sensitive land uses in the immediate area. While this was considered appropriate for the North Harwood Avenue Cluster, the same consideration has not been provided for 2353662 Ontario Limited's lands where the same or similar contextual considerations apply.</li> <li>Block 1 is "wedged" between sensitive land uses to the west and northeast. It will be further wedged against non-employment area designations with the conversion of the North Harwood Avenue Cluster.</li> </ul>	



### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>Based on the above, Block 1 is at the northern fringe and will neither fragment nor adversely affect the overall viability of the broader Employment Area to the south.</li> <li>Sensitive land uses can be buffered through physical separations/orientation and land use transitions, including employment uses along Pen-Gaskell Drive and/or Spitty Road.</li> </ul>	
011-09 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion related to Site Configuration – disagree with the Technical Report evaluation of the criterion and suggest that the criterion has in-fact been met.</li> <li>The evaluation does not consider the scoping that removed Blocks 4 and 6 from the original conversion request.</li> <li>The request applies to 3.84 hectares which are irregularly shaped which reduces development efficiency and flexibility.</li> <li>Large blocks, according to Appendix E of the Employment Strategy, are 5 hectares or more.</li> <li>While it is agreed that the block could be developed for employment uses, the conversion will provide the opportunity to deliver more significant employment generation through compact built form development.</li> </ul>	
011-10 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion related to Land Use – disagree with the Technical Report evaluation of the criterion and suggest that the criterion has in-fact been met.</li> <li>The Employment conversion request is now limited to Block 1 representing 0.2% of the Region's vacant urban employment lands.</li> <li>Block 1 is wedged between sensitive land uses to the west (schools) and northeast (residential).</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>Block 1 is at the northern fringe of the Employment Area and its conversion neither fragments nor adversely affects the overall viability of the broader Employment Area to the south.</li> <li>Neither Block 1 nor the remainder of the subject site are currently located in a Provincially Significant Employment Zone.</li> </ul>	
011-11 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion related to Supply – disagree with the Technical Report evaluation of the criterion and suggest that the criterion has in-fact been met.</li> <li>The conversion has been scoped to Block 1 (3.84 hectares).</li> <li>Sites larger than 5 hectares are considered large, per Appendix E of the Employment Strategy.</li> </ul>	
011-12 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criteria related to Jobs and location within an MTSA – agree with Technical Report evaluation of these criteria.</li> </ul>	
011-13 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion related to Municipal Interests and Policy – disagree with the Technical Report evaluation of the criterion and suggest that the criterion has in-fact been met.</li> <li>Pursuant to the February 11, 2021 Town of Ajax Council Meeting, Town staff were directed to advise the Region of Durham that Ajax Council is in support of the conversion request in principle and subject to conditions.</li> </ul>	
011-14 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-19</b>	<ul style="list-style-type: none"> <li>2353662 Ontario Limited does not support the Employment Strategy Technical Report's initial evaluation nor the preliminary position that the lands are not recommended for conversion to permit mixed use, including office, commercial and residential uses.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>2353662 Ontario Limited asks that the Region re-evaluate the Employment Area conversion request based on the scoping of the request to include Block 1 of the subject site only.</li> </ul>	
012-01 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Writing as the representatives of Atlas Development Ltd. (Atlas) the registered owner of a 3.36 hectare property known municipally as 650 Beck Crescent in the Town of Ajax.</li> <li>Phase One of the subject site is currently under construction for a permitted 6 Storey 120 room hotel and two story 3,859 sq. m. banquet hall.</li> <li>A 0.69 hectare vacant portion of the site at the intersection of Beck Crescent and Chambers Drive represents a future Phase Two of the overall development of the subject site.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
012-02 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>On September 23rd, 2020 Atlas submitted its formal request for an Employment Area conversion (CNR-20) asking that their lands be redesignated from Employment Areas to Living Areas and a mixed-use land use designation in the Regional Official Plan and Town of Ajax Official Plan.</li> <li>The conversion request was to permit the development of the Phase Two lands for a mixed-use tall building consisting of office and residential uses.</li> <li>The building concept is for a 25 story mixed-use building including a five story podium with office uses and residential above.</li> <li>On February 11, 2021 Town of Ajax Council Passed a resolution in support of the Employment Area conversion request on the Phase Two lands in principle and subject to certain conditions.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
012-03 Richard Domes,	<ul style="list-style-type: none"> <li>The subject site (CNR-20) was evaluated as part of the Employment Strategy Technical Report. The request was not recommended for conversion.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Atlas' position on the evaluation of its Employment Area conversion request does not align with the assessment completed by the Region of Durham.</li> <li>We are of the strong opinion that the request to permit a mix of employment and non-employment uses on the Phase Two lands is appropriate and justified.</li> <li>A detailed response to the evaluation of the criteria is provided.</li> </ul>	
012-04 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criteria PPS (a) and Growth Plan (a) – agree with Technical Report evaluation that these criteria are met.</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff have considered the additional justification and response to the evaluation of criteria that was contained in the Employment Strategy Technical Report.</li> <li>Staff understand that the 0.69-hectare parcel proposed for conversion is part of a larger, 3.36-hectare parcel which is being developed for a hotel and conference banquet hall. In other words, the successful development of the larger subject site has left a remnant parcel.</li> </ul>
012-05 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criteria PPS (b), Growth Plan (b) and (c) – disagree with the Technical Report evaluation of these criteria and suggest that they have been met.</li> <li>The conversion request only applies to a 0.69 hectare parcel representing 0.03% of the Regions urban vacant employment lands.</li> <li>The proposal is to convert these lands to a mixed-use designation for a development proposal that includes 5,420 square meters of office floor area maintaining significant employment on the lands (job yield = 176).</li> <li>There is a demonstrated need for the conversion to mixed-use as this quantum of office as proposed is only financially feasible when it is developed in conjunction with residential uses.</li> <li>The conversion request should be supported because it is able to achieve identified needs in both employment and residential sectors.</li> </ul>	<ul style="list-style-type: none"> <li>Staff view the broader employment area as stable, largely built and occupied, and located strategically just off of a highway interchange.</li> <li>While other hotels and banquet hall facilities are located nearby, the most immediate surrounding land uses include more typical employment area uses such as distribution and logistics.</li> <li>Staff agree with the evaluation contained in the consultant's Employment Strategy Technical Report that the conversion request could result in the encroachment/erosion of the broader</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
012-06 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion Growth Plan (d) - disagree with the Technical Report evaluation of this criterion and suggest that it has been met.</li> <li>The conversion of the Phase Two lands is not expected to adversely affect the overall viability of the Salem Road Employment Area which in the immediate vicinity includes planned hotels, convention centres/banquet halls, and recreational commercial uses.</li> <li>As a result of the Phase Two lands periphery location at the northeast limit of the Employment Area the lands are located adjacent to various non-employment/sensitive uses namely residential dwellings, a school, and a park to the north.</li> <li>the proposed conversion would not affect the viability of the Employment Area as its geographic limits would not be fractured or separated by intervening non-employment uses.</li> </ul>	Employment Area. Staff do not support the encroachment of sensitive land uses into a stable employment area that is otherwise defined and separated from surrounding sensitive land uses by Chambers Drive. <ul style="list-style-type: none"> <li>Based on the above, it is recommended that the GMS consultant team's evaluation and preliminary recommendation to not support conversion request CNR-20 as contained in the Employment Strategy be implemented.</li> </ul>
012-07 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion Growth Plan (e) - disagree with the Technical Report evaluation of this criterion and suggest that it has been met.</li> <li>A primary principle of the Growth Plan is the optimization of available hard service infrastructure. Stormwater management and wastewater systems shall be advanced at the detailed design stage utilizing best practices.</li> <li>The proposal is advanced at a density that will encourage the use of local and regional transit service that exists in the immediate vicinity. A mix of office and residential uses also promotes the reduction of vehicle trips and the promotion of active transportation choice.</li> <li>the subject site is adjacent to a residential neighborhood, is across the street from a public elementary school and a</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<p>neighborhood park, and is within one kilometre to a regional retail node. The proposal would be well positioned to take advantage of the surrounding existing community infrastructure.</p> <ul style="list-style-type: none"> <li>Development of Phase Two for mixed-use shall be coordinated and phased coincident with the delivery of additional infrastructure and public services as necessary.</li> </ul>	
012-08 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion Location</li> <li>It is acknowledged that the subject site is located within proximity to Hwy 401 which is part of the Strategic Goods Movement Network in the Regional Official Plan.</li> <li>Despite proximity to Highway 401, the Phase Two lands are not characterized by strong visibility from both Salem and Hwy 401 as a result of intervening land uses and the subject site's peripheral location.</li> <li>The site's small size of 0.69 hectares will not attract significant warehousing, manufacturing, or logistics users.</li> <li>Given the site's geometry, size, and constraints, the retention of the Phase Two lands within the Employment Area to facilitate warehousing, industrial, or logistics uses on the basis of the site's geographic position is diminished. As such its proximity alone is not enough to allow for these uses and there is limited potential for industrial uses.</li> </ul>	
012-09 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criterion Access - disagree with the Technical Report evaluation of this criterion and suggest that it has been met.</li> <li>While Salem Rd is an Arterial Road, it is not identified as a component of the regional strategic good movements network.</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
012-10 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>• Applicant's response to evaluation of criterion Employment Area Configuration - disagree with the Technical Report evaluation of this criterion and suggest that it has been met.</li> <li>• As acknowledged in the Employment Strategy the Phase Two lands of the subject site are located at the northeastern edge of the north portion of the Salem Rd employment area. As such it should be considered a fringe property and meet this criterion.</li> <li>• Our position on the Phase Two lands as a fringe location is supported by the fact that surrounding land uses include uses to the north (parks and residential) and east (environmental protection) not designated as Employment Areas.</li> <li>• As a result of its location at the northeastern fringe the conversion request will neither fragment nor adversely affect the overall viability of the broader Employment Area located to the South.</li> <li>• Further, existing uses within the immediate area include multiple hotels.</li> </ul>	
012-11 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>• Applicant's response to evaluation of criterion Site Configuration - disagree with the Technical Report evaluation of this criterion and suggest that it has been met.</li> <li>• At only 0.69 hectares and constrained by irregular parcel geometry, the Phase Two lands offer limited potential for Employment Area development.</li> <li>• The site's small size will not attract significant warehousing, manufacturing, or logistics users that would otherwise prefer larger sites that are in direct proximity to 400 series provincial highways.</li> <li>• The conversion to permit residential would provide the opportunity to deliver more significant employment generation</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
012-12 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<p>through compact built form development that features multiple story office development within a mixed-use podium. This quantum of office is only financially feasible as part of a mixed-use development with residential uses.</p> <ul style="list-style-type: none"> <li>• Applicant's response to evaluation of criterion Land Use - disagree with the Technical Report evaluation of this criterion and suggest that it has been met.</li> <li>• Neither the Phase Two lands nor the remainder of the subject site and surrounding Employment Area is currently located within a Provincially Significant Employment Zone. Any previous recommendations to include the lands within the PSEZ have not been implemented and do not apply and are therefore not relevant justification to refuse the conversion request.</li> <li>• The Phase Two lands are located at the northeastern edge of the north portion of the Salem Road Employment Area. As such the Phase Two lands are to be considered a fringe property with surrounding land uses that include residential, school and parks, and open space, none of which are designated employment areas.</li> <li>• Given its fringe location and adjacency with non-employment uses the conversion request will neither fragment nor adversely affect the overall viability of the broader Employment Area to the South.</li> </ul>	
012-13 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>• The applicant agrees with the evaluation of criteria Supply, Jobs, Location within an MTSA, and No Cross Jurisdictional Issues Anticipated.</li> </ul>	



### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
012-14 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Applicant's response to evaluation of criteria Municipal Interests and Policy - Pursuant to the February 11, 2021 Town of Ajax Council meeting town staff were directed to advise the Region of Durham that Ajax Council is in support of the conversion request in principle, subject to conditions.</li> </ul>	
012-15 Richard Domes, Gagnon Walker Domes (GWD) <b>RE: CNR-20</b>	<ul style="list-style-type: none"> <li>Our client does not support the Employment Strategy Technical Report's initial evaluation of the merits of the Atlas Employment Area conversion requests for the Phase Two lands.</li> <li>Atlas also does not support the preliminary recommendation that the Phase Two lands are not recommended for conversion to permit mixed use development including office and residential uses.</li> <li>We are of the strong opinion that the conversion of the Phase Two lands is appropriate and justified from a planning economic, market, and long-term need perspective</li> </ul>	
013-01 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>KLM Planning Partners "KLM" are the land use planning consultants on behalf of 1044971 Ontario Limited, owner of the lands known municipally as 1200 Trulls Rd in the Municipality of Clarington and subject to employment conversion request CNR-38.</li> <li>GHD group are the land use planning consultants on behalf of Tribute Communities, owners of the lands known as 1614 Trulls Rd, Courtice, and subject to employment conversion request CNR-30.</li> <li>The lands above are collectively referred to in this letter as the subject lands.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
013-02 Lucy Pronk, Billy Tung (KLM),	<ul style="list-style-type: none"> <li>Clarington Council report PDS-009-21 gave an overview of the employment land conversion requests for the municipality which included the subject lands and other lands west of Trulls</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<p>Road. In that report staff provided a detailed analysis and recommended Council support the conversion. Clarington Council subsequently passed a resolution to support the conversions.</p> <ul style="list-style-type: none"> <li>It remains the official position of the Municipality that the lands west of Trulls road should be converted, as supported by Clarington Council.</li> <li>The purpose of this letter is to reiterate the shared interest of the landowners and the Municipality of Clarington in the conversion of the subject lands from Employment Areas to permit residential and mixed-use development.</li> </ul>	
013-03 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>We are of the opinion that the conversion of the subject lands, expansion of the urban boundary and introduction of new employment lands are appropriate and necessary changes to the urban structure that will assist the Municipality of Clarington in planning a transit supportive community adjacent to the MTSA in this area.</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff have considered the justification and the response provided to each criterion that was evaluated in the Employment Strategy Technical Report.</li> <li>Staff have considered the opinion that these lands should be converted to Community Areas because there are superior lands available for Employment uses located along Highway 418, but which require a Settlement Area Boundary Expansion.</li> <li>The Region's process is designed to protect lands that are suitable for Employment Area uses and to consider conversion request based on Regional Council's approved criteria. The proposed conversion request affects the vast majority of the remaining vacant Employment Area lands in</li> </ul>
013-04 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>The subject lands are directly adjacent to the western boundary of the Courtice MTSA.</li> <li>The influx of population and non-employment uses in the MTSA will impact the developability of the subject lands. The proximity and density of residential uses within the MTSA will hinder the remaining employment lands from accommodating large scale employment uses such as manufacturing, assembly, and processing.</li> </ul>	

## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
<p>013-05 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b></p>	<ul style="list-style-type: none"> <li>This inherent land use conflict will deter employment investment in the subject lands and hinder the residential development potential within the MTSA boundary.</li> <li>The subject lands are bounded by the Southeast Courtyce Secondary Plan to the north, the MTSA to the east, Robinson Creek and associated natural features to the West and existing industrial lands to the South.</li> <li>The subject lands formed part of an extensive employment area that has since been fragmented by the designation of the MTSA and the Southeast Courtyce Secondary Plan.</li> <li>The MTSA and approval of the Southeast Courtyce Secondary Plan have resulted in two residential frontiers that enclose the remaining employment lands. The planned extension of Townline Road will further fragment the remaining employment lands. The Robinson Creek and its associated tributaries and wetlands further fragment the subject lands and will limit their potential for large scale employment use.</li> <li>The subject lands will also be isolated from existing employment lands to the South of the CPR east of the MTSA and adjacent to Highway 401. As noted in report PDS-009-21 the subject lands no longer meet the criteria for employment lands.</li> <li>The subject lands can conversely benefit a residential /mixed use development by providing an appropriate transition and connectivity between the high density and MTSA lands and proposed low density residential development in the Southeast Courtyce Secondary Plan area.</li> <li>If the conversion requests are not approved the subject lands will be sharing a transportation network with the MTSA lands.</li> </ul>	<p>southeast Courtyce, outside of the proposed PMTSA.</p> <ul style="list-style-type: none"> <li>Work is currently underway to extend Regional sanitary services across Baseline Road to Trulls Road. These works are anticipated to be completed within the next 2-3 years, increasing Clarington’s supply of large, serviced employment lands.</li> <li>The servicing timeline for any new lands added to the Urban Area by way of Settlement Area Boundary Expansion, including potential future employment lands along Hwy 418, would need to be determined. It is anticipated that the time to bring these lands online as serviced employment lands could be 5+ year or longer.</li> <li>Staff view these lands as large, vacant, and suitable for employment uses.</li> <li>Staff consider these lands, that are as close as 400 metres to Highway 401 at the nearest point and directly abutting a rail line, to be “in proximity” to major transportation corridors.</li> <li>Staff acknowledge that the proposed PMTSA will be located within proximity to lands designated Employment Areas, separated by Trulls Road. This is not an unusual situation in Durham, and PMTSAs at Thornton’s Corners, Whitby, Ajax, and Pickering are or will be located in proximity to Employment Areas on one or more sides.</li> </ul>
013-06		

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>Employment land uses have drastically different transportation needs than high-density residential land uses. Clarington staff report PDS-009-21 elaborates that the subject lands currently have limited road access, are more than one kilometer from the Highway 401 interchange at Courtice Road, lack visibility from the Highway and are adjacent to a level rail crossing. Employment traffic would have to pass over the railway and through the MTSA a total of +/- 2.6 kilometers to access Highway 401 at the Courtice Road interchange.</li> <li>The MTSA is intended to serve as the centre of a new transit-oriented community with which truck traffic is not compatible.</li> </ul>	<ul style="list-style-type: none"> <li>Staff consider the subject lands and the lands within the adjacent PMTSA to be of sufficient size and depth to accommodate on site setbacks, buffering, and appropriate mitigation measures to achieve lands use compatibility. As noted in the proponents most recent submission, this area is being considered comprehensively through a Secondary Plan process. The preparation of a Secondary Plan is the appropriate process to comprehensively plan for land use compatibility and transportation considerations.</li> </ul>
013-07 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>A detailed analysis of the Employment Strategy Technical Report is provided.</li> <li>The subject lands are bound by existing and sensitive land uses and as such there is no potential for expansion or consolidation of additional employment lands west of Trulls Road. As noted in Clarington Report PDS-009-21 the Employment Area conversion and urban boundary expansion should be looked at together.</li> <li>We note that the expansion of the Courtice Urban Boundary and relocation of employment lands to the east side of the MTSA extending to Highway 418 will resolve the foregoing compatibility, fragmentation, and transportation issues. The lands adjacent to Highway 418 are more representative of employment lands, characterized by their proximity to Highway 418 and their contiguous nature with existing employment lands along Highway 401.</li> </ul>	<ul style="list-style-type: none"> <li>Staff understands that the Municipality of Clarington is considering the protection of existing employment uses south of the rail line, including existing employment uses within the proposed PMTSA boundary. Staff would suggest traffic generated by future Employment Area development may be most appropriately accommodated by travelling along Baseline to the Courtice Road interchange, thereby avoiding travelling through the centre of the future PMTSA where residential and mixed-use development may be planned for. This could be further considered through Clarington's Secondary Plan process.</li> <li>Based on the above, it is recommended that the GMS consultant team's evaluation and preliminary recommendation to not support conversion requests CNR-30 and 38 as contained in the Employment Strategy be implemented.</li> </ul>
013-08 Lucy Pronk, Billy Tung (KLM),	<ul style="list-style-type: none"> <li>Responding to evaluation of criteria PPS (a), (b), Growth Plan (a), (b), (c).</li> </ul>	

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Submission Number and Name	Description of Submission	Regional Staff Response
Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>The conversion of the subject lands only impacts the amount of Community Area or Employment Area expansion not whether or not either will happen.</li> <li>The decision on whether to convert these lands should be made on the basis of land use and transportation relationships and on the relative value of the lands in question for employment use.</li> <li>Given the potential to designate more valuable Employment Area lands along Highway 418, these lands should be converted to Community Areas.</li> </ul>	
013-09 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Growth Plan (d).</li> <li>The area proposed for conversion will be bounded by Major Open Space to the west Community Area to the north and an MTSA to the east.</li> <li>The conversion will result in the interface between the new Community Area and remaining Employment Area (adjacent to Highway 401) being formed by the CPR rail line. We see this as a firm boundary which will protect the viability of the remaining Employment Area.</li> <li>The conversion decision does not hinge on achieving growth plan targets. Rather the conversion decision hinges on land use and transportation relationships and the relative value of lands for employment use.</li> </ul>	
013-10 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD).	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion Growth Plan (e).</li> <li>The conversion of the proposed lands will not require any enhancements to planned hard services.</li> <li>The conversion of any significant land area from Employment Area to Community Area (or MTSA) will require additional schools or parks.</li> </ul>	

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Submission Number and Name	Description of Submission	Regional Staff Response
<b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>• In the context of a Municipal Comprehensive Review that will be considering urban expansion for Community Areas, this is no reason not to convert Employment Areas. It makes no difference if schools and parks are required in conversion areas or urban expansion areas.</li> <li>• In the instance of this conversion, it is being considered by Clarington in concert with the MTSA lands immediately to the east and both blocks are part of a comprehensive secondary plan that will consider the need for such public facilities.</li> </ul>	
<b>013-11</b> Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criteria related to Location and Access.</li> <li>• We agree that the proposed conversion does not have direct access to Highway 401.</li> <li>• However, contrary to Envision Durham, we agree with Clarington staff's analysis related to location – that the lands have limited road access, are more than 1 kilometre from the Highway 401 interchange at Courtice, lack highway visibility and are adjacent to a level railway crossing.</li> <li>• Most Employment Areas in Durham located along 400 series highways have a depth of no more than 800 metres from the highway, while parts of the proposed conversion area are as much as 1.5 kilometres from Highway 401. We do not consider this to be “in proximity”.</li> <li>• Lands proposed to be designated as Employment Area by Clarington on the west side of Highway 418 are generally within 800 metres thereof and there are opportunities for designating Employment Areas on the east side of the 418.</li> <li>• The new possible Employment Area along Highway 418 is highly superior to the subject lands as an Employment Area location.</li> </ul>	

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Submission Number and Name	Description of Submission	Regional Staff Response
013-12 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion related to Employment Area configuration</li> <li>• We disagree with the assessment in the Employment Strategy.</li> <li>• The conversion of the Subject Lands will create a compatible interface with the MTSA lands on the east side of Trulls Road and with the residential lands to the north, within the Southeast Courtyce Secondary Plan. The north limit of the new Employment Area will be the CPR railway with little potential that non-employment uses will encroach south of the CPR.</li> </ul>	
013-13 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion related to Site Configuration</li> <li>• We acknowledge the comments related to the large size and configuration of the sites. However, the size and configuration of sites within the subject area will be impacted by the extension of Townline Road, that will bisect parcels and the various land ownerships that make up the proposed conversion area.</li> <li>• The Employment Area lands that are proposed to be added to Courtyce by the Municipality of Clarington along the 418 are also a large site and have a configuration suited to an employment use.</li> </ul>	
013-14 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>• Responding to evaluation of criterion related to Land Use</li> <li>• The fact that the subject lands are within a Provincially Significant Employment Zone does not provide a higher level of protection. It simply means conversion can only be made through an MCR. In this instance, replacement Employment Areas that are more suitable for employment uses are being proposed as part of the MCR process.</li> </ul>	



### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
013-15 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>The criteria should be considered “Green” given the lands are being considered as part of an ongoing Secondary Plan process by the Municipality of Clarington.</li> <li>Responding to evaluation of criterion related to Supply</li> <li>As noted earlier, in the context of an MCR which is considering urban expansion for additional Employment Areas, this parameter is not relevant.</li> </ul>	
013-16 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criteria related to Jobs and location within a Major Transit Station Area.</li> <li>We question the relevance of these parameters in an analysis of the viability of Employment Areas in an MCR process that is going to be adding Employment Areas through urban boundary expansions.</li> </ul>	
013-17 Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	<ul style="list-style-type: none"> <li>Responding to evaluation of criterion related to Municipal Interests and Policy.</li> <li>We agree with the Municipality of Clarington’s position on this matter and their comprehensive analysis contained in Report PSD-009-21. We believe this comprehensive analysis is superior to the sectoral approach being taken in the Envision Durham process.</li> </ul>	
013-18	<ul style="list-style-type: none"> <li>Conversion of the subject lands, expansion of the Courtyce Urban Boundary and introduction of new employment lands</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
Lucy Pronk, Billy Tung (KLM), Louise Foster (Tribute), Bryce Jordan (GHD). <b>RE: CNR-30 and 38</b>	are required for Clarington to achieve a transit supportive complete community that is consistent with the Provincial, Regional, and local policy direction.	
014-01 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>• Writing to provide staff level comments on the Region's Employment Strategy Technical Report, specifically on employment conversion requests.</li> <li>• Comments are based on public processes led by Clarington Council that have been underway for several years. These public processes have resulted in numerous Clarington Council Resolutions including the adoption of the Southwest Courtice Secondary Plan and support for the employment land conversions west of Trulls Road, both by unanimous vote of Clarington Council.</li> <li>• Five themes arose from Clarington staff's review of the Employment Strategy and are addressed in this letter and it is requested that the Region consider these comments prior to the LNA being finalized and presented to Regional Planning and Economic Development Committee.</li> <li>• Staff reserve the right to provide further comments as they continue to review the four interrelated LNA Technical Reports.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
014-02 Carlos Salazar Municipality of Clarington	<ul style="list-style-type: none"> <li>• Comment Theme #1: Municipal Role and Collaboration.</li> <li>• Clarington staff requests that the Region commit to supporting decisions of Clarington Council based on good planning and public participation. A number of the draft recommendations by the regional consultant disregard local Council resolutions.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> <li>• Regional planning have previously, and will continue to on a regular basis, engage staff at the</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44	<ul style="list-style-type: none"> <li>Clarington staff further requests that the Region be clear in terms of considering local Council decisions in terms of where and how to allocate intensification numbers and urban boundary expansions if needed, once population, employment and density targets are defined through local and regional consultation.</li> <li>As the LNA is finalized Clarington staff request additional consultation, outside of the area municipal working group meetings, to ensure effective collaboration throughout the MCR process. It is requested that the consultants for the Region and Regional staff meet with Clarington staff to review data, assumptions, analysis, and recommendations that directly affect Clarington. Clarington staff believe that concerns could be clarified at these meetings prior to the reports being released publicly.</li> </ul>	<p>Municipality of Clarington throughout the Envision Durham process.</p> <ul style="list-style-type: none"> <li>Regional Planning staff continue to solicit and consider the position of Area Municipal staff and Councils at both major milestones as well as on more regular interim steps in the Envision Durham process.</li> <li>There may be instances where the position and related Council resolutions of the Municipality of Clarington, or any other Area Municipality, may not align with the professional opinion of the Region's Growth Management Consultant team, Regional Planning staff, or the position of Region of Durham Council.</li> <li>Additional staff to staff consultation with the Municipality of Clarington is welcomed.</li> </ul>
014-03 Carlos Salazar Municipality of Clarington RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44	<ul style="list-style-type: none"> <li>Comment Theme #2: Clarington Staff support the Courtice Major Transit Station Area employment land conversion recommendation.</li> <li>Clarington staff support the Region's recommended approval of the employment conversions within the Courtice Major Transit Station Area which supports Clarington's ongoing secondary planning process.</li> <li>We look forward to the ongoing collaboration with the Region as we plan for the Major Transit Station Area that is part of a Secondary Plan currently underway. The Municipality of Clarington is looking at Courtice in a comprehensive way and we encourage the Region to look at Urban Boundary Expansion to add employment lands to the east of the MTSA.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> <li>All Settlement Area Boundary Expansions will be assessed comprehensively as part of Phase Two of the Growth Management Study.</li> </ul>

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014-04 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>• Comment Theme #3: Clarington staff may provide detailed comments on the LNA mapping/data used by the Region to form the consultant's recommendations.</li> <li>• Thank you for providing the mapping/data used in the four LNA Technical Reports. Staff reserve the right to provide additional comments once we have had enough time to review the data that was provided on October 28, 2021.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
014-05 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>• Comment Theme #4: Clarington staff do not support the consultant's recommendations for the land conversion requests for Southwest Courtice or the lands west of Trulls Road.</li> <li>• It is the official position of Clarington that the lands in South Courtice be converted as supported by Clarington Council. A complete staff analysis is provided in the "Specific comments - Employment Strategy Report" section starting on page 10 of this document.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
014-06 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>• Comment Theme #5: Clarington Staff see benefit in the Region taking a holistic approach to Settlement Area Expansions and Employment Area conversions.</li> <li>• Staff acknowledge that the conversion requests would remove a significant portion of the existing employment land inventory from Clarington. Staff have considered how to encourage Clarington to grow into a major employment and innovation centre within the Region.</li> <li>• Therefore, in addition to the support for employment conversions Clarington staff would like to reiterate their support to expand the Courtice Urban Area Boundary eastward on land bounded by Courtice Road, Highway 2, and Highway 418, re-designating the lands for employment uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> <li>• All Settlement Area Boundary Expansions will be assessed comprehensively as part of Phase Two of the Growth Management Study.</li> </ul>

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	<ul style="list-style-type: none"> <li>• This expansion is required because the proposed MTSA boundary includes lands currently outside the Urban Area Boundary. The expansion is also a means to balance the approximately 350 hectares of lands within and adjacent to the MTSA that are proposed to be converted.</li> <li>• The land subject to this expansion would serve to ensure the long-term economic viability of Clarington and will also provide strategically located lands with adjacent access to the 401 and 418 highways.</li> <li>• On five separate occasions dating back to 2018 Clarington Council has endorsed and/or adopted resolutions with respect to the expansion of the Courtice Urban Area Boundary.</li> <li>• Staff recommended that both Clarington and Regional Council continue to support this Urban Boundary Expansion.</li> <li>• While the Region intends to determine the appropriate locations for Urban Boundary Expansions during the Second Phase of the Growth Management Study, Clarington would like to reiterate staff's position that the request for employment land conversion and Settlement Area Expansions should be looked at together.</li> </ul>	
014-07 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>• Specific comments on Employment Area conversions within the Southwest Courtice Secondary Plan (CNR-27, CNR-40)</li> <li>• Clarington staff thank the Region for acknowledging and supporting the conversion request CNR-27.</li> <li>• Clarington staff are disappointed with the Region's consultant report recommendations regarding CNR-40 as it appears they did not consider the four years of work and consultation associated with the Clarington Council adopted Southwest Courtice Secondary Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>

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<ul style="list-style-type: none"> <li>The need for the conversion of these lands was outlined in staff report PSD-022-20 which was endorsed. The conversion of these lands was presented as part of the statutory public meeting held on June 23, 2020. The conversion request was presented to the public, Mayor and members of Council, and the project steering committee. There have been no adverse comments received regarding the proposed conversion.</li> <li>It is the official position of Clarington that the lands in South Courtice be converted as supported by technical reports and extensive public participation.</li> </ul>	<ul style="list-style-type: none"> <li>The lands subject to CNR-40 are not appropriate for employment uses based on a number of reasons. This includes: <ul style="list-style-type: none"> <li>the lands have constrained parcels which have reduced their flexibility to accommodate a range of employment uses. Their size and irregular shape limit their ability to accommodate prestige employment uses such as manufacturing and logistics facilities which generally require large sites. Further the employment lands are physically isolated from existing and planned employment areas of South Courtice Which would severely restrict potential for synergies and agglomeration.</li> </ul> </li> <li>Metrolinx has identified the potential closure of Prestonvale Road, likely at the CP rail crossing. This requirement has not yet been confirmed , however, it will likely be necessary in order for the GO Train extension to Bowmanville to proceed. This closure would further fragment the lands north of the tracks from the existing employment uses east of Baseline Road.</li> <li>If the lands are not converted the result would be an employment land related track going through predominantly residential lands to the north and a future Major Transit Station</li> </ul>	
014-08 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>		<ul style="list-style-type: none"> <li>As discussed in the covering staff report – as a result of additional information and consultation with Clarington staff, Regional Planning staff is supportive of the conversion of lands north of the Townline Road Extension, in order to create a logical division between employment and residential land uses.</li> <li>It is acknowledged that the lands south of the Townline Road Extension will be comprised of smaller parcels that may be further fragmented/reduced if a Highway Interchange is required at Prestonvale Road.</li> <li>It is also noted that the lands south of the Townline Road Extension will be bounded by or adjacent to highway and rail infrastructure. If an interchange is required, these lands will be further surrounded by and adjacent to highway related infrastructure, in most cases on 2 or 3 sides.</li> </ul> <p>Accordingly, staff do not agree that these lands are</p>

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	<p>Area to the east towards the 401 interchange. Staff are of the opinion that once developed these employment lands would be inappropriate and have negative impacts on neighboring residential and mixed-use communities.</p> <ul style="list-style-type: none"> <li>The Southwest Courtice Secondary Plan was prepared subject to Schedule 'C' of the Municipal Class EA through the "integrated approach" with the Planning Act. Through this process the alignment of Townline Road is considered to be the optimum location and most environmentally sound crossing of the Robinson Creek. Based on the interpretation policies of the Durham Regional Official Plan (Section 15.4) the lands north of the Townline Road Extension are not designated Employment Areas and a conversion of these lands is not required.</li> </ul>	<p>well suited as a residential living environment and recommend that they remain as Employment Areas with the potential to accommodate smaller sized employment uses.</p> <ul style="list-style-type: none"> <li>Staff believe that the Townline Road Extension is a logical boundary to separate employment and residential areas and are supportive of the Employment Area conversion request for the lands north of the future extension only.</li> </ul>
<p>014-09 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b></p>	<ul style="list-style-type: none"> <li>The Region's Land Budget Assumptions should be revisited with respect to CNR-40 regarding the following:</li> <li>A proposed future highway 401 interchange will reduce the developable area by an additional 6.2 hectares.</li> <li>Within the employment lands there is an existing 4 hectare cemetery which is planned to expand to approximately 7 hectares. This expansion is an additional constraint that does not appear to have been considered.</li> <li>The proposed Townline Road Extension would bisect the designated employment lands rather than forming a boundary. This would result in reduced parcel sizes and less development flexibility for employment uses.</li> <li>The geography of the CP rail corridor that runs along the southern edge of the lands combined with the required railway set back of 30 meters greatly impacts the area adjacent to the tracks available for future employment development. The</li> </ul>	<ul style="list-style-type: none"> <li>The land area identified in the Employment Strategy for CNR-40 is the total land area that was identified by Clarington staff in their submission form to the Region requesting the Employment Area conversion.</li> <li>Regional Planning staff acknowledge that the total developable land area subject to the conversion request is further netted down when certain factors are accounted for.</li> <li>Staff agrees that the resultant parcels will be of smaller sizes. However, as noted in the comments further above, it is recommended that lands south of Townline Road remain designated as Employment Areas with the potential to accommodate smaller sized employment uses.</li> </ul>



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	<p>planned future single-track expansion and use of this corridor for extended GO rail service to Bowmanville will limit the ability to provide siding lines onto the lands.</p> <ul style="list-style-type: none"> <li>Once considering the above-mentioned constraints there are only 10.7 hectares of developable lands remaining that are currently designated as Employment Areas.</li> <li>This number is drastically different than the 36.9 hectares identified in the Employment Strategy Technical Report. This number further solidifies staff's position that the lands are not appropriate for employment uses and the requested conversion to residential should be approved by the Region.</li> </ul>	
014-010 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>Clarington staff thank the Region for acknowledging and supporting the conversion requests within the Courtyce MTSA (CNR-11, CNR-26, CNR-37, CNR-41).</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
014-011 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>The following comments are specific on the Employment Area conversion requests west of Trulls Roads (CNR-30, CNR-38, CNR-42, CNR-44)</li> <li>Clarington supports the conversion requests received for these lands because they are severely constrained for employment use and are unlikely to achieve a high concentration of employment uses as currently designated in the Regional and Clarington Official Plans.</li> <li>The influx of population and non-employment uses into the MTSA will impact the developability of the adjacent smaller and now fragmented employment lands, which will be surrounded</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff view these lands as large, vacant, and suitable for employment uses.</li> <li>Staff acknowledge that the proposed PMTSA will be located within proximity to lands designated Employment Areas, separated by Trulls Road. This is not unusual in Durham, and PMTSAs at Thornton's Corners, Whitby, Ajax, and Pickering are or will be located in proximity to Employment Areas on one or more sides.</li> <li>Staff consider the subject lands and the lands within the adjacent PMTSA to be of sufficient size</li> </ul>

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	<p>by mixed-use development and therefore offer only limited opportunities to accommodate typical employment opportunities such as manufacturing, assembly, processing, and service industries. There is a potential this arrangement will create land use conflicts and limit employment interest in the site.</p> <ul style="list-style-type: none"> <li>• The conversion of the lands west of Trulls Road will create a compatible interface with the MTSA lands on the east side of Trulls and the residential lands to the north within the Southeast Courtyce Secondary Plan. The north limit of the new Employment Area will be the CPR railway and there is little potential that non-employment uses will encroach south of the CPR railway.</li> <li>• The lands are bounded to the west by the Robinson Creek and subject to an ongoing sub-watershed study to delineate the exact limits of the sub-watershed area. A large portion of the lands subject to the conversion request are located within the sub-watershed area and are undevelopable, further reducing their flexibility to accommodate a range of employment uses.</li> </ul>	<p>and depth to accommodate on site setbacks, buffering, and appropriate mitigation measures to achieve lands use compatibility. As noted, this area is being considered comprehensively through a Secondary Plan process. The preparation of a Secondary Plan is the appropriate process to comprehensively plan for land use compatibility and transportation considerations.</p>
<p>014-012 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b></p>	<ul style="list-style-type: none"> <li>• The lands subject to conversion requests CNR-30, CNR-38, CNR-42, CNR-44 lack appropriate access to Major Goods Movement Infrastructure.</li> <li>• The lands currently have limited road access and are more than 1 kilometre from the highway 401 interchange at Courtyce Road. Most employment areas in Durham located along 400 series highways have a depth of no more than 800 metres from the highway.</li> <li>• There is a lack of visibility from the highway, and the lands are adjacent to a level rail crossing.</li> </ul>	<ul style="list-style-type: none"> <li>• Staff consider these lands, which are as close as 400 metres to the Highway 401 corridor and directly abutting a rail line, to be strategically located “in proximity” to major transportation corridors.</li> <li>• Staff understands that the Municipality of Clarington is considering the protection of existing employment uses south of the rail line, including existing employment uses within the proposed PMTSA boundary. Staff would suggest traffic</li> </ul>

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>Traffic accessing the employment lands from Highway 401 will not be compatible with the intended mixed-use character of the MTSA.</li> </ul>	<p>generated by future Employment Area development may be most appropriately accommodated by travelling along Baseline to the Courtice Road interchange, thereby avoiding travelling through the centre of the future PMTSA where residential and mixed-use development may be planned for. This could be further considered through Clarington's Secondary Plan process.</p>
014-013 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>The Land Budget Assumptions for CNR-30, CNR-38, CNR-42, CNR-44 should be revisited.</li> <li>After accounting for constraints previously mentioned, there are only 56.1 hectares of developable lands remaining currently designated as "employment" west of Trulls Road, an amount that is drastically different than the 83 hectares of land identified in the Employment Strategy Technical Report.</li> <li>This number further solidifies staff's position that the lands are no longer appropriate for employment uses.</li> <li>As a result of the evolving policy framework surrounding the Courtice GO Train MTSA, it has become apparent that the lands west of Trulls Road are no longer appropriate as employment lands. These lands should be planned to compliment the Provincial, Regional, and Municipal efforts to support GO Train expansion and create a new Transit-Oriented Community.</li> <li>It is the official position of Clarington that the lands west of Trulls Road be converted as supported by Clarington Council in February 2021.</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff acknowledge that the total developable land area subject to the conversion request is further netted down when certain factors are accounted for.</li> <li>Even with certain environmental constraints and transportation infrastructure accounted for, the net developable land calculated by Clarington staff is substantial at +/- 54.0 hectares.</li> <li>As previously noted, staff view these lands appropriately located, sized, and shaped to accommodate future employment uses.</li> <li>Compatibility and transportation considerations are noted, but given the size and greenfield (i.e. undeveloped) nature of this area, it is further suggested they can be considered through the ongoing Secondary Plan process.</li> <li>Based on the above, it is recommended that the GMS consultant team's evaluation and preliminary recommendation to not support conversion requests CNR-30, 38, 42 and 44 as contained in the Employment Strategy be implemented</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
014-014 Carlos Salazar Municipality of Clarington <b>RE: CNR 11, 26, 27, 30, 37, 38, 40, 41, 42, 44</b>	<ul style="list-style-type: none"> <li>• Additional attachments were provided:</li> <li>• Attachment 2: Mapping showing proposed Settlement Area Boundary Expansion to add additional lands as Employment Areas along the 418.</li> <li>• Attachment 3: Clarington Report PDS-009-21 outlining Clarington Planning staff's recommendations on Employment Area conversion requests within Clarington.</li> <li>• Attachment 4: Clarington Public Meeting Report PDS-022-20 for the Southwest Courtyce Secondary Plan.</li> <li>• Attachment 5: Clarington Recommendation Report PDS-027-21 for the Southwest Courtyce Secondary Plan (Official Plan Amendment 125).</li> <li>• Attachment 6: AMOPA Package for the Southwest Courtyce Secondary Plan.</li> <li>• Attachment 7: Employment Land Conversion Council Report – February 2021.</li> <li>• Attachment 8: KLM and Tribute Communities comment letter on the Employment Strategy Technical Report.</li> <li>• Attachment 9: Delta Urban and GHD's comment letter on the Employment Strategy Technical Report.</li> <li>• Attachment 10: South Courtyce Land Developments Limited, c/o Fabio Furlan, comment letter on the Employment Strategy Technical Report.</li> <li>• Attachment 11: South Courtyce Land Developments Limited, c/o Yang Yuan, comment letter on the Employment Strategy Technical Report.</li> </ul>	<ul style="list-style-type: none"> <li>• Most of the Attachments have been previously provided to the Region.</li> </ul>
015-01 Mustafa Ghassan	<ul style="list-style-type: none"> <li>• Writing as the Manager of the Courtyce Employment Landowners Group who have financially contributed to the</li> </ul>	<ul style="list-style-type: none"> <li>• Staff view these lands as large, vacant, and suitable for employment uses.</li> </ul>

## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
Delta Urban <b>RE: CNR 30, 38, and 42</b>	<p>preparation of the “Courtice Employment Lands and Major Transit Station Area Secondary Plan”.</p> <ul style="list-style-type: none"> <li>Following the Secondary Plan Study determination of the boundary of the Courtice GO Station MTSA, the Municipality of Clarington formally requested that Envision Durham consider its request to redesignate the Employment Area west of the MTSA from Trulls Road to Robinson Creek as far south as the CPR to Living Areas.</li> <li>Clarington staff’s rationale for the conversion in report PDS-009-21 included commentary on compatibility with adjacent residential uses and the MTSA, challenges with attracting employment users, transportation concerns and considerations, and lack of visibility to the Highway.</li> <li>The Courtice Employment Landowners Group (CELG) fully endorses the arguments advanced by Clarington Staff and the conversion request made by Clarington Council.</li> <li>CELG continues to support the conversion. Those members with lands in the MTSA are concerned about potential land use compatibility issues associated with employment development and incompatible industrially oriented truck traffic through the MTSA.</li> <li>Therefore, on behalf of the CELF, we request the Region Planning Department to critically review the land use planning issues at play and reject the commendation of the consultant group regarding CNR-30, CNR-38, and CNR-42.</li> </ul>	<ul style="list-style-type: none"> <li>Staff consider these lands, that are as close as 400 metres to Highway 401 at the nearest point and directly abutting a rail line, to be “in proximity” to major transportation corridors.</li> <li>Staff acknowledge that the proposed PMTSA will be located within proximity to lands designated Employment Areas, separated by Trulls Road. This is not an unusual situation in Durham, and PMTSAs at Thornton’s Corners, Whitby, Ajax, and Pickering are or will be located in proximity to Employment Areas on one or more sides.</li> <li>Staff consider the subject lands and the lands within the adjacent PMTSA to be of sufficient size and depth to accommodate on site setbacks, buffering, and appropriate mitigation measures to achieve lands use compatibility. The ongoing preparation of a Secondary Plan is the appropriate process to comprehensively plan for land use compatibility and transportation considerations.</li> <li>Based on the above, it is recommended that the GMS consultant team’s evaluation and preliminary recommendation to not support conversion requests CNR-30, 38 and 42 as contained in the Employment Strategy be implemented</li> </ul>
016-01 Steve Edwards, GHD <b>RE: CNR-36</b>	<ul style="list-style-type: none"> <li>Writing as representatives of Gerdau.</li> <li>Previously made a submission regarding CNR-36, which applies to lands located near Thickson Road and Victoria Street, that expressed and set out concerns about the potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> <li>It is recommended that the GMS consultant team’s evaluation and preliminary recommendation to not</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<p>that could be created on existing industrial uses by the introduction of sensitive land uses into the area.</p> <ul style="list-style-type: none"> <li>GHD and Gerdau support the evaluation and recommendation [to not recommend the conversion] for CNR-36 contained in the Employment Strategy Technical Report and trust that this will find its way into the staff recommendations to Committee and Council.</li> </ul>	<p>support conversion request CNR-36 as contained in the Employment Strategy be implemented.</p>
017-01 Steve Edwards, GHD <b>RE: CNR-36</b>	<ul style="list-style-type: none"> <li>Writing as representative of Atlantic Packaging.</li> <li>Previously made a submission regarding CNR-36, which applies to lands located near Thickson Road and Victoria Street, that expressed and set out concerns about the potential impacts that could be created on existing industrial uses by the introduction of sensitive land uses into the area.</li> <li>GHD and Atlantic Packaging support the evaluation and recommendation [to not recommend the conversion] for CNR-36 contained in the Employment Strategy Technical Report and trust that this will find its way into the staff recommendations to Committee and Council.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> <li>It is recommended that the GMS consultant team's evaluation and preliminary recommendation to not support conversion request CNR-36 as contained in the Employment Strategy be implemented.</li> </ul>
018-01 Fabio Furlan, South Courtice Land Developments Limited <b>RE: CNR-40</b>	<ul style="list-style-type: none"> <li>Writing as the owners of 1411 and 801 Townline Road South in Courtice.</li> <li>Have been working on with Clarington Staff on the Southwest Courtice Secondary Plan for 3 years.</li> <li>The overall consensus based on a range of scenarios was to remove the prestigious industrial designation on the lands subject to CNR-40 and replace it with residential.</li> <li>The continued inclusion of prestigious industrial uses would disrupt the surrounding residential area with noise, traffic, and safety concerns.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> <li>Regional Planning staff participated in the Southwest Courtice Secondary Plan process as a commenting agency through the Steering Committee.</li> <li>Throughout that process staff indicated that there was no certainty the lands designated as Employment Areas would be redesignated to Living Areas through the Region's MCR, and that any such request would be subject to Regional review and</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>The Region should depend on local planning staff and local council decisions including the adopted Southwest Courtyce Secondary Plan.</li> </ul>	<p>approval through the Envision Durham Municipal Comprehensive Review process.</p> <ul style="list-style-type: none"> <li>This submission has been reviewed along with other submissions related to CNR-40 and additional consultation has also occurred with Clarington staff. As contained in the covering report, staff believe that the Townline Road Extension is a logical boundary to separate employment and residential areas and is supportive of the Employment Area conversion request for the lands north of the future Townline Road Extension only.</li> </ul>
019-01 Yang Yuan, South Courtyce Land Developments Limited <b>RE: CNR-40</b>	<ul style="list-style-type: none"> <li>Writing as the property owners of 1200 Prestonvale Road in Courtyce, which is part of the Southwest Courtyce Secondary Plan area.</li> <li>Have been working with Clarington Staff on the Southwest Courtyce Secondary Plan for 3 years.</li> <li>The overall consensus based on a range of scenarios was to remove the prestigious industrial designation on the lands subject to CNR-40 and replace it with residential, along with an alignment of Townline Road that is tight to the south by the 401.</li> <li>The continued inclusion of prestigious industrial uses would disrupt the surrounding residential area with noise, traffic, and safety concerns.</li> <li>The Region should depend on local planning staff and council decisions including the adopted Southwest Courtyce Secondary Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> <li>Regional Planning staff participated in the Southwest Courtyce Secondary Plan process as a commenting agency through the Steering Committee.</li> <li>Throughout that process staff indicated that there was no certainty the lands designated as Employment Areas would be redesignated to Living Areas through the Region's MCR, and that any such request would be subject to Regional review and approval through the Envision Durham Municipal Comprehensive Review process.</li> <li>This submission has been reviewed along with other submissions related to CNR-40 and additional consultation has also occurred with Clarington staff. As contained in the covering</li> </ul>



## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
020-01 Mustafa Ghassan, Delta Urban Inc. <b>RE: CNR-40</b>	<ul style="list-style-type: none"> <li>• Writing on behalf of the Southwest Courtice Landowners Group (“the Group”).</li> <li>• The Group reviewed the Employment Strategy Technical Report and is concerned with the recommendation to not convert the lands subject to CNR-40 and is asking the Region to not proceed with this recommendation.</li> <li>• Letter prepared by GHD is attached which sets out the basis for the Group’s request.</li> </ul>	<p>report, staff believe that the Townline Road Extension is a logical boundary to separate employment and residential areas and is supportive of the Employment Area conversion request for the lands north of the future Townline Road Extension only.</p> <ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
020-02 Attached letter from Bryce Jordan, GHD <b>RE: CNR-40</b>	<ul style="list-style-type: none"> <li>• Providing a land use planning analysis of the Southwest Courtice Secondary Plan and Clarington’s request to convert lands within the Secondary Plan Area that are subject to CNR-40.</li> <li>• Comments address the conversion request by 3 separate areas (A, B and C).</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
020-03 Attached letter from Bryce Jordan, GHD <b>RE: CNR-40</b>	<ul style="list-style-type: none"> <li>• Area A) Lands north of the Townline Road Alignment.</li> <li>• The boundary between the Employment Area and Living Area is intended to follow the alignment of the Townline Road extension per Map A5 and C2 of the ROP.</li> <li>• This interpretation is further reinforced at the area Municipal level on Maps A2 and J2 of the Clarington Official Plan, which shows Urban Residential on the north side of future Townline Road and Prestige Employment on the south side.</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Planning staff have considered the planning rationale that has been provided for the 3 separate areas A, B and C.</li> <li>• As discussed in the covering staff report and as a result of additional information contained in recent submissions and through consultation with Clarington staff, Regional Planning staff is</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
020-04 Attached letter from Bryce Jordan, GHD <b>RE: CNR-40</b>	<ul style="list-style-type: none"> <li>The Southwest Courtice Secondary Plan was prepared subject to Schedule 'C' of the Municipal Class EA through the integrated approach with the Planning Act. Through this process, the alignment of Townline Road was set taking into account optimum road geometry and the most environmentally sound crossing of the Robinson Creek. The alignment has now been fixed to match the north limit of the Ukrainian Church Cemetery that fronts the west side of Prestonvale Road.</li> <li>Based on the interpretation policies of the ROP (Section 15.4) the lands north of this are not designated Employment Area and "conversion" of the designation of these lands is not required.</li> <li>Area B) Residual Land West of Prestonvale Road and South of Townline Road.</li> <li>This area consists of three residual blocks of land. One is a cemetery property which is designated Green Space in the Clarington Official Plan and Secondary Plan. The second is a future stormwater management pond, proposed to be designated as Green Space in the Secondary Plan.</li> <li>The only developable property south of the Townline Road extension has an area of 2.7 hectares. This area is isolated from other Employment Areas and is not of a size that justifies an Employment Area designation.</li> <li>For these reasons, the Secondary Plan has designated this parcel as medium density and a conversion is required and should be processed as part of this MCR.</li> </ul>	<p>supportive of the conversion of lands north of the Townline Road Extension.</p> <ul style="list-style-type: none"> <li>It is acknowledged that the lands south of the Townline Road Extension will be comprised of smaller parcels that may be further fragmented/reduced if a Highway Interchange is required at Prestonvale Road.</li> <li>However, it is also noted that the lands south of the Townline Road extension will be bounded by or adjacent to highway and rail infrastructure. If an interchange is required, these lands will be further surrounded by and adjacent to highway related infrastructure. Accordingly, Regional Planning staff do not agree that these lands are well suited as a residential living environment and recommend that they remain as Employment Areas with the potential to accommodate smaller sized employment uses</li> <li>Regional Planning staff believe that the Townline Road Extension is a logical boundary to separate employment and residential areas and are supportive of the Employment Area conversion request for the lands north of the future extension only.</li> </ul>
020-05	<ul style="list-style-type: none"> <li>Area C) Special Study Area South of Townline Road and both sides of Prestonvale Road (excluding the Cemetery).</li> </ul>	

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
<p>Attached letter from Bryce Jordan, GHD <b>RE: CNR-40</b></p>	<ul style="list-style-type: none"> <li>This area is identified as a Special Study Area with an underlying Low Density Residential designation in the Secondary Plan. Policies in the Secondary Plan prohibit new development until such time as an engineering study has determined if the lands are required for a partial interchange and/or other improvements. The underlying Low Density Residential land use designation is to apply to any surplus lands not required for the partial interchange, or to all the lands if the interchange is determined to not be required and is removed from the Clarington Official Plan.</li> <li>This area of somewhat constrained parcels due to their size and configuration is further constrained by the potential for an interchange at Highway 401 and Prestonvale.</li> <li>Without the interchange, these lands are isolated from other Employment Areas by the Robinson Creek and Open Space and are over 2.5 km from the Courtice Road interchange. Therefore, residential development is the most viable alternative for these properties.</li> <li>If the interchange is built, much of the developable lands within this area are likely needed for the road improvement works and grading. Any residual lands surplus to the interchange are likely to have constrained access to Prestonvale Road due to grading issues and the presence of the CPR in close proximity to the 401. This would leave little land available in parcels of a size to accommodate employment uses. In this scenario, residential use is likely the only viable use for these residual lands.</li> </ul>	
<p>021-01 Robyn Brown IBI Group</p>	<ul style="list-style-type: none"> <li>IBI Group Professional Services Inc. (IBI Group) has been retained by Brookfield Residential (Brookfield) to review the</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>

## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
RE: CNR-41	<p>growth management components of the Region of Durham's Municipal Comprehensive Review.</p> <ul style="list-style-type: none"> <li>On behalf of Brookfield, IBI Group is pleased to see Staff's support for the employment area conversion for the lands around the Courtice Major Transit Station Area and agree with the assessment of the conversion application.</li> <li>It is IBI's belief that providing a mix of land uses will help the Region and local municipality meet density targets in the MTSA and support transit supportive uses.</li> <li>Major Transit Station Areas have the opportunity to absorb some of the forecast major office growth, however, market studies which realistically address the opportunities across the Region will be key in providing the appropriate locations and amenities that office tenants and developer's desire.</li> <li>Through the Secondary Planning process, mixed-use policies will need to be established which allow for flexibility in designing for employment in the identified growth areas.</li> <li>Brookfield looks forward to working with the Region and Municipality of Clarington on the future planning of the Courtice MTSA.</li> </ul>	
022-01 Jonathan Bagg RE: CNR-42	<ul style="list-style-type: none"> <li>Writing in response to the evaluation of CNR-42 contained in the Employment Strategy Technical Report.</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> </ul>
022-02 Jonathan Bagg RE: CNR-42	<ul style="list-style-type: none"> <li>We disagree with the statement regarding the amount of land that are constrained due to the presence of environmental features.</li> <li>Some of the site does contain natural features but according to Geo Research Associates approximately 6.4 hectares should not</li> </ul>	<ul style="list-style-type: none"> <li>Comments have been considered by Regional Planning Staff.</li> <li>It is understood that the total area of the site subject to environmental constraint could be reduced as a result of further study. Comments</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<p>be included in the natural features / Environmental Protection area.</p> <ul style="list-style-type: none"> <li>A memo from Geo Process Research Associates is attached to the letter.</li> </ul>	<p>from CLOCA have also advised that further study is underway.</p>
022-03 Jonathan Bagg <b>RE: CNR-42</b>	<ul style="list-style-type: none"> <li>The subject site borders Robinson Creek for which the Bayview community Secondary Plan immediately to the West has plans for bike and walking trails. These trails would be very accessible to residents in the CNR-42 area and would not be used to their highest potential if the lands are not converted to residential.</li> </ul>	<ul style="list-style-type: none"> <li>Regional Planning staff have considered the comments contained in the letter.</li> <li>The subject lands are part of a larger, contiguous Employment Area, which are also subject to Employment Area conversion requests (CNR-30, 38, 42, 44).</li> <li>Staff acknowledge that the lands subject to this conversion request are smaller and further removed from major transportation corridors.</li> <li>Staff believe that this conversion request must be considered in the context of the broader Employment Area.</li> <li>Staff agree with the consultant's Employment Strategy Recommendations regarding the Broader Employment Area which is not supportive of the conversion of lands subject to CNR-30, 38, 42, or 44.</li> </ul>
022-04 Jonathan Bagg <b>RE: CNR-42</b>	<ul style="list-style-type: none"> <li>The subject lands are within close proximity (150 – 450 m) to the existing South Courtice recreation centre and dog park.</li> <li>It is in the interest of Clarington residents and taxpayers that recreation centres be located in proximity to housing on all sides. The conversion would accomplish this.</li> </ul>	
022-05 Jonathan Bagg <b>RE: CNR-42</b>	<ul style="list-style-type: none"> <li>The subject site is on the West fringe of the Employment Area and it is Clarington's intention to shift the employment area to the east in the opposite direction of the subject site.</li> </ul>	
022-06 Jonathan Bagg <b>RE: CNR-42</b>	<ul style="list-style-type: none"> <li>A large portion of the site has a 6% average slope which is not very suitable for industrial land but is well suited for residential.</li> </ul>	
022-07 Jonathan Bagg <b>RE: CNR-42</b>	<ul style="list-style-type: none"> <li>The subject site is visible to the future residences in the planned Bayview community directly to the West due to site topography. Development of the lands for industrial use will be an eyesore for future residents in the Bayview community.</li> </ul>	
022-08 Jonathan Bagg <b>RE: CNR-42</b>	<ul style="list-style-type: none"> <li>The conversion is required to ensure the relocation of the existing tree farm on the West side of the Creek is economically viable.</li> </ul>	

## Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
023-01 Doris Cheng Central Lake Ontario Conservation Authority <b>RE: CNR-42</b>	<ul style="list-style-type: none"> <li>• Writing to provide comments on the Employment Strategy Technical Report.</li> <li>• CLOCA staff note that CNR-42 recognizes the environmental features on the site. CLOCA advises the Region that the landowner has been in contact with CLOCA to review a geotechnical study to confirm the location of the top of bank, which may impact the overall area of environmentally constrained lands and suggest that this area be delineated with a star (*) until such time as the review of the report and staking of the property is finalized.</li> <li>• Balance of comments related to other aspects of the Employment Strategy Technical Report are unrelated to Employment Area conversion requests and will be addressed at a future date.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> <li>• It is understood, through subsequent dialogue with CLOCA staff, that the extent of environmental constraints on the subject land is under review and could be revised.</li> </ul>
024-01 Maurizio Rogato, Blackthorn Development Corp. <b>ADD-01</b>	<ul style="list-style-type: none"> <li>• Writing on behalf of 2400245 Ontario Inc. the owners of 399 to 425 Bayly Street West (VanDusen Chevrolet Buick GMC).</li> <li>• These comments are being provided in addition to comments dated August 30<sup>th</sup>, 2021 (attached).</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> </ul>
024-02 Maurizio Rogato, Blackthorn Development Corp. <b>ADD-01</b>	<ul style="list-style-type: none"> <li>• Our client is supportive of the subject lands being included within the proposed Ajax Major Transit Station Area and is interested in advancing mixed-use permissions on the subject lands.</li> <li>• Letter indicates general support of the key findings of the report and support of the conversion of the subject lands, which are located within the proposed Ajax MTSA.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments have been considered by Regional Planning Staff.</li> <li>• Regional Planning staff will consider these comments as part of the Protected Major Transit Station Area Regional Official Plan Amendment process that is being brought forward to Planning and Economic Development Committee coincident</li> </ul>

### Land Needs Assessment (LNA) – Submissions related to Employment Area conversion recommendations contained in the Employment Strategy – Technical Report #3

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> <li>• Supportive of participating through the land use planning process to ensure the conversion of employment areas within the Ajax MTSA to non-employment uses will not adversely impact the viability of any of the adjacent industrial operations.</li> <li>• While not vacant, the subject lands are available for mixed-use development. Our client is interested in an expediated approval process to redesignate and rezone the subject lands. To this end our client respectfully requests the Region to consider permitting privately initiated Official Plan Amendment Applications within the MTSA. Waiting on the outcome of a Secondary Plan process would prolong the approval process and privately initiated applications can inform such a process.</li> </ul>	with the Employment Area conversion recommendations.



## Addition Servicing Comments

Based on the information regarding the scale of development provided in the submissions, the following potential constraints were identified by Regional staff as requiring further consideration at the appropriate time in the development review process:

- a. **CNR-01 and additional surrounding lands ADD-03:** There is currently no sanitary servicing capacity at the Cannington Lagoons for any development. This area may need to be serviced with private septic systems, and permissions for partial services should be considered. Regional Planning staff will propose policies through Envision Durham that would allow the use of partial services in this location, subject to a new plan of subdivision providing appropriately sized lots to accommodate private septic systems in accordance with the Region's Lot Sizing Policy and the South Georgian Bay Lake Simcoe Source Protection Plan.
- b. **CNR-03:** Site access on Westney Road will be restricted to right-in/right-out only. Traffic impacts will need to be assessed and intersection improvements may be required along the Westney Road corridor in addition to a previously planned road widening.
- c. **CNR-04:** There could be sanitary sewer capacity concerns with this number of proposed units. Further evaluation will be required through the development review process.
- d. **CNR-10:** Proposed intensification at this site, and in other locations in Pickering will likely require a new sanitary pumping station and force main connection to the York-Durham Primary trunk sanitary sewer. The scale of development is likely to require significant improvements to the area road network, which will need to be determined through future studies by the proponent.
- e. **CNR-19:** There could be sanitary sewer capacity concerns with this number of proposed units. Further evaluation will be required through the development review process. Intersection improvements will be required at Penn-Gaskell Drive/Salem Road and likely at Salem Road/Rossland Road and Spitty Road/Rossland Road will be a right-in/right-out access only.
- f. **CNR-11, 26, 37, 41:** The level of development within the proposed Courtice PMTSA will require Regional Road expansions and improvements beyond those previously planned.
- g. **CNR-21:** Some sanitary sewer twinning or replacement would likely be required. Access to Bayly Street will be restricted to right-in/right-out movements only. The scale of development may require localized road/intersection improvements as determined through a Traffic Impact Study.
- h. **CNR-22:** The scale of development may require localized road/intersection improvements as determined through a Traffic Impact Study.

The comments noted above are considered preliminary, subject to change, and do not preclude the identification of new or additional servicing constraints or study requirements as a result of further evaluation of development proposals at a future date.



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2021-P-26](#)  
Date: December 7, 2021

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**Subject:**

Decision Meeting Report

Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003.

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**Recommendation:**

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

- A) That Amendment #186 to the Durham Regional Official Plan to implement a policy framework, density target and delineations for Protected Major Transit Station Areas, be adopted as contained in Attachment #1 to Commissioner's [Report #2021-P-26](#);
  - B) That the necessary by-law be passed, and once adopted, that Amendment #186 be forwarded to the Minister of Municipal Affairs and Housing for approval under Sections 17 and 26 of the Planning Act; and
  - C) That the "Notice of Adoption" be sent to the Minister of Municipal Affairs and Housing, the area municipalities, the Ministry of Transportation, Ministry of Economic Development, Job Creation and Trade, Metrolinx, the Envision Durham Interested Parties contact list, and all other persons or public bodies who requested notification of this decision.
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**Report:****1. Purpose**

- 1.1 This report recommends the introduction of new transit-oriented areas in Durham Region that will act as focal points for higher density mixed use development. Referred to as “Major Transit Station Areas” (MTSAs), these locations represent unparalleled opportunities to create Transit Oriented Communities, anchored by a rapid transit stations, each containing a wide range of housing opportunities, including affordable housing, office uses, street-oriented commercial uses, institutional uses, a wide range of recreational uses and public amenities. MTSAs are intended to provide integrated mixed-use development offering convenient, direct, sheltered pedestrian access from high-density development sites to station amenities and access points.
- 1.2 Major Transit Station Areas are defined in the Provincial Growth Plan as *"The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10 minute walk."*

**2. Background**

- 2.1 In November 2019, and through its consideration of the Initial Business Case Update for the Lakeshore GO East extension, Council directed Regional Planning staff to accelerate the preparation of Major Transit Station Area (MTSA) policies, including delineations and density targets as part of the broader Envision Durham process.
- 2.2 Envision Durham is Durham’s municipal comprehensive review of the Regional Official Plan, addressing a variety of strategic land use planning and development matters. Envision Durham also represents the Region’s provincially mandated exercise to ensure that the ROP conforms with Provincial Plans or does not conflict with them; has regard to matters of Provincial interest; and is consistent with the Provincial Policy Statement.
- 2.3 The recommended Amendment designates and delineates the boundaries for Protected Major Transit Station Areas (PMTSAs), introduces a policy framework, and sets a minimum density target that supports transit-oriented development.

- 2.4 'Protected' Major Transit Station Areas are MTSAAs that have been delineated by a municipality and subsequently approved by the Minister of Municipal Affairs and Housing, as 'protected'. There is no legislative requirement for municipalities to identify PMTSAAs. However, if a municipality wants to implement inclusionary zoning<sup>1</sup> within an MTSA area, then it must 'protect' them through Ministerial approval. Once the amendment is approved by the Minister, it is not appealable.
- 2.5 The delineations for the PMTSAAs were based on extensive consultation with area municipal planning staff over the past two years. The PMTSAAs within the recommended Amendment contained in Attachment #1 are located in the vicinity of certain Commuter Stations and Transportation Hubs along the Lakeshore East GO Rail Line, and the proposed GO East Extension.

### 3. Previous Reports and Decisions

- 3.1 The following previous reports relate to planning for PMTSAAs in Durham:
- a. Envision Durham – Growth Management – Urban System Discussion Paper, File D12-01, [Report #2019-P-31](#);
  - b. Advancing Rapid Transit Implementation and Transit Oriented Development in Durham Region, [Report #2019-COW-26](#);
  - c. Major Transit Station Areas – Proposed Policy Directions, [Report #2020-P-27](#);
  - d. Protected Major Transit Station Areas Proposed Regional Official Plan Amendment – Policies and Delineations, [Report #2021-P-21](#);
  - e. Envision Durham Growth Management Study – Housing Intensification Study, [Report #2021-INFO-94](#); and
  - f. Envision Durham Growth Management Study – Employment Strategy, [Report #2021-INFO-97](#).

### 4. Public Meetings and Submissions

- 4.1 In accordance with the *Planning Act*, a “Notice of Public Open House” and “Notice of Public Meeting” regarding the application was advertised in the “Ajax-Pickering News Advertiser”, the “Whitby This Week”, the “Oshawa This Week” and the “Clarington This Week” newspapers on July 29, 2021.

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<sup>1</sup> Inclusionary zoning is a provincial land use planning policy tool that enables municipalities to increase the supply of affordable housing in new development in Protected Major Transit Station Areas, to create mixed-income developments in areas where the market has not provided for a mix of housing prices and rents on its own.

- 4.2 The statutory Public Open House was held virtually on Tuesday August 24, 2021 from 6:30 pm – 8:00 pm and attended by 56 people. Regional staff delivered a presentation and facilitated, moderated and responded to questions and comments on the proposed amendment.
- 4.3 The statutory Public Meeting was held on the September 7, 2021 meeting of Planning and Economic Development Committee. Four individuals spoke at the public meeting following the staff presentation and raised the following comments:
- The Amendment should include policies to recognize and protect existing employment land uses that may not be compatible with encroaching sensitive land uses within PMTSAs;
  - The Amendment should introduce more flexible policies to permit a broader range of land uses and built form types, within PMTSAs or alternatively, that the focus on permitted uses should remain with the local area municipalities;
  - The Region should explain how the minimum density targets will be achieved and met by the local area municipalities; and
  - The Region should consider approving existing employment land conversion requests in advance of the adoption of the Official Plan Amendment.
- 4.4 The Region received eight letters from the public in response to the consultation process. A summary of the submissions received, and staff's response, is provided in Attachment #2.

## **5. Consultation**

- 5.1 The proposed Amendment and Public Meeting Report were circulated on July 30, 2021. Comments were requested by August 31, 2021. As of the date of this report, comments were received from the following:

### **Municipalities**

- Town of Ajax
- Municipality of Clarington
- City of Oshawa
- City of Pickering

#### Agencies

- Canada Post
- Central Lake Ontario Conservation Authority
- CN Rail
- Kawartha Pine Ridge District School Board
- Metrolinx

5.2 Submissions were also received from nine members of the public.

5.3 The following key themes emerged from the consultation:

- a. Questions were posed regarding the timing of employment land conversions in the PMTSAs
  - The employment land conversions are being addressed concurrently through a recommendation report regarding all the employment conversions.
- b. Suggestions were received that the delineation of PMTSAs should be conceptual in the Regional Official Plan, similar to the current approach for Regional Centres. Alternatively, it was suggested that flexibility be provided to allow for minor refinements to the boundaries at the local level.
  - The Growth Plan requires that the upper tier municipality delineate Strategic Growth Areas in its official plan including Major Transit Station Areas. The Ministry of Municipal Affairs and Housing have advised that “minor refinements” to MTSA boundaries cannot occur in accordance with the Planning Act and the Places to Grow Act. Delineations cannot be further modified without amendment to the Regional Official Plan through an MCR.
- c. The level of specificity for permitted uses as proposed in the suite of PMTSA policies is too prescriptive for an upper tier municipal official plan.
  - The current Regional Official Plan specifies the types of uses that may be permitted within various designations including Urban Growth Centres, Regional Centres, Waterfront Places, Local Centres, Regional Corridors and Local Corridors. The Amendment would enable higher density transit-oriented development. The permitted uses listed in the Amendment are not exhaustive, but provide direction to the area municipalities. Detailed land use policies and designations within PMTSAs will need to be further refined by the area municipalities within their respective planning documents.

- d. Support was noted for the existing Oshawa GO Station not being proposed as an MTSA due to its existing context and the limited ability to provide for compatible higher density uses. This comment has been noted and the area has not been included as a PTMSA in the recommended Amendment.
- 5.4 A summary of the submissions received, and responses, are provided as Attachment #2.

## **6. Notice of Meeting**

- 6.1 Notification of the meeting time and location of this Planning and Economic Development Committee Meeting was sent to all the requested notification, in accordance with Regional Council procedure.
- 6.2 The recommendation of the Planning and Economic Development Committee on the amendment is scheduled to be considered by Regional Council on December 22, 2021.

## **7. Overview of Recommended Amendment**

- 7.1 The recommended Amendment provides a policy framework to delineate PMTSAs, establishes a minimum 150 people and jobs per hectare density target for PMTSAs, and introduces supporting implementation policies. The recommended amendment will:
- a. Delineate the geographic extent of seven PMTSAs across the Region;
  - b. Establish the vision, goals and objectives for areas so delineated;
  - c. Implement of provincial policy as appropriate;
  - d. Identify housing types and built form that will support intensification and Transit Oriented Development (TOD);
  - e. Recognize best practices for TOD in PMTSAs;
  - f. Enable a variety of transit-oriented land uses;  
Prioritize active transportation and encourage the optimization of parking in PMTSAs;
  - g. Promote an inviting and pedestrian oriented public realm, that enhance connectivity, generate employment and guide residential growth in PMTSAs;  
and
  - h. Provide clear policy guidance to area municipalities for inclusion within their respective official plan updates related to PMTSAs.

- 7.2 The recommended Amendment includes delineations for PMTSAs at the following locations:
- a. Pickering GO Station;
  - b. Ajax GO Station;
  - c. Whitby GO Station;
  - d. Proposed Thornton's Corners GO Station;
  - e. Proposed Central Oshawa GO Station;
  - f. Proposed Courtice GO Station; and
  - g. Proposed Bowmanville GO Station.
- 7.3 Detailed land use designations within PMTSAs will be undertaken by the affected area municipalities, either through separate amendments to their official plans, or when they complete their comprehensive official plan updates.
- 7.4 Due to the context of the lands surrounding the existing Oshawa GO station characterized by industrial and transportation land uses and infrastructure, there is limited ability for compatible mixed-use intensification at this time. Therefore, this area is not being put forward as a PMTSA through the recommended Amendment.
- 7.5 The Municipality of Clarington has requested that the Courtice PMTSA boundary also include an area outside the existing urban area boundary, east of Courtice Road. Since the broader Land Needs Assessment for the Region's municipal comprehensive review is not yet complete, the need and location for any urban boundary expansions will be presented once the LNA is completed. The recommended Amendment for PMTSAs does not include any recommendation for urban boundary expansions.
- 7.6 The southeast corner of Courtice Road and Baseline Road falls in proximity to the Darlington Nuclear Generating Station, in the area commonly referred to as the "Automatic Action Zone" (AAZ), that is used for emergency planning purposes. Comments were received through the Envision Durham Growth Management Study on the Courtice PMTSA from both Ontario Power Generation and the Canadian Nuclear Safety Commission, raising concerns regarding permissions for sensitive uses particularly residential within the AAZ. A policy has been added to the recommended amendment to restrict sensitive uses east of Courtice Road and south of Baseline Road, within the Courtice PMTSA boundary.
- 7.7 It is recommended that the Official Plan of The Regional Municipality of Durham be amended as set out in Attachment #1 to this report. The recommended Amendment adds policy language to certain sections, and renumbers some sections of the



Durham Regional Official Plan and introduces a new Schedule “C5” to the Durham Regional Official Plan.

## **8. Connection to the Envision Durham Growth Management Study**

- 8.1 Through Envision Durham, the Region has been undertaking a Growth Management Study, including a [Housing Intensification Study](#), and an [Employment Strategy](#) as components of the Land Needs Assessment.
- 8.2 The Study indicates that PMTSAs have the potential to accommodate a significant level of growth, and are appropriate locations for a mix of residential and employment related development. The growth potential was assessed, and applying the policies set out in the Growth Plan for the Greater Golden Horseshoe, the proposed amendment includes a planned minimum density target of 150 residents and jobs per hectare. The density target is supported, by a diverse mix of uses, including additional residential units and affordable housing, that will support existing and planned transit service levels.
- 8.3 The Housing Intensification Study evaluated the proposed PMTSAs and their potential to accommodate intensification. All of the Region’s proposed PMTSAs were determined to have significant growth potential, and can accommodate the Growth Plan’s minimum density target of 150 residents and jobs per hectare.
- 8.4 The Employment Strategy included a detailed review of proposed Employment Area conversions, including those within PMTSAs. The proposed PMTSAs will provide for the focused development of a higher density mix of uses, including employment uses at rapid transit stations. The amendment will enable PMTSAs to function as new destinations, with policies that will support more intensive transit related employment uses. The proposed employment conversions will enable the implementation of PMTSAs and is recommended through a separate report coincident with this report.

## **9. Conclusion**

- 9.1 The recommended Amendment is a result of a comprehensive process that involved extensive public and agency consultation. The recommended Amendment conforms with provincial policy, particularly the Growth Plan for the Greater Golden Horseshoe’s policies related to PMTSAs.
- 9.2 It is recommended that Amendment #186 to the Durham Regional Official Plan, as shown in Attachment #1, be adopted and forwarded to the Province for approval under Sections 17 and 26 of the Planning Act.

- 9.3 It is also recommended that the “Notice of Adoption” be sent to the Minister of Municipal Affairs and Housing, the area municipalities, the Ministry of Transportation, Ministry of Economic Development, Job Creation and Trade, Metrolinx, the Envision Durham Interested Parties contact list, and all other persons or public bodies who requested notification of this decision.

## **10. Relationship to Strategic Plan**

- 10.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Under the goal of Community Vitality, 2.1, Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing; and
- b. Under the goal of Economic Prosperity, 3.3, Enhance communication and transportation networks to better connect people and move goods more effectively.

## **11. Attachments**

Attachment #1: Amendment #186 to the Durham Regional Official Plan

Attachment #2: Submissions and Responses received related to the proposed PMTSA Amendment

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

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Elaine C. Baxter-Trahair  
Chief Administrative Officer

## Amendment #186 to the Durham Regional Official Plan

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### **Purpose and Effect:**

The purpose of this Amendment is to establish a policy framework and delineations for Protected Major Transit Station Areas and the establishment of a minimum density target for these Areas in the Durham Regional Official Plan.

This Amendment also provides a Regional policy framework to guide further implementation of Protected Major Transit Station Areas.

### **Location:**

Lands generally surrounding existing and future higher order transit corridor stations and stops, and in particular, lands delineated around existing and future GO Stations as shown on Exhibits 1 and 2.

### **Basis:**

#### Planning Act R.S.O 1990

The Planning Act (the Act) sets out Provincial interests and directions on many issues, including:

the adequate provision and efficient use of transportation, the appropriate location of growth and development, and the promotion of development that is designed to support public transit and be oriented to pedestrians.

Section 16(16) of the Act further sets out enabling policies for Upper-tier municipalities to:

- protect and delineate the boundaries of existing and planned higher order transit stations or stops;
- Set the minimum number of people and jobs per hectare for the planning areas; and
- Require the official plan of the applicable lower tier municipalities to include policies that authorize the use of land for building and structures that support minimum densities.

This Amendment for Protected Major Transit Station Areas meets the requirements of Section 16(16) of the Act to ensure certainty with respect to municipal objectives around leveraging transit investment by enabling transit supportive uses and densities.

Section 17(36.1.4) of the Act outlines the Major Transit Station Area policies which are

sheltered from appeal; namely:

- The identification of Major Transit Station Areas through Section 16(16) and any changes to those policies.
- The Region or lower-tier municipality's Official Plan policies pertaining to Protected Major Transit Station Areas; and
- Policies that identify the minimum densities for lands, buildings or structures in Major Transit Station Areas.

Through the Region establishing Protected Major Transit Station Areas under Section 16(16), area municipalities will complete secondary planning exercises (or equivalent) to establish policies pertaining to Major Transit Station Areas, including policies which identify the authorized uses of land, buildings or structures in these areas and minimum densities for buildings or structures in Major Transit Station Areas.

A Place to Grow, 2019: Growth Plan for the Greater Golden Horseshoe and Amendment #1 2020

The Growth Plan 2019, Section 2.2.4 - Transit Corridors and Station Areas provides the Provincial policy framework for Protected Major Transit Station Areas on priority transit corridors and outlines criteria to be met to delineate the boundaries of Major Transit Station Areas and establish minimum or alternative density targets. This amendment is also being undertaken as part of the Region's municipal comprehensive review under Section 26 of the Planning Act.

The Amendment to include Protected Major Transit Station Areas meets the requirements of Section 2.2.4 of the Growth Plan as well as achieves overall Growth Plan objectives related to planning a complete community that supports the intensification of existing built-up areas, more compact greenfield development, and better alignment between land use and transit planning.

The proposed amendment will designate and delineate seven Protected Major Transit Station Areas on the GO East Rail line. The amendment also establishes a policy framework to facilitate implementation planning by directing the applicable area municipalities to undertake comprehensive land use planning to meet minimum requirements.

Through Envision Durham and the associated Growth Management Study, the Region undertook work in consultation with the City of Pickering, Town of Ajax, Town of Whitby, City of Oshawa and Municipality of Clarington to delineate the Protected Major Transit Station Area boundaries, and set a minimum density of 150 people and jobs per hectare to support local planning contexts and Provincial policy requirements.

This Amendment conforms to the Durham Regional Official Plan, the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.

**Amendment:**

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

- 1) Adding policy language to certain sections and renumbering some sections of the Durham Regional Official Plan as per Table 1 attached hereto; and
- 2) Introducing Schedule 'C5' to the Durham Regional Official Plan, as illustrated on Exhibits 1 and 2.

**Implementation:**

- 1) Notwithstanding the land use designations illustrated in the Regional Structure of the Durham Regional Official Plan on Schedules 'A4' and 'A5', for lands identified as Protected Major Transit Station Areas on Schedule 'C5', the policies for Protected Major Transit Station Areas shall apply. The provisions set forth in the Durham Regional Official Plan regarding the implementation of the Plan shall apply in regard to this Amendment.

**Table 1:**

Item	Old Section Number	New Section Number	Details of Policy Amendment
1.		8.1.9	<ul style="list-style-type: none"> <li>Add a new policy to read as follows:            “To plan for <i>transit-oriented development</i> within walking distance of existing and planned rapid transit stations as focal points for active transportation and a compatible mix of higher density uses.”</li> </ul>
2.	Sub-heading (after new policy 8.1.9)		<ul style="list-style-type: none"> <li>Add the phrase “PROTECTED MAJOR TRANSIT STATION AREAS” after “CENTRES, CORRIDORS,”</li> </ul> <p>The sub-heading will therefore read as follows:            “CENTRES, CORRIDORS, PROTECTED MAJOR TRANSIT STATION AREAS AND WATERFRONT PLACES”</p>
3.	8.1.9	8.1.10	<ul style="list-style-type: none"> <li>Add a comma after the phrase “Urban Growth Centres”</li> <li>Delete the word “and” between “Urban Growth Centres” and “Regional Centres”</li> <li>Add the phrase “and Protected Major Transit Station Areas” after “Regional Centres”</li> <li>Add the phrase “and intensification” after the phrase “urban development”</li> </ul> <p>The policy will therefore read as follows:            “To recognize Urban Growth Centres, Regional Centres and Protected Major Transit Station Areas in Urban Areas as focal points of urban development and intensification in the Region.”</p>
4.	8.1.10	8.1.11	

Item	Old Section Number	New Section Number	Details of Policy Amendment
5.	8.1.11	8.1.12	<ul style="list-style-type: none"> <li>• Add the word “Centres” and a comma after the word “Regional”</li> <li>• Delete the word “and” between “Regional” and “Local Centres”</li> <li>• Add the phrase “and Protected Major Transit Station Areas” after “Local Centres”</li> </ul> <p>The policy will therefore read as follows:  “To develop Urban Growth Centres, Regional Centres, Local Centres and Protected Major Transit Station Areas that are characterized by distinctive forms of art and architecture.”</p>
6.	8.1.12	8.1.13	
7.	8.1.13	8.1.14	
8.	8.1.14	8.1.15	<ul style="list-style-type: none"> <li>• Add a comma after the phrase “Regional Centres”</li> <li>• Add the phrase “Protected Major Transit Station Areas” after “Regional Centres”</li> </ul> <p>The policy will therefore read as follows:  “To link Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Waterfront Places with supportive Corridors focused on <i>active transportation</i> and transit routes.”</p>
9.		8.1.16	<ul style="list-style-type: none"> <li>• Add a new policy to read as follows and renumber subsequent sections accordingly:</li> </ul> <p>“To build upon significant place-making opportunities within Protected Major Transit Station Areas, as focal points for high density, mixed-use, <i>transit-oriented development</i> and a pedestrian-oriented public realm.”</p>
10.	8.1.15	8.1.17	
11.	8.1.16	8.1.18	
12.	8.1.17	8.1.19	
13.	8.1.18	8.1.20	
14.	8.1.19	8.1.21	
15.	8.2.1 b)		<ul style="list-style-type: none"> <li>• Add a comma after “Centres”</li> <li>• Delete the word “and” between “Centres”</li> </ul>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>and “Corridors”</p> <ul style="list-style-type: none"> <li>• Add the phrase “and Protected Major Transit Station Areas” after “Corridors”</li> </ul> <p>The subsection will therefore read as follows: “a mixture of uses in appropriate locations, with particular consideration given to Centres, Corridors and Protected Major Transit Station Areas;”</p>
16.	8.3.6		<ul style="list-style-type: none"> <li>• Add comma after “Corridors”</li> <li>• Add the phrase “and Protected Major Transit Station Areas” after “Corridors”</li> </ul> <p>The policy will therefore read as follows: “Commercial uses shall be concentrated in locations that are supportive of the function of Regional and Local Centres and Corridors, and Protected Major Transit Station Areas, in accordance with the policies of this Plan.”</p>
17.	8.3.10 d)		<ul style="list-style-type: none"> <li>• Delete the phrase “forms and patterns” after the phrase “policies to promote” and replace with “transit-oriented development”</li> </ul> <p>The subsection will therefore read as follows: “policies to promote <i>transit-oriented development</i>”</p>
18.		8.3.10 e)	<ul style="list-style-type: none"> <li>• Add a new subsection to read as follows: “policies, designations and delineations for Protected Major Transit Station Areas.”</li> </ul>
19.	Sub-Section Header 8A		<ul style="list-style-type: none"> <li>• Add a comma after the word “Corridors”</li> <li>• Add phrase “Protected Major Transit Station Areas” after “Corridors”</li> </ul> <p>The header will therefore read as follows: “Centres, Corridors, Protected Major Transit Station Areas and Waterfront Places”</p>
20.		Sub-heading (after 8A.1.3)	<ul style="list-style-type: none"> <li>• Add a new sub-heading to read as follows: “PROTECTED MAJOR TRANSIT STATION AREAS”</li> </ul>



Item	Old Section Number	New Section Number	Details of Policy Amendment
21.		8A.1.4	<ul style="list-style-type: none"> <li>Add a new policy to read as follows, and renumber subsequent sections accordingly:</li> </ul> <p>“Protected Major Transit Station Areas shall be developed as transit-oriented communities that encourage and support innovation and entrepreneurship, and integrate mixed-use development throughout, anchored by a Commuter Station or Transportation Hub.”</p>
22.	8A.1.4	8A.1.5	
23.	8A.1.5	8A.1.6	
24.		Sub-heading (after 8A.2.7)	<ul style="list-style-type: none"> <li>Add sub-heading to read as follows:</li> </ul> <p>“PROTECTED MAJOR TRANSIT STATION AREAS”</p>
25.		8A.2.8	<ul style="list-style-type: none"> <li>Add new policy to read as follows and renumber subsequent sections accordingly:</li> </ul> <p>“Schedule ‘A’ identifies existing and future GO Stations along the Lakeshore East GO Rail line and the GO East Extension. Schedule ‘C5’ designates and delineates Protected Major Transit Station Areas at the following GO Station locations:</p> <ul style="list-style-type: none"> <li>a) Pickering;</li> <li>b) Ajax;</li> <li>c) Whitby;</li> <li>d) Thornton’s Corners;</li> <li>e) Central Oshawa;</li> <li>f) Courtice; and</li> <li>g) Bowmanville.”</li> </ul>
26.		8A.2.9	<ul style="list-style-type: none"> <li>Add new policy to read as follows:</li> </ul> <p>“Protected Major Transit Station Areas will be planned as focal points within their respective communities, providing active places and streetscapes, with a wide range and mix of high-density transit-oriented uses, based on pedestrian oriented built form.”</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
27.		8A.2.10	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:  “Notwithstanding the land use designations in the vicinity of the existing and future GO Stations identified on Schedule ‘A’, the following land uses will be permitted in Protected Major Transit Station Areas identified on Schedule ‘C5’:</li> </ul> <ol style="list-style-type: none"> <li>a) Higher density residential uses including, but not limited to, mid-rise and high-rise apartments, multiple attached dwellings, including but not limited to stacked townhouses, and live-work units;</li> <li>b) Offices and <i>major office</i>;</li> <li>c) Hotels and convention centres;</li> <li>d) Compatible employment uses, institutional uses, educational facilities and post-secondary institutions;</li> <li>e) Places of worship within mixed-use buildings rather than in freestanding buildings;</li> <li>f) Commercial uses including retail, both convenience retail and small-scale retail uses, restaurants, personal and professional service shops, and day care uses;</li> <li>g) Cultural, arts and entertainment uses;</li> <li>h) Recreational uses, amenities, and public art;</li> <li>i) Mixed use buildings that integrate community and commercial uses with upper-storey apartment and/or office uses to ensure amenities are provided in close proximity population and employment growth ;</li> <li>j) Home occupations;</li> <li>k) Public uses including infrastructure, libraries, recreation/community centres, parks, urban squares, trails and conservation uses.”</li> </ol>

Item	Old Section Number	New Section Number	Details of Policy Amendment
28.		8A.2.11	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:  “The following land uses will be prohibited in Protected Major Transit Station Areas: <ul style="list-style-type: none"> <li>a) Automobile-oriented uses such as drive-through establishments, gasoline stations, service stations, and car washes; and</li> <li>b) Land extensive uses such as automobile dealerships with outdoor vehicle storage and display areas, warehouses and storage facilities, including self-storage facilities.”</li> </ul> </li> </ul>
29.		8A.2.12	Notwithstanding any other policies of this Plan to the contrary, <i>sensitive uses</i> are not permitted on the lands located within the Courtice Protected Major Transit Station Area, east of Courtice Road and south of Baseline Road in the Municipality of Clarington, due to proximity to the Darlington Nuclear Generation Station.
30.		8A.2.13	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:  “Development within Protected Major Transit Station Areas will offer convenient, direct, sheltered pedestrian access from high-density development sites to neighbouring Commuter Stations or Transportation Hubs, recognizing matters of accessibility for persons with disabilities, pedestrians, cyclists, and connections to a variety of transportation modes.”</li> </ul>
31.		8A.2.14	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:  “Protected Major Transit Station Areas shall be planned to accommodate a minimum overall density target of 150 people and jobs per <i>gross</i> hectare, in accordance with the Growth Plan for the Greater Golden Horseshoe. In cases where a Protected Major Transit Station Area and an Urban Growth Centre or Regional Centre overlap, the higher density requirements shall apply.”</li> </ul>

Item	Old Section Number	New Section Number	Details of Policy Amendment
32.		8A.2.15	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:</li> </ul> <p>“The Region, in consultation with the area municipalities and Metrolinx may, by amendment to this Plan, designate additional Protected Major Transit Station Areas coincident with planning for existing and future rapid transit facilities or stations.”</p>
33.		8A.2.16	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:</li> </ul> <p>“Local road and private access spacing and access permissions to Regional arterial roads within Protected Major Transit Station Areas will be addressed on a case-by-case basis to the satisfaction of the Region.”</p>
34.		8A.2.17	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:</li> </ul> <p>“The Province of Ontario has authorized the use of Inclusionary Zoning within Protected Major Transit Station Areas, to require the provision of affordable housing units within new developments. To support the application of Inclusionary Zoning:</p> <ul style="list-style-type: none"> <li>a) A Regional Assessment Report shall be completed which includes an analysis of demographics, income, housing supply, housing need and demand, current average market prices and rents and an analysis of potential impacts on the housing market, having regard to Section 4.3 of this Plan; and</li> <li>b) Area municipalities are encouraged to consider the application of Inclusionary Zoning in their respective Protected Major Transit Station Area through subsequent secondary planning, or equivalent, and zoning bylaw amendment processes.”</li> </ul>
35.		8A.2.18	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:</li> </ul> <p>“Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will:</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<ul style="list-style-type: none"> <li>a) Delineate Protected Major Transit Station Area boundaries coincident with boundaries identified in Schedule 'C5' and provide detailed land use designations within the boundary;</li> <li>b) Establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per ha;</li> <li>c) Establish a minimum job target for Protected Major Transit Station Areas;</li> <li>d) Enable alternative development standards to support transit-oriented development, including but not limited parking requirements which support the use of transit;</li> <li>e) Support the creation of focal points by concentrating the highest densities in close proximity to Commuter Stations or Transportation Hubs;</li> <li>f) Include policies or approaches to ensure that the heights and densities of buildings are appropriately scaled to ensure compatibility with neighbouring lower density residential areas;</li> <li>g) Include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development;</li> <li>h) Support the efficient use of land, including requirements for structured parking, and shared parking as part of new development;</li> <li>i) account for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking), as well as the protection for future facility expansion when new development on existing GO station lands is proposed;</li> </ul>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>j) Incorporate Urban Design and Sustainability Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian oriented public realm, that:</p> <ul style="list-style-type: none"> <li>i. Provide appropriate transitions in building heights to surrounding areas and public spaces;</li> <li>ii. Direct that all development will be designed to be pedestrian-oriented and accessible to all ages and abilities;</li> <li>iii. Require buildings to frame streets, with frequent pedestrian entrances;</li> <li>iv. Restrict vehicular access to private property from adjacent local roadways;</li> <li>v. Support the use of rear lanes to serve development loading, servicing and vehicular parking access requirements rather than strictly along local public streets, where appropriate;</li> <li>vi. Require vehicular parking to be located below grade or located in a manner to minimize the visual impact on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized;</li> <li>vii. Incorporate the use of design elements to assist with orientation, including wayfinding and the use of gateways and entrance feature;</li> <li>viii. Require that connections to the Commuter Stations or Transportation Hubs include pedestrian weather protection and</li> </ul>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>station way-finding; and</p> <ul style="list-style-type: none"> <li>ix. Establish sustainable design measures and key sustainability principles for development in Protected Major Transit Station Areas;</li> </ul> <p>k) Include policies that encourage place-making through policy approaches that:</p> <ul style="list-style-type: none"> <li>i. Ensure a well-defined public realm that provides active gathering spaces, pedestrian destinations and connections;</li> <li>ii. Support the establishment of integrated trails, parks and open space systems for various levels of use year-round;</li> <li>iii. Provide active streetscapes with sidewalks or multi-use paths on both sides of all roads, and related for pedestrian amenities;</li> <li>iv. Encourage streets and boulevards to be designed to allow for patios, sitting areas, while ensuring adequate space for pedestrians and streetscape plantings for shade and beautification;</li> <li>v. Encourage sustainable technologies, permeable pavers, low impact development techniques, and designs which support the use of renewable energy in the design of new development, the public realm and streetscapes.</li> </ul> <p>l) Include sustainable transportation policies that:</p> <ul style="list-style-type: none"> <li>i. Ensure that road designs support transit use, pedestrian travel, and cycling while accommodating automobile travel;</li> <li>ii. Support active transportation through safe, well-designed and direct</li> </ul>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>connections between and amongst component uses and transit stations;</p> <p>iii. Include adequate and secure long-term and short-term bicycle parking and end-of-trip facilities; and</p> <p>iv. Include below grade pedestrian connections, including knock-out panels where deemed appropriate, to facilitate a continuous pedestrian network between development sites.”</p>
36.		8A.2.19	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:</li> </ul> <p>“The Region and the respective area municipality may require the coordination of development applications through measures such as Master Development Agreements or other similar approaches, to ensure an orderly, coordinated and phased approach to the provision of transportation, servicing and other infrastructure are provided prior to or coincident with development.”</p>
37.		8A.2.20	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:</li> </ul> <p>“The Region and area municipalities may require cost-sharing agreements, front-ending agreements or other measures as appropriate to ensure the timely delivery of infrastructure and the equitable distribution of development and infrastructure costs.”</p>
38.		8A.2.21	<ul style="list-style-type: none"> <li>• Add new policy to read as follows:</li> </ul> <p>“In the event that development within a Protected Major Transit Station Area is proposed above a rail corridor, all appropriate technical studies must be undertaken to the satisfaction of the applicable railway authority, to ensure the following:</p> <p>a) existing and future capacity and safety of train operations in the rail corridor will not be compromised;</p> <p>b) flexibility for future expansion to rail operations and modifications and improvements to the track and signal</p>



Item	Old Section Number	New Section Number	Details of Policy Amendment
			<p>system will not be reduced; and</p> <p>c) all environmental, safety and mitigation concerns associated with such development, including noise, vibration, air quality, parking, snow and ice accumulation, servicing, pedestrian access and vehicle access, and the capacity of the transportation system serving such development have been satisfactorily addressed to the satisfaction of the rail authority, the Region and the applicable area municipality.”</p>
39.	8A.2.8	8A.2.22	
40.	8A.2.9	8A.2.23	<ul style="list-style-type: none"> <li>• Add a comma after “Regional Centres”</li> <li>• Ass phrase “Protected Major Transit Station Areas” after the phrase “ Regional Centres”</li> </ul> <p>The policy will therefore read as follows:</p> <p>“Regional Corridors shall be planned and developed in accordance with Policy 8A.1.5 and the relevant Policies of the underlying land-use designation, as higher density mixed-use areas, supporting higher order transit services and pedestrian oriented development. The Regional Corridors shall provide efficient transportation links to the Urban Growth Centres and Regional Centres, Protected Major Transit Station Areas, as well as other centres in adjacent municipalities. Portions of Regional Corridors with an underlying Living Area designation, which are identified as appropriate for higher density mixed-use development in area municipal official plans, shall support an overall, long-term density target of at least 60 residential units per <i>gross</i> hectare and a <i>floor space index</i> of 2.5. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in area municipal official plans.”</p>
41.	8A.2.10	8A.2.24	
42.	8A.2.11	8A.2.25	

Item	Old Section Number	New Section Number	Details of Policy Amendment
43.	8A.2.12	8A.2.26	
44.	8A.2.13	8A.2.27	
45.	8A.2.14	8A.2.28	
46.	8A.2.14 f)	8A.2.28 f)	<ul style="list-style-type: none"> <li>Delete subsection “f) transit nodes” and renumber subsequent sections accordingly</li> </ul>
47.	8A.2.14 g)	8A.2.28 f)	<ul style="list-style-type: none"> <li>Add a comma after “Local Corridors”</li> <li>Add the phrase “Protected Major Transit Station Areas,” after “Local Corridors”</li> </ul> <p>The policy will therefore read as follows:</p> <p>“policies to ensure and guide higher density <i>development</i> in Urban Growth Centres, Regional and Local Centres, Regional and Local Corridors, Protected Major Transit Station Areas, and Waterfront Places, while protecting the integrity of historic downtowns, where applicable;”</p>
48.	8A.2.14 h)	8A.2.28 g)	
49.	8A.2.14 i)	8A.2.28 h)	<ul style="list-style-type: none"> <li>Add a comma after “Corridors”</li> <li>Add the phrase “Protected Major Transit Station Areas,” after “Local Corridors”</li> </ul> <p>The policy will therefore read as follows:</p> <p>“policies for the phasing of development in Centres, Corridors, Protected Major Transit Station Areas, and Waterfront Places, to ensure the implementation of the higher density form and function targets of this Plan; and</p>
50.	8A.2.14 j)	8A.2.28 i)	
51.	8A.2.15	8A.2.29	
52.	8A.2.16	8A.2.30	<ul style="list-style-type: none"> <li>Add a comma after “Regional Centres”</li> <li>Add the phrase “Protected Major Transit Station Areas,” after “Regional Centre”</li> <li>Add a comma after “Regional Corridors”</li> </ul> <p>The policy will therefore read as follows:</p> <p>“In the preparation of area municipal zoning by-laws, Councils of the area municipalities shall</p>

Item	Old Section Number	New Section Number	Details of Policy Amendment
			develop permissive zoning within Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas, and along Regional Corridors, as an incentive to implement higher density, mixed-use <i>development</i> in these areas consistent with the intent of this Plan.”
53.	11.3.19		<ul style="list-style-type: none"> <li>• Delete the phrase “Policy 8A.2.2”</li> <li>• Add the phrase “Policies 8A.2.8 through 8A.2.20” after the phrase “context in accordance with”</li> <li>• Add the phrase “that are also identified as Protected Major Transit Station Areas,” after “Commuter Stations”</li> <li>• Delete the second paragraph in its entirety</li> </ul> <p>The policy will therefore read as follows:</p> <p>In support of existing and future transit services, <i>development</i> adjacent to a Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for:</p> <ol style="list-style-type: none"> <li>a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policies 8A.2.8 through 8A.2.20 for Transportation Hubs and Commuter Stations that are also identified as Protected Major Transit Station Areas, and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;</li> <li>b) buildings oriented towards the street, to reduce walking distances to transit facilities;</li> <li>c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and</li> <li>d) limited surface parking and the potential <i>redevelopment</i> of existing surface parking.”</li> </ol>

Item	Old Section Number	New Section Number	Details of Policy Amendment
54.		14.10.4	<ul style="list-style-type: none"> <li>• Add a new policy as follows and renumber subsequent section accordingly:  “The effect of new policies, implementing by-laws and projects within Protected Major Transit Station Areas will be monitored in consultation with the area municipalities, based on the following: <ul style="list-style-type: none"> <li>a) the amount, type and pace of development;</li> <li>b) the mix and density of land uses in the area;</li> <li>c) the re-use and demolition of existing buildings, including heritage buildings;</li> <li>d) the amount and type of employment;</li> <li>e) the overall population;</li> <li>f) the unit count and mix of housing types;</li> <li>g) the population to job ratio;</li> <li>h) parking spaces, loading facilities, transit improvements and active transportation infrastructure; and</li> <li>i) the size, scale and extent of public uses, including parks, recreational facilities and schools.”</li> </ul> </li> </ul>
55.	14.10.4	14.10.5	
56.		15.8	<ul style="list-style-type: none"> <li>• Add a new policy as follows and renumber subsequent sections accordingly:  “As per the policies of the Growth Plan for the Greater Golden Horseshoe, amendments to a Protected Major Transit Station Area delineation, as shown on Schedule ‘C5’, will require an amendment to this Plan.”</li> </ul>
57.	15.8	15.9	
58.	15.9	15.10	
59.	15.10	15.11	
60.	15.11	15.12	

Item	Old Section Number	New Section Number	Details of Policy Amendment
61.	15.12	15.13	
62.	15.13	15.14	
63.	15 A		<ul style="list-style-type: none"> <li>• Add Transit-Oriented Development (TOD) to Section 15A (Definitions)</li> </ul> <p>Definition reads as follows:</p> <p>“Transit-Oriented Development (TOD): is the clustering of high-density, compact development in proximity to transit infrastructure. The design of TOD places includes a mix of residential, community use, retail and other pedestrian amenities that support transit ridership, along with good quality active transportation connections.”</p>

**Schedules:**

- Exhibit 1: Map 'C5a' – Protected Major Transit Station Area delineations
- Exhibit 2: Map 'C5b' – Protected Major Transit Station Area delineations

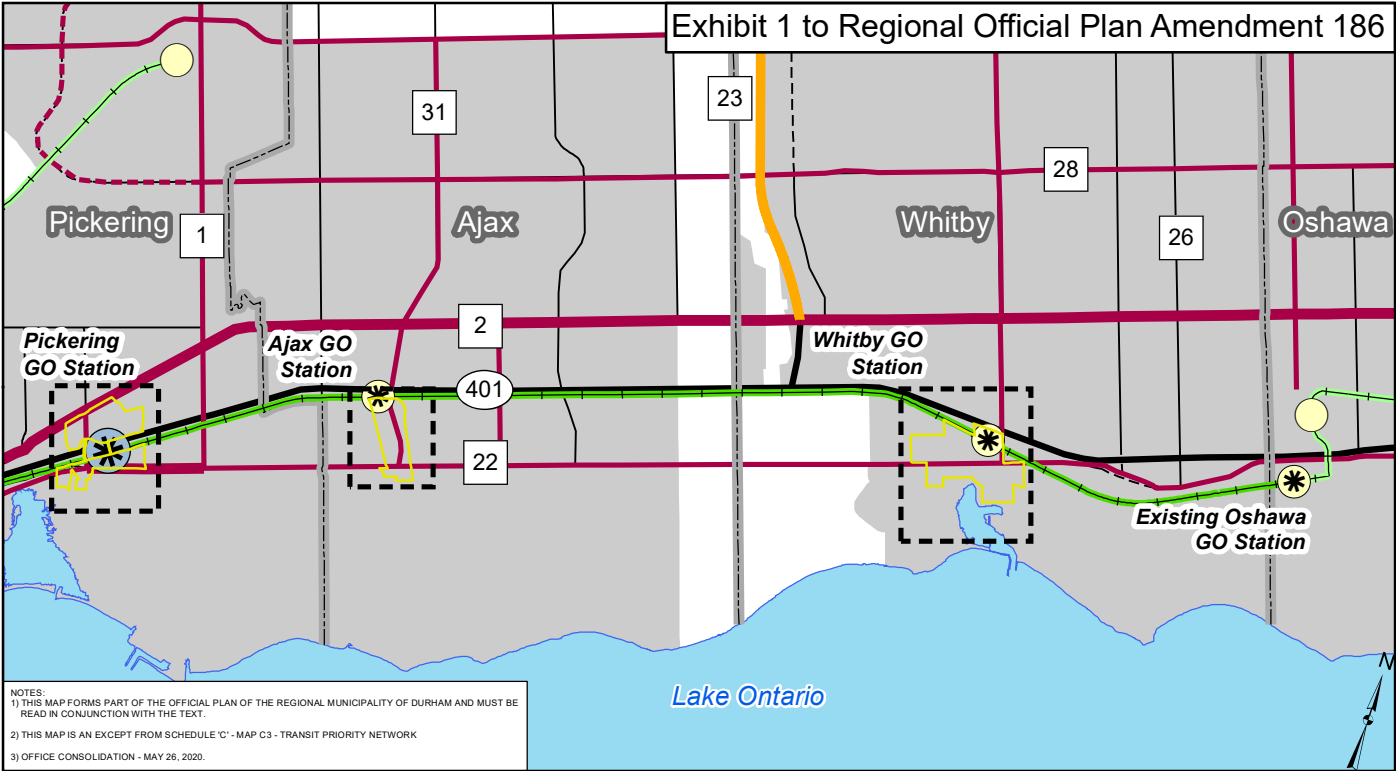
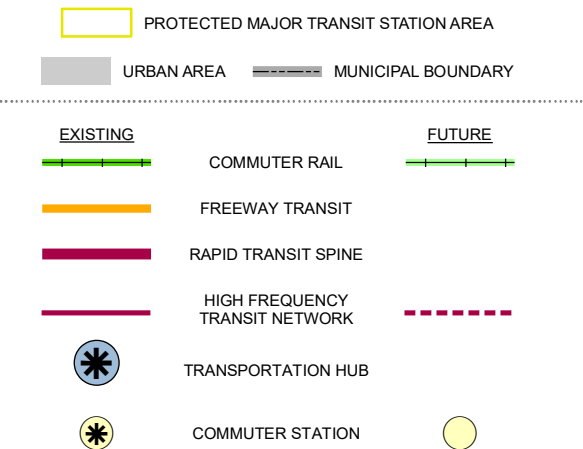




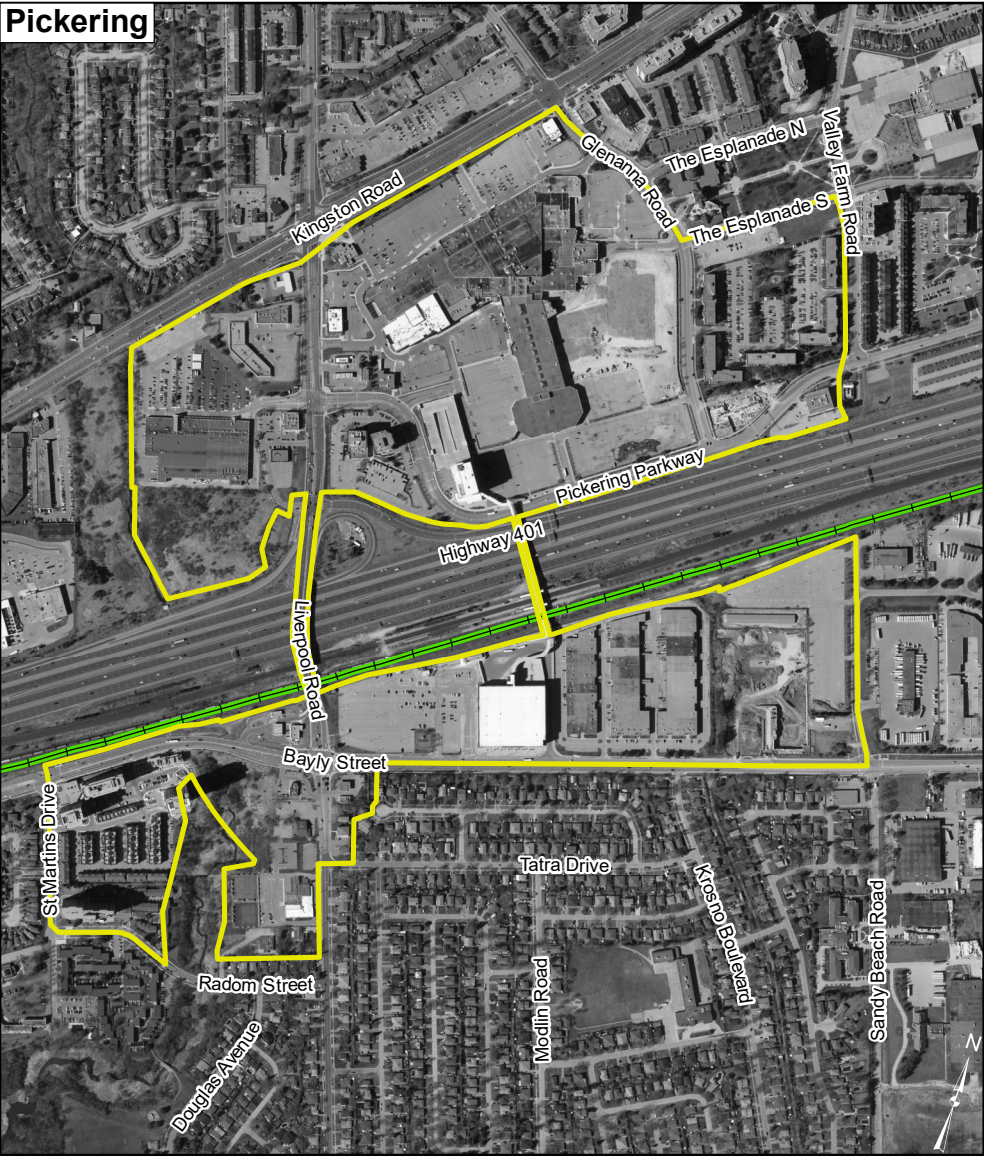
OFFICIAL PLAN OF THE  
REGIONAL MUNICIPALITY  
OF DURHAM

SCHEDULE 'C' - MAP 'C5a'  
PROTECTED MAJOR TRANSIT  
STATION AREAS

LEGEND



Pickering



Ajax



Whitby



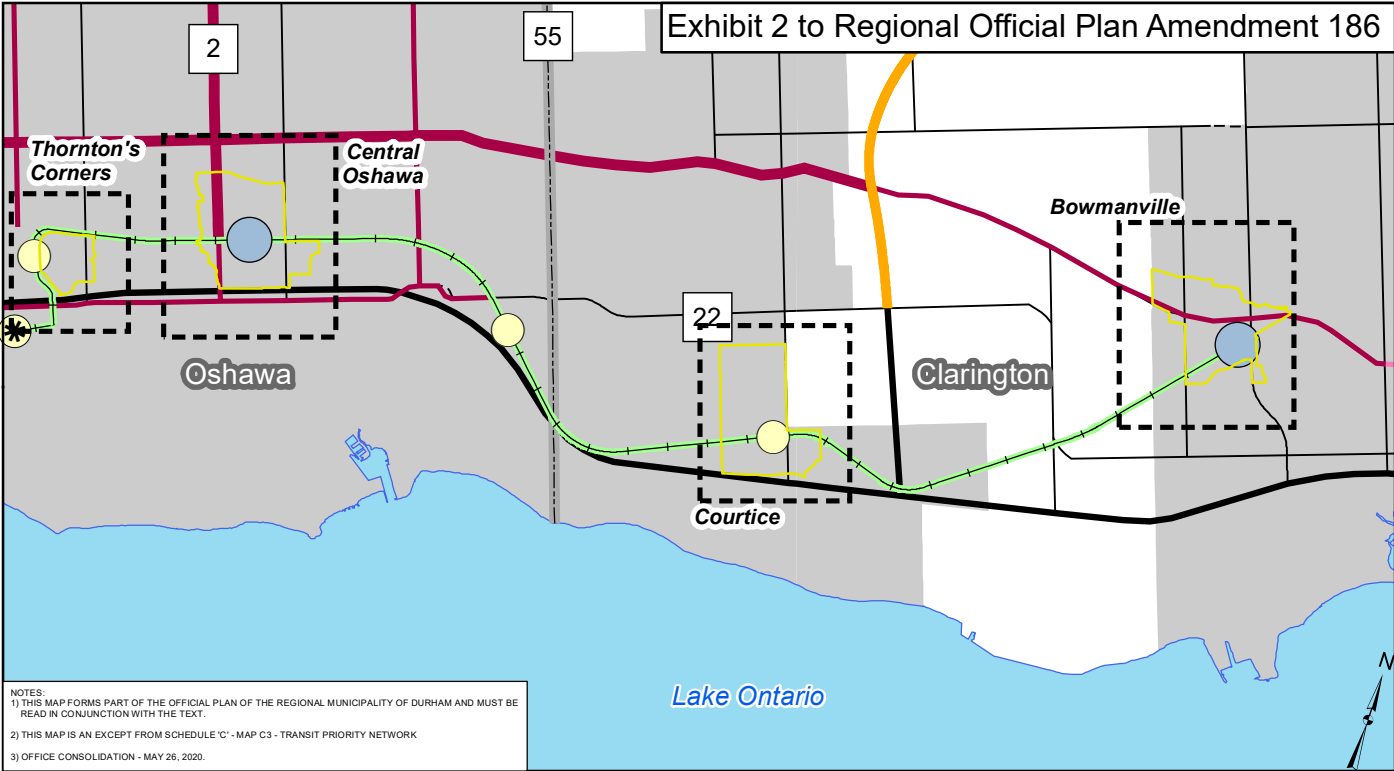
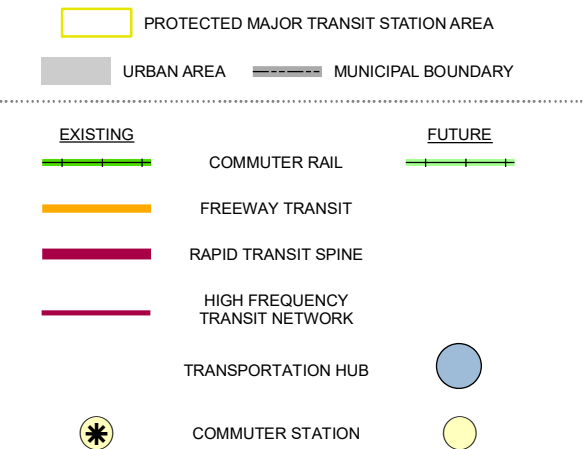




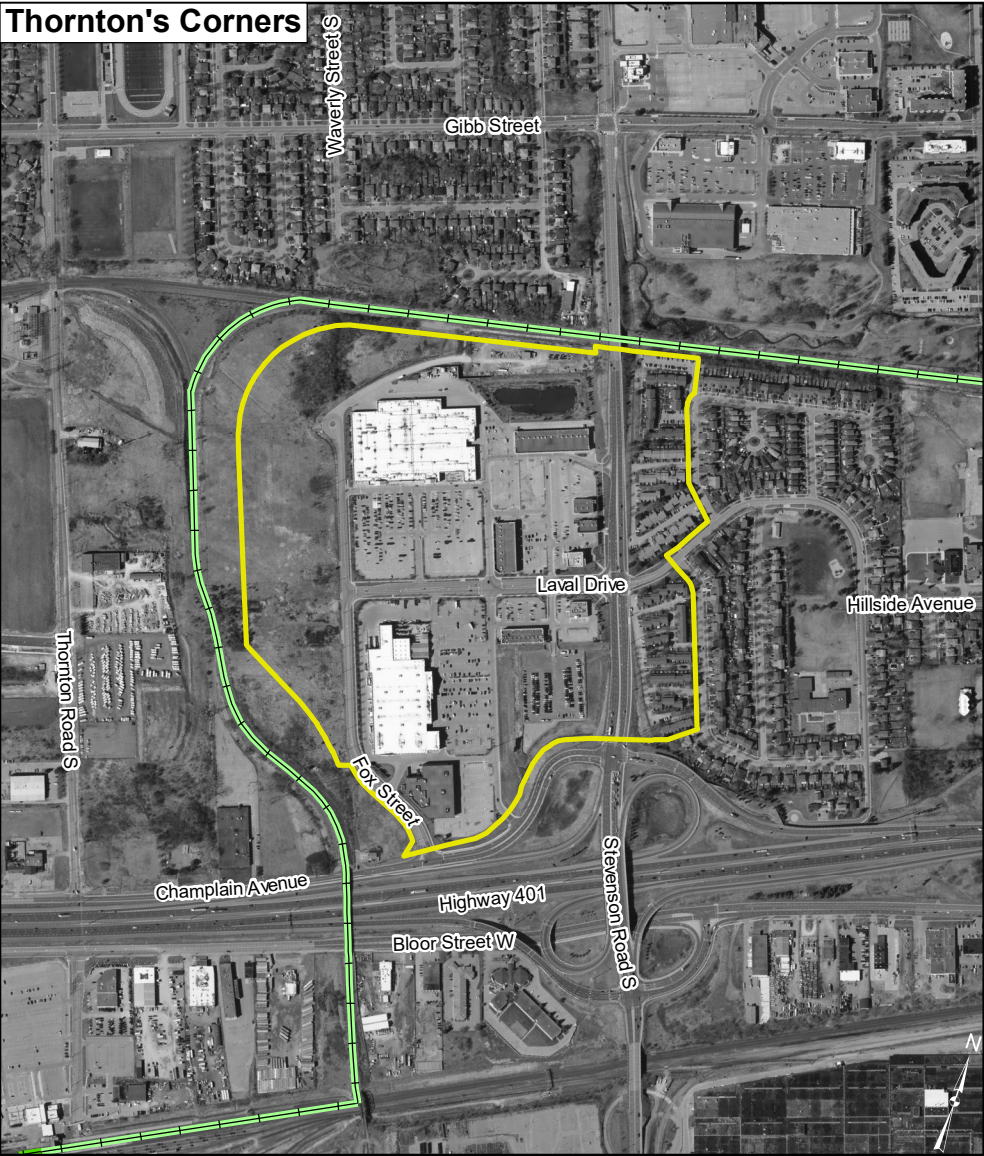
OFFICIAL PLAN OF THE  
REGIONAL MUNICIPALITY  
OF DURHAM

SCHEDULE 'C' - MAP 'C5b'  
PROTECTED MAJOR TRANSIT  
STATION AREAS

LEGEND



Thornton's Corners



Central Oshawa



Courtice



Bowmanville





Submission Number and Name	Description of Submission	Regional Staff Response
<b>Area Municipalities (AM)</b>		
Town of Ajax AM 001-001	When will the Planning Department consider the comments and recommendations from municipalities on land conversions?	<p>The employment conversion requests have been addressed by the Region's Growth Management Study consultant through the Employment Strategy Technical Report which was released on September 24, 2021.</p> <p>Recommendations on the employment conversions brought to Regional Planning and Economic Development Committee and Council's consideration coincident with staff's recommendations on the PMTSA Amendment.</p>
Town of Ajax AM 001-002	While staff generally support the delineation of the boundaries, the absence of policy that allow minor refinements to the boundaries has the potential to result in a number of minor amendments that could be costly and time consuming; and can negatively impact positive planning objectives. Staff request that a reconsideration or revised policy be introduced to permit minor adjustments to the boundaries of the PMTSA without amendment to the Plan, as long as the general intent of the Plan is maintained.	<p>Disagree. The Ministry of Municipal Affairs and Housing in their comments have advised that the requested local minor refinement process cannot occur as this approach would not conform to the Planning Act or A Place to Grow Act.</p> <p>The delineations once approved in the Regional Official Plan may only be modified by way of an amendment to the Regional Official Plan.</p>
City of Pickering AM 002-001	The bulleted points in relation to Sections 16(16) and 17 of the <i>Planning Act</i> are accidentally shown with formatting issues.	Comment noted.
City of Pickering AM 002-002	Staff, through previous comments requested to the Region to revise the policy direction to allow completion of Secondary Plans, block plans <b>or equivalent.</b> The proposed change has not been included in the amendment. It is	The Preamble of the Recommended Amendment encourages the use of Secondary Plans to implement the policy framework at the area municipal level. The term "and equivalent" has been added to the Preamble of the amendment. Policy 8A.2.18 of the Recommended Amendment

Submission Number and Name	Description of Submission	Regional Staff Response
	requested that the Region consider wording in the Basis of the ROPA and in proposed new policy 8A.2.16 to permit an equivalent process to a secondary planning process for the establishment of PMTSA policies.	proposes that Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area. The proposed policies require more detailed planning to be undertaken by the area municipalities for PMTSAs.  For Policy 8A.2.17 that references “secondary planning and zoning bylaw amendment processes” in relation to inclusionary zoning, the term “or equivalent” has been added to the amendment.
City of Pickering AM 002-003	For proposed policy 8A.1.4, consider if the use of “...foster innovation and entrepreneurship” is appropriate in the context of describing a land use as a goal for how PMTSA should be developed	Comment noted. The phrase “foster innovation and entrepreneurship” is intended to provide direction to the goals of a PMTSA and is appropriate as a broad land use goal for how a PMTSA may be developed.
City of Pickering AM 002-004	For proposed policy 8A.2.16, consider including a cross-reference to DROP policy 4.3.2 regarding affordable housing.	Comment noted. The suggested cross reference has been added to Policy 8A.2.17 a).
City of Pickering AM 002-005	For proposed policy 8A.2.17 (a) - 8A.2.17 (d) consider alternative wording to proposed policy language. Proposed changes include adding “job ratio” and clarifying the mechanisms for achieving these minimums. Suggested other grammar improvements.	Comment noted. Use of a job ratio is one approach to satisfy minimum job requirements. Detailed area specific policies, such as supporting employment, can be achieved through local municipal policies and through the review and approval of development applications, keeping in mind site specific conditions.
City of Pickering AM 002-006	In the implementation section of the ROP, consider including the following policy: a policy clarifying amendments to the PMTSA boundaries require a Regional Official Plan Amendment.	Agree. A new Policy 15.8 has been added to the recommended Amendment.
City of Pickering AM 002-007	In the Interpretation section of the ROP, consider providing clarification regarding the applicability of policies associated	Comment noted. Policy 8A.2.14 of the recommended Amendment indicates that where overlapping delineations occur, that the higher density requirement shall apply.

Submission Number and Name	Description of Submission	Regional Staff Response
	with overlapping designations within PMTSAs.	
Municipality of Clarington  AM 003-001	Staff request that the Region amend the proposed draft amendment to include and/or amend the policies as suggested in previous staff reports. This would create a strong foundation for which local area municipalities can work from when planning the PMTSAs.	<p>Comment noted. See earlier responses in Commissioner's Report <a href="#">#2021-P-21</a>. Section 16(16) of the Planning Act indicates that if an official plan contains policies for protected major transit station areas, it must also contain policies that identify the number of residents and jobs collectively per hectare that are planned to be accommodated within the area and require official plans of the relevant lower tier municipality to identify the authorized uses of land in the area and of buildings or structures on lands in the area. Section 2.2.4.6 of the Growth Plan indicates that within MTSA's, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. Additional policies are provided in 2.2.4.8 and 2.2.4.9.</p> <p>The recommended amendment achieves conformity with the policies of the Growth Plan, by including the appropriate level of detail in the Regional Official Plan.</p>
Municipality of Clarington  AM 003-002	The municipality requests that the implementing ROPA be clear in terms of respecting the role of the local Council as being the final decision maker in terms of zoning and site plan control.	Comment noted. Policy 8A.2.30 of the recommended Amendment states: "In the preparation of area municipal zoning by-laws, Councils of the area municipalities shall develop permissive zoning within Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and along Regional Corridors, as an incentive to implement higher density, mixed-use development in these areas consistent with the intent of this Plan." Existing Policy 8A.2.29 was amended to include reference to "PMTSAs" in light the role of the local Councils to administer zoning by-laws.

Submission Number and Name	Description of Submission	Regional Staff Response
Municipality of Clarington  AM 003-003	<p>Clarington Staff feel there is a missing component in the Region's proposed ROPA with relation to Sustainability and its link to Mobility within the Region.</p> <p>The ROP policies should incorporate sustainable design measures and key sustainability principles to guide the policies and be a driving force of the design of the Region's PMTSAs. Staff feel the Region's policies need to emphasize more frequent transit to connect with the Major Transit Station Areas.</p> <p>At a site-specific level, Staff would like:</p> <ul style="list-style-type: none"> <li>• the Region to incorporate clear minimum requirements for sites and buildings.</li> <li>• the Region require local area municipalities to include appropriate Green Building Standards as a part of local MCRs, Secondary Plans and Development Application Review processes.</li> </ul>	<p>Agree. Policy 8A.2.18 has been revised to include reference to Urban Design and Sustainability Guidelines.</p> <p>Envision Durham and the new Regional Official Plan will address sustainability principles as an overarching goal.</p> <p>Sustainability targets for individual buildings are more appropriately implemented at the area municipal level.</p>
Municipality of Clarington  AM 003-004	<p>Staff suggest that the Region update the PMTSA policies to incorporate the 6 Key Economic Development Sectors in the Region's Economic Development Strategy</p>	<p>Through Envision Durham, the new ROP will incorporate a new strategic direction and chapter related to a "Prosperous Economy". The Region's Economic Development Strategy and Action Plan will be referenced in this new Chapter. The Strategic Direction will not list specific sectors as the Economic Development Strategy may be amended from time to time, and it is, in fact, in the process of being updated at this time.</p>

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Municipality of Clarington  AM 003-005	The delineation of MTSA's should be conceptual, similar to the current policies for Regional Centres. The detailed delineation and boundary should be left to local Official Plans, Secondary Plans and/or Master Block Plans. This approach will respect the local council/municipality in guiding development through local planning tools, will reduce unnecessary ROPA's for minor changes, and will add certainty as developers will continue to deal with municipalities as the one window for development applications.	<p>Disagree. Delineation of MTSA boundaries is a matter of Growth Plan conformity, as has been confirmed by MMAH staff.</p> <p>MMAH have also confirmed that any changes to the delineation of an approved MTSA will require an amendment to the Regional Official Plan.</p> <p>The Growth Plan also directs upper and single tier municipalities to delineate "Strategic Growth Areas" in their official plans. Through the Envision Durham <a href="#">Proposed Policy Directions</a>, the Region indicated that detailed delineations will be included for strategic growth areas in the ROP, including MTSA's.</p>
Municipality of Clarington  AM 003-006	Clarington supports the idea of a Regional Community Improvement Plan (CIP) but note that decisions related to development within current and future secondary plans within MTSA's should not be weakened by Regional CIPs.	Any Regional CIP would seek to uphold regional policy objectives. Regional staff are currently investigating the development of a Regional CIP that would support the provision of affordable housing and office attraction.
Municipality of Clarington  AM 003-007	The current document does not address the importance of integrating open spaces and community uses in conjunction with increased minimum residential densities. Staff encourages the Region to consider implementing additional policies and standards regarding the inclusion of these community attributes.	<p>Policy 7.3.14 of the ROP provides policies for area municipalities when they are considering secondary plan updates, including addressing high quality open spaces and community services and facilities.</p> <p>For context, the proposed policy directions for Envision Durham also speak to encouraging the integration of recreation, parks, and open spaces with compatible land uses to promote complete and healthy communities in the new ROP.</p>
Municipality of Clarington  AM 003-008	In relation to policy 8A.1.4, the reference to "foster innovation and entrepreneurship" may require some additional direction from the Region to clarify the expectations on how this policy is intended to be applied in a mixed-use context.	Comment noted. Policy 8A.2.15 is proposed as a general policy objective, signalling the importance of encouraging and supporting for innovation and entrepreneurship as a lens for considering and reviewing development applications,

<b>Submission Number and Name</b>	<b>Description of Submission</b>	<b>Regional Staff Response</b>
		which is similar to other language in the existing ROP.
City of Oshawa AM 004-001	Staff are supportive of Oshawa Station no longer being proposed as an MTSA at this time due to limited ability to intensify the site.	Agree.
City of Oshawa AM 004-002	City staff continue to not support the requirement for the completion of secondary plans for PMTSAs and would recommend instead to use alternative approaches such as other studies and urban design plans.	Comment noted. Protected Major Transit Station Areas offer unique opportunities to develop mixed use communities. Approaches that are responsive to local processes, which may include an area specific official plan amendment, Part II Plan, or a secondary plan would ensure that detailed land use designations and policies are provided that support transit and pedestrian development and design while being responsive to local context.
City of Oshawa AM 004-003	Staff note that these policies should be contingent upon Metrolinx completion of its Environmental Assessment for the Oshawa-Bowmanville extension. Policies need to be in place to address the possibility of the stations not being constructed.	The recommended Amendment establishes the conditions for TOD and station development and in keeping with the Initial Business Case Update for the GO East extension. With the policies in place, new stations along the corridor can advance based on TOD principles. In November of 2019 Regional Council directed staff to advance the implementation of a Regional Official Plan Amendment to address MTSA's as part of the Region's position on the GO East extension.
City of Oshawa AM 004-004	In response to proposed Policy 8A.2.16, it is staff's opinion that the lower-tier municipalities should be able to determine if inclusionary zoning in PMTSA is appropriate. Local area municipalities are the ones responsible for implementing and monitoring inclusionary zoning. Some municipalities may have challenges with monitoring.	Policy 8A.2.17 encourages area municipalities to consider the application of Inclusionary Zoning in their respective Protected Major Transit Station Area through subsequent secondary planning and zoning bylaw amendment processes.  Policy 8A.2.17 also signals that the Region will complete a Regional Assessment Report to assist with consideration of inclusionary zoning.
City of Oshawa	Staff continue to be of the opinion that the reduced minimum parking	Regional staff support the principle of reducing parking requirements for new

Submission Number and Name	Description of Submission	Regional Staff Response
AM 004-005	standards should be encouraged but not mandatory. Parking issues can be localized in nature, and it may be difficult for the Region to develop policy language for universal application across the local area municipalities	development, to support existing and planned higher order transit service, improve built form outcomes and reduce the costs of development by eliminating excessive parking. Reduced parking standards in proximity of rapid transit stations supports heightened transit use and active transportation, reduces GHG emissions and helps to reduce development costs to support housing affordability.
City of Oshawa AM 004-006	<p>There are a number of existing uses within the proposed delineated areas that will become non-conforming uses. Future land use studies will need to conform to those policies concerning permitted and prohibited uses.</p> <p>Staff note that Policy 2.1.8.4 of the O.O.P., which will guide the integrated Master Land Use and Urban Design Plan, Transportation Master Plan and Municipal Class Environmental Assessment being prepared for the Central Oshawa P.M.T.S.A., already directs those restrictions on automobile-oriented land uses be implemented.</p> <p>Staff are also seeking clarification on what compatible employment uses means. Would these be uses that are normally permitted within an Employment Area designation.</p>	<p>The recommended Amendment is intended to promote and establish new uses that are higher in density and supportive of transit-oriented development.</p> <p>The continuation of existing uses is already addressed in the Regional Official Plan through existing policy 14.5.4 which states:</p> <p><i>Notwithstanding Policy 14.5.1, this Plan is not intended necessarily to prevent the continuation, expansion, or enlargement of uses which do not conform to the designations and provisions of this Plan. At their sole discretion, the Councils of the area municipalities may zone to permit the continuation, expansion or enlargement of legally existing uses, or the variations to similar uses, provided that such uses:</i></p> <ul style="list-style-type: none"> <li><i>a) have no adverse effect on the present uses of the surrounding lands or the implementation of the provisions of this Plan;</i></li> <li><i>b) comply with Provincial Minimum Distance Separation formulae, as amended from time to time, if applicable;</i></li> <li><i>c) are accessible by a public road which is maintained by the appropriate authority as open to traffic on a year-round basis and is of a standard of construction adequate to provide for</i></li> </ul>



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		<p><i>the additional traffic generated by the proposed use;</i></p> <p><i>d) are subject to any conditions that may be contained in an area municipal official plan;</i></p> <p><i>e) where located on the Oak Ridges Moraine; were lawfully existing as of November 15, 2001; and where any expansion or enlargement thereto or variation to a similar use is implemented in conformity with Parts III and IV of the Oak Ridges Moraine Conservation Plan, which contains policies intended to maintain, improve or restore the ecological and hydrological integrity of the Moraine; and</i></p> <p><i>f) where located in the Protected Countryside of the Greenbelt Plan Area; were lawfully existing as of December 15, 2004; and where any expansion or enlargement thereto or variation to a similar use is implemented in conformity with the Greenbelt Plan”.</i></p> <p>Land use compatibility within Employment Areas is informed by provincial policy and updates to these policies are being considered as part of the larger Envision Durham process.</p>
City of Oshawa AM 004-007	Staff request clarification on what “sheltered” means in the context of this new Policy 8A.2.12 (e.g. does sheltered mean fully enclosed? Roofed? Separated by landscaping?). Further, clarification on ownership is requested. Clarity is also requested on what is meant by “Neighbouring...Transportation Hubs”. Does this mean that development outside of but adjacent to a Transportation Hub	The recommended amendment includes reference to providing convenient, direct, sheltered pedestrian access to stations. The recommended amendment is intended to be broad, in recognition that detailed implementation will occur through area municipal policies, the consideration of development applications and site-specific considerations. Therefore, specific reference to ownership, design, and location do not form part of the recommended amendment.

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	<p>will need to provide sheltered pedestrian access to just the boundary of the Hub?</p> <p>Staff recommend providing a measurable distance to define “neighbouring” to help inform the need to provide sheltered pedestrian access from high density development sites to neighbouring Commuter Stations or Transportation Hubs</p>	
City of Oshawa AM 004-008	Staff note that the delineation of the proposed Thornton’s Corners GO Station P.M.T.S.A. does not align with the property lines west of Fox Street. Staff previously requested that the Region adjust the western boundary along Fox Street to better align with the property lines. The Region did not consider this request and informed staff that they used the edge of the new rail infrastructure for the westerly boundary	The western boundary of recommended delineation of the Thornton’s Corners PMTSA extends to the limits of the CP Rail Spur and proposed future Metrolinx Rail Spur. The boundary goes beyond Fox Street to capture the lands between Fox Street and the north-south CP Rail spur for future development opportunities.
City of Oshawa AM 004-009	Staff note that the Thornton’s Corners GO Station M.T.S.A. western boundary has been shifted from the Oshawa-Whitby boundary to east of Thornton Road South and west of Fox Street. Staff support further discussions with the Region on the proposed station location and determining an M.T.S.A. boundary that reflects an appropriate “sphere of influence” around the station.	The western boundary of the recommended PMTSA delineation of the Thornton’s Corners GO Station is shown along the edge of the existing CP Rail Spur and proposed Metrolinx Rail Spur. The twinning and weaving of rail spurs in this area will represent a significant change and could affect the potential viability or feasibility of the extension of Stellar Drive. Until this question is resolved through a future EA and detailed design work, it is appropriate to limit the westerly boundary of the PMTSA boundary to the proposed rail spurs.
City of Oshawa AM 004-010	City and Regional staff should engage in further conversation to make the MTSA more viable and on advancing the Environmental	Comment noted. It is recognized that pedestrian connections to points north and west are both a desire of the Region and the City. Further discussions with Metrolinx

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	<p>Assessment for the extension of Stellar Drive from Thornton Road South to the westerly terminus of Laval Drive.</p> <p>The proximity to Trent University Oshawa Campus makes the MTSA a major destination along the future GO Rail service. This has been captured in the City's plan to provide a multi-use path along Thornton Road South to connect the campus to the planned station.</p>	<p>would also be required as they design the railway spur.</p>
<p><b>New</b></p> <p>Town of Whitby AM 005-001</p>	<p>The proposed PMTSA Boundary expands beyond the currently identified MTSA boundary identified in the Official Plan and Secondary Plans.</p> <p>The Region has excluded lands north of Highway 401 from the proposed PMTSA. These lands have existing permissions for increased density which will contribute to future growth within an Intensification Corridor as per Schedule B of the Town Official Plan. Current review and update of the Downtown Whitby Secondary Plan will assess future development potential of the lands north of Highway 401 in this area.</p>	<p>Comment noted.</p> <p>The proposed PMTSA Boundary was developed and refined with area municipal staff input since the release of the Urban System Discussion Paper in June 2019. The addition of lands along Victoria Street West, a Regional Corridor in the Durham Regional Official Plan will provide protection for long-term opportunities in the vicinity of the Whitby GO Station.</p> <p>It is recognized that the lands north of Highway 401 are subject to the Downtown Whitby Secondary Plan which is a complementary Strategic Growth Area for the Whitby PMTSA.</p>
<p><b>New</b></p> <p>Town of Whitby AM 005-002</p>	<p>The Town's OPA 89 removed the Residential permissions from the Town-owned Victoria Fields lands to facilitate opportunities for more public open space, which remains relevant and appropriate for existing and future planned communities.</p> <p>It is recommended that the Town-owned Victoria Fields be excluded from the Region's proposed Whitby GO PMTSA boundary as the</p>	<p>The Town-owned lands along Victoria Street West were included within the recommended Whitby PMTSA boundary, as they are a public open space which contributes to the place making character of this PMTSA. Public recreational uses are an important part of a complete community. The <a href="#">Housing Intensification Study Technical Report</a> prepared by the Region's Growth Management Study consultants for the Land Needs Assessment, identifies the unit supply and floorspace opportunities within the</p>

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	inclusion of these lands will artificially increase required densities elsewhere to achieve the overall target of 150 people and jobs per hectare.	Whitby PMTSA could achieve 188 people and jobs per hectare over the long term. The Victoria Field lands represent a place of recreation and are not required to achieve the minimum 150 people and jobs per hectare target for PMTSAs.
<b>New</b>  Town of Whitby  AM 005-003	The Region's new proposed boundary for the Thornton's Corners PMTSA no longer includes lands within Whitby, as it has shifted the boundary to the east of the Canadian Pacific Rail Spur. Staff support this change, as it allows employment lands within Whitby to continue to remain protected over the long term for employment uses.	Agree, comment noted.
<b>New</b>  Town of Whitby  AM 005-004	Staff support the Region's recommendation to not identify the existing Oshawa GO Station as a PMTSA. The continued industrial nature of these lands are an important component of Whitby's overall employment landscape, and would be compromised by the introduction of conflicting sensitive uses (e.g. residential).	Comment noted.
<b>New</b>  Town of Whitby  AM 005-005	<p>The Region's proposed PMTSA ROPA draft Policy 8A.2.10 prescribes a range of land uses and proposed prohibited uses (draft Policy 8A.2.11) that limit auto-oriented and land intensive uses.</p> <p>Staff recommend that the Region's proposed PMTSA ROPA policies for permitted and prohibited uses be less prescriptive, and provide more clarity wherever possible, to allow area municipal circumstances to be taken into consideration, which would permit appropriate development and intensification unique to each PMTSA.</p>	Comment noted. The suite of permitted land uses is not intended to be exhaustive, nor it is intended to imply that each PMTSA must include each of the land uses identified. Area municipalities have the ability to shape their respective PMTSA(s) through subsequent, more detailed (secondary) planning exercises or equivalent.

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<b>New</b>  Town of Whitby  AM 005-005	<p>The proposed PMTSA ROPA also states that PMTSAs shall be planned to accommodate a minimum density target of 150 people and jobs per gross hectare.</p> <p>Staff are generally supportive of the Region's high level policy directions. However, further details are required to better assess the implications for implementation.</p>	<p>Comment noted. Additional information regarding the supply side analysis for the Whitby PMTSA is provided in the <a href="#">Housing Intensification Study Technical Report</a> prepared by the Region's Growth Management Study consultants for the Land Needs Assessment.</p>
<b>New</b>  Town of Whitby  AM 005-006	<p>The proposed draft Policy 8A.2.16 states that the Regional will complete a Regional Assessment Report to support the implementation of Inclusionary Zoning.</p> <p>The proposed PTMSA ROPA encourages municipalities to consider Inclusionary Zoning in their respective PMTSAs.</p> <p>Staff support the Region in undertaking the required assessment report to inform Inclusionary Zoning policies, and support implementation at the local level, provided that it is enabling and not prescriptive. Staff will continue to discuss appropriate implementation measures and expectations with Regional staff.</p>	<p>Policy 8A.2.17 in the recommended amendment encourages area municipalities to consider the application of Inclusionary Zoning in their respective Protected Major Transit Station Areas through subsequent secondary planning and zoning bylaw amendment processes.</p> <p>Policy 8A.2.17 also signals that the Region will complete a Regional Assessment Report to assist with consideration of inclusionary zoning.</p> <p>The Growth Plan allows the Region to advance housing affordability objectives and would allow the local municipalities to incorporate an inclusionary zoning approach, should they decide to do so.</p>
<b>New</b>  Town of Whitby  AM 005-007	<p>The Region's proposed MTSA ROPA includes policies that encourage placemaking and sustainable transportation design (draft Policy 8A.2.17).</p> <p>Staff generally support these policies, but recommends that these policies be revised to be less prescriptive and to support</p>	<p>Comment noted. The policies of the recommended amendment for PMTSAs allow for local implementation.</p>

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	<p>consideration of unique circumstances.</p> <p>The Town's Official Plan, related Secondary Plans, and various guideline documents, align with policies that support good urban design, sustainability, and placemaking within the proposed PMTSA boundary and beyond. Staff will continue to discuss appropriate implementation measures and expectations with Regional staff regarding future updates to these documents.</p>	
<p><b>New</b></p> <p>Town of Whitby</p> <p>AM 005-008</p>	<p>Draft Policy 8A.2.17 states that municipal official plans shall include detailed policies for each PMTSA.</p> <p>Staff request clarity on:</p> <ul style="list-style-type: none"> <li>the requirement to establish "minimum job requirements" in the context of establishing minimum density employment targets; and</li> <li>The requirement for establishing minimum housing targets and what that includes</li> </ul>	<p>Use of a job ratio is one approach to satisfy minimum job requirements. Detailed area specific policies, such as supporting employment, can be achieved through local municipal policies and through the review and approval of development applications, keeping in mind site specific conditions.</p> <p>For establishing minimum housing targets, this component of the policy in the recommended amendment was to provide area municipalities the flexibility to establish housing unit mixes to help achieve the minimum density target of the PMTSA.</p>
<p><b>New</b></p> <p>Town of Whitby</p> <p>AM 005-009</p>	<p>Draft Policy 14.10.4, to monitor policies, implementing by-laws, and projects within PMTSAs.</p> <p>Staff recommend rewording "the re-use and demolition of existing buildings, including heritage buildings." so that it is not misinterpreted as promoting the demolition of heritage buildings, but more the adaptive re-use of heritage buildings.</p>	<p>Comment noted. The intention of Policy 14.10.4 is not intended to encourage demolition of any buildings, rather, that the monitoring of the reuse and demolition of buildings within PMTSAs.</p>

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<b>New</b>  Town of Whitby  AM 005-010	<p>Draft Policy 8A.2.19, respective area municipalities may be required to coordinate development applications through Master Development Agreements, Cost-sharing agreements, or other measures to support the delivery of infrastructure.</p> <p>Draft Policy 8A.2.20 requires that any proposed development above the rail corridor will need appropriate studies to be undertaken.</p> <p>Staff request clarity on what would be involved in the municipal coordination of development applications and for proposed development above rail corridors.</p>	<p>Development intensification opportunities may occur adjacent to a rail corridor and in some cases, as has been seen in other jurisdictions, may involve construction over a rail corridor.</p> <p>Municipal coordination would involve ensuring that the appropriate stakeholders are included in the design implications of a development proposal, and that design considerations such as height clearances, the location of structural columns etc., do not hinder the primary function of the rail corridor. Conversely, development proposals adjacent to the rail corridor may need to consider the need for stations, infrastructure locations, and connectivity opportunities beyond the immediate development parcel</p>
<b>New</b>  Town of Whitby  AM 005-011	<p>The proposed PMTSA ROPA requires that policies be implemented at the local level through Secondary Plans. The Town of Whitby currently has Secondary Plans in place for Port Whitby and Lynde Shores, which overlap with the area for the proposed Whitby GO PMTSA.</p> <p>Staff will continue to seek clarity on the ability to update Secondary Plans effected by the delineation of the PMTSA boundary to include implementation policies of the PMTSA ROPA.</p>	<p>Existing Secondary Plans that are updated to implement the direction to area municipalities within the PMTSA ROPA would satisfy the implementation policies.</p>
<b>New</b>  Town of Whitby  AM 005-012	<p>If the Region's proposed PMTSA ROPA advances separately from the full Envision Durham ROPA, per Regional Council direction, then there should be continued opportunity for further consideration and potential refinement, through</p>	<p>Comment noted. If necessary, further refinements can be considered as part of the overall Regional Official Plan review.</p>



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	other future components of Envision Durham.	
<b>Agencies (A)</b>		
Kawartha Pine Ridge District School Board (KPRDSB)  A 001-001	Staff have no issues with the proposed amendment with the context of their mandate.  KPRDSB is experiencing accommodation pressure in the Courtice and Bowmanville areas. KPRDSB is looking forward to continuing working with the Region and local area municipality to ensure that the appropriate number, size, and location of school sites are considered.	Comment noted.
Canada Post  A 002-001	No objections. Requesting to be included on future comments if the projects entail residential units, high rises, or retail space that will require mail service. Also, any road work improvements that affect existing Community Mailbox locations for the affected transit areas in planning and design.	Comment noted.
Metrolinx  A 003-001	A lower minimum density target of 150 residents and jobs per hectare may be approved by the Minister, where it has been demonstrated that this target cannot be achieved.	Comment noted. The recommended amendment includes a policy that requires a minimum of 150 people and jobs per hectare within each of the PMTSAs. The respective area municipalities may choose to further refine more specific targets by land use category to demonstrate how the overall target of 150 people and jobs per hectare will be achieved.
Metrolinx  A 003-002	Interested in reviewing the Regional Assessment Report (identified in proposed policy 8A.2.1.6). Metrolinx is interested in reviewing the housing analysis.	Comment noted. The Region has engaged N. Barry Lyon Consultants to undertake the comprehensive housing assessment. Once drafted, the Region would welcome input from Metrolinx, and other agencies.
Metrolinx  A 003-003	The Region should consider including Metrolinx-owned properties that are within proximity	Comment noted. Where appropriate and in keeping with the Region's delineation methodology, properties owned by

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	to the proposed station area boundaries. Recommended to include 740 Champlain Ave within the PMTSA delineated boundary of Thornton's Corners.	Metrolinx have been included in the proposed delineations. The recommended PMTSA delineation for Thornton's Corners does not extend west of the CP Rail Spur and proposed Metrolinx Rail Spur.
Metrolinx A 003-004	Development located within 300 metres of the rail corridor shall be subject to the rail safety requirements as outlined in the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines and Metrolinx's Adjacent Development Guidelines.	Comment noted.
Metrolinx A 003-005	Metrolinx is supportive of increased pedestrian access routes to our Stations. It should be noted that should development wish to pursue access, coordination will be required with our TOC programs and the Proponent will have to enter into agreements, as related to that access.	Comment noted.
Metrolinx A 003-006	Construction adjacent to, or over/under our corridors will be subject to the appropriate permitting process and agreements may need to be executed between Metrolinx and the property owners.	Comment noted.
Metrolinx A 003-007	Thornton's Corners should match the Metrolinx naming standard of 'Thornton's Corners East'	Comment noted. While the naming convention of "East" has been used in Metrolinx documents, the denotation of "East" may be confusing for the rider, since there is no "West" station.
Metrolinx A 003-008	Specify in proposed policy 8A.2.17 that new development on existing GO station lands must account for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking), as well as the	Additional language has been added to Policy 8A.2.18 to address this comment.

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	buildings, utilities and protection for future facility expansion.	
WSP on behalf of CN Rail  A 004-001	<p>To protect the long-term operation of rail systems, provincial policy sets out that sensitive land uses be appropriately designed, buffered and/or separated from rail facilities. The 2020 Provincial Policy Statement (PPS) requires sensitive land uses be planned and developed to avoid rail facilities, and where avoidance is not possible, to minimize and mitigate potential adverse effects from odour, noise and other contaminants.</p> <p>Rail yards would be classified by the D-6 Guidelines as Class III Industrial Facilities because of their scale, sound profile and continuous operation. Sensitive land uses are not recommended to be developed within 300 metres of a Class III facility, and when proposed a feasibility analysis is required.</p> <p>Where the Regional government or local area municipalities are considering the development of sensitive land uses adjacent or major facilities, that the municipalities be consistent with the land use compatibility policies of the PPS.</p>	<p>Comment noted. The new Regional Official Plan, being developed through Envision Durham is addressing the implementation of the 2020 Provincial Policy Statement and will include policy language to address land use compatibility. Existing ROP policy 8C.2.1 states that "Employment Areas, as designated on Schedule 'A', are set aside for uses that by their nature may require access to highway, rail, and/or shipping facilities, separation from sensitive uses. The Oshawa rail yard is within an existing Employment Area."</p> <p>Policy 2.2.5 of the current ROP states that development within the Region is to take into account: aesthetics; sources of noxious or hazardous substances; noise, odour, dust and light pollution; reduction of energy consumption; and the provision of social and cultural facilities.</p> <p>Further, policy 2.3.3 of the current ROP states that where residential and other noise sensitive land uses are proposed within 300 metres of a railway corridor, regard shall be given to the noise, vibration and safety standards of the Ministry of the Environment, Conservation and Parks and the affected rail company through consultation with these agencies and, where necessary, by requiring the preparation of a noise and vibration analysis.</p>
WSP on behalf of CN Rail  A 004-002	It is important to understand that there is no specific decibel limit for CN operations contained in federal guidelines related to the construction or operation of rail facilities. The Canadian Transportation Agency is the federal body that assesses the	Comment noted.

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	<p>reasonableness of noise associated with the construction or operation of a federal railway company. Those federal guidelines clearly state that, while the Agency may take provincial and municipal noise and vibration guidelines into account in its deliberations, the Agency is not bound by those guidelines.</p>	
<p>WSP on behalf of CN Rail A 004-003</p>	<p>The Oshawa Rail Yard is the only freight rail yard CN facility in Durham Region. This facility supports the use and activities at the General Motors Plant within proximity of the yard as the General Motors Plant has rail access to the north and west of the facility. This freight rail yard is an important component of the overall Durham Region economy and should be protected from encroachment by sensitive land uses, per Provincial Policy.</p>	<p>Comment noted.</p>
<p>WSP on behalf of CN Rail A 004-004</p>	<p>NPC 300 is a provincial environmental guideline that provides guidance on the proper control of sources of noises emissions to the environment. NPC 300 permits Class 4 mitigation in certain areas, however, in the context of proximity to a CN freight rail yard it is in our opinion not appropriate.</p> <p>The main benefit of Class 4 mitigation is a mutually beneficial relationship between the noise source and the noise receptor as part of the Environmental Compliance Approval (ECA) that is required for the noise source. As CN is federally regulated, that</p>	<p>Comment noted</p>

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	mutually beneficial relationship does not apply as CN is not subject to ECA requirements.	
WSP on behalf of CN Rail  A 004-005	Support for the removal of existing Oshawa GO Station as a Protected Major Transit Station Area (MTSA). Currently, the existing Oshawa GO Station is directly abutting a major facility (a rail yard) which is not compatible with sensitive land uses such as higher density residential development.	Comment noted.
WSP on behalf of CN Rail  A 004-006	<p>A key conclusion of the Durham Region Housing Intensification Study is that development around the Oshawa GO station is not appropriate for housing intensification. CN supports this recommendation.</p> <p>While the Study demonstrates that there are several Strategic Growth Areas, the report does not reference land use compatibility as part of the rationale to support intensification in MTSA, and more specifically the development of high-density sensitive land uses within proximity to Class III facility such as a Freight Rail Yard.</p> <p>It is recommended that land use compatibility considerations reflect the policies of the PPS.</p>	<p>Comment noted. Existing ROP policy 8C.2.1 states that "Employment Areas, as designated on Schedule 'A', are set aside for uses that by their nature may require access to highway, rail, and/or shipping facilities, separation from sensitive uses. The Oshawa rail yard is within an existing Employment Area."</p> <p>Policy 2.2.5 of the current ROP states that development within the Region is to take into account: aesthetics; sources of noxious or hazardous substances; noise, odour, dust and light pollution; reduction of energy consumption; and the provision of social and cultural facilities.</p> <p>Further, policy 2.3.3 of the current ROP states that where residential and other noise sensitive land uses are proposed within 300 metres of a railway corridor, regard shall be given to the noise, vibration and safety standards of the Ministry of the Environment, Conservation and Parks and the affected rail company through consultation with these agencies and, where necessary, by requiring the preparation of a noise and vibration analysis.</p>

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		This comment will be further addressed through the new Official Plan being developed through Envision Durham.
<p>Central Lake Ontario Conservation Authority (CLOCA)</p> <p>A 005-001</p>	<p>The PMTSA's within the CLOCA watershed include:</p> <ul style="list-style-type: none"> <li>• Whitby;</li> <li>• Thornton's Corners;</li> <li>• Central Oshawa;</li> <li>• Courtice; and</li> <li>• Bowmanville.</li> </ul> <p>Interested in ensuring that natural hazards associated with flooding and erosion; protection and enhancement of natural heritage; and that stormwater management and servicing have been appropriately considered and integrated in relation to the PMTSAs.</p>	<p>Comment noted. The existing ROP (policy 2.2.7) does not permit development within: dynamic beach hazards; areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and a floodway regardless of whether the area of inundation contains high points of land not subject to flooding. Development and site alteration may be considered in certain areas identified in accordance with relevant Provincial policies and regulations.</p> <p>As more detailed planning proceeds within PMTSAs, the protection of natural hazards and the impacts of stormwater management and servicing can be considered and addressed.</p>

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<p>Central Lake Ontario Conservation Authority (CLOCA)</p> <p>A 005-002</p>	<p>Within Courtice GO Station PMSTA, there is significant overlap between natural hazards and existing developed lands that are subject to flooding vulnerability at the intersection of Courtice Road and Baseline Road within the Tooley Creek Watershed.</p> <p>It is recommended that the new ROPA include policy direction with respect to improve nor worsen the existing flood vulnerable area. Ideally the development of the PMTSA would be a catalyst for removing flooding from table land areas through conveyance infrastructure improvements such as downstream culverts at Highway 401 and Courtice Road interchange.</p>	<p>Comment noted. The protection of the flood vulnerable area can be captured in the secondary plan for the Courtice PMTSA being prepared by the Municipality of Clarington. Regional staff and CLOCA staff are involved in the Steering Committee for this project and can collectively ensure this matter is considered.</p>
<p>Central Lake Ontario Conservation Authority (CLOCA)</p> <p>A 005-003</p>	<p>Provincial Policy does not permit development in hazardous lands. Accordingly, it is requested that PMTSA mapping and policy direction of the Courtice GO Station PMTSA not provide for new development within lands currently subject to flood hazards unless the flood hazard can be removed.</p>	<p>Comment noted. The protection of the flood vulnerable area can be captured in the secondary plan for the Courtice PMTSA being prepared by the Municipality of Clarington. Regional staff and CLOCA staff are involved in the Steering Committee for this project and can collectively ensure this matter is considered.</p>
<b>Public Comments (P)</b>		
<p>GHD</p> <p>P 001-001</p>	<p>Would like clarification as to why the delineation of Thornton's Corners no longer abuts Thornton Road.</p>	<p>The western boundary of the recommended PMTSA delineation of the Thornton's Corners GO Station is shown along the edge of the existing CP Rail Spur and proposed Metrolinx Rail Spur. The twinning and weaving of rail spurs in this area will represent a significant change and could affect the potential viability or feasibility of the extension of Stellar Drive. Until this question is resolved through a future EA and detailed design work, it is</p>



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		appropriate to limit the westerly boundary of the PMTSA boundary to the proposed rail spurs.
<p>Blackthorn Development Corp on behalf of 2400245 Ontario Inc.</p> <p>P 002-001</p>	<p>The subject lands are located within 399-425 Bayly Street West, in the Ajax GO Station MTSA boundary.</p> <p>The subject lands are currently within a Provincially Significant Employment Zone and are being used as an Automobile Dealership and Service Centre.</p> <p>It is requested that through the MCR process, that a conversion of the subject lands to permit a mixed-use development including residential land uses be considered.</p>	<p>The conversion of lands within MTSA's within designated Employment Areas are being addressed through the Envision Durham Growth Management Study - Employment Strategy Technical Report which was released on September 24, 2021.</p> <p>Recommendations on the employment conversions are being brought forward in a separate report to be considered concurrently with this recommended Amendment by Committee and Council.</p> <p>The subject lands have been recommended by staff for conversion as the lands are within the PMTSA boundary.</p> <p>Detailed land use designations within PMTSA's will be defined by the area municipalities within their respective planning documents.</p>
<p>Blackthorn Development Corp on behalf of 2400245 Ontario Inc.</p> <p>P 002-002</p>	<p>Requesting to revise proposed policy 8A.2.17 and 8.3.10 to include reference to Official Plan Amendments to clarify and support the ability of landowners to initiate private amendments.</p>	<p>Comment noted. The Growth Plan directs upper and single tier municipalities to delineate MTSA's in their plan. The policies of the Growth Plan would not permit the privately initiated amendment to the Durham Regional Official Plan. Local official plan amendments may also be a conformity matter and would need to be completed by the respective area municipality.</p>
<p>Blackthorn Development Corp on behalf of 2400245 Ontario Inc.</p> <p>P 002-003</p>	<p>Include policy language that would recognize legally existing land uses which can remain and expand in accordance with the current Regional Official Policy 14.5.4</p>	<p>Area municipalities will provide detailed land use designations within their respective planning documents. The intent of the current Regional Official Policy 14.5.4, is to permit the continuation, expansion or enlargement of legally existing uses does not change as a result of the recommended Amendment for PMTSA's.</p>

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Blackthorn Development Corp on behalf of 2400245 Ontario Inc.  P 002-004	Remove 'sheltered pedestrian accesses' or reference 'pedestrian access' for proposed policy 8A.2.12	Comment noted. The principle of pedestrian comfort and shelter is a principle that will encourage foot traffic. In this respect, future planning work undertaken to be at the area municipal level will provide detailed policies and designations to ensure that the principles of transit-oriented development and pedestrian oriented design that will respond to local context.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc.  P 002-005	Revise Policy 8A.2.16, Policy 8A.2.18 and Policy 8A.2.19 to include reference to 'extensive landowner consultation' in developing the Regional Assessment Report	Comment noted. Although extensive consultation for the Regional Assessment Report will be undertaken, the method consultation is not a matter ROP policy.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc.  P 002-006	Revise Policy 8A.2.17 and Policy 8A.2.18 to also permit phasing of infrastructure, provision or temporary or interim infrastructure to support new development which would permit development to proceed in a timely manner, provided the proposed development can be accommodated within the MTSA.	Comment noted. Policy 8A.2.19 references that the Region and area municipality "may" require coordination of development through Master Development Agreements to ensure infrastructure is coordinated within PMTSAs. Details of this particular development proposal would be considered following implementation of the PMTSA policies and delineation by the Town of Ajax.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc.  P 002-007	Policy 8A.2.17 (i), (j) and (k) are requested to be revised to be less prescriptive. It is more appropriate to include urban design, place making, and transportation policies within the context of local municipalities.	Comment noted. Policy 8A.2.18 directs area municipalities to include these considerations within their planning documents. The Region has an interest ensuring that that MTSA's are successful. Place making, transit orientation and pedestrian supportive measures are also of Regional interest.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc.  P 002-008	Revise Policy 14.10.4 to include 'implementing Official Plan Amendments and Zoning By-laws' and 'consultation with affected landowners' to ensure clarity and consistency when evaluating new effect of new policies	Comment noted. The intent of this policy is to direct the Region and area municipalities to work collectively to monitor the implementation of the specific policies related to PMTSAs.

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<p>KLM on behalf of 1044971 Ontario Limited</p> <p>P 003-001</p>	<p>The subject lands municipally known as 1218 Trulls Road, Municipality of Clarington is directly across the proposed MTSA in Courtice.</p> <p>Interested in the interconnected land use framework of the MTSA and the current employment land conversion request. Land use compatibility considerations have to be taken into account as sensitive land uses are being considered within the MTSA, which are adjacent to lands with a range of employment uses.</p> <p>As such, the proposed employment land conversion request is appropriate as the Courtice MTSA begins to accommodate more sensitive land uses.</p>	<p>Comment noted. The employment conversion requests are being addressed through the Envision Durham Growth Management Study - Employment Strategy Technical Report which was released on September 24, 2021. Recommendations on the employment conversions are being brought forward in a separate report to be considered concurrently with this recommended Amendment by Committee and Council and would enable the proposed PMTSAs.</p>
<p>IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family</p> <p>P 004-001</p>	<p>There is an Employment Area Conversion request for 1766 Baseline Road, and a Settlement Area Boundary Request Expansion for 0 Courtice Road.</p> <p>There are no legislative requirements for municipalities to identify PMTSAs. Further, Section 17 (36.1.4) of the Planning Act stipulates that there are no appeal rights for any policies within an PMTSA. Removing the flexibility to appeal, the Region should give due regard on how the stated goals within a PMTSA may be achieved.</p>	<p>Comment noted. The Region can identify any existing or planned higher order transit stop or station as a protected major transit station area. In November 2019, Regional Council directed staff to advance consideration of MTSA's for the existing and proposed GO Stations along the GO East Rail Line.</p> <p>Comments from MMAH recommend that the Region identify PMTSA to ensure that the appropriate sections of the Planning Act are addressed, including appropriate direction to lower tier municipalities.</p> <p>Recognizing stations as PMTSAs and delineating in the Regional Official Plan as per the policies of the Growth Plan allows the Region to advance housing affordability objectives and would allow the for the local municipalities to incorporate</p>

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		inclusionary zoning, should they decide to do so.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family  P 004-002	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.	<p>Comment noted. In November 2019, Regional Council directed staff to advance consideration of MTSA's for the existing and proposed GO Stations along the GO East Rail Line.</p> <p>Area municipalities have the flexibility to prescribe more detailed land use designations, policies and implementation approaches within the delineated PMTSA boundaries, while maintaining employment uses in these areas, subject to demonstrating how the overall density target of 150 people and jobs per hectare will be achieved.</p>
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family  P 004-003	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.	Comment noted. Detailed implementation approaches can be achieved through local municipal policies and through the review and approval of development applications, keeping in mind site specific conditions.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family  P 004-004	<p>Proposed Policy Direction 2.12 of achieving a ratio of 1 job for every 2 residents in the Region, or 50% employment. It is suggested that the Region assess the appropriateness of having 50 percent of the Region's employment forecast accommodated in Employment Areas.</p> <p>We want to better understand how this policy direction will work alongside the Province's direction that MTSA's be planned for a minimum density target of 150 residents and jobs combined per hectare.</p>	<p>The Envision Durham Growth Management Study – Employment Strategy Technical Report, provides information regarding how employment growth would be accommodated within Employment Areas.</p> <p>Within PMTSA boundaries, area municipalities may prescribe more detailed land use designations and policies which further encourage employment intensive uses, and support the achievement the overall density target of 150 people and jobs per hectare.</p>

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	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	
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-005	Recognizing that 0 Courtice is within a Provincially Significant Employment Zone (PSEZ). We want the boundaries and appropriate MTSA designation to be properly acknowledged in the ROP.	Comment noted. PSEZs will be addressed through Envision Durham and the new ROP, and not through the PMTSA Amendment.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-006	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.	Comment noted. Input received from staff at the Ministry of Municipal Affairs and Housing confirms that the Region is not limited to only identifying MTSA's on priority transit corridors but also, the four stations along the GO Lakeshore East extension, which can be subject to the proposed density targets.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-007	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.	Comment noted. Lands within the PMTSA's are intended to accommodate a range of uses at densities which will support complete communities.  Since the lands within the PMTSA would no longer be designated as Employment Areas in the Regional Official Plan going forward, an appropriate mix of higher transit-oriented uses would be permitted, taking into account market conditions.

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	Requiring an overly aggressive percentage of employment uses could result in substantial lands within the MTSA remaining undeveloped due to the realities of market conditions.	
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-008	Strongly believe that the inclusion of our client's lands within the urban boundary will contribute to the Region fulfilling its growth targets and minimizes the risk of "siphoning growth" away from Durham to other GGH municipalities.	Comment noted. The Municipality of Clarington has also requested that the Courtice PMTSA boundary include an area outside the existing urban area boundary east of Courtice Road. The Land Needs Assessment for the Growth Management Study being undertaken through Envision Durham, the Region's municipal comprehensive review will determine the need and location for any urban boundary expansions. It would be premature to recommend an urban boundary expansion in advance of the Land Needs Assessment being completed.
Erwin Waldinsperger P 005-001	Metrolinx announced that the GO Transit Lines from VIA/ GO Station would now be electrified. This will result in the elimination of at least one dozen excess noise areas along CP Bellville through to Oshawa.	Comment noted.
Erwin Waldinsperger P 005-002	Municipalities and residents in Durham need to know where future commuter traffic will impact neighbourhoods to 2050.	Comment noted.
Max Lysyk P 006-001	Interested in being notified about future meetings and decisions related to the ROPA MTSA.	Comment noted. Regional staff confirm that Mr. Lysyk is on the Envision Durham Interested Parties List.
Ron Lalonde P 007-001	Ensuring that Durham Active Transportation Committee is involved in the commenting process.	Comment noted. A presentation regarding the proposed PMTSA amendment was made at the September 16, 2021 Durham Active Transportation Committee meeting. Committee members had the opportunity to ask questions of Regional staff from Policy and Transportation Planning.

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Bousfields Inc. on behalf of Brookfield Residential  P 008-001	Brookfield's lands are within the area proposed as a PMTSA for the future Courtice GO Train Station, specifically, a parcel directly north of the Metrolinx lands on the west side of Courtice Road. We continue to be generally supportive of the report and the revised policies and offer additional comments related to urban design, built form and density targets.	Comment noted.
Bousfields Inc. on behalf of Brookfield Residential  P 008-002	<p>It is requested that draft policies be revised to clarify that it is the responsibilities of the local area municipalities to clarify how the minimum density target of 150 residents and jobs per hectare will be achieved.</p> <p>Draft policies 8A.2.10 and 8A.2.11 set out a list of permitted and prohibited built form typologies that would be more appropriate in the local area Official Plan than in the Region's Official Plan. We propose that there should be different configurations of built form types other than apartments and stacked towns that can achieve the required minimum density targets such as grade related and apartment forms.</p> <p>Listing examples of desired built form types in the Region's Official Plan can make it challenging to get an agreement on use of innovative built form typologies that have yet to be defined or named.</p>	<p>Policy 8A.2.18 b) has been revised to: "Establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per ha".</p> <p>Policy 8A.2.10 a) of the recommended amendment has been modified to recognize a range of higher density residential uses, including multiple attached dwellings.</p>
Bousfields Inc. on behalf of Brookfield Residential  P 008-003	Draft policy 8A.2.17(i) which states that municipal official plans will incorporate Urban Design Guidelines to guide the desired density, built form, building placement, access requirements	Comment noted. The policies support good Urban Design practices implemented at the local level.

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	<p>and approaches for a pedestrian-oriented public realm. However, the subsequent sub-sections (i.e.: 8A.2.17(i)(i, – vii.) provide that there is an intention to address matters of Urban Design at the Regional level, through the Region’s OPA. We would ask that the Region remove or revise these subsections to ensure that area municipal official plans provide the direction regarding building placement and access requirements, among others and not the Region’s Official Plan.</p>	
<p>Bousfields Inc. on behalf of Brookfield Residential  P 008-004</p>	<p>The draft Official Plan Amendment, policy 8A2.13 still does not provide the additional policy language that would confirm whether the density target would apply across the lands in each MTSA. As such, we respectfully request that the Region revise policy 8A.2.13 to provide that the density target shall be achieved on average across the entire MTSA. In this regard, there would be flexibility in the permitted built form and density types to achieve the density target.</p>	<p>Policy 8A.2.14 has been revised to “Protected Major Transit Station Areas shall be planned to accommodate a minimum overall density target of 150 people and jobs per <i>gross</i> hectare, in accordance with the Growth Plan for the Greater Golden Horseshoe. In cases where a Protected Major Transit Station Area and an Urban Growth Centre or Regional Centre overlap, the higher density requirements shall apply.”</p>



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Weston Consulting on behalf of MODO Bowmanville Urban Towns Limited  P 009-001	Subject lands consist of three parcels in the southwest corner of Brookhill Boulevard and Green Road, in the Municipality of Clarington, in the Bowmanville PMTSA. Commenting letter dated March 1, 2021 was submitted in response to the Major Transit Station Areas: Proposed Policy Directions report. It was requested that the Region establish a minimum density target for the Bowmanville MTSA that meets or exceeds the 150 residents and jobs per hectare. Furthermore, it was requested that locational characteristics of the subject lands be considered when advancing intensification objectives and goals.	Comment noted. All PMTSAs will be planned to achieve a minimum density target of 150 people and jobs per hectare.
Weston Consulting on behalf of MODO Bowmanville Urban Towns Limited  P 009-002	There is currently a Draft Plan of Subdivision and a Zoning By-law Amendment being reviewed for the creation of three development blocks, four 6-storey residential apartments and townhouses. It is in our opinion that the proposed townhouse blocks be contemplated in active planning applications in proximity to the subject site to ensure compatibility and transition in scale.	Comment noted. The recommended Amendment would only be in full force and effect following approval by the province.

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<p>Weston Consulting on behalf of MODO Bowmanville Urban Towns Limited</p> <p>P 009-003</p>	<p>Generally supportive of the intent of proposed policies 8A2.9 and 8A.2.10, however it is requested that the Region modify policy 8A.2.10.to not preclude the categorization of high-density transit-oriented uses and high-density residential uses. More flexibility in the types of residential uses can better address local context, market, and built form compatibility.</p> <p>It is recommended that ground-related residential building types be permitted within the PMTSA be permitted adjacent to the external boundaries of the PMTSA to address compatibility and transition.</p> <p>It is in our opinion that ground-related residential uses can constitute as compact urban form and can achieve densities that support MTSA growth targets.</p>	<p>Policy 8A.2.10 a) of the recommended amendment has been modified to recognize a range of higher density residential uses, including multiple attached dwellings.</p>
<p>Weston Consulting on behalf of MODO Bowmanville Urban Towns Limited</p> <p>P 009-004</p>	<p>It is our opinion that proposed policies 8A2.9 and 8A.2.10.a) do not provide a wide enough range of land uses permissions to meet MTSA growth targets, especially for the lands that are located at the periphery of the MTSA growth areas.</p>	<p>Comment noted. Policy 8A.2.10 a) recognizes “multiple attached dwellings” as a unit type within PMTSAs.</p>

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<p><b>New</b></p> <p>Zelinka Priamo LTD. on behalf of CP REIT Ontario Properties</p> <p>P 010-001</p>	<p>Provide clarity with regards to draft Policy 8A.2.10.f) in that supermarket, which would be considered a Major Retail Use due to their gross leasable area continue to be permitted within PMTSA.</p> <p>It is recommended that Major Retail Uses should be explicitly permitted by changing “Commercial uses including retail, both convenience retail and small-scale retail uses” to “Commercial uses including Major Retail Uses and retail, both convenience retail and small-scale retail uses”</p>	<p>Comment noted. Policy 8A.2.10 f) is encouraging what land uses would be permitted to be established in PMTSAs.</p> <p>The recommended Amendment is intended to promote and establish new uses that are higher in density and supportive of transit-oriented development.</p> <p>The continuation of existing uses is already addressed in the Regional Official Plan through existing policy 14.5.4 of the Plan.</p> <p>The continued operation of existing Major Retail uses within PMTSAs would not be impacted by Policy 8A.2.10 f).</p>
<p><b>New</b></p> <p>Zelinka Priamo LTD. on behalf of CP REIT Ontario Properties</p> <p>P 010-002</p>	<p>Modify draft Policy 8A2.13 to include “where appropriate” before “Development within...” in order to account for site specific context and operational needs.</p>	<p>Comment noted. PMTSAs are intended are intended to provide integrated mixed-use development offering convenient, direct, sheltered pedestrian access from high-density development sites to station amenities and access points. The term “where appropriate” has not been added. If required, site specific considerations and operational needs would be addressed through local plans and policies, when they are developed.</p>
<p><b>New</b></p> <p>Zelinka Priamo LTD. on behalf of CP REIT Ontario Properties</p> <p>P 010-003</p>	<p>Modify draft Policy 8A.2.18. h) in order to accommodate new additions to existing buildings or new interim infill development prior to comprehensive redevelopment, “where appropriate,” should be added before “requirements for structured parking” to provide clarity that structured parking is not required in such circumstances.</p>	<p>Comment noted. Policy 8A.2.18 h) in the recommended amendment supports the efficient use of land, including requirements for structured parking and shared parking as part of <b>new</b> development [emphasis added]. The policy is not intended to impact existing developments or their continuation of uses. New “interim infill development” should consider the provision of efficient use of parking, perhaps through shared parking.</p>

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<p><b>New</b></p> <p>Zelinka Priamo LTD. on behalf of CP REIT Ontario Properties</p> <p>P 010-004</p>	<p>Modify draft Policy 8A.2.18. j) iii) so that that “Generally” should be added before “require buildings” and “where appropriate” should be added after “pedestrian entrances” in order to incorporate flexibility to accommodate site specific context and operational needs and to reflect that the policy relates to Urban Design Guidelines.</p>	<p>Comment noted. Policy 8A.2.18 j) looks for Urban Design and Sustainability Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian oriented public realm. The area municipality will determine the level of detail and site-specific conditions/considerations within their respective planning documents.</p>
<p><b>New</b></p> <p>Zelinka Priamo LTD. on behalf of CP REIT Ontario Properties</p> <p>P 010-005</p>	<p>Modify draft Policy 8A.2.18. i) iv) so that that “Where appropriate,” should be added before “Restrict” in order to provide flexibility to account for site specific circumstances, operational needs and existing accesses.</p>	<p>Comment noted. Site-specific circumstances, operational needs and existing accesses are best considered when detailed plans and policies are prepared at the area municipal level.</p>
<p><b>New</b></p> <p>Zelinka Priamo LTD. on behalf of CP REIT Ontario Properties</p> <p>P 010-005</p>	<p>Modify draft Policy 8A.2.18. i) vi) so that “new” should be added before “surface parking” in order to accommodate existing uses and additions to existing buildings or new interim infill development prior to comprehensive redevelopment.</p>	<p>Comment noted. See response to P 010-003 above.</p>
<p><b>New</b></p> <p>Zelinka Priamo LTD. on behalf of CP REIT Ontario Properties</p> <p>P 010-006</p>	<p>Requesting clarification on draft Policy 8A.2.18.1) ii) as to what is intended by “well designed and direct connections between and amongst component uses and transit stations.</p>	<p>Comment noted. PMTSAs are intended to be well-designed and provide connections amongst various uses (components) within the PMTSA and the transit station. Sustainable transportation policies to support all modes will be critical to the success of these areas.</p>

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<p><b>New</b></p> <p>Zelinka Priamo LTD. on behalf of CP REIT Ontario Properties</p> <p>P 010-006</p>	<p>Requesting confirmation on draft Policy 8A.2.19 that that flexibility is provided under the “may require” language in order ensure that development applications for additions to existing buildings or new interim infill development prior to comprehensive redevelopment do not trigger the need for the coordination of development applications.</p>	<p>Comment noted. The term “may require” is intended to provide flexibility as to the scope and scale of development being proposed within the PMTSA and the need for coordination of development applications where appropriate.</p>